

**THE INFLUENCE OF RAILWAY INFRASTRUCTURE ON TANZANIA-ZAMBIA
BILATERAL RELATIONS: CASE STUDY OF TAZARA**

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DECLARATION

Student Declaration

This Project is my original work and has never been presented before in any other University or institution of higher learning.

Signature  Date 10/06/2022

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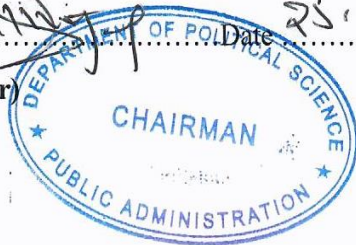
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Supervisor's Declaration

This Project has been submitted for examination with my approval as the University Supervisor.

Signature  Date 25.10.2022

(University Supervisor)



DEDICATION

I dedicate this research study to Katherine Swanson for her unwavering support and constant prayers.

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ABSTRACT

Infrastructure's importance in promoting global trade and international relations among countries has been a major research topic, especially in the context of developing countries. By promoting commerce and providing alternate export and import transportation routes, key transportation infrastructure can improve regional ties, economic growth, and industrial development between nations that share a border. TAZARA, an infrastructure railroad that connects the ports of Dar es Salaam and Kapiri Mposhi, connects Tanzania and Zambia. Because there is a dearth of literature on the impact of TAZARA on Tanzania and Zambia's bilateral relations in terms of promoting trade, transportation, and natural resource exploitation, the study aims to determine how Tazara is affecting the Tanzania and Zambia's bilateral relations. The study is guided by the following objectives: to determine the influence of Railway Infrastructure in facilitation of domestic and international trade Among Tanzania and Zambia, to investigate the impact of Railway Infrastructure in offering both freight and passenger transportation services between and within Tanzania and Zambia and finally to assess the impact of Railway Infrastructure in exploitation of natural resources in Tanzania and Zambia. For a better understanding of the case study under inquiry, the researcher used a descriptive research design. The study's target population included the TAZARA railway line's administration as well as users who rely on the railway for their everyday needs. Structured questionnaires were used to collect data because they were easier to administer and allowed the researcher to get a lot of information from respondents. The study's findings revealed that Tazara is confronting both managerial and market obstacles, and that corrective action is required to address the issues. It was also discovered that Tazara has had a significant impact on internal and international trade, which has boosted both countries' economic prospects. Tazara has had an impact on passenger and freight transit across countries, according to the study, because it is highly reliable, comfortable, and economical. As a result, many passengers and traders rely significantly on it for transit. Finally, Tazara has had a positive impact on natural resource exploitation, as evidenced by increased agricultural and settlement activities in Tanzania's south-western and north-eastern regions, increased deforestation rates, and the development of hydro-power generation and irrigation schemes in transit development areas. As a result, Tazara is a critical infrastructure that has aided rural Tanzanian and Zambian development. According to the study, railway networks improved trade facilitation by harmonizing export and import processes. Furthermore, the transportation infrastructure affects natural resource extraction along the transit route. Tazara should improve its management and operational practices, according to the research, to ensure timeliness and efficiency. Tanzania and Zambia should also give additional money to Tazara in order to update the railway infrastructure and implement new security and operational programs to prevent cargo loss and delays. Finally, the findings show that the Tazara is a critical aspect in Tanzania and Zambia's bilateral relations, since citizens hold the railway in high regard.

TABLE OF CONTENTS

DECLARATION	ii
DEDICATION	iii
ACKNOWLEDGEMENT	iv
ABSTRACT	v
LIST OF TABLES	viii
LIST OF ABBREVIATIONS	ix
CHAPTER ONE: INTRODUCTION	1
1.1 Background to the Study	1
1.1.1 Tanzania-Zambia Bilateral Relations.....	7
1.1.2 TAZARA Railway Line	9
1.2 Statement of the Research Problem.....	17
1.3 Objectives of the Study	19
1.4 Research Questions	20
1.5 Justification of the Study.....	20
1.5.1 Academic Justification	20
1.5.2 Policy Justification	20
1.6 Research Hypothesis	21
1.7 Scope and Limitations of the Study	21
1.8 Definition of Concepts	22
1.9 Proposed Chapter Outline	23
CHAPTER TWO: LITERATURE REVIEW	24
2.1 Introduction	24
2.2 The Influence of Railway Infrastructure on Facilitation of Domestic and International Trade among Tanzania and Zambia	25
2.3 The impact of Railway Infrastructure in Offering Both Freight and Passenger Transportation Services between and within Tanzania and Zambia	29
2.4 Impact of Railway Infrastructure in Exploitation of Natural Resources.....	30
2.5 Theoretical Framework	32
2.5.1 The Neoliberalism Theory	32
2.6 Conceptual Framework	37

CHAPTER THREE: METHODOLOGY	38
3.1 Introduction	38
3.2 Research Design	38
3.3 The Target Population	38
3.4 Sample and Sampling Procedure.....	39
3.5 Data Collection Tools and Procedures	39
3.6 Data Analysis	40
3.7 Ethical Considerations.....	40
CHAPTER FOUR: FINDINGS AND DISCUSSIONS.....	41
4.1 Introduction	41
4.2 Demographics of Respondents.....	41
4.2.1 Demographics of TAZARA Employees and Customers	42
4.3 Pressing Issues Facing TAZARA	44
4.4 Influence of TAZARA on Domestic & International Trade	45
4.5 Influence of TAZARA on Passenger & Freight Transportation.	48
4.6 Influence of TAZARA on Exploitation of Natural Resources.....	53
4.7 Conclusion	56
CHAPTER FIVE: DISCUSSIONS AND CONCLUSIONS.....	58
5.1 Introduction	58
5.2 Summary of the Study Findings.....	58
5.2.1 Demography of TAZARA Customers and Employees.....	58
5.2.2 Influence of TAZARA on Domestic and International Trade	59
5.2.3 Influence of TAZARA on Passenger and Freight Transportation	60
5.2.4 Influence of TAZARA on Exploitation of Natural Resources.....	60
5.3 Conclusions and Discussions	61
5.4 Recommendations	62
5.5 Areas for Further Studies	63
REFERENCES	64
APPENDICES	74
Appendix I: Research Questionnaire.....	74
Appendix II: Turnitin Report	78

LIST OF TABLES

Table 4.1: Summary Statistics for Socio-demographic Information.....	42
Table 4.2: Demographics of TAZARA Employees and Customers	43
Table 4.3: Demographics of TAZARA Customers.....	43
Table 4.4: Pressing Issues Facing TAZARA	44
Table 4.5: Utilization of TAZARA Services by Traders	45
Table 4.6: Influence of TAZARA on Imports and Exports	47
Table 4.7: Influence of TAZARA on General Trade Metrics.....	48
Table 4.8: Utilization of TAZARA Passenger Services.....	49
Table 4.9: Rate of Using TAZARA Passenger Services.....	50
Table 4.10: Influence of TAZARA on General Outlook of Passenger and Freight Activities	51
Table 4.11: Customers' Perception of TAZARA Passenger and Freight Services	52
Table 4.12: Influence of TAZARA on Exploitation of Natural Resources.....	53
Table 4.13: Level of Influence of TAZARA on Exploitation of Natural Resources	54
Table 4.14: Perceptions on TAZARA's Effect on the Exploitation of Natural Resources..	55

LIST OF ABBREVIATIONS

FTAs	:	Free trade agreements
FDI	:	Foreign direct investment
TAZARA	:	Tanzania-Zambia Railway Authority
SADC	:	Southern African Development Community
EU	:	European Union
OBOR	:	One Belt, One Path or Belt and
WB	:	World Bank
IMF	:	International Monetary Fund
SAP	:	Structural Adjustment Program
TIC	:	Tanzanian Investment Center
TPA	:	Tanzania Ports Authority
NPMP	:	National Ports Master Plan
DMGP	:	Dar es Salaam Maritime Gateway Project
COMESA	:	Common Market for Eastern and Southern Africa
SAGCOT	:	Southern Agricultural Growth Corridor of Tanzania
MNCs	:	Multinational Companies
TYDP	:	Ten-Year Development Plan
TCP	:	TAZARA Commercialization Project
NACOSTI	:	National Commission for Science, Technology, and Innovation

CHAPTER ONE

INTRODUCTION

1.1 Background to the Study

The importance of infrastructure in fostering global trade and international relations among countries has been a major research focus, particularly in the context of developing countries¹. Infrastructure improvements, such as bridges, roads, communication, sewerage, and power, contribute to relieve poverty in developing countries. Both public and private investors profit from capital appreciation and wealth creation as a result of these measures. This infrastructural network facilitates the mobility of labor and money throughout the economic spectrum, resulting in overall growth of towns and cities.

These economic facilities improve the provision for a large number of job creation and employment opportunities among community members, therefore contributing significantly to national military operations. Indeed, much of the recent economic progress witnessed by developing countries can be attributed to high-quality infrastructure developments². A quality infrastructure is a system that helps to achieve a government policy goal such as fiscal policy, monetary policy, and various supply-side policies such as industrial development, global trade competitiveness, efficient use of natural and human resources, agricultural goods, health facilities, environmental factors, and climate change. Better infrastructure promotes job creation, social and environmental benefits, alignment with wider development goals, and mobilization of enough resources for allocation and distribution.

