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*The Effect of Transport Corridors Economic Strategies
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The Effect of Transport Corridors Economic Strategies on Economic Development: Evidence from the Central Corridor Transit Transport Facilitation Agency

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Abstract

This study investigated the influence of transit corridor economic policies on Africa's economic growth. The research was driven by the necessity to comprehend the impact of economic strategies, such as fiscal and monetary policies, infrastructure investments, trade facilitation efforts, foreign direct investment incentives, employment generation programs, and sustainable development initiatives, on regional economic advancement within the corridor. Informed by the Resource-Based View (RBV) framework, the research employed a post-positivist paradigm, an explanatory research design, and a quantitative methodology. Data were gathered from 286 employees sourced from prominent logistics firms functioning in the Central Corridor member nations, specifically Tanzania, Rwanda, Burundi, Uganda, Zambia, Malawi, and the Democratic Republic of Congo. A sum of 282 legitimate questionnaires was received, indicating a response percentage of 98.6%. The data were examined by descriptive statistics, Pearson correlation analysis, and multiple regression analysis. The results indicated that economic strategies had a favourable correlation with economic development. Correlation analysis revealed a robust and statistically significant positive association between economic strategies and economic development ($r = 0.601$, $p < 0.01$), implying that advancements in fiscal policy, monetary policy, infrastructure investment, trade policy efficacy, investment incentives, job creation, and innovation support correlate with improved economic results. Regression findings additionally indicated that economic strategies exert a positive and statistically significant influence on economic development ($\beta = 0.109$, $p = 0.041$), while the effect size was very moderate. The results suggest that economic strategies enhance per capita income growth, infrastructure advancement, institutional backing, project execution efficacy, job creation, investment environment, and income distribution; however, their effectiveness is amplified when combined with complementary elements like technology integration, information systems, institutional capability, and infrastructure enhancement. The study determines that economic methods serve as significant catalysts for economic advancement in the Central Corridor, although they are not just adequate to produce considerable development results. Sustainable economic advancement necessitates a synchronised methodology that integrates economic tactics with technical, informational, and institutional measures. The research advocates for enhanced funding in transport and logistics infrastructure, alignment of trade regulations, encouragement of public-private collaborations, fortification of institutional capabilities, and incorporation of digital technologies to optimise the developmental effects of corridor projects.

Keywords: Economic Strategies, Economic Development, Transport Corridors, Central Corridor, Infrastructure Investment, Trade Facilitation, Regional Integration, Logistics.

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1. INTRODUCTION

Transport corridors constitute essential infrastructure networks that support the efficient movement of goods and services, playing a vital role in promoting economic development. At the global level, the adoption of effective transport logistics strategies has become increasingly important for improving trade efficiency and stimulating economic growth. The World Bank (2022) reports that well-functioning logistics systems can lower trade-related costs by approximately 10–15%, thereby increasing trade volumes and contributing to broader economic development.

In developed regions such as Europe and Asia, transport corridors have significantly strengthened regional integration and connectivity. A notable example is the Trans-European Transport Network (TEN-T), which has improved trade competitiveness by reducing transportation and logistics expenses while enhancing the efficiency of freight movement across member countries. These improvements have supported economic expansion and regional development throughout Europe (Polyzos & Tsiotas, 2020). The role of transport corridors is particularly critical in Africa, where large geographical distances and uneven infrastructure development continue to present challenges to trade and economic integration. According to the African Development Bank (2022), deficiencies in logistics and transport infrastructure remain among the major barriers to intra-African trade. Consequently, trade among African countries accounts for only about 17% of the continent's total trade, compared with approximately 59% in Asia and 69% in Europe. This gap underscores the pressing need for enhanced logistics strategies and the development of transport corridors to boost regional connectivity, facilitate trade, and foster sustainable economic growth across the continent.

In Tanzania, the Central Corridor, coordinated by the Central Corridor Transit Transport Facilitation Agency, serves as a vital transportation route linking several landlocked countries, including Rwanda, Burundi, Uganda, Malawi, Zambia, and the Democratic Republic of the Congo to the Port of Dar es Salaam. The corridor plays a strategic role in facilitating regional trade, enhancing connectivity, and promoting economic integration within the East African and Southern African regions. Despite its significance, the corridor continues to face numerous logistical

constraints that limit its effectiveness in supporting economic development (African Development Bank, 2022). Studies have shown that inefficiencies within the corridor contribute to transportation costs that are substantially higher than those experienced in more developed regions, thereby increasing the cost of doing business, reducing trade competitiveness, and constraining economic growth.

Several logistics strategies have been identified as important drivers of economic development along transport corridors. Market-oriented strategies, such as cost leadership and product differentiation, are considered critical for enhancing competitiveness, increasing market share, and improving economic performance (Lee & Chu, 2022). Similarly, information-based strategies, including real-time tracking systems and predictive analytics, have been recognized for their ability to improve logistics efficiency, decision-making, and overall operational performance (Govindan, Jha, & Naylor, 2020). Technological strategies involving innovations such as automation, the Internet of Things (IoT), and blockchain technology have also been found to strengthen logistics operations by enhancing transparency, reducing delays, and lowering operational costs (Liu & Xie, 2021).

Furthermore, economic strategies that focus on trade facilitation measures and infrastructure development are essential for promoting regional trade, attracting investment, and stimulating economic growth (World Bank, 2021). In addition, legal and regulatory strategies provide the institutional framework necessary for efficient logistics operations, ensuring compliance, reducing administrative barriers, and supporting sustainable economic development (Ali & Rizwan, 2021). Given the strategic importance of the Central Corridor and the challenges it faces, it is important to understand how these logistics strategies influence economic development outcomes. Therefore, this study seeks to assess the impact of various logistics strategies on the economic development of the Central Corridor.

Transport corridors are widely recognized as critical infrastructure systems that facilitate the efficient movement of goods and services across regions and countries, thereby contributing to economic development. At the global level, the optimization of transport logistics strategies has become a key factor in enhancing trade efficiency, reducing operational costs, and fostering

economic growth. Effective logistics systems can significantly lower trade costs and increase trade volumes, leading to improved economic performance in both developed and developing economies (Sumbal et al., 2024). Through improved connectivity, streamlined supply chains, and enhanced trade facilitation, transport corridors continue to play a fundamental role in supporting regional integration and sustainable economic development.

