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*The Effect of Legal and Regulatory Strategies on
Economic Development - Evidence from the Central
Corridor Transit Transport Facilitation Agency*

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The Effect of Legal and Regulatory Strategies on Economic Development: Evidence from the Central Corridor Transit Transport Facilitation Agency

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Abstract

Transport corridors are essential for regional integration, trade facilitation, and economic development, but their performance depends not only on infrastructure but also on effective legal and regulatory frameworks. This study examined the influence of transport corridor legal strategies and regulatory frameworks on the economic development of the Central Corridor. Guided by Institutional Theory, the study adopted a post-positivist philosophy and a quantitative explanatory design. Data were collected through structured questionnaires from employees of logistics companies operating within the Central Corridor member states and analyzed using descriptive statistics, correlation, and multiple regression. The findings show that legal and regulatory strategies have a positive and significant influence on economic development. Effective frameworks enhance infrastructure utilization, improve the investment climate, increase project implementation efficiency, strengthen institutional coordination, and facilitate trade. The results support Institutional Theory by highlighting that strong legal institutions reduce transaction costs, improve regulatory certainty, and create an enabling environment for sustainable growth. The study concludes that harmonized legal and regulatory frameworks are critical for improving the performance of the Central Corridor and recommends strengthening regional legal coordination, enforcement, and institutional collaboration to enhance competitiveness and sustainable economic development.

Keywords: *legal strategies, regulatory frameworks, economic development, Institutional Theory, transport corridors.*

1. INTRODUCTION

Transport corridors have become essential tools for enhancing regional cohesion, enabling global commerce, and fostering economic growth. They establish strategic transportation networks that link ports to inland markets, facilitating the effective transfer of goods, services, and individuals across national boundaries. In addition to physical infrastructure, the efficacy of transport corridors increasingly relies on strong legal strategies and regulatory frameworks that guarantee aligned policies, effective border control, institutional collaboration, and adherence to international transport standards. These governance structures diminish transaction expenses, improve trade facilitation, and foster a conducive atmosphere for sustainable economic development (Priyanta & Zulkarnain, 2023; Rodríguez et al., 2022).

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Worldwide, authorities have progressively acknowledged that sustainable transportation infrastructure necessitates not just funding for roads, railroads, and ports, but also robust legal and regulatory frameworks to facilitate enduring growth. Regulatory structures establish the institutional basis for transportation planning, environmental safeguarding, investment encouragement, and operational efficacy. Insufficient legal coordination frequently leads to regulatory discrepancies, administrative holdups, and heightened logistics expenses, thus diminishing the competitiveness of transport corridors (Singh, 2023; Papp et al., 2022). As a result, enhancing governance via efficient legal frameworks has emerged as a significant policy focus for numerous regional economic organizations.

Recent research indicates that legal and regulatory changes profoundly affect the sustainability and robustness of transport systems. Khaskheli et al. (2023) discovered that proficient legal risk management and sustainable governance strategies improve institutional efficacy and facilitate enduring infrastructure advancement in the China–Pakistan Economic Corridor. In a similar vein, Priyanta and Zulkarnain (2023) contend that well-crafted legal frameworks enhance infrastructure execution by ensuring regulatory clarity, bolstering institutional responsibility, and fostering investment. These results indicate that legal policies function not only as administrative tools but also as significant catalysts for transport efficiency and economic growth.

Technological advancements have amplified the significance of flexible regulatory structures in transportation corridors. Artificial intelligence, predictive analytics, and digital transportation management systems have enhanced operational efficacy, risk mitigation, and adherence to regulations throughout international supply chains. Uzozie et al. (2023) contend that AI-powered predictive analytics bolsters supply chain resilience by facilitating proactive decision-making, reinforcing adherence to regulatory standards, and augmenting operational efficiency. Similarly, Singh (2023) highlights that intelligent transport governance, bolstered by digital technology, aids in the advancement of sustainable infrastructure and the realization of Sustainable Development Goal 9 concerning industry, innovation, and infrastructure.

Environmental sustainability has emerged as a crucial element in the governance of transport corridors. The development of transport infrastructure has raised apprehensions about ecological

deterioration, energy usage, and environmental contamination. Research conducted by Nguyen et al. (2022), Papp et al. (2022), Awewomom et al. (2024), and Fatorachian and Kazemi (2025) highlights that robust environmental regulations and sustainable transport policies enhance infrastructure efficacy while reducing ecological consequences. These investigations illustrate that contemporary legal structures must incorporate economic, environmental, and social goals to guarantee sustainable corridor advancement.