These development programs help to reach this goal, which requires strong institutional capacities as well as a stable, transparent, and effective regulatory framework. Effective technical application and financial abilities, as well as ongoing refinement, contribute to a climate in which investors can operate in a socially beneficial environment. Infrastructure is

¹ Saidi, Samir, Muhammad Shahbaz, and Pervaiz Akhtar. "The long-term relationships in MENA countries between transportation energy use, transportation infrastructure, and economic development." *Transportation Research Part A: Policy and Practice* 111 (2018): 78-95.

² Asiedu, Elizabeth. "Is Africa different in terms of the determinants of foreign direct investment into developing countries?" *World development* 30, no. 1 (2002): 107-119.

critical on a global scale because it promotes faster economic growth and poverty alleviation among trading partners.

Bilateralism refers to the conduct of political, economic, and cultural interactions between two sovereign states. For example, the economic agreements between two countries, such as free trade agreements (FTAs) or foreign direct investment (FDI), are bilateral-cornerstone that define and contribute to shape the state's commercial policies³. Operational bilateral ties are critical for advancing a country's external interests and are a significant component of international relations, encompassing connections between the home country and particular foreign states. As a result, this defines the heart of managing foreign relations among sovereign governments.

The bilateral agreements strengthen bilateral trade relations by expanding markets to successful industries and creating new prospects for job development; in exchange, the country's consumers benefit from cheaper product prices. This indicates that dealing through commercial enterprise between two sovereign countries is much simpler than a multilateral trade pact. Companies under a bilateral diplomatic arrangement have easy access to new markets when the parties concerned see the fresh need for market expansion. The primary benefit that countries gain through bilateral relations is comparable to that of cultural relations in that it fosters trust, understanding, and mutually beneficial ties between various nations by engaging people in the most appealing cultural assets of each other's country. Thus, the arts, education, language, heritage, sports, and mutually favorable trading agreements amongst trading member countries contribute to strengthen this bond. This bilateral agreement is critical between the countries for maintaining peace and encouraging economic development through expanding opportunities such as import and export of products and services, as well as resource sharing between the two sovereign states.

³ Aggarwal, Vinod, and Shujiro Urata, eds. *Bilateral trade agreements in the Asia-Pacific: Origins, evolution, and implications*. Routledge, 2013.

Cross-border infrastructure has significantly aided European nations in improving trade and communication, thereby contributing to Europe's overall peace and stability⁴. This was accomplished through regional integration made possible by infrastructure, which ensures effective communication and trade among European nations. For more than a half-century, the European Union has contributed to the region's peace, security, and prosperity, helping to enhance living standards through price stability. The euro makes it simpler, cheaper, and safer for businesses to acquire and sell within the eurozone. This integrated regional union improved economic stability and prosperity by increasing trade with the rest of the world. It became more integrated, resulting in more efficient financial markets. In addition, the EU group controls member countries' trade policies and negotiates agreements on their behalf, an infrastructure approach that promotes global trade, markets, and commerce.

Interregional trade refers to the movement of goods and services between two or more regions or countries. This type of trade allows countries to extend their markets and gain access to items and services that would otherwise be unavailable due to geographical factors such as a country's landlocked status. Exchange rates, competitiveness, expanding regional connectedness, tariffs and trade obstacles, transportation costs, language, culture, and a variety of other trade agreements all have an impact on firms' decision to trade regionally.

Intraregional trade, for example, is common in Asia-Pacific, with 54 percent of intraregional trade productivity in 2010 compared to 48 percent in 2000. The increase in commerce and trade was caused by the expansion of transportation and network infrastructure⁵. Foreign trade expands product reach beyond home markets, providing consumers with a greater selection of high-quality items and maximizing the use of natural resources. Producers can sell their wares to customers all over the world, not only locally or regionally. The basic function of foreign trade is to facilitate the movement of goods and services between countries.

⁴ Grupe, Claudia, and Siniša Kušić. "Intra-regional cooperation in the Western Balkans: Under which conditions does it foster economic progress?" (2005).

⁵ Handjiski, Borko, Robert EB Lucas, Philip Martin, and Selen Sarisoy Guerin. *Southeast Europe's regional trade integration should be improved*. The World Bank, 2010.

Foreign trade is classified into three types: import trade (the purchase of goods and services by one country from another country); export trade (the sale of goods and services to another country); and entrepot trade (the sale of goods and services to another country) (the practice of re-export). Foreign trade is expected to expand further, necessitating increased investment in regional transportation infrastructure. These cross-border transportation networks have also helped to strengthen ties between Asian countries and other Southeast and West Asian sub-regions⁶. As previously stated, the role of cross-border infrastructure was also observed in Africa. Eastern Africa, for example, has a relatively higher level of road connectivity network than the Sub-Saharan region⁷. For example, the two major international corridors (central and northern) cut through the region, allowing seaports to connect with landlocked states. Both of these corridors have well-maintained railway and road transportation systems, with the exception of a few sections that are either underdeveloped or under-rehabilitated⁸.

Market liberalization, increased foreign direct investment, interdependence, and internationalization of international trade among countries all demonstrate the primacy of infrastructure in a globalized world⁹. This infrastructure readiness greatly strengthens global trade by lowering trade costs and ensuring the ease of conducting business in host economies. Lower trade costs boost the trading economies' ability to expand their export markets. The trading element in the international system helps countries to extend their markets and obtain goods and services that they would not otherwise have access to domestically, increasing global market competitiveness. Trade across countries allows diplomatic ties to improve and efficiency gains for domestic producers due to profit growth prospects and reduced reliance on established markets, as well as business expansion.

⁶ Gilbert, J., & Banik, N. (2010). South Asia's socioeconomic consequences of cross-border transportation infrastructure growth.

⁷ Hanaoka, S., Sota, M., Kawasaki, T., & Thompson, R. G. (2019). Performance of East African cross-border corridors when multiple stakeholders are taken into account. *Transport Policy*, 81, 117-126.

⁸ Hanaoka, S., Sota, M., Kawasaki, T., & Thompson, R. G. (2019). When multiple stakeholders are considered, the performance of East African cross-border corridors improves. *Transport Policy*, 81, 117-126.

⁹ Dupasquier, Chantal, and Patrick N. Osakwe. "Foreign direct investment in Africa: Performance, challenges, and responsibilities." *Journal of Asian Economics* 17, no. 2 (2006): 241-260.

The infrastructure has the ability to improve regional relations, economic growth, and industrial development between countries that share a border by promoting trade and providing alternative export and import transportation routes. In the newly interconnected and globalized world, these infrastructure arrangements have become a critical tool for states to use and achieve their national goals¹⁰. While infrastructure was not always as important as it is presently, its value has always been recognized and calculated in the context of national interests¹¹. Countries protected their national trade systems in the 18th and early 20th centuries by preserving and defending their seaports and seaways, as well as safeguarding their land trade routes¹².

The importance of infrastructure in strengthening international ties has also been recognized in Asia. A good example is the One Belt, One Road (OBOR) is an ambitious foreign and economic policy initiative unveiled in 2013 by Chinese President Xi Jinping. This international effort was a program of infrastructure development to improve economic development and commercial activities aimed at improving connectivity and collaboration among many countries in Asia, Africa, and Europe. It is a Chinese government infrastructure project that began in 2015¹³. The OBOR intends to foster orderly and free-flowing commerce, highly efficient resource allocation, and deep market integration while pushing states along the Belt and Road to attain higher levels of economic policy coordination and regional cooperation.

The OBOR policy intends to increase economic prosperity in the Belt and Road countries, deepen exchanges and mutual learning among diverse cultures, and promote world peace and development. As a result of this project, China has been able to develop and strengthen

¹⁰ Birdsall, Nancy, Jaap Broekmans, Mushtaque Chowdhury, Pietro Garau, Geeta Rao Gupta, Amina J. Ibrahim, Calestous Juma, Yolanda Kakabadse, Lee Yee, and Cheong Roberto Lenton. *Overview of Investing in Growth: A Practical Strategy to Meet Millennium Development Goals*. Agnes Binagwaho edited the piece. The Millennium Project was launched in 2005.

¹¹ Finger, Matthias, John Groenewegen, and Rolf Künneke. "The quest for coherence between institutions and technologies in infrastructures." *Journal of Network industries* 4 (2005): 227-259.

¹² Wassenhoven, Louis C. "Resources, Trade, and Infrastructures." In *The Ancestry of Regional Spatial Planning*, pp. 125-151. Springer, Cham, 2019.

¹³ Du, J., & Zhang, Y. (2018). Does one belt one road initiative promote Chinese overseas direct investment?. *China Economic Review*, 47, 189-205.

economic relations with a number of countries in South Asia and the Indian Ocean region¹⁴. The Indian Ocean is the world's third largest body of water, with vital communication routes crisscrossing it and feeding Asia's largest economies. Around 80% of the world's seaborne oil traffic passes via the choke points of this ocean, which connects east and west. The strategic importance of the Indian Oceanic region in terms of commercial, military, and strategic interaction. The region has economic imperatives since it acts as a commercial hub connecting the Middle East to Southeast and East Asia, as well as Europe and the Americas. China has established a favorable economic and political climate through infrastructure development and stronger trade ties among Asian countries. Similarly, Regmi believes that increased productivity has led to an increase in intraregional export and import in Asia¹⁵.

The United States ranks fairly high in terms of the quality of infrastructure required for trade facilitation. The most apparent example is transportation infrastructure, which includes roads, trains, airports, and seaports and thereby provides services to the transportation and logistics industries via improving telecommunications networks and the services they provide. This sophisticated infrastructure improved accessibility by bringing business and investment opportunities to previously unconnected portions of the globe. This integrated infrastructure provided access to commodities, services, and employment opportunities established in various locations via the multiplier effect. The United States strengthened bilateral and multilateral relations around the world through international trade, high technological power, diplomatic relations, and a combination of hard and soft power.