In Europe and Asia, transport corridors have played a significant role in strengthening regional connectivity, trade integration, and economic development. For instance, the Trans-European Transport Network has contributed substantially to improving transport efficiency across Europe by reducing logistics costs, shortening transit times, and facilitating the seamless movement of goods and people among member states (Lakhminarayanan, Nair, & Chandrasekar, 2024). Likewise, Asia's Belt and Road Initiative demonstrate how strategic investments in transport infrastructure can enhance regional connectivity, stimulate trade, attract investment, and foster economic growth across participating countries (Makarova et al., 2020).

Within Africa, the importance of transport corridors is even more pronounced due to the continent's extensive geographical coverage and uneven infrastructure development. According to the African Development Bank, inadequate logistics and transport infrastructure continue to be among the most significant obstacles to intra-African trade. As a result, trade among African countries accounts for only about 17% of total continental trade, compared to approximately 59% in Asia and 69% in Europe (Flory & Nyaronga, 2025). This disparity underscores the need for effective logistics strategies and infrastructure improvements to enhance regional integration, facilitate trade, and accelerate economic development across the continent.

In Tanzania, the Central Corridor, managed by the Central Corridor Transit Transport Facilitation Agency, serves as a critical trade route linking several landlocked countries, including Rwanda, Burundi, Uganda, Malawi, Zambia, and the Democratic Republic of the Congo to the Port of Dar es Salaam. The corridor is instrumental in facilitating trade and promoting economic integration within the East African and Southern African regions. Despite its strategic importance, the corridor continues to experience significant logistical challenges, including delays, inadequate infrastructure, and operational inefficiencies. These constraints contribute to transportation costs

that are estimated to be 40–60 percent higher than those observed in more developed transport corridors, thereby diminishing trade competitiveness, increasing the cost of goods and services, and constraining economic growth within the region (Kuteyi & Winkler, 2022).

Recent developments between 2024 and 2026 indicate substantial efforts to improve the efficiency and competitiveness of the Central Corridor through infrastructure modernization and digital transformation initiatives. The Government of Tanzania, in collaboration with regional stakeholders, has accelerated investments in the expansion of the Port of Dar es Salaam, Standard Gauge Railway (SGR) infrastructure, dry ports, and corridor management systems to strengthen regional trade connectivity. Cargo throughput at the Port of Dar es Salaam reached a record 27.7 million tonnes during the 2024/2025 financial year, reflecting significant growth in trade volumes and demonstrating the increasing importance of the Central Corridor as a regional logistics gateway. Furthermore, the launch of SGR freight services between Dar es Salaam and Dodoma in 2025 marked a major milestone in enhancing cargo movement efficiency and reducing transport costs along the corridor. Ongoing digitalization initiatives, including electronic cargo tracking systems and cross-border trade facilitation measures, are also expected to reduce transit delays, improve cargo security, and enhance coordination among corridor member states. These developments highlight the growing commitment of regional governments and development partners to transform the Central Corridor into a more efficient and competitive trade route capable of supporting economic growth and regional integration in East and Central Africa.

In addition, recent regional cooperation efforts have focused on strengthening trade facilitation and multimodal transport systems across the corridor. In 2025 and 2026, member countries intensified collaboration on infrastructure development, trade security, and harmonization of transport procedures to improve the movement of goods between the Port of Dar es Salaam and landlocked countries such as Rwanda, Burundi, Zambia, and the Democratic Republic of Congo. New investments in railway connectivity, dry port facilities, and digital payment systems are expected to lower logistics costs and shorten transit times, thereby enhancing the corridor's contribution to regional economic development. These initiatives reflect the strategic importance of the Central Corridor in supporting the objectives of regional integration frameworks and the African Continental Free Trade Area (AfCFTA).

1.1 Literature Review and Hypothesis Development

Efficient logistics strategies are vital for enhancing economic outcomes. Govindan, Jha, and Naylor (2020) underscore the importance of information systems in improving supply chain performance, while Liu and Xie (2021) highlight how technologies such as automation and blockchain can streamline logistics operations and reduce costs. Additionally, economic strategies such as cost leadership and resource optimization can enhance competitiveness, while effective legal frameworks ensure an enabling environment for trade and investment. Despite the recognition of these strategies' potential, their specific impacts on the Central Corridor remain underexplored, particularly in how they interact to drive economic growth.

Economic strategies such as cost efficiency and infrastructure investment also play a key role in boosting competitiveness, while legal and regulatory reforms can support smoother cross-border trade and greater investment confidence (Ong'anya, 2024). However, existing studies often fail to contextualize these strategies within the unique socio-economic and institutional landscape of the Central Corridor (Sestino et al., 2020). Most research provides a generalized view of logistics development without focusing on the specific needs, constraints, and opportunities within this region.

1.1.1 Economic Strategies

Economic strategies are plans and policies implemented by governments or organizations to influence economic growth, stability, and development. These strategies encompass fiscal policies, monetary policies, and regulatory measures aimed at achieving macroeconomic objectives. Economic strategies are also comprehensive approaches that governments or entities use to manage economic resources, stimulate economic activity, and ensure sustainable development. This includes investment in infrastructure, human capital development, and trade policies (Lakhminarayanan et al., 2024).

The study adopts this definition because it covers a broad range of economic strategies, including fiscal and monetary policies, trade policies, and infrastructure investment. These elements are

crucial for understanding the economic strategies implemented by the CCTTFA and their effects on regional trade and economic development.

1.1.2 Economic Development

According to Todaro and Smith (2020), economic development refers to the process by which a nation improves the economic, political, and social well-being of its people. This involves a sustained increase in per capita income, improved living standards, and reduced poverty and inequality.

Sen (2021) defines economic development as the expansion of capabilities that allow people to lead lives they value. This includes not just income growth, but also improvements in education, health, and environmental sustainability. The study adopts the definition by Sen's because it provides a comprehensive and human-centric approach to economic development.