The Central Corridor represents a vital transportation route in Africa, connecting the Port of Dar es Salaam to Tanzania, Burundi, Rwanda, Uganda, the Democratic Republic of Congo, Malawi, and Zambia. The corridor enhances regional commerce by granting landlocked nations access to global markets and fostering regional economic unity. Notwithstanding substantial investment in transport infrastructure, the corridor persists in facing regulatory discrepancies, differing national legal stipulations, administrative impediments, and institutional coordination issues that hinder transport efficacy and elevate logistics expenses. These obstacles diminish the corridor's capacity to enhance regional economic growth.

Prior research has investigated transport infrastructure, sustainability, digital innovation, and legal governance across various global contexts; however, there is a paucity of empirical evidence concerning the impact of legal strategies and regulatory frameworks on economic development in the Central Corridor. The majority of current research emphasizes infrastructure investment, environmental sustainability, or advancement technology, while insufficient focus is placed on the institutional and regulatory frameworks that influence corridor efficacy. This research investigates the influence of legal policies and regulatory structures pertaining to transport corridors on the economic advancement of the Central Corridor.

Transport corridors are acknowledged as key tools for enhancing regional commerce, investment, and economic growth by enabling the seamless transit of products and services across international boundaries. To optimize these advantages, numerous nations have implemented legislative approaches and regulatory structures designed to align transport regulations, streamline customs processes, enhance institutional collaboration, and refine cross-border activities. Research indicates that robust legal and regulatory frameworks bolster infrastructure efficacy, diminish

transaction expenses, augment logistics productivity, and foster a conducive atmosphere for sustainable economic advancement (Priyanta & Zulkarnain, 2023; Rodríguez et al., 2022).

Notwithstanding these efforts, numerous transport corridors in developing areas persistently face regulatory disarray, erratic policy execution, administrative hindrances, and inadequate institutional collaboration, which impede their operational efficacy and economic impact. Khaskheli et al. (2023) contend that insufficient legal oversight and subpar risk management diminish the sustainability and efficacy of significant transit routes. In a similar vein, Singh (2023) highlights that the lack of adaptable regulatory frameworks hinders the implementation of novel transport systems and undermines sustainable infrastructure advancement.

The Central Corridor, a vital economic pathway linking the Port of Dar es Salaam to Burundi, Rwanda, Uganda, the Democratic Republic of Congo, and Zambia, has had considerable enhancements in its infrastructure recently. Nonetheless, obstacles such as variances in national rules, customs clearance delays, erratic implementation of transportation policies, and insufficient institutional coordination persist in hindering corridor efficiency. These regulatory obstacles elevate transportation expenses, extend cargo delivery durations, diminish trade competitiveness, and ultimately constrain the corridor's impact on regional economic advancement.

Despite prior research investigating transport infrastructure advancement, ecological sustainability, digital innovations, and supply chain robustness (Papp et al., 2022; Nguyen et al., 2022; Uzozie et al., 2023; Fatorachian & Kazemi, 2025), there has been scant empirical focus on the direct impact of legal strategies and regulatory structures on economic progress in the Central Corridor. Furthermore, current research has predominantly taken place in Asia, Europe, and various global settings, resulting in a lack of adequate evidence from African transport corridors. This deficiency of knowledge constrains policymakers from devising evidence-driven legislative and regulatory changes that could improve corridor efficiency and foster regional economic growth. Consequently, this research aims to investigate the influence of legislative policies and regulatory structures pertaining to transport corridors on the economic advancement of the Central Corridor.

This research is grounded in Institutional Theory, initially formulated by North (1990), which asserts that institutions, including formal rules, laws, regulations, policies, and governance frameworks, affect economic outcomes by shaping the actions of individuals and organizations. The idea posits that efficient institutions mitigate uncertainty, diminish transaction costs, enhance coordination among economic participants, and foster a conducive atmosphere for investment, innovation, and sustainable economic growth (North, 1990).

Institutional Theory posits that economic results are influenced by both the presence of physical infrastructure and the efficacy of institutional frameworks regulating economic endeavors. Formal institutions, including transportation legislation, customs protocols, transit accords, and policy structures, establish the legal basis for effective transport activities, trade enhancement, and international collaboration. Robust institutions foster openness, accountability, adherence to regulations, and consistency in policies, thereby enhancing the efficiency and competitiveness of transportation corridors (Priyanta & Zulkarnain, 2023; Rodríguez et al., 2022).