The inherent cross-border nature of infrastructure, particularly transportation systems, is clearly reflected in international EU policy¹⁶. For example, a wide range of activities covering all modes of transportation and activities have been implemented to facilitate international cooperation. The European Union's international transportation cooperation is primarily focused on expanding internal market rules, particularly through international

¹⁴ Du, Julian, and Yifei Zhang. "Does one belt one road initiative promote Chinese overseas direct investment?." *China Economic Review* 47 (2018): 189-205.

¹⁵ Regmi, B. M. (2013, April). *Regional transportation connectivity is essential for long-term growth. In the Seventh Asian Regional EST Forum and Global Consultation on Sustainable Transport in the Post-2015 Development Agenda*, Bali, Indonesia (pp. 23-25).

¹⁶ European Union. (2020). Mobility and transport. Retrieved from European Union: https://ec.europa.eu/transport/themes/international_en

organizations, to promote European security, safety, and environmental standards¹⁷. The Union also aims to open up third-world economies and markets to healthy, undistorted competition and environmentally sustainable alternatives in the fields of transportation services, commodities, and investment. The primary goal of the European Union is to expand the EU's infrastructure and transportation policies to neighboring regions and countries, such as Asia, in order to promote good international trade¹⁸.

1.1.1 Tanzania-Zambia Bilateral Relations

Tanzania and Zambia have had a unique bilateral relationship since the 1960s. They are two of the southern region's oldest allies, having previously served as front-line states for neighboring African nations seeking national sovereignty. In 1964, discussions about a proposed railway route between Tanzania and Zambia began. Tanzania and Zambia have bilateral relations and are linked by the strategic binational infrastructure railroad. The integrated Uhuru railway infrastructure is an East African railway that connects Dar es Salaam, Tanzania, to Kapiri Mposhi, Zambia, in the Central Province¹⁹.

The governments of Tanzania and Zambia see the railway as a critical asset for creating jobs and providing services to more than a million people in both countries, where labor costs account for roughly 60% of income²⁰. In this great demands of a linked modes of transport between Tanzania and Zambia, the United Kingdom was consequently uninterested in the idea, nevertheless the People's Republic of China agreed to participate. The project was China's largest foreign aid initiative at the time, costing \$406 million (equivalent to \$2.71 billion today) and was entirely funded by the Chinese government. The development of the railway was supported by the PRC government in order to minimize Zambia's economic reliance on Rhodesia and South Africa. Tanzania and Zambia have bilateral relations that are made possible by the integrated infrastructure network. The TAZAMA pipeline, built in 1968, connects the TIPER refinery in Dar es Salaam with the Indeni refinery in Ndola,

¹⁷ McGowan, Francis. "Can the European Union's Market Liberalism Ensure Energy Security in a Time of 'Economic Nationalism'?" *Journal of Contemporary European Research* 4, no. 2 (2008): 90-106.

¹⁸ European Union. (2020). *Mobility and transport*. Retrieved from European Union: https://ec.europa.eu/transport/themes/international_en

¹⁹ Zajontz, Tim. "From the freedom struggle to a fight for economic survival-Tanzania-Zambia Railway Authority (TAZARA)." *St Andrews Africa Summit Review* (2017).

²⁰ Libby, Ronald T. *The politics of economic power in Southern Africa*. Princeton University Press, 2014.

Zambia. It is owned by Tazama Pipeline Limite and has a capacity of 1.1 million tonnes per year. Zambia and Tanzania share it evenly (66.7 percent each) and (33.3 percent). The increased intergovernmental relations enhance to strengthen contact among member nations, resulting in increased international and regional trade as well as the exchange of ideas, beliefs, and culture. The railway was also constructed to lessen Zambia's reliance on Rhodesia and South Africa, both of which were ruled by white minority governments at the time²¹.

During the 1990s, regional market growth liberalized economic activity, such as the exchange of commodities and funds. Cross-border trade barriers have been removed, making it easier to establish Tanzanian and Zambian marketplaces²². A regional market denotes a greater geographical coverage, which can be a single country or a collection of several countries. Demographics are another essential and major component that strengthens the regional market.

Tanzania and Zambia signed an agreement in 2015 to ease cross-border trade travel, providing a seamless transportation environment between Dar es Salaam and Lusaka. The agreements replace one reached between the two countries in 1999 with the purpose of decreasing bottlenecks in road transportation, sometimes known as non-tariff barriers. Dar es Salaam serves as the entrance to East and Central Africa via the central transit corridor that connects Tanzania with the majority of the region's landlocked countries, including Zambia. During the fiscal year 2013/14, Zambia shipped 1.86 million tons of cargo through Dar es Salaam port and the Tunduma border. The Tanzania-Zambia Railway Authority is 1,860-kilometer-long single-track railway built between 1970 and 1975. (1,160 kilometers).

Southern Africa has a similar integrated infrastructure with symbols of liberation from imperialism, colonialism, and foreign dominance. Nationalization's similar and relatable political ideologies and economic policies had strengthened and broadened standards of economic and political development ties in the spirit of these participating countries, which

²¹ Mwase, Ngila. "Zambia, the TAZARA and the alternative outlets to the sea." *Transport Reviews* 7, no. 3 (1987): 191-206.

²² Ackello-Ogut, Christopher, and P. N. Echessah. *Unrecorded cross-border trade between Tanzania and her neighbors: Implications for food security*. 1998.

were China, Tanzania, and Zambia, who were united by the common challenger of the time.²³

The integrated infrastructure network encourages the establishment of special economic zones, which have distinct business and trade laws than the rest of the country. For example the consideration of establishing, Tanzania's Bagamoyo Special Economic Zone. The creation of these special economic zones was intended to improve trade balance, employment, a crucial investment promotion tool, job creation, effective administration, boost exports, encourage global value chain participation, industry upgrading, and economic diversification. The railway infrastructure was critical for the facilitation and establishment of special economic zones in the region²⁴. These economic zones encourage the development of business and trade legislation in order to improve trade balance, employment, investment, job creation, and administration. The integrated railway infrastructure between Tanzania and Zambia is linked by a special economic zone to Tanzania's multibillion-dollar Bagamoyo port, as well as Malawi, the Democratic Republic of the Congo, Rwanda, and Burundi. Additionally, another railway infrastructure goes through Seleka-Mpulungu segment in Zambia that would be connected with the DRC, Rwanda, and Burundi, while the Chipata-Selenje railway link in Malawi will connect the two countries. The proposed special economic zone through the Bagamoyo's port connection would enable large Dar es Salaam firms to connect to the port and facilitating cargo shipments²⁵

1.1.2 TAZARA Railway Line

Cecil Rhodes proposed a railway to transport copper ore from the British colony of Rhodesia to Tanganyika (then German East Africa) in the late 1800s²⁶. The idea of constructing the railway remained idle and unexploited due to repercussions of global events like the First and Second world wars²⁷. Furthermore, the Western powers were initially opposed to the

²³ Monson, Jamie. "Remembering work on the Tazara railway in Africa and China, 1965–2011: When “New Men” grow old." *African Studies Review* 56, no. 1 (2013): 45-64.

²⁴ Jourdan, Paul. "Spatial development initiatives (SDIs)-the official view." *Development Southern Africa* 15, no. 5 (1998): 717-725.

²⁵ Humphreys, Martin, Aiga Stokenberga, Matias Herrera Dappe, and Olivier Hartmann. *Port Development and Competition in East and Southern Africa: Prospects and Challenges*. World Bank Publications, 2019.

²⁶ Lunn, Jon. "The Political Economy of Primary Railway Construction in the Rhodesias, 1890-1911." *Journal of African History* (1992): 239-254.

²⁷ Bullock, Richard. "Results of railway privatization in Africa." (2005).

construction of the TAZARA railway project, fearing that their expatriate investments would become unprofitable in the long run. On a map published in the Railway Gazette in April 1949, a proposed railroad connection from Dar es Salaam's port to the central province of Kapiri Mposhi was depicted as an infrastructure alternative. However, two major studies dampened enthusiasm for the railway's construction. In 1952, Sir Alexander and Partners concluded that the Northern Rhodesia (Zambia)-Tanganyika railway was not economically viable. According to one study, the presence of a railway connecting Mozambique and Angola is sufficient or adequate for copper transportation²⁸.

Second, a World Bank (WB) study from 1964 predicted that by the year 2000, only 87,000 tons of cargo would be transported between Zambia and Tanzania, insufficient to justify the construction of a railway, and thus proposed that a road be built instead²⁹. Tanganyika gained national independence and became a sovereign state under Mwalimu Nyerere in 1961, and Zambia gained independence under Kenneth Kaunda in 1964. President Kaunda and Mwalimu Nyerere were both charismatic socialist African leaders who fought for the right of their African neighbors to self-determination³⁰.

TAZARA was established in 1968 as a partnership project between the Tanzanian and Zambian Governments³¹. TAZARA was established as an alternative to their existing 1968 trade treaties, allowing landlocked Zambia to break free from its reliance on the trains and ports of Rhodesia, Angola, and South Africa, according to these patriotic political leaders³². The two nations in 1967 had accepted an offer by the Chinese government to develop the railway line project for the two countries. The Chinese government presented an offer in the form of a turnkey project in which it would handle all establishment work, all needs, employee training, and all roles and processes involved. To fund the project, the Chinese

²⁸ Curran, James C. *Communist China in Black Africa: The Tan-Zam Railway, 1965-1970*. ARMY WAR COLL CARLISLE BARRACKS PA, 1971.