1.2 Theoretical Foundation

1.2.1 Resource-Based View (RBV)

Founded by Barney (1991) and later refined by scholars such as Kraaijenbrink, Spender, and Groen (2010), the RBV posits that a firm's internal resources encompassing market strategies (e.g., cost leadership and differentiation), information systems (e.g., ICT and big data analytics), technological capabilities (e.g., AI and IoT innovations), and economic strategies (e.g., efficient cost management and investment policies) are the primary drivers of competitive advantage and economic performance. Recent studies have extended the RBV to account for dynamic capabilities, emphasizing the importance of continuously adapting these internal assets in rapidly changing environments (e.g., Kero & Bogale, 2023; Garg & Rastogi, 2021). The strength of RBV lies in its focus on tangible and intangible resources that can be leveraged for long-term success; however, its primary weakness is that it tends to overlook external market factors and institutional pressures that also influence performance.

1.2.2 Supporting Literature on Economic Strategies and Their Effects on Regional Trade and Economic Development

Economic strategies, such as regional trade agreements, investment policies, and infrastructure improvements, are fundamental for boosting trade and fostering economic development. Across

various studies, common themes emerge regarding the positive impacts of these strategies on both trade volumes and economic growth.

One major area of focus is the role of economic integration. Studies consistently show that forming regional trade agreements enhances intra-regional trade. The OECD (2022) and IMF (2023) both emphasize how integration leads to higher trade volumes and greater economic growth. For example, OECD's analysis indicates a 20% increase in intra-regional trade, while IMF notes that economic policies like tax incentives can improve trade by 18% and GDP by 8%. These findings highlight the importance of promoting economic integration to boost trade and regional economic development.

The Tanzania Investment Centre (2023) and Kenya National Bureau of Statistics (2022) both demonstrate the significant effects of investment policies, particularly tax incentives and infrastructure development. These policies have been shown to lead to increases in trade volumes (up to 20%) and GDP growth (around 10%). Such policies foster an environment conducive to investment and trade expansion, which is crucial for economic progress. Additionally, studies also highlight the critical role of infrastructure development in improving trade efficiency and logistics. The integration of infrastructure improvements into economic strategies has proven to be highly effective in increasing trade flows and reducing logistical barriers. For instance, studies show that the enhancement of transport networks, including roads, railways, and ports, significantly contributes to reducing trade costs, boosting trade volumes, and facilitating smoother cross-border transactions. The effectiveness of economic strategies in promoting regional trade and economic development is well-established. Key factors include fostering economic integration, implementing supportive investment policies, and ensuring infrastructure development. These elements are essential for creating a thriving trade environment that drives sustained economic growth. Therefore, to come up with findings it is hypothesized that:

(H₁): Transport corridor Economic strategies have a positive significant effect on economic development

1.3 Research Gap

Theoretical gap, despite the significant contributions of the Resource-Based View and Institutional Theory, a critical theoretical gap remains in explaining how transport corridor logistics strategies

translate into economic development outcomes particularly within complex, multi-country systems such as the Central Corridor.

The RBV provides a strong foundation for understanding how internal capabilities such as ICT systems, technological innovations, and strategic cost management drive performance. However, its firm-centric orientation limits its applicability in corridor contexts where performance is co-produced by multiple actors (governments, port authorities, logistics firms, and regional bodies). It insufficiently explains how these internal resources interact across institutional boundaries or how they scale beyond individual organizations to influence corridor-wide economic outcomes.

Empirically, the reviewed literature demonstrates substantial progress in understanding the relationship between transport corridor logistics strategies and economic development; however, a significant empirical gap persists. Most prior studies have examined market, information, technology, economic, and legal strategies in isolation, with limited effort to integrate these variables into a single comprehensive analytical framework. For example, studies by the World Bank and the International Trade Centre primarily emphasize trade facilitation and digital platforms, while others focus independently on infrastructure investments or regulatory reforms. This fragmented approach constrains a holistic understanding of how these strategies interact and jointly influence economic development outcomes. Furthermore, there is limited empirical evidence on the synergistic effects among these strategies, their relative contributions, and the causal mechanisms through which they collectively drive macroeconomic performance indicators such as trade growth and GDP expansion. Consequently, there is a need for an integrated empirical model that captures the combined influence of transport corridor logistics strategies on economic development.

Contextually, much of the reviewed literature is grounded in studies conducted in developed economies or well-established transport corridors, with minimal focus on African regional corridors, particularly the Central Corridor. Although some studies have examined corridors such as the Northern Corridor, their findings may not be directly applicable due to variations in institutional frameworks, infrastructure development levels, and policy implementation capacities. Global analysis from institutions such as the Organisation for Economic Co-operation and Development and the International Monetary Fund provide valuable insights but often overlook

the unique socio-economic, political, and operational complexities characterizing African transit systems. The Central Corridor, in particular, involves multiple member states with diverse regulatory regimes and governance structures, creating coordination challenges that are insufficiently addressed in prior research. This underscores the need for context-specific studies that reflect the realities of the Central Corridor and similar developing regions.

Furthermore, a methodological gap is apparent in the approaches adopted by previous studies. A considerable number of studies rely on descriptive analysis, case study designs, or single-method quantitative techniques, which limit the depth and generalizability of their findings. There is a lack of studies employing robust multivariate analytical models capable of simultaneously examining multiple logistics strategies and their interrelationships. Additionally, limited application of advanced techniques, such as structural equation modeling, restricts the ability to capture complex causal linkages and indirect effects between variables. Many studies also depend on secondary data sources, with insufficient incorporation of primary data from key stakeholders within transport corridors, as well as a lack of cross-country and longitudinal analyses. These methodological limitations highlight the need for more rigorous and integrative research designs. Therefore, this study adopts a comprehensive methodological approach to provide a more nuanced and reliable understanding of the effects of transport corridor logistics strategies on economic development.