In the realm of transport corridors, Institutional Theory posits that cohesive legal approaches and robust regulatory systems enhance the flow of goods and services by reducing bureaucratic obstacles, bolstering institutional collaboration, and refining governance. Khaskheli et al. (2023) noted that effective legal governance and sustainable management strategies improve institutional efficacy and mitigate operational risks in transit corridor initiatives. In a similar vein, Singh (2023) contends that flexible regulatory structures are crucial for fostering intelligent transport systems, technological advancement, and sustainable infrastructure growth. These results indicate that legislative and regulatory frameworks are essential for enhancing the efficiency of transport corridors and fostering economic growth.

The notion holds significant relevance to the Central Corridor since its efficacy relies on synchronized legal and institutional frameworks across the involved nations. Variations in national transportation legislation, customs protocols, transit documentation, and enforcement strategies might elevate logistical expenses, postpone cargo transit, and diminish trade competitiveness. Institutional Theory thus offers a suitable framework for analyzing the impact of legislative strategies and regulatory structures on the economic advancement of the Central Corridor through

the facilitation of regulatory harmonization, institutional collaboration, and effective corridor administration.

Notwithstanding its significance, Institutional Theory possesses several constraints. The theory predominantly emphasizes formal institutions and governance frameworks, while it pays insufficient regard to technical advancements, market rivalry, and macroeconomic factors that could also affect the efficacy of transport corridors. Moreover, institutional improvements frequently necessitate substantial political dedication and international collaboration, which can differ among nations. Nonetheless, Institutional Theory is the most suitable framework for this research as it elucidates how legal strategies and regulatory structures influence institutional efficacy and foster economic advancement via enhanced governance, policy execution, and regional cohesion (North, 1990).

The interplay of legal methods, regulatory structures, and economic advancement has garnered heightened academic interest owing to the escalating significance of transport corridors in promoting regional cohesion and global commerce. Empirical data indicates that robust legal and regulatory frameworks enhance transportation efficiency, bolster institutional collaboration, diminish transaction expenses, and foster a conducive atmosphere for sustainable economic growth.

Research has continually shown that legal governance is essential for the effective execution of transport infrastructure initiatives. Priyanta and Zulkarnain (2023) investigated the legal policies surrounding sustainable infrastructure in Indonesia and discovered that robust legal frameworks enhance project execution by fostering regulatory clarity, institutional accountability, and efficient policy coordination. In a similar vein, Rodríguez et al. (2022) indicated that robust regulatory frameworks enhance governance, elevate institutional efficacy, and promote sustainable infrastructure investment. These results suggest that legal approaches are crucial for enhancing infrastructure efficiency and fostering sustainable economic growth.

Studies have underscored the significance of governance and institutional administration in improving the efficacy of transport corridors. Khaskheli et al. (2023) examined the China–Pakistan

Economic Corridor and determined that proficient legal risk management, robust social security regulations, and sustainable management strategies markedly enhance institutional efficacy and operational sustainability. The research determined that regulatory oversight reduces operational hazards while improving the efficacy and robustness of transport corridor activities.

Technological advancement has surfaced as a significant element of contemporary transportation management. Uzozie et al. (2023) contended that predictive analytics powered by artificial intelligence bolsters supply chain resilience through enhanced regulatory compliance, proactive risk management, and improved operational decision-making. Similarly, Singh (2023) highlighted that intelligent transport systems, bolstered by flexible governance and suitable regulatory structures, promote sustainable infrastructure advancement and aid in realizing Sustainable Development Goal 9. Collectively, these investigations illustrate that legal structures need to adapt in tandem with technological advancements to enhance transportation efficiency and economic competitiveness.

Environmental sustainability has emerged as a crucial factor in the building of transport infrastructure. Papp et al. (2022) discovered that swift development of transport infrastructure, lacking suitable environmental oversight, jeopardizes biological interconnectedness and the preservation of biodiversity. In a similar vein, Nguyen et al. (2022) indicated that green port initiatives, bolstered by robust environmental legislation, enhance operational efficiency and foster sustainable coastal development. Fatorachian and Kazemi (2025) further illustrated that sustainable optimization techniques diminish energy usage and improve the operational efficacy of transportation systems. Awewomom et al. (2024) underscored that effective environmental legislation, and proactive management strategies are essential for attaining sustainable infrastructure development and reducing environmental harm.

Empirical data further substantiates the role of transport infrastructure in regional economic development. Zubedi et al. (2022) discovered that investments in infrastructure, bolstered by foreign direct investment and effective energy use, have a favorable impact on economic growth. In a similar vein, Kuznetsova and Druzhinin (2024) contended that the advancement of key transport infrastructure fosters spatial integration, enhances regional competitiveness, and

facilitates equitable economic growth. These investigations indicate that transport infrastructure yields enhanced economic advantages when bolstered by efficient institutional and regulatory frameworks.