²⁹ Munene, Hyden. "A History of Rhokana/Rokana Corporation and its Nkana Mine Division, 1928-1991." PhD diss., University of the Free State, 2018.

³⁰ Nyamweya, Diana Bochaberi. "Decision Making Process in Tanzania's Foreign Policy towards the East African Region: The Role of Julius Kambarage Nyerere." PhD diss., United States International University-Africa, 2017.

³¹ Monson, J. (2013). Remembering work on the Tazara railway in Africa and China, 1965–2011: When “New Men” grow old. *African Studies Review*, 56(1), 45-64.

³² Anglin, Douglas G. "Confrontation in Southern Africa: Zambia and Portugal." *International Journal* 25, no. 3 (1970): 497-517.

government issued a \$500 million interest-free loan. The construction of the train line began in 1970, and by 1975, the bi-national project had been completed, resulting in an 1860-kilometer link between Tanzania and Zambia³³. The Tanzanian and Zambian governments share ownership of the TAZARA railway 50:50. The TAZARA railway infrastructure system is another illuminating characteristic of these two countries' bilateral relations, which began in the 1970s and are still ongoing now.

The planned railway infrastructure transformation is currently a long-term concept that would allow TAZARA private train operators to operate transit schedules on government rails from South Africa to Dar es Salaam via Zambia³⁴. The narrow gauge railways that connect the entire SADC area form the foundation of this explanation. Allowing firms or individuals to run private wagons on government lines while the government owns the railway infrastructure, according to experts, would bring the private sector into the TAZARA business operations mix. This study's background seeks to discover how railway infrastructure became a contributing factor in influencing bilateral relations, so TAZARA becomes significant in the assessment of the research puzzle.

1.1.2.1 Tazara Relevance In Bilateral Trade of Tanzania-Zambia

Tanzania's and Zambia's trade balances are both relatively stable. Tanzania, for example, sold \$92.7 million in commodities to Zambia between 2013 and 2015, while Zambia imported a variety of Tanzanian items, including construction materials, processed foods, and machinery imported from the global market, and Tanzania became a conduit for these imports³⁵. In 2013-2014, Zambia exported \$71.4 million in agricultural products such as sugar and corn, as well as minerals, primarily copper, to the global market through the Dar es Salaam port. Zambia had a significant net trade with Tanzania in metal, vegetable products, and foodstuffs. Tanzania had a significant net trade with Zambia in the export of mineral products, stones, glass, and textiles. Import tariffs for Zambian products entering Zambia in 2019 show trade stability and improvement between the two countries. Light

³³ Ibid

³⁴ Bullock, Richard. "Off Track: Sub-Saharan African Railways." *Africa Infrastructure Country Diagnostic Background Paper* 17 (2009).

³⁵ Senadza, Bernardin, and Desmond Delali Diaba. "Effect of exchange rate volatility on trade in Sub-Saharan Africa." *Journal of African Trade* 4, no. 1-2 (2017): 20-36.

petroleum distillates net 12.5 percent and petroleum spirit for motor vehicles net 6.25 percent, for example, were the products from Zambia that paid the highest import tariffs to enter Tanzania. In 2019, the Tanzanian products with the highest import tariffs to enter Zambia were raw sugar, beet 25%, and sugars: cane sugar and raw 25%.

The SADC members have no visa requirements for the citizens for travel, trade and tourism purposes. Despite the bilateral trade agreements between the two nations, the Tanzanian traders have face some administrative challenges when obtaining transit permits in Zambia, and the two governments unanimously agreed to find a permanent solution to strengthen trade relations³⁶. The lack of a Tanzanian trade authorization office in Nakonde showcases this difficulty, as this facility is only available in Lusaka. According to the Ministry of Commerce, Trade, and Industry's Public Relations Officer, both countries agreed to share trade products in order to strengthen bilateral trade. Furthermore the cross-border clearance delays are caused by duplication of handling procedures on both sides of the border, poor institutional arrangements and cargo management systems, insufficient physical infrastructure and services, and inadequate immigration management³⁷. The Tunduma One Stop Border Post (OSBP), a trade promotion and facilitation initiative with Zambia, boosts trade by cutting the time it takes to clear goods between the two countries by one-third, contributing to lower transport costs while increasing transshipment cargo through the Dar es Salaam Corridor. In addition, both governments have constructed several office buildings, roads and parking lots, cargo verification bays, scanner sheds, passenger sheds, targeting booths, warehouses and canopies, ICT networks and hardware, furniture, and institutional support to border agencies as part of the OSBP.

Tanzania and Zambia's bilateral trade worth was TZS 265 billion in 2016–2017, with Tanzania exporting TZS 149 billion and Zambia importing TZS 116 billion. The establishment of a One-Stop Border Post is geared to eliminate trade barriers, thereby promote not only trade between our two countries, but also intra-African trade. The

³⁶ Dyegula, Nzeyimana, and Francis Lwesya. "Trade Liberalisation in SADC and the Economic Benefits of belonging to an RTA: The case of Tanzania." *Studies and Scientific Researches. Economic Edition* 27 (2018).

³⁷ Ncube, Phumzile, Simon Roberts, and Thando Vilakazi. "Study of Competition in the Road Freight Sector in the SADC Region-Case Study of Fertilizer Transport and Trading in Zambia, Tanzania and Malawi." (2015).

TAZARA infrastructure was designed to promote cross-border coordination, allowing collective governments to conduct trade in a smarter and more efficient manner. As a result, infrastructure initiatives are critical for Tanzania's trade with its neighbor Zambia, as well as other countries in the southern regions, and they boost growth and job opportunities. It is expected therefore that TAZARA assists the governments of Tanzania and Zambia in achieving their economic development and industrialization objectives.

TAZARA's trade facilitation benefits were also significant in the political scene. TAZARA's trade facilitation was a political endeavor to free Zambia from its reliance on Ian Smith's brutal apartheid administrative system in South Africa and Rhodesia, which denied Zambia access to commercial outlets. Tanzanian President Julius Nyerere and Zambian President Kenneth Kaunda sought alternative ways to create an additional rail line after Zambia's confrontational and rogue-state neighbors issued multiple threats on its trade routes. The alternative binational railway system known as TAZARA, provided a solution to the problem of trade, which had been pushed on Zambia by rogue powers through the political structures of the leadership. The railway has brought various economic benefits, such as an increase in the two trading partners' GDP per capita; the population below the poverty line was redeemed through increased agricultural, mining, and transportation activities, which stimulated internal and regional markets along the transit development areas. By tackling the problem of unemployment, TAZARA has created over one million jobs for citizens in both nations and promoted internal and international trade. As a result, the railway infrastructure was able to settle a number of political goals in the two countries.

1.1.2.2 Tazara Relevance In Passenger and Freight Transportation

Globally, landlocked and developing nations (LLDCs), such as Zambia, faced transportation complexities in the colonial times. For instance, during the time of white minority rule in southern Africa between the 1960s and the early 1990s, the harsh nature of colonial control, coupled with geographical disabilities, contributed to comparable concerns among the great lakes states that lacked sea ports. This made direct access to the open sea impossible, resulting in significant transportation issues and transit costs, putting the country at a significant economic disadvantage in compared to the rest of the world. The Port of Dar es

Salaam has become a base that handles the majority of its exports and imports³⁸. Zambia is a landlocked country with no coastline that borders an ocean or a large sea that links to an ocean. This posed a massive economic challenge to this country because the majority of the world's trade is dependent on maritime exchange and transportation by water is considerably more efficient than transportation by land³⁹. Vehicles and refined oil are primarily imported and transported from Dar es Salaam to Zambia, while copper is brought from Zambia to Dar es Salaam's commercial port, which connects it to the majority of major global market consumers, including Japan, Malaysia, and China.

TAZARA has faced operational issues since its start, but it has remained active thanks to continued assistance from China, various European countries, and the United States. Freight traffic peaked in 1986 at 1.2 million tons, but began to decline in the 1990s when apartheid in South Africa and Namibia's independence opened up other transport routes for Zambian copper. TAZARA railway infrastructure facilities are designed to provide effective and efficient services to their clients by providing an accessible, dependable, affordable, and safe form of transportation despite the fact that this binational railway infrastructure web encountered operational challenges such as a lack of appropriate recapitalization and operating capital with the TAZARA wellbeing. Due to budgetary and other constraints, there is a scarcity of spare parts needed to repair malfunctioning parts and other equipment as a result of governments' unwillingness to invest in the binational project.

The infrastructure railway has primarily served to transport metals, agricultural products, and large-scale regional shipments of copper and other goods by the Zambian government through the port of Dar Es Salaam for decades⁴⁰. Each year, the railway line is expected to transport 5 million tons of freight, with 2.5 million tons transported in each area. Furthermore, low pricing, shorter transit times due to port improvements in Dar es Salaam, and improved security and reliability have bolstered the mining industry and transportation facilitation, a phenomenon that did not exist between the two administrations twenty years

³⁸ Pedersen, Poul Ove. "Freight transport under globalisation and its impact on Africa." *Journal of Transport Geography* 9, no. 2 (2001): 85-99.

³⁹ Fluitman, Fred, and Wim Alberts. "Zambia." *Vocational education and training reform: Matching skills to markets and budgets* (2000): 389-400.