2. METHODOLOGY

This study adopts a post-positivist research philosophy and a deductive research approach to examine the impact of logistics strategies on economic development within the Central Corridor. An explanatory research design is employed, emphasizing quantitative analysis to establish statistical relationships among the study variables. The research is conducted in the member countries of the Central Corridor Transit Transport Facilitation Agency (CCTTFA), namely Burundi, the Democratic Republic of Congo, Rwanda, Tanzania, Uganda, Malawi, and Zambia, focusing on major logistics companies operating within the corridor. The target population comprises 1,000 employees from leading logistics firms, including Africa Global Logistics, Bravo Logistics, Simba Logistics, Super Star Forwarders, and Bakhresa Group Logistic. Using Yamane's (1967) formula, a sample size of 286 respondents was determined to ensure statistical validity at a

95% confidence level and a 5% margin of error. The study utilizes stratified sampling to ensure representation across different companies and professional categories, followed by simple random sampling to select respondents from logistics, transportation, warehousing, customs, information technology, strategic planning, and management departments, thereby providing comprehensive insights into logistics strategies and their contribution to economic development along the Central Corridor.

The sampling frame for this study was based on the five logistic companies operating around Central Corridor Member States particularly, DR Congo, Burundi, Rwanda, Tanzania, Uganda, Malawi and Zambia. The study collected data from 286 employees of major logistics companies operating within the Central Corridor to assess how economic initiatives contribute to regional economic development. Economic strategies were examined through a structured questionnaire using a five-point Likert scale, with measurement items adapted from established literature. The study employed descriptive statistics, Pearson correlation, and multiple regression analysis to determine the extent to which economic strategies influence economic development. Within the regression model, economic strategy was treated as one of the key independent variables affecting economic development, alongside market, information, technology, and legal strategies. The research ensured data quality through rigorous cleaning, validation, reliability testing using Cronbach's Alpha, and validity assessments. By focusing on trade facilitation measures, infrastructure development, investment promotion, and cost-reduction initiatives, the study aimed to establish the contribution of economic strategies to improving trade efficiency, business performance, and overall economic growth within the Central Corridor member states.

2.1 Data Collection and Analysis

The study collected primary data from 286 employees of major logistics companies operating within the Central Corridor to assess the contribution of economic strategies to regional economic development. Data were collected using a structured questionnaire, with measurement items adapted from established literature and responses measured using a five-point Likert scale. Respondents were selected from logistics, transportation, warehousing, customs, information technology, strategic planning, and management departments to provide comprehensive insights into economic strategies and their contribution to economic development.

The collected data were coded, cleaned, validated, and analyzed using quantitative statistical techniques. Descriptive statistics were used to summarize the data and describe respondents' responses. Pearson correlation analysis was employed to determine the direction and strength of the relationship between economic strategies and economic development, while multiple regression analysis was used to determine the extent to which economic strategies influence economic development. In the regression model, economic strategy was treated as the key independent variable while economic development was the dependent variable. Data quality was further assessed through reliability testing using Cronbach's Alpha and validity assessments to ensure that the research instrument adequately measured the intended constructs.

2.2 Validity and Reliability

Validity refers to the extent to which a research instrument accurately measures the concepts it is intended to assess. In this study, validity was established through content validity and construct validity. Content validity was ensured by carefully developing questionnaire items based on established literature and aligning them with the study objectives and key constructs, including marketing strategies, information strategies, technology strategies, economic strategies, legal and regulatory frameworks, and economic development. Furthermore, a pre-test and pilot study were conducted to evaluate the clarity, relevance, and comprehensiveness of the questionnaire items. Feedback from the pilot study enabled the refinement of the instrument, ensuring that it adequately captured all dimensions of the constructs under investigation and enhanced the overall quality of the data collection tool.

Construct validity was assessed using Exploratory Factor Analysis (EFA), supported by the Kaiser-Meyer-Olkin (KMO) Measure of Sampling Adequacy and Bartlett's Test of Sphericity. The results showed a KMO value of 0.905, indicating excellent sampling adequacy, while Bartlett's Test was statistically significant ($\chi^2 = 7841.350$, $df = 1653$, $p < 0.001$), confirming that the data were suitable for factor analysis. These findings demonstrate that the measurement items were strongly correlated and effectively represented the underlying theoretical constructs. Consequently, the results provide strong evidence that the study instrument was valid and capable

of accurately measuring the intended variables, thereby supporting the credibility and reliability of the research findings.

Table 2: KMO and Bartlett's Test

Kaiser-Meyer-Olkin Measure of Sampling Adequacy.		.905
Bartlett's Test of Sphericity	Approx. Chi-Square	7.841E3
	Df	1653
	Sig.	.000

Construct validity was assessed using Exploratory Factor Analysis (EFA) with Principal Component Analysis (PCA), and the results demonstrated that the measurement instrument adequately captured the underlying theoretical constructs. The first six components explained 46.3% of the total variance, with the first component accounting for 28.86%, indicating that a substantial proportion of the variance was represented by the extracted factors. The retention of factors with eigenvalues greater than one, together with meaningful factor loadings and rotated factor structures, confirmed that related items clustered according to their respective constructs, namely marketing, information, technology, economic, legal and regulatory strategies, and economic development. These findings provide strong evidence of construct validity and, when considered alongside the satisfactory Cronbach's alpha results, indicate that the instrument was both valid and reliable for measuring the study variables and supporting accurate research conclusions.

Face validity and criterion validity were established to ensure that the research instrument accurately measured the intended constructs. Face validity was achieved through careful development of questionnaire items that aligned with the study objectives and hypotheses concerning marketing, information technology, economic, and legal and regulatory strategies, as well as economic development. The questionnaire was reviewed by subject matter experts and pilot tested to ensure clarity, relevance, and ease of interpretation by respondents. Criterion validity was addressed through both predictive and concurrent approaches. Predictive validity was assessed by examining the ability of the study constructs to predict economic development through

regression and discriminant analyses, while concurrent validity was supported by grounding the measurement items in well-established theoretical and empirical literature. These procedures strengthened confidence that the instrument effectively captured the intended concepts and their relationships.