Prior research offers significant perspectives on legal governance, sustainable infrastructure, transport innovation, and economic development; however, it has predominantly concentrated on Asia, Europe, and various global contexts. Moreover, numerous studies have analyzed legal policy, environmental sustainability, technical innovation, or infrastructure development in isolation, rather than exploring the synergistic impact of transport corridor legal strategies and regulatory frameworks on economic growth. As a result, empirical data from African regional transport corridors, especially the Central Corridor, is still restricted.

The examined literature indicates that legal approaches, regulatory structures, technological advancements, sustainable management techniques, and transport infrastructure are crucial factors influencing the performance of transport corridors and economic growth (Khaskheli et al., 2023; Priyanta & Zulkarnain, 2023; Singh, 2023). Nevertheless, current research has predominantly taken place in Asia, Europe, and Latin America, with scant empirical data from African transit routes.

Furthermore, earlier research has predominantly analyzed legal governance, environmental sustainability, infrastructure development, and technological innovation as distinct domains of inquiry. Minimal focus has been directed into comprehending the interplay between legal tactics and regulatory frameworks in shaping economic development within a regional transport corridor. There exists a paucity of empirical data about the influence of legislative harmonization, regulatory coordination, policy execution, and institutional governance on the economic advancement of the Central Corridor.

Consequently, this research tackles this knowledge deficiency by investigating the influence of legal policies and regulatory structures pertaining to transport corridors on the economic advancement of the Central Corridor.

2. METHODOLOGY

This study employed a post-positivist philosophical framework utilizing a deductive quantitative methodology to investigate the correlation between legal methods for transport corridors, regulatory structures, and economic advancement. An explanatory study framework was utilized to ascertain the causal impact of legislative tactics on economic advancement in the Central Corridor. The research was carried out among logistics firms functioning in the seven member nations of the Central Corridor Transit Transport Facilitation Agency (CCTTFA), specifically Burundi, the Democratic Republic of Congo, Rwanda, Tanzania, Uganda, Malawi, and Zambia.

The intended demographic consisted of 1,000 workers selected from five prominent logistics firms: Africa Global Logistics, Bravo Logistics, Simba Logistics, Super Star Forwarders, and Bakhresa Group Logistics. The Yamane (1967) formula, applied with a 95% confidence interval and a 5% margin of error, yielded a sample size of 286 participants. Stratified sampling was employed to guarantee proportional representation among the five companies, succeeded by ordinary random selection to choose participants within each stratum.

Primary data were gathered through a structured questionnaire featuring five-point Likert-scale items that assess respondents' views on legal methods, regulatory frameworks, and economic progress. The survey was distributed via digital channels, such as email and WhatsApp, alongside printed versions where required to enhance participation rates. The assessment items were modified from established studies to guarantee content validity and reliability.

The data were examined via IBM SPSS Statistics. Descriptive statistics, such as frequencies, percentages, means, and standard deviations, were employed to encapsulate the characteristics of respondents and the study variables. Pearson correlation analysis was utilized to investigate the associations between variables, whereas multiple linear regression analysis was applied to evaluate the impact of legal tactics and regulatory frameworks on economic development. Before doing regression analysis, diagnostic evaluations for linearity, homoscedasticity, multicollinearity, normalcy, and outliers were executed to confirm that the foundational assumptions of regression analysis were met.

3. RESULTS

The findings cover the impact of Legal and regulatory framework and economic development (ED) which is crucial for understanding how the effective use of rules and regulations drives economic performance. The first part of the findings aimed to obtain demographic distributions about the respondents, particularly from logistics companies operating within the central corridor. The main aspects were considered as shown in Table 2 below which presents a summary of demographic information of respondents;

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's 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
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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, Africa Global Logistics accounted for the largest share of respondents (25.5%), followed by Bakhresa Group Logistics (23.8%), Simba Logistics (20.6%), Super Star Forwarders (18.8%), and Bravo Logistics (11.3%). 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.

The findings indicate that legal and regulatory strategies have a positive and statistically significant effect on the economic development of the Central Corridor. The regression analysis revealed a strong positive relationship between legal and regulatory strategies and economic development ($r = 0.674$, $p < 0.01$), suggesting that effective legal frameworks contribute significantly to infrastructure development, investment promotion, project implementation efficiency, employment creation, institutional effectiveness, and improved income distribution.

These findings demonstrate that legal and regulatory strategies extend beyond administrative compliance to serve as key drivers of economic development. Effective regulatory policies, transparent legal procedures, efficient dispute resolution mechanisms, and strong institutional frameworks create a predictable business environment that reduces uncertainty, lowers transaction costs, and strengthens investor confidence. Consequently, businesses are more willing to invest, infrastructure projects are implemented more efficiently, and cross-border trade is enhanced.