⁴⁰ Vilakazi, Thando, and Anthea Paelo. "Understanding intra-regional transport: competition in road transportation between Malawi, Mozambique, South Africa, Zambia, and Zimbabwe." (2017).

ago⁴¹. The binational initiatives link potential and important places such as Dar es Salaam's natural harbor, agricultural potential in Tanzania's southern region and northeastern Zambia, and climate in the regions that led to human settlements, resulting in urbanization growth in those regions. Because TAZARA contributed to lowering the cost of transportation for many types of goods over long distances with a massive increase in people, goods, and services, the railroad infrastructure promoted the transportation of people to new places and created business thriving in small towns and large cities. This therefore indicates the fact that, infrastructure mechanical systems unleash the potential of commerce by increasing trade and strengthening relationships between countries⁴².

The advancement of transportation system such as market efficiency, the sharing of public-goods expenses, and huge infrastructure projects like TAZARA or TAZAMA are all benefits of regional integration through quality infrastructure. Additionally, the regional market improves collective policy adoption and provides a framework for reform, such as how TAZARA was modified from the 1975 Act, which favored nationalization policies, to the 1995 Act, which agreed to liberal economic thinking. In conclusion, regional integration helped to establish global integration while also reaping non-economic benefits such as peace and security. Transportation advancements, such as railroads and shipments, and advancements in telecommunication infrastructure, such as the telephone, Internet, and mobile phones, have all played a role in regional relations, strengthening bilateral ties and increasing economic, cultural, and economic interdependence in the southern regions, such as SADC members⁴³. The railway line was reportedly shipping 15,000 tons of copper per week by November 2013, but it was still prone to breakdowns and delays.

⁴¹ Eskola, Elina. "Agricultural marketing and supply chain management in Tanzania." (2005).

⁴² Zafar, Ali. "The growing relationship between China and Sub-Saharan Africa: Macroeconomic, trade, investment, and aid links." *The World Bank Research Observer* 22, no. 1 (2007): 103-130.

⁴³ Mezue, Bryan C., Clayton M. Christensen, and Derek Van Bever. "The power of market creation: How innovation can spur development." *Foreign Aff.* 94 (2015): 69.

1.1.2.3 Tazara Relevance In Natural Resource Exploitation

Natural resource exploitation is the use of natural resources for economic growth, which has improved between Tanzania and Zambia, sometimes at the expense of environmental degradation. Subsoil minerals, such as precious metals, are another non-renewable resource that humans exploit. They are primarily used in the production of industrial commodities. Intensive agriculture is an example of a production mode that negatively impacts many aspects of the natural environment, such as forest degradation in a terrestrial ecosystem and water pollution in an aquatic ecosystem. Much of these natural resources remain untapped in Tanzania's southern regions and Zambia's northeastern regions due to a lack of integrative infrastructure in these areas. The TAZARA railway facilitated the extraction of these natural resources, resulting in increased regional population and economic growth. However, the depletion of natural resources caused by unsustainable raw material extraction has become a growing concern.

Since its completion, the railway line has served as the sole economic conduit in the southern region. TAZARA's construction was intended to open up Tanzania's southern regions, promote mineral resource exploitation, and provide an outlet for Zambia⁴⁴. The binational railway connecting the two countries would also help to develop agriculture and mineral potential extraction in southwestern Tanzania and northeastern Zambia, which is why TAZARA was established⁴⁵. The mega binational project initiative was essentially a process of economic contact and integration linked to Pan-social Africanism and the cultural components contained in order to liberate African countries from foreign rule⁴⁶. From an economic standpoint, binational transportation entails the exchange of commodities and services, data, technology, and capital resources.

TAZARA's main goals were to provide massive amounts of work for the residents of both countries, as the railway had grown into a significant state employer, employing up to one million people in its 45-year history. The railway was also aimed at developing areas that

⁴⁴ Monson, J. (2013). Remembering work on the Tazara railway in Africa and China, 1965–2011: When “New Men” grow old. *African Studies Review*, 56(1), 45-64.

⁴⁵ Haule, Joseph O., Longinus Rutasitara, and Servacius B. Likwelile. "Aid Effectiveness to Infrastructure: A Comparative Study of East Asia and Sub-Saharan Africa. Case Study of Tanzania." (2008).

⁴⁶ Alden, Chris, Sally Morphet, and Marco Antonio Vieira. "A South of Regions." In *The South in World Politics*, pp. 160-188. Palgrave Macmillan, London, 2010.

had previously been overlooked by colonial powers, such as Tanzania's southern regions and Zambia's northeastern regions⁴⁷. The common basic values of the binational or integrated infrastructural railway line include transparency in operation, integrity, customer orientation, a focus on innovation, promoting teamwork, and assuring safety and environmental care. The project aims to increase natural resource utilization, promote local and international trade, and provide dependable freight and passenger transportation among trading partners⁴⁸.

The TAZARA railway system suffered periodic losses due to a lack of funds for maintenance and investment⁴⁹. Privatization was unavoidable in the 1990s due to global political agenda shifts. As a result, mine privatization in Zambia was a foregone conclusion. The monopoly of the railway on the copper trade has now been broken. The railway infrastructure has united countries, such as how TAZARA connected Tanzania and Zambia; created great fortunes, such as new job creations that employed over a million people in both countries; enabled the growth of new industries, such as the URAFIKI textile industry; and completely transformed life in every location where this mega infrastructure ran.

1.2 Statement of the Research Problem

The binational railway infrastructure is a critical component of regional economic integration as it promotes transportation and communications for population centres and rural communications⁵⁰. The national and transnational transportation infrastructure, promotes cooperation, commerce, agricultural potential development, trade facilitation, and market mobility among trading partners⁵¹. Economic reports indicate that several factors, such as trade barriers, high operational and maintenance costs, limited technical capacity, and aging railway infrastructure, limit the binational railway infrastructure's ability to meet

⁴⁷ Monson, Jamie. *Africa's Freedom Railway: how a Chinese development project changed lives and livelihoods in Tanzania*. Indiana University Press, 2009.

⁴⁸ Okyere, Stephen, Jia Qi Yang, Kwabena Sarpong Aning, and Bin Zhan. "Review of sustainable multimodal freight transportation system in African developing countries: Evidence from Ghana." *International Journal of Engineering Research in Africa* 41 (2019): 155-174.

⁴⁹ Ondiege, P. E. T. E. R., Jennifer Mbabazi Moyo, and A. U. D. R. E. Y. Verdier-Chouchane. "Developing Africa's infrastructure for enhanced competitiveness." In *World Economic Forum, the African Competitiveness Report*, vol. 2013, pp. 69-92. 2013.

⁵⁰ Tuluy, Hasan. "Regional economic integration in Africa." *Global Journal of Emerging Market Economies* 8, no. 3 (2016): 334-354.

⁵¹ Jouanjean, Marie-Agnès, Marie Gachassin, and Dirk Willem te Velde. "Regional infrastructure for trade facilitation—impact on growth and poverty reduction." *ODI, London* (2016).

socio-economic targets⁵². In addition, there is very little information regarding the TAZARA's impact on the two countries' bilateral relations, which has made it difficult to comprehend the full impact of the railway infrastructure on the two countries' regional cooperation⁵³. As a result, the study looked into the impact of railway infrastructure on Tanzania-Zambia bilateral relations. Tanzania is primarily an agrarian economy, accounting for 70% of total exports, whereas Zambia is primarily a mining economy, accounting for 66% of total exports. The two neighbors are the oldest allies who formed the frontline States, and they are both members of the non-alignment movement and SADC⁵⁴.

Tanzania and Zambia collaborated in 1968 to build the 1860-kilometer-long TAZARA railway infrastructure, which had its headquarters in Dar es Salaam and was funded by the Chinese government. By providing a safe, economical, and permanent alternative route to the seaport of Dar Es Salaam, which serves as a gateway to the international market, the railway aims to reduce Zambia's reliance on white minority dominance of ports in Zimbabwe, Angola, and Mozambique. TAZARA's second goal was to promote geographical and regional cooperation between the two countries. Finally, TAZARA's third goal was to improve freight and passenger transportation by encouraging mineral extraction and unlocking the utilization of agricultural developments in Tanzania's southern regions and Zambia's northern east.

The study regarding TAZARA railway is an important, given the strategic relevance of the infrastructure in transportation and communication systems, which bear great influence in the economic, social, and political ideologies of African socialism (Ujamaa & Humanism) between Tanzania and Zambia. As such, it plays a pivotal role in the bilateral relations between the member countries⁵⁵. Many African countries, including Tanzania and Zambia, are facing difficulties in upgrading the railway infrastructure lines left behind by colonial

⁵² Ministry of Transport and Communication. Zambia Railway Transport: Number of Passengers- TAZARA, 2006-2017 Annual Report (2019).

⁵³ Putterman, Louis. "Economic reform and smallholder agriculture in Tanzania: A discussion of recent market liberalization, road rehabilitation, and technology dissemination efforts." *World Development* 23, no. 2 (1995): 311-326.

⁵⁴ Onyekaneze, Onah Oliver. "Nigeria and South Africa: A Critical Analysis of Two Twenty-First Century Political Economies." (2011).