Table 3: Total Variance Explained

Component	Initial Eigenvalues			Extraction Sums of Squared Loadings			Rotation Sums of Squared Loadings		
	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %
1	16.737	28.857	28.857	16.737	28.857	28.857	5.354	9.231	9.231
2	2.368	4.084	32.940	2.368	4.084	32.940	5.176	8.925	18.155
3	2.140	3.689	36.630	2.140	3.689	36.630	4.862	8.382	26.538
4	1.990	3.431	40.061	1.990	3.431	40.061	4.642	8.003	34.541
5	1.853	3.194	43.255	1.853	3.194	43.255	3.677	6.340	40.881
6	1.764	3.041	46.295	1.764	3.041	46.295	3.140	5.414	46.295

Reliability refers to the consistency and stability of a measurement instrument in producing dependable results under similar conditions. In this study, reliability was assessed using Cronbach's alpha, a widely accepted measure of internal consistency that evaluates the extent to which items within a construct measure the same underlying concept. A Cronbach's alpha value of 0.70 or above is generally considered acceptable in social science research, indicating satisfactory reliability. By demonstrating strong internal consistency and minimizing measurement error, the reliability assessment confirmed that the research instrument could generate accurate, stable, and reproducible results, thereby enhancing the credibility of the study findings.

2.3 Multiple Regression Assumptions

The study satisfied the key assumptions required for multiple regression analysis. The dependent variable was measured using a Likert scale and, following confirmatory factor analysis, multiple indicators were combined into a single composite measure to meet the requirement of a continuous dependent variable. Similarly, all independent variables were measured using Likert-scale items, ensuring they were treated as continuous variables, which is consistent with regression analysis requirements. The assumption of independent residuals was assessed using the Durbin–Watson test, which produced a value of 1.807. Since this value falls within the acceptable range of 1.5 to 2.5, it indicates the absence of significant autocorrelation among residuals. Therefore, the regression model met the assumptions regarding variable measurement and independence of errors, supporting the reliability and validity of the statistical results and conclusions drawn from the analysis.

Table 4: Durbin-Watson

Model	Std. Error of the Estimate	Durbin-Watson
1	.22124	1.807

2.4 Normally distributed should be observed

The normality assumption was assessed using skewness and kurtosis statistics, and the results indicated that the data were approximately normally distributed. All study variables recorded skewness values within the acceptable range of ± 1 , demonstrating that the distributions were reasonably symmetric and suitable for parametric analysis. Although a few kurtosis values slightly exceeded the recommended range, the deviations were minimal and did not represent serious violations of normality. Since the skewness values remained within acceptable limits and the kurtosis departures were minor, the overall distribution of the data was considered sufficiently normal for regression analysis. Therefore, the normality assumption was satisfied, supporting the validity of subsequent statistical analyses and inferences.

The normality assumption was further verified using graphical techniques, including histograms and Normal Probability–Probability (P–P) plots. The histogram displayed a distribution that closely resembled the bell-shaped curve of a normal distribution, while the P–P plot showed that

the observed data points closely followed the diagonal reference line with only minor deviations. These visual assessments, supported by established literature, confirmed that the data did not exhibit substantial departures from normality and were therefore suitable for parametric statistical analysis. Together with the skewness and kurtosis results, the graphical evidence provided strong support that the normality assumption was adequately satisfied.

The assumption of homoscedasticity was assessed using a scatterplot of standardized residuals against predicted values. The results indicated that the residuals were randomly dispersed around the horizontal axis without forming any discernible patterns, funnel shapes, or clusters. This random distribution suggests that the variance of the error terms remained constant across different levels of the predicted values, satisfying the homoscedasticity requirement. Consistent with recommendations from methodological scholars, the absence of systematic structure in the scatterplot confirms that the regression model did not suffer from heteroscedasticity, thereby supporting the reliability and validity of the regression estimates and subsequent statistical inferences.

The study further assessed regression assumptions by examining influential cases and multicollinearity. Diagnostic statistics showed that although a few standardized and studentized residuals slightly exceeded the recommended threshold of ± 3 , Cook's Distance values ranged from 0.000 to 0.388, well below the critical value of 1. This indicates that no individual observation exerted undue influence on the regression model, confirming that the results were not biased by influential cases. In addition, multicollinearity was evaluated using tolerance, Variance Inflation Factor (VIF), and collinearity diagnostics. All independent variables recorded tolerance values above 0.1 and VIF values ranging from 2.028 to 2.686, which are well below the accepted threshold of 5, indicating the absence of problematic multicollinearity. Although some condition indices exceeded 30, the variance proportions did not show substantial overlap across multiple variables, suggesting that collinearity was not severe enough to affect model stability. Therefore, the regression model satisfied the assumptions relating to influential observations and multicollinearity, confirming the reliability, stability, and interpretability of the regression results.

3. RESULTS

3.1 Response Rate and Respondent Characteristics

The study achieved an exceptionally high response rate, with 282 out of 286 distributed questionnaires being fully completed and included in the analysis, representing a response rate of 98.6%. Only two questionnaires were excluded due to incomplete information, ensuring that the final dataset was reliable and suitable for analysis. Such a high response rate indicates strong respondent engagement and suggests that the sample adequately represented the target population, thereby enhancing the credibility and validity of the study findings.

The demographic profile of respondents demonstrates that the study captured a diverse and representative sample of employees working in logistics companies within the Central Corridor. Male respondents constituted the majority (68.8%), while females accounted for 31.2%, indicating the participation of both genders in the logistics sector. In terms of age, most respondents (41.5%) were between 26 and 35 years old, followed by those aged 36–45 years (30.3%), suggesting that the study largely involved individuals within the economically active and productive workforce. These characteristics imply that respondents were well positioned to provide informed perspectives regarding logistics operations and regional economic development.

The occupational distribution revealed that management personnel formed the largest group of respondents (37.2%), followed by operational staff (33.0%), board members (23.8%), and CEOs (6.0%). This distribution ensured that views were collected from different levels of organizational leadership and operations, providing a comprehensive understanding of logistics company activities. The inclusion of senior executives, board members, and operational personnel strengthened the study by capturing both strategic and operational perspectives relevant to organizational performance and economic development.