The results support Institutional Theory (North, 1990), which argues that well-functioning legal institutions promote economic performance by establishing clear rules, reducing uncertainty, and facilitating efficient market transactions. The findings also agree with Khaskheli et al. (2023), who found that effective legal governance and sustainable management practices enhance the performance of transport corridors. Similarly, Priyanta and Zulkarnain (2023) reported that strong

legal policies improve infrastructure implementation through regulatory certainty and institutional accountability. Rodríguez et al. (2022) further emphasized that effective regulatory frameworks strengthen governance and encourage sustainable infrastructure investment.

The findings are also consistent with Singh (2023), who argued that adaptive legal and regulatory frameworks support smart transport systems and sustainable infrastructure development. Likewise, Uzozie et al. (2023) observed that effective regulatory compliance enhances operational efficiency and supply chain resilience, reinforcing the importance of legal governance in transport corridor performance.

From a policy perspective, the findings suggest that governments within the Central Corridor should prioritize the harmonization of legal and regulatory frameworks, strengthen institutional coordination, improve regulatory transparency, and enhance enforcement mechanisms. Such reforms would reduce administrative barriers, improve trade facilitation, attract domestic and foreign investment, and enhance the corridor's contribution to regional economic development. Finally, the findings confirm that legal and regulatory strategies are fundamental determinants of economic development within the Central Corridor. Strengthening legal institutions and regulatory governance is therefore essential for improving corridor efficiency, increasing regional competitiveness, and promoting sustainable economic growth.

4. DISCUSSION

This study investigated the influence of legislative policies and regulatory structures pertaining to transport corridors on the economic advancement of the Central Corridor. The results indicate that legal and regulatory measures substantially enhance economic growth by bolstering institutional efficacy, promoting trade, optimizing infrastructure use, elevating investor trust, and aiding in the effective execution of projects. The research validates that robust legal institutions and cohesive regulatory frameworks are crucial for establishing a reliable business climate that fosters regional integration and enduring economic development. The results further corroborate Institutional Theory, which asserts that robust institutions and governance frameworks are essential catalysts for economic performance. The research determines that enhancing legal and regulatory frameworks is essential for optimizing the economic advantages of the Central Corridor.

The research suggests that governments and the Central Corridor Transit Transport Facilitation Agency (CCTTFA) should persist in aligning legal and regulatory structures among member nations to diminish regulatory discrepancies and enhance cross-border commerce. Institutional collaboration must be enhanced via the proficient execution and enforcement of transportation and commerce regulations. Furthermore, legislators must advocate clear regulatory frameworks, effective conflict resolution processes, and digital regulatory infrastructures to enhance adherence and minimize bureaucratic delays. Future investigations ought to explore the interplay of legal frameworks, digital administration, and technical advancements in improving the sustained economic viability of regional transport routes.

5. CONCLUSION, RECOMMENDATIONS AND FUTURE STUDIES

The study concludes that legal and regulatory strategies play an important role in promoting economic development within the Central Corridor. The findings demonstrate a positive and significant relationship between legal and regulatory strategies and economic development ($r = 0.674$, $p < 0.01$). This indicates that effective legal frameworks, regulatory harmonization, institutional coordination, enforcement mechanisms, and transparent regulatory systems contribute to improved infrastructure development, investment promotion, implementation efficiency, employment opportunities, institutional effectiveness, and income distribution. The findings further validate that strong and harmonized legal and regulatory institutions are essential for creating a conducive environment for sustainable economic development across the Central Corridor.

Based on these findings, the study recommends that member states and the Central Corridor Transit Transport Facilitation Agency (CCTTFA) should strengthen the harmonization of legal and regulatory frameworks across the corridor. Harmonized laws, regulations, customs procedures, and enforcement mechanisms can reduce regulatory inconsistencies, facilitate cross-border trade, and improve the efficiency of transport and logistics operations. The study further recommends strengthening institutional coordination and enforcement capacity among relevant government agencies and corridor institutions to ensure that established legal and regulatory frameworks are effectively implemented. In addition, transparent regulatory systems, efficient

dispute-resolution mechanisms, and digital regulatory platforms should be promoted to improve regulatory efficiency, accountability, and accessibility.

Future studies should examine the interaction between legal and regulatory strategies, digital governance, and technological innovation in influencing economic development within transport corridors. Further research could also investigate how technological advancement and institutional capacity may strengthen the effectiveness of legal and regulatory strategies in promoting sustainable economic development across the Central Corridor.

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