⁵⁵ Babu, Abdul Rahman Mohamed. *The future that works: Selected writings of AM Babu*. Africa World Press, 2002.

governments⁵⁶. Because of their limited financial and technical capabilities, the lines face high operational and maintenance costs, limiting their effectiveness and efficiency. As a result, their role in promoting bilateral relations and cooperation, as well as trade and transportation, is impacted. For years, TAZARA's revenue growth has been stifled by a lack of investment⁵⁷. Despite the frantic efforts to resurrect the binational project, the corporation describes the vandalized signaling and telecommunication systems as currently non-existent. As a result, because there is insufficient research focusing on the subject, this study aims to uncover the impact of social challenges such as TAZARA mismanagement, which results in poor decision making, debt burden approaching \$787 million, and geographical stumbling blocks such as the establishment of alternative sea routes, as a means of closing the gap in addressing the following question: In the modern era, how does railway infrastructure affect Tanzania-Zambia bilateral relations?

1.3 Objectives of the Study

The study's main goal was to look into the impact of railway infrastructure on Tanzania-Zambia bilateral relations.

The specific objectives of the study were;

- i. To determine the influence of Railway Infrastructure in facilitation of domestic and international trade between and within Tanzania and Zambia
- ii. To investigate the impact of Railway Infrastructure in offering both freight and passenger transportation services between and within Tanzania and Zambia.
- iii. To assess the impact of Railway Infrastructure in exploitation of natural resources in Tanzania and Zambia.

⁵⁶ Bofinger, Heinrich. *Africa's transport infrastructure: Mainstreaming maintenance and management*. World Bank Publications, 2011.

⁵⁷ Haule, Joseph O., Longinus Rutasitara, and Servacius B. Likwelile. "Aid Effectiveness to Infrastructure: A Comparative Study of East Asia and Sub-Saharan Africa. Case Study of Tanzania." (2008).

1.4 Research Questions

The aim of the study is to find answers to the following questions:

- i. How does Railway infrastructure influence domestic and international trade between and within Tanzania and Zambia?
- ii. To what extent does Railway Infrastructure affect the freight and passenger transportation between and within Tanzania and Zambia?
- iii. How has railway infrastructure promoted exploitation of natural resources in Tanzania and Zambia?

1.5 Justification of the Study

1.5.1 Academic Justification

Zambia and Tanzania have a shared railway network. Even though infrastructure is an important contributor to economic growth and poverty reduction in Tanzania and Zambia, little research has been conducted on the impact of railway infrastructure on bilateral ties between the two countries. The majority of research has been conducted on the impact of infrastructure on trade and economic development, as well as the role of economic infrastructure in increasing manufactured-goods exports. Ntale and Shinyekwa (2017) (Normaz, 2015).⁵⁸ Previous research has largely ignored the impact of infrastructure on goods and service transportation, ignoring the importance of infrastructure in enhancing trade and investment between trading bilateral partners. The current study aims to fill these knowledge gaps by looking into the impact of railway infrastructure on Tanzania-Zambia bilateral relations, using TAZARA as a case study. This data can be used by academics and scholars as a source of knowledge as well as a foundation for future research and reference on the impact of infrastructure on bilateral ties between countries.

1.5.2 Policy Justification

Tanzania's economic difficulties stem from the country's poor performance in developing innovative production technologies such as mechanical power technology in agriculture by embracing its levels of mechanization technology and degrees of sophistication, which resulted from a country's heavy reliance on agriculture as its economic backbone without

⁵⁸ Bhattacharyay, Biswa Nath. "Infrastructure development for ASEAN economic integration." (2009).

technologically investing in that mode of production. Similarly, mineral exploitation in Zambia did not always benefit ordinary citizens living on the country's outskirts. This has harmed capital growth, slowed power output, and reduced overall transportation productivity. These industries are undeniably the foundation of a thriving economy and would have rejuvenated a free trade zone. During the 1990s, economic diversification and infrastructure spending in Zambia and Tanzania aided the development of capital to sustain growth in the power and transportation sectors. They have provided assistance and support for key areas such as education, health, sanitation, and the availability of reliable power for commuting and industrial use while collaborating with other donors. As a result, the study aims to provide more guidance to aid infrastructure policymaking, so that the TAZARA project can effectively promote natural resource exploitation, influence domestic and international trade, and improve freight and passenger transportation between the two countries. Second, the analysis would assist in identifying areas of concern that require action in order to achieve the project's goals.⁵⁹

1.6 Research Hypothesis

H₀1: There is no significant relationship between the strategic infrastructure of TAZARA and bilateral trade across Tanzania-Zambia

H₀2: There is no significant relationship between the strategic infrastructure of TAZARA and cross-border transportation of passenger and freight across Tanzania-Zambia

H₀3: There is no significant relationship between the strategic infrastructure of TAZARA and Exploitation of natural resources along the transit development areas.

1.7 Scope and Limitations of the Study

During a research project, a variety of limitations are likely to be found. To begin, the study has a broad scope, focusing on both Tanzania and Zambia. As a result, getting in touch with respondents was difficult, as well as gathering information. The limitation was addressed by sending questionnaires to respondents who were difficult to reach physically. Another potential limitation of this study is respondents' difficulty and unwillingness to provide data

⁵⁹ Copeland, Brian R. "Is there a case for trade and investment promotion policy?." *Trade policy research* (2007): 1-64.

for fear of being harmed. This was mitigated by informing respondents that the survey would be used solely for academic purposes and that all data obtained will be kept confidential. Finally, the study is entirely focused on TAZARA's impact on Tanzania-Zambia bilateral relations.

1.8 Definition of Concepts

Cross-border Infrastructure- Is a crucial infrastructure built by two neighboring nations with an aim of improving trade, business and transport services. Such infrastructure also influences the socio-economic and political goals of the two nations. As such, they also impact the international relations of the countries (Tanzania and Zambia).

Bilateral Trade – Is an agreement between two countries aimed at promoting trade and investment across their borders. In addition, it is the creation of a market for a nation's goods through negotiations with a willing country⁶⁰.

International Relations - This is the concept that delineates the relationship between sovereign states with a scope that encompasses diplomatic relation and economic development⁶¹

Exploitation of natural resources- Natural resource exploitation is the process of using natural resources to generate economic growth, which has improved and intensified in Tanzania and Zambia's bilateral relations. These, however, include non-renewable resources such as minerals such as precious metals, as well as agricultural and transportation.

Transportation- This is the movement of people, goods, and services from one location to another. The mode of transportation in this study is railway infrastructure. Infrastructure, vehicles, and operations are the three sections of the field. People need transportation to trade with one another, which is necessary for civilizations to develop.

⁶⁰ Rathbun, Brian C. "Is anybody not an (international relations) liberal?." *Security Studies* 19, no. 1 (2010): 2-25.

⁶¹ Lesser, Caroline, and Evdokia Moisé-Leeman. "Informal cross-border trade and trade facilitation reform in Sub-Saharan Africa." (2009).

Bilateralism - This refers to the conduct of two sovereign states' political, economic, and cultural interactions. Tanzania and Zambia share commonalities in the political dimension, economic structure, and cultural context, which has solidified bilateral relations.

1.9 Proposed Chapter Outline

The study is divided into five chapters. The first chapter covers the study's introduction. The research history, research, and research objectives are all covered. This chapter also discusses the significance of the analysis, its limitations, the research hypothesis, and operational definitions of words. The second chapter is split into two sections. The first section discusses theoretical anchorage, and the second section examines empirical literature. The research methodology is presented in chapter three, data analysis and presentation of research results in chapter four, and conclusions and recommendations in chapter five.

CHAPTER TWO

LITERATURE REVIEW

2.1 Introduction

This section gives a little historical account on ideological underpinning the railway infrastructure during the Cold War Era and finally summarizes research on the role of railway infrastructure in promoting natural resource exploitation, encouraging domestic and international trade, and the impact of providing both freight and passenger transportation between and within Tanzania and Zambia's bilateral states.

Tanzania and Zambia shared the same political ideology of African socialism and nationalization economic policies. Tanzania, for example, adopted human dignity, African liberation, and opposition to racial and colonial oppression as central tenets of both its foreign policy and the Ujamaa socialist policy implemented internally by its government in the Arusha Declaration of 1967. Humanism ideology was adopted by Zambia in 1967 as a form of African Socialism that was highly Afrocentric and blended traditional African values by providing the moral foundation for all human activity in the country.

Due to ideological differences, the TAZARA railway infrastructure became a battleground between capitalist Western nations, backed by international financial institutions such as the World Bank and IMF along with the supernational international institution which is the United Nations, to limit the spread of socialism ideology in Sub-Saharan Africa. Zambia faced trade challenges in gaining access to the port due to its landlocked status and proximity to hostile neighbors. For example, South Africa and southwest Africa (now Namibia) had a system of institutionalized racial oppression known as the Apartheid policy from 1948 to the early 1990s. In addition, Ian Smith declared UDI in 1965, establishing Rhodesia as a British sovereign territory.

Furthermore, under Portuguese colonial rule, Mozambique and Angola imposed trade invisibility on Zambia, preventing it from accessing any of the Luanda or Beira ports. In order to prevent the spread of socialist ideology across neighboring countries in southern Africa, these minority white-ruled states represented the interests of capitalism, imperialism, expansionism, protectionism, and militarism. During the Cold War, states were defined by

an aggressive and costly arms race, mistrust, suspicion, and political ideology, all of which were critical in directing foreign policies to protect their national interests. As a result, western countries declined to provide financial support for the construction of TAZARA's massive binational infrastructure, viewing it as an extension of communalism ideology, a project that was politically motivated which on the other-hand lacked economic viability. China's ideologies and status as a Third World country was compelled by Cold War circumstances to support its African brothers in building the binational infrastructure (TAZARA) that has linked the two countries ever since. Through the Bandung principles and the Beijing Consensus, China's geoeconomics and geopolitical motivations for engaging with Africa remain viable in its position as a second-strong global power.

2.2 The Influence of Railway Infrastructure on Facilitation of Domestic and International Trade among Tanzania and Zambia

The railway infrastructure makes a significant contribution to the facilitation of domestic and international trade among trading partners⁶². International financial institutions such as the IMF and the World Bank advocated for the reduction of societal facilities on individuals in the 1980s and 1990s, but TAZARA railway decisions were driven by profit rather than national-building concerns⁶³. The railway's primary responsibility was to serve the people by adopting the discourse of socialism, national pride, and Pan-Africanism unity that governments used throughout the railway's construction period in the 1970s⁶⁴. Nonetheless, the railway services required by the local population facilitated their entry into profit-seeking activities such as TAZARA corridor businesses. As a result, the TAZARA railway's transition from socialism to liberalism was a negotiated process in which definitions of market, profit, and privatization were contested alongside the right to self-determination.

⁶² Grah, Jean Philippe Azany. *The Contemporary Challenges of African Development: The Problematic Influence of Endogenous and Exogenous Factors*. AuthorHouse, 2020.

⁶³ Adebajo, Adekeye. "Pan-Africanism: From the Twin Plagues of European Locusts to Africa's Triple Quest for Emancipation." *The Pan-African Pantheon* (2021).

⁶⁴ Monson, Jamie. "Defending the people's railway in the era of liberalization: TAZARA in southern Tanzania." *Africa* 76, no. 1 (2006): 113-130

Tanzania and Zambia's governments entered a new era of trade liberalization, marketization, and multi-democratization processes beginning in the early 1990s, as indicated by the principles of the Structural Adjustment Program (SAP)⁶⁵. Following the collapse of copper in the world market in the 1980s, the improvement of transportation facilities began to resuscitate, encouraging local and international trade in the Middle East and the Far East, which reinvigorated commercial activities, affecting the emerging market in southern Africa. According to the Tanzanian Investment Center's (TIC) guidance, the country's infrastructure has been improved over time. Tanzania's Vision 2025 plan includes MKUKUTA, the National Strategy for Growth and Poverty Reduction, and the Transport Policy Implementation Strategy 2011-2025 as guiding strategies. These policies advocate for a sustained focus on railway infrastructure development, with the goal of accelerating progress by increasing bilateral member partners' participation in business, markets, and trade relations⁶⁶.

Tanzania's railway lines are critical for bulk freight in the region because they reduce road congestion. The railways connect the port of Dar es Salaam to Burundi, the Democratic Republic of the Congo, Malawi, Rwanda, Uganda, and Zambia, among other neighboring countries. Tanzania's largest and busiest port, Dar es Salaam Port, handles nearly all of the country's international trade⁶⁷. Malawi, Zambia, the Democratic Republic of the Congo, Burundi, Rwanda, and Uganda are among the landlocked countries served by Dar es Salaam's port. Tanzania Ports Authority (TPA) is in charge of monitoring and administration of seaports. This is intended to facilitate port operations in accordance to commercial standards, such as the establishment of programs to ensure the preferred option in facilitating transit to landlocked African countries by lowering logistical costs⁶⁸. As a result, the Tanzania Port Authority advocates for increased trade between Tanzania and Zambia, as

⁶⁵ Mawdsley, Doctor Emma. *From recipients to donors: emerging powers and the changing development landscape*. Zed Books Ltd., 2012.

⁶⁶ Mwakibete, Ambwene. "The Role of Rail Transport to the Port Performance: A Case of Dar es Salaam Port." PhD diss., The Open University of Tanzania, 2015.

⁶⁷ Arvis, Jean-François. *Connecting landlocked developing countries to markets: Trade corridors in the 21st century*. World Bank Publications, 2011.

⁶⁸ Schubert, Jon, Ulf Engel, and Elísio Macamo, eds. *Extractive Industries and Changing State Dynamics in Africa: beyond the resource curse*. Taylor & Francis, 2018.

well as Tanzania and other neighboring countries. The TPA is currently working on a number of major projects outlined in the National Ports Master Plan (NPMP)⁶⁹.

The Dar es Salaam Maritime Gateway Project (DMGP) is one of the projects being developed by the Port Authority to meet the anticipated demand for connecting bilateral states partners in trade, commercial, and market system enhancement⁷⁰. Furthermore, the DMGP intends to improve the port's efficacy and efficiency by transforming it into a world-class port with increased efficiency to accommodate larger ships calling and receiving. During the 2017/2018 fiscal year, Tanzania's government expressed interest in lowering the cost of using Dar es Salaam port and improving its competitiveness in the local and international commerce sectors⁷¹. TAZARA's railway infrastructure is expected to grow as mining and quarrying activities expand. Commercial agriculture investment in Tanzania's Kilombero Valley and the Rufiji River has increased⁷². The Luangwa Valley, the Nakambala sugar factory, the Kasama arabica scheme, and the Kawambwa tea estates in Zambia's northeast all contributed to the improvement of the railway infrastructure that connects the two countries⁷³.

Zambia's main export is copper, but other common commodities such as copper wire, cables, gemstones, and fresh vegetables and flowers have grown in popularity⁷⁴. Cotton and tobacco are two other products exported via the TAZARA railway. TAZARA imports a lot of chemicals and chemical products, as well as machinery and equipment. Switzerland, China, Tanzania, Malaysia, Japan, and the Democratic Republic of the Congo are among Zambia's most important commercial partners. As a result, the TAZARA infrastructure is critical to

⁶⁹ Humphreys, Martin, Aiga Stokenberga, Matias Herrera Dappe, and Olivier Hartmann. *Port Development and Competition in East and Southern Africa: Prospects and Challenges*. World Bank Publications, 2019.

⁷⁰ Mwakabhejela, Geoffrey. "The contribution of financial institution in industrialisation, a case study of Dar es Salaam Region-Tanzania." PhD diss., Mzumbe University, 2019.

⁷¹ Kato, Futoshi. "Development of a major rice cultivation area in the Kilombero Valley, Tanzania." *African study monographs. Supplementary issue*. 36 (2007): 3-18.

⁷² Sugiyama, Yuko. "Maintaining a life of subsistence in the Bemba village of northeastern Zambia." *African study monographs. Supplementary issue*. 6 (1987): 15-32.

⁷³ Keyser, John C., Terry Heslop, and James Abel. "Trade and Investment Opportunities in Agriculture." *Prepared for USAID Zambia Trade and Investment Enhancement Project (ZAMTIE) under contract* (2001).

⁷⁴ Van den Briel, Tina, Edith Cheung, Jamshid Zewari, and Rose Khan. "Fortifying food in the field to boost nutrition: case studies from Afghanistan, Angola, and Zambia." *Food and Nutrition Bulletin* 28, no. 3 (2007): 353-364.

accelerating trade relations between these two governments⁷⁵. TAZARA aimed to increase intra-regional trade, which is an important component of southern African regional integration, by increasing investment and improving rolling stock⁷⁶. The binational project highlights Tanzania and Zambia's efforts to strengthen diplomatic relations, cooperation, and collaboration⁷⁷. This significant strategic endeavor, however, laid the groundwork for the formation of diplomatic relationships and trade partnerships throughout the region and around the world. This is because TAZARA railway line connects Southern Africa in the SADC block and Eastern Africa in the COMESA block, and this infrastructure installation is critical in enhancing domestic, intra-regional, and global trade⁷⁸.

TAZARA is a regional platform that facilitates regional integration. It encourages the growth of trade and commerce, which creates new opportunities and jobs. TAZARA is the best regional integration model in terms of geopolitical factors. TAZARA's extensive markets in the Far East and the Middle East are served by the port of Dar es Salaam⁷⁹. The region's efforts to establish special economic zones may result in a capacity of two million metric tons per year⁸⁰. Trade facilitation would make modernizing and harmonizing export and import processes easier⁸¹. This allows for faster mobility as well as the release and clearance of products in transit. Trade facilitation is a critical component of the EU-US trade agreement.

⁷⁵ Kani, Felix C. "Regional integration in the Southern Africa development community and implications for the labour market in SADC." *Economic Policy in Labor Surplus Economies-Strategies for Growth and Job Creation in Southern Africa* (2000): 178.

⁷⁶ Konings, Piet. "China and Africa: Building a strategic partnership." *Journal of Developing Societies* 23, no. 3 (2007): 341-367.

⁷⁷ Kararach, George. "Integration for African Development: The Numbers Count." In *Development Policy in Africa*, pp. 224-249. Palgrave Macmillan, London, 2014.

⁷⁸ Scholvin, Sören, and Peter Draper. "The gateway to Africa? Geography and South Africa's role as an economic hinge joint between Africa and the world." *South African Journal of International Affairs* 19, no. 3 (2012): 381-400.

⁷⁹ Farole, Thomas. *Special economic zones in Africa: comparing performance and learning from global experiences*. World Bank Publications, 2011.

⁸⁰ Grainger, Andrew. "Trade facilitation." In *The Ashgate Research Companion to International Trade Policy*, pp. 153-168. Routledge, 2016.

⁸¹ Quium, A.S.M. (2019). Transport Corridors for Wider Socio-Economic Development. *Sustainability*, 11(19), 5248.

2.3 The impact of Railway Infrastructure in Offering Both Freight and Passenger Transportation Services between and within Tanzania and Zambia

Tanzania's seaport of Dar es Salaam serves as a vital transit route for landlocked countries in the region, such as Zambia. The most common mode of long-distance freight and haulage between the two countries is railway transport. Despite the decline in service efficiency, rail is still used by several businesses and shippers. Zambia is the region's largest copper producer. It transports copper to the port of Dar es Salaam via the TAZARA railway. This has greatly improved relations with Tanzania, which serves as an alternative route for copper transport between the two countries. According to the World Resources Institute, the value of transnational mineral infrastructure connectivity is frequently overlooked. It claims that "improved regional responses in developing countries have the potential to outperform national responses." The findings were reported in the *International Journal of Mining and Minerals*.

Quium conducted a study on transport corridors for wider socioeconomic development in 2019 and discovered that principled cross-border transportation systems have a statistically significant impact on economic growth, income increase, poverty eradication, job creation, equity, and inclusion⁸². According to the study, a well-managed transportation corridor improves the quality of transportation and logistics services, lowers transportation costs, improves supply chain effectiveness and performance, and reduces the carbon footprint of freight transportation⁸³. Furthermore, the study concluded that cross-border transportation corridors help to connect infrastructure facilities, policies, institutions, and investments, which promotes overall socioeconomic growth and stability⁸⁴.

According to Djankov, Freund, and Pham (2010), infrastructure has a direct impact on transportation prices by influencing the mode of transportation chosen and the time it takes for commodities to arrive. Using data on export and import times to account for the impact of delays on commerce, they discovered that each additional day spent moving goods from

⁸² Quium, A. S. M. "Transport Corridors for Wider Socio–Economic Development." *Sustainability* 11, no. 19 (2019): 5248.

⁸³ Quium, A. S. M. "Transport Corridors for Wider Socio–Economic Development." *Sustainability* 11, no. 19 (2019): 5248.

⁸⁴ Carmody, Doctor Pdraig. *The rise of the BRICS in Africa: The geopolitics of South-South relations*. Zed Books Ltd., 2013.

the factory to the port reduced trade by at least 1%, equivalent to a 70-kilometer distance between an economy and its trading partner.

2.4 Impact of Railway Infrastructure in Exploitation of Natural Resources

Agriculture is influenced by sound economic policies, favorable geopolitical and climatic conditions, arable land, and labor availability⁸⁵. Geographical features are critical for developing Tanzania's southern regions and Zambia's northeastern areas. Because of the lack of infrastructure in this region, such areas remain undeveloped. The TAZARA railway line in southern Tanzania enabled the development of the Kilombero valley and Rufiji basins, as well as vast estates in Zambia's northeast, Kasama and Kalungwishi⁸⁶. Settler migration has aided the development of towns and cities along the TAZARA railway line, including Morogoro, Mbeya, Songwe, and Njombe in Tanzania, and Kasama estates in Zambia. Nonmaterial factors like socialism ideology, economic policies like nationalization, and individual leaders like Mwalimu Nyerere and Kenneth Kaunda all helped to transform underprivileged communities⁸⁷.

TAZARA was constructed in the 1970s to transport copper and other goods from Zambia to the commercial port of Dar es Salaam in Tanzania⁸⁸. Local traders, farmers, fishermen, and laborers could use the railway as a settlement, market, and production zone, promoting rural economic development. To organize agricultural marketing, the government took over market boards and established village cooperatives. After their economies were liberalized in the mid-to-late 1980s, Zambia's and Tanzania's agricultural sectors were liberalized in the 1990s⁸⁹. The Kilombero sugar industry, a large-scale corporation with massive sugarcane plantations, numerous out-grower schemes, and a large processing factory, is the largest

⁸⁵ Nijkamp, Peter. "Infrastructure and regional development: A multidimensional policy analysis." *Empirical economics* 11, no. 1 (1986): 1-21.

⁸⁶ Tondi, Tsoabisi Pakiso Ensle. "The African cultural heritage: deculturation, transformation and development." PhD diss., 2004.

⁸⁷ Gleave, Michael B. "The Dar es Salaam transport corridor: an appraisal." *African Affairs* 91, no. 363 (1992): 249-267.

⁸⁸ Wiggins, Steve. "Interpreting changes from the 1970s to the 1990s in African agriculture through village studies." *World Development* 28, no. 4 (2000): 631-662.

⁸⁹ Bergius, Mikael. "Expanding the corporate food regime: the southern agricultural growth corridor of Tanzania. Current and potential implications for rural households." Master's thesis, Norwegian University of Life Sciences, Ås, 2014.

employer in Tanzania's southern areas, hence the TAZARA railroad corridor⁹⁰. For many years, the Kilombero sugar company was run as a state-owned enterprise, with guaranteed worker protection and benefits.

However, following the implementation of the liberalization strategy in the 1980s/90s, which replaced the nationalization policy, the corporation was taken over by private investors, much like the privatization and democratization that swept Zambia's political culture⁹¹. The fertile soils of the Kilombero valley promote the growth of maize, rice, and other food crops, as well as significant capital investment in sugarcane plantations, which is an important component of livelihood security. The Kilombero River and its tributaries were used to promote and collect fishing catch.⁹² The Rufiji River supported the same economy as fishing, and the TAZARA railway line served as a conduit for these goods.⁹³ It is hoped that the project would assist Tanzanian rural communities in diversifying their economies. The railway infrastructure includes investment initiatives that accelerate micro-scale economic diversification through a variety of sources, giving rural communities access to a variety of revenue streams⁹⁴.

The Southern Agricultural Growth Corridor of Tanzania (SAGCOT) is a public-private partnership aimed at commercializing smallholder agriculture. SAGCOT promotes smallholder farming in order to ensure food security, poverty alleviation, and environmental sustainability⁹⁵. The railroad has long been a resource for local, regional, and global development. The national railroad, on the other hand, encouraged the growth of tourism activity through the Udzungwa Mountains National Park, Mikumi National Park, and the

⁹⁰ Kelter, Katherine. "Development in Tanzania: From Foreign Aid Dependency to Impact Investment." (2018).

⁹¹ Kato, Futoshi. "Development of a major rice cultivation area in the Kilombero Valley, Tanzania." *African study monographs. Supplementary issue*. 36 (2007): 3-18.

⁹² Coulson, Andrew. *Tanzania: a political economy*. Oxford University Press, 2013.

⁹³ Wilson, R. Trevor. "Soya Bean Value Chain Analysis." (2013).

⁹⁴ West, Jennifer, and Ruth Haug. "Polarised narratives and complex realities in Tanzania's Southern Agricultural Growth Corridor." *Development in Practice* 27, no. 4 (2017): 418-431.

⁹⁵ Mpotwa, Davis V. "Contribution of tourism on locals communities livelihoods: A case of Udzungwa mountains national park." PhD diss., The University of Dodoma, 2014.

Selous Game Reserves, which benefited the people by providing a large number of jobs and foreign currency to visitors to these parks and game reserves.⁹⁶

High-quality ballast for railway maintenance is produced by two quarries in Zambia and Tanzania.⁹⁷ Every hour, Mununga Quarry in Mpika, Zambia, produces more than 2,000 metric tons of quarry products. Tanzania's Kongolo Quarry produces more than metric tons per hour. As by-products, the two plants produce high-quality ballast for railway maintenance as well as aggregates, chipping, boulders, quarry dust, and crusher dust for public sale. In addition to the quarry at Kongolo, the Concrete Sleeper Plant manufactures all of the sleepers for the 1,860km track. The goal of exploiting these natural resources is to promote regional integration and connect cultural and linguistic communities in southern Tanzania and northeast Zambia in order to alleviate poverty, stimulate broad economic growth by expanding industrial production and modernizing agricultural and mining activities, and increase exports from the corridor⁹⁸.

2.5 Theoretical Framework

The theoretical basis is the structure that maintains or supports the theory of a research study. The theoretical framework looks into and presents the theory that explains why the research problem occurs. A study instrumentalizing the Neo-liberalism of International Relations Theory in the entire process of this section was conducted to improve the elaboration and delineation of the academic milieu.

2.5.1 The Neoliberalism Theory

Neoliberalism is a revised form of liberalism that contends governments should prioritize absolute profits over relative gains to other states⁹⁹. Since the 1990s, the concept has dominated international relations theory, and it is one of the most prominent modern approaches to international affairs. Neoliberalism refers to the political and economic

⁹⁶ Hendrich, Gustav. "The Sishen-Saldanha railway project in South Africa: Arguments for and against construction, 1970-1976." *Southern Journal for Contemporary History* 46, no. 1 (2021): 29-61.

⁹⁷ Noyoo, Ndangwa. "Bringing social cohesion into the equation of regional integration: The case of Southern Africa." *Regions and Cohesion* 3, no. 1 (2013): 94-111.

⁹⁸ Matthews III, John C. "Current gains and future outcomes: When cumulative relative gains matter." *International Security* 21, no. 1 (1996): 112-146.

⁹⁹ Kotz, David M. "Globalization and neoliberalism." *Rethinking Marxism* 14, no. 2 (2002): 64-79.

policies associated with unrestrained, free-market capitalism and globalization¹⁰⁰. The concept takes into account the roles of multinational corporations (MNCs), multilateral organizations, and transnational entities in promoting global transformation, collaboration, peace, and prosperity¹⁰¹. Robert Keohane and Joseph Nye developed Complex Interdependence, an anti-neorealism hypothesis, in the 1970s. After Hegemony, 1984 by John Keohane, is a genre classic. Other notable contributors and supporters include John J. Mearsheimer, who published The False Promise of International Institutions in 1994, and Stephen Krasner, Robert Gilpin, and Robert, who published Hegemonic