Regarding educational attainment, the respondents were generally highly educated, with the majority holding bachelor's degrees (40.8%) or master's degrees (35.8%). Smaller proportions

possessed associate degrees (14.2%), high school qualifications (7.4%), and doctoral degrees (1.8%). This educational profile indicates that respondents had the knowledge and competence necessary to provide reliable and insightful responses. Similarly, work experience levels were diverse, with most respondents having between four and six years of experience (39.4%) or one to three years (36.9%), suggesting that participants possessed substantial practical knowledge of logistics operations and industry practices.

The study also achieved broad organizational and geographical representation. Among the participating companies, Geographically, Tanzania contributed the highest proportion of respondents (53.2%), followed by the Democratic Republic of Congo (14.5%), Uganda (11.0%), Zambia (7.8%), Burundi (5.7%), Malawi (5.3%), and Rwanda (2.5%). This distribution reflects the regional nature of the Central Corridor and provides a comprehensive representation of logistics stakeholders across participating countries, thereby strengthening the generalizability of the study findings within the corridor region.

Table 5: Respondents` Distribution

Demographic	Category	Frequency	Percent
Country Name	BURUNDI	16	5.7
	DRC	41	14.5
	MALAWI	15	5.3
	RWANDA	7	2.5
	TANZANIA	150	53.2
	UGANDA	31	11.0
	ZAMBIA	22	7.8
	Total	282	100.0
Age Respondents of	18-25 Years old	33	11.2
	26-35 years old	122	41.5
	36-45 years old	89	30.3
	46 and above	38	17.0
	Total	282	100.0
Gender	Male	194	68.8
	Female	88	31.2
	Total	282	100.0
Occupation	Board	67	23.8
	CEOs	17	6.0
	Management	105	37.2
	Operational	93	33.0

	Total	282	100.0
Education	High School Diploma	21	7.4
	Associate Degree	40	14.2
	Bachelor Degree	115	40.8
	Master's Degree	101	35.8
	Doctorate	5	1.8
	Others	0	0.0
	Total	282	100.0
Experience	1-3 Years	104	36.9
	4-6 Years	111	39.4
	7-10 Years	41	14.5
	Less than 1 year	15	5.3
	Above 10 Years	11	3.9
	Total	282	100.0

3.2 Relationship between Economic Strategy and Economic Development

The study hypothesized that Economic Strategies implemented by CCTTFA significantly contribute to Economic Development in Africa. Economic Strategies were operationalized through ten indicators covering fiscal policy, monetary policy, infrastructure investment, trade facilitation, foreign direct investment promotion, job creation, sustainable development integration, alignment with member countries' development priorities, entrepreneurship support, and reduction of economic disparities.

A simple regression model:

$$ED = \beta_0 + \beta_1 ES + \varepsilon$$

was estimated to test the hypothesis, where Economic Development was the dependent variable and Economic Strategies represented the independent variable. The expectation was that improvements in Economic Strategies would lead to higher levels of Economic Development across member states.

The relationship between economic strategies (ES) and economic development (ED) is pivotal for understanding how policy frameworks, investment decisions, and governance approaches influence regional and national economic outcomes. Table 6 shows that all ten economic strategy indicators (ES1-ES10) have positive correlations with the various economic development

indicators (ED1-ED8), with the aggregate economic strategy score (ES) showing a strong positive correlation with overall economic development (ED) at $r = 0.601^{**}$. This suggests that the implementation of comprehensive economic strategies is associated with higher levels of income growth, infrastructure development, and institutional support. Recent studies support this finding, indicating that coordinated economic policies and strategic interventions are fundamental to achieving sustainable development goals (Adegbite *et al.*, 2021; Mhlanga & Sibanda, 2022).

Examining specific economic strategy dimensions, fiscal policy impact (ES1), monetary policy impact (ES2), and infrastructure investment contribution (ES3) show significant positive relationships with per capita income growth (ED1) and infrastructure development impact (ED2). For example, ES1 correlates with ED1 at $r = 0.356^{**}$, and ES2 correlates with ED2 at $r = 0.354^{**}$, indicating that sound fiscal and monetary policies, combined with targeted infrastructure investments, facilitating higher income levels and more effective infrastructure utilization. These results are consistent with research by Okeke and Eze (2021) and Khan *et al.*, (2022), who argue that well-structured economic strategies improve resource allocation, increase productivity, and stimulate economic expansion.

Broader policy-oriented outcomes such as institutional support (ED3), project implementation efficiency (ED4), and reduction in regional economic disparities (ED5) are also positively correlated with economic strategy indicators. For instance, ES4 (trade policy effectiveness) shows a correlation of $r = 0.294^{**}$ with ED4, while ES10 (economic disparities) correlates with ED5 at $r = 0.189^{**}$. This implies that effective trade regulations, strategic alignment with Sustainable Development Goals (ES7), and attention to regional needs (ES8) contribute to more equitable development outcomes. Supporting this view, Mensah *et al.*, (2020) and Olawale & Adepoju (2021) highlight that comprehensive economic policies strengthen institutional capacity, improve project execution, and reduce socio-economic inequalities.

Finally, economic strategies also influence employment generation (ED6), investment climate (ED7), and income distribution (ED8). For example, ES6 (job creation) correlates with ED6 at $r = 0.234^{**}$, while ES5 (FDI incentives) correlates with ED7 at $r = 0.340^{**}$ and ES10 shows a positive relationship with ED8 at $r = 0.251^{**}$. These findings suggest that targeted policies in employment,

investment incentives, and equitable economic measures foster social welfare and economic stability. Recent studies by Zhang *et al.*, (2020), Sharma *et al.*, (2022) and Adegbite *et al.*, (2021) confirm that integrated economic strategies act as catalysts for growth by enhancing investor confidence, creating job opportunities, and ensuring fair distribution of wealth. Overall, the evidence indicates that robust economic strategies are strongly associated with comprehensive economic development outcomes.

Table 6: Correlation Relationship between Economic Strategy and Economic Developments

Item	ES1	ES2	ES3	ES4	ES5	ES6	ES7	ES8	ES9	ES10	ES	ED1	ED2	ED3	ED4	ED5	ED6	ED7	ED8	ED
ES1	1																			
ES2	.399**	1																		
ES3	.247**	.409**	1																	
ES4	.216**	.282**	.409**	1																
ES5	.092	.309**	.205**	.363**	1															
ES6	.195**	.214**	.228**	.406**	.477*	1														
ES7	.041	.253**	.254**	.342**	.333*	.442**	1													
ES8	.117*	.229**	.245**	.348**	.238*	.257**	.379**	1												
ES9	.273**	.221**	.207**	.181**	.216*	.260**	.332**	.301*	1											
ES10	.178**	.288**	.194**	.314**	.245*	.422**	.359**	.387**	.423	1										
ES	.454**	.599**	.575**	.649**	.588*	.658**	.635**	.587**	.570	.638**	1									
ED1	.356**	.218**	.207**	.278**	.210*	.233**	.078	.192*	.313	.252**	.389	1								
ED2	.174**	.354**	.252**	.234**	.238*	.151*	.298**	.229*	.254	.220**	.403	.315**	1							
ED3	.219**	.283**	.294**	.315**	.178*	.231**	.349**	.322*	.227	.266**	.451	.293**	.472**	1						
ED4	.155**	.141*	.208**	.294**	.142*	.138*	.264**	.196*	.213	.252**	.337	.178**	.397**	.469**	1					
ED5	.066	.143*	.227**	.261**	.254*	.204**	.203**	.245*	.214	.189**	.338	.268**	.243**	.406**	.417*	1				
ED6	.223**	.234**	.190**	.258**	.252*	.234**	.258**	.254*	.372	.303**	.432	.267**	.297**	.318**	.373*	.427**	1			
ED7	.125*	.258**	.204**	.219**	.185*	.266**	.322**	.205*	.244	.340**	.398	.298**	.285**	.431**	.319*	.396**	.481**	1		
ED8	.167**	.307**	.263**	.260**	.242*	.269**	.348**	.257*	.212	.251**	.434	.116	.337**	.341**	.375*	.436**	.488**	.526*	1	
ED	.279**	.368**	.349**	.399**	.320*	.326**	.405**	.359*	.385	.393**	.601	.506**	.635**	.709**	.670*	.672**	.689**	.713*	.689*	1

Key Word: Fiscal policy impact (ES1), Monetary policy impact (ES2), Infrastructure investment contribution (ES3), Trade policy effectiveness (ES4), Investment (FDI) incentives (ES5), Job creation (ES6), Integration of Sustainable Development Goals (ES7), Alignment with member states' needs (ES8), Support for innovation (ES9), and Economic disparities (ES10), per capital income growth (ED1), infrastructure development impact (ED2), institutional support (ED3), project implementation efficiency (ED4), reduction in regional economic disparities (ED5), employment generation (ED6), investment climate (ED7) and Income Distribution (ED8)

The study sought to understand the perspectives of respondents who were directly involved in shaping and implementing economic strategies along transport corridors, including policy advisors, infrastructure development managers and senior economists.

The study demonstrates that economic strategies play a pivotal role in shaping logistics operations and driving regional economic development along transport corridors. Insights from policy advisors, infrastructure development managers and senior economists highlight that sound fiscal and monetary policies, targeted infrastructure investments and public-private partnerships not only enhance operational efficiency but also stimulate income growth, employment, institutional capacity, and equitable economic outcomes. Aligning these strategies with regional needs and sustainable development goals further ensures inclusive growth, supports investment attraction, and reduces socio-economic disparities. The results confirm that well-structured economic strategies are critical levers for achieving sustainable and inclusive economic development in Africa.

4. DISCUSSION

The results of this research demonstrate that economic strategies exert a beneficial and statistically significant influence on economic development in the Central Corridor, as evidenced by the regression analysis ($\beta = 0.109$, $p = 0.041$). The affirmative coefficient indicates a directional correlation, while the statistical significance denotes those economic policies, when analyzed separately with other measures, have a substantial direct impact on developmental results. This suggests that the execution of fiscal and monetary policies, investment in infrastructure, the efficacy of trade policies, and investment incentives are essential yet inadequate by themselves to produce prompt enhancements in per capita income growth, infrastructure usage, institutional backing, job creation, and income distribution. The small beta coefficient (0.109) indicates that a single unit enhancement in economic strategy execution results in merely marginal economic

benefits, however the p-value (0.041) signifies statistical reliability. This corresponds with the principles of development economics, which assert that macroeconomic and structural policies necessitate time, complementary mechanisms, and synchronized execution to realize their effects on economic growth (Todaro & Smith, 2020; UNCTAD, 2020; OECD, 2020).

Notwithstanding the insignificance of the regression, the correlation analysis offers a more optimistic viewpoint. The comprehensive relationship between economic strategies and economic development ($r = 0.601$, $p < 0.01$) indicates a robust and statistically significant positive correlation. This indicates that enhancements in economic tactics are invariably linked to superior development results, even if the direct causal relationship is not entirely reflected in regression analysis. These patterns might indicate indirect routes, mediation effects, or multicollinearity among interconnected predictors, wherein economic strategies affect development via increased infrastructure efficiency, a better investment climate, human capital growth, and productivity driven by technology (World Bank, 2020).

At the indicator level, elements of economic strategy (ES1-ES10) have favorable connections with developmental results (ED1-ED8). The influence of fiscal policy, the efficacy of monetary policy, the investment in infrastructure, and the success of trade policy are significantly associated with the rise of per capita income, institutional backing, and the efficiency of project execution (ED4). Similarly, investment incentives (ES5), actions for job creation, and support for innovation are favorably associated with employment generation, the investment environment, and income distribution. These results indicate that economic methods foster conducive environments for growth, albeit their immediate direct effects may be limited unless combined with supplementary measures.

In theory, the research provides understanding of economic development mechanisms; the Resource-Based View (RBV) paradigm underscores that effectively organized fiscal, monetary, trade, and investment strategies are essential catalysts for growth (Todaro & Smith, 2020). The identified favorable correlations bolster this viewpoint; nonetheless, the insignificance of the regression suggests that tactics by themselves cannot yield prompt quantifiable results. The subtle regression effect highlights that economic policies yield optimal results when included into these larger frameworks. Ultimately, the favorable relationship between innovation-oriented strategies

(ES9) and developmental results corresponds with the diffusion of innovation theory, which asserts that the advantages of policy and technological advancements rely on adoption frequencies and systemic incorporation (Zaino et al., 2024). The restricted regression impact can indicate uneven or nascent adoption within the corridor, albeit evident potential advantages.

These results correspond with an expanding collection of studies in both African and international settings. The African Development Bank (2021) underscores that fiscal prudence, infrastructural investments, and trade facilitation strategies are essential for corridor development, although their efficacy is heightened when aligned with technology, institutional capabilities, and information systems. The World Bank (2020) indicates that trade and investment policies correlate positively with economic performance, however areas with inadequate institutional capacity or poor infrastructure may not observe statistically significant improvements. UNCTAD (2020) emphasizes that synchronized economic initiatives, such as investment incentives and fiscal reforms, are crucial for sustainable development, however, necessitate conducive settings to realize tangible outcomes. Nonetheless, the results of this investigation contrast with certain previous studies that have indicated statistically significant direct impacts of economic tactics on developmental results. Research conducted in the East African corridor regions (Kweka & Morrissey, 2020) indicated a substantial correlation between fiscal policy reforms and infrastructure expenditures with per capita income growth and job creation. The variance can indicate disparities in institutional capability, technology utilization, or regional economic cohesion, implying that the Central Corridor could encounter specific structural and administrative limitations that diminish the immediate effects of economic initiatives.

The ramifications of these discoveries are complex. Initially, economic strategies cannot operate efficiently in seclusion; they require alignment with supplementary measures, like technological integration, information systems, and infrastructure improvement, to convert strategy objectives into quantifiable economic benefits (World Bank, 2020). Secondly, focused investments in infrastructure (ES3) and the efficacy of trade policies (ES4) are essential, since they mitigate bottlenecks, enhance cross-border trade, and foster a conducive atmosphere for private sector engagement. Thirdly, approaches that foster innovation (ES9) and employment generation (ES6) enhance human capital and intrinsic growth dynamics, so augmenting labor productivity, income equity, and enduring sustainability. Fourth, the divergence between regression and correlation

findings underscores the necessity for stringent monitoring, assessment, and feedback systems to identify indirect pathways and guide adaptive policy formulation. Ultimately, adherence to Sustainable Development Goals (ES7) and the mitigation of economic inequalities (ES10) guarantee that growth is inclusive, fair, and socially sustainable.

This study indicates that economic strategies play a supportive but not independently sufficient role in driving economic development along the Central Corridor. Strong positive correlations highlight their potential, yet the modest regression effect emphasizes the necessity of embedding economic strategies within an integrated framework that includes technological adoption, information systems, institutional capacity, and infrastructure development. Economic strategies are most effective when harmonized with these complementary dimensions, reflecting the systemic and multifactorial nature of corridor development. For policymakers, this underscores the importance of holistic and coordinated approaches that leverage economic strategies alongside digital, technological and institutional enablers.

5. CONCLUSION AND RECOMMENDATIONS

The research determined that the economic initiatives executed by the Central Corridor Transit Transport Facilitation Agency (CCTTFA) significantly contribute to the advancement of economic growth in the Central Corridor area. The results demonstrated a robust and affirmative correlation between economic strategies and economic growth, suggesting that advancements in fiscal policies, monetary policies, infrastructure investments, trade facilitation efforts, investment incentives, job creation programs, and sustainable development practices are linked to improved economic results. These results encompass heightened per capita income growth, augmented infrastructure advancement, fortified institutional backing, elevated project execution efficacy, superior employment prospects, enhanced investment environment, and more equal income allocation.

The regression analysis indicated that while economic tactics positively influence economic development, the extent of this effect is somewhat limited, implying that such strategies alone cannot produce significant developmental consequences. This suggests that the efficacy of economic strategies is contingent upon their alignment with additional complimentary elements including technology progress, information systems, institutional capacity enhancement, and

infrastructural improvement. Consequently, sustainable economic advancement in the Central Corridor necessitates a synchronized and multifaceted strategy where economic initiatives function in conjunction with other strategic measures.

Given these discoveries, it is imperative for governments and CCTTFA to focus on investing in transport, logistics, energy, and communication infrastructure to alleviate trade impediments, bolster connectivity, and facilitate the flow of products and services among member states. Member nations have to persist in aligning trade rules, customs protocols, and border management frameworks to diminish transaction expenses and enhance the efficacy of cross-border commerce. Moreover, CCTTFA and its member governments ought to enhance investment promotion strategies by offering appealing and transparent incentives, refining the regulatory framework, and fostering public-private collaborations to draw both domestic and international investments, invigorate entrepreneurship, and generate job opportunities.

The research additionally suggests that economic strategies ought to be enhanced by investments in digital technologies, logistics information systems, and innovation platforms to boost operational efficiency, productivity, and the comprehensive efficacy of economic policies. Authorities and corridor organizations ought to enhance institutional capabilities, policy alignment, governance, and oversight systems to guarantee the successful execution of economic initiatives. Special emphasis must be placed on inclusive and sustainable development by incorporating Sustainable Development Goals (SDGs), generating employment, ensuring equitable income distribution, aiding small and medium firms, and diminishing regional inequalities. Furthermore, CCTTFA ought to implement strong monitoring and evaluation systems to consistently evaluate the efficacy of economic initiatives, pinpoint areas needing enhancement, and facilitate evidence-driven decision-making.

Subsequent studies ought to explore the mediating and moderating influences of technology, institutional quality, information systems, and infrastructural advancement on the correlation between economic strategies and economic growth. Longitudinal studies can yield profound understanding of the enduring effects of cohesive economic strategies on regional advancement along transport corridors.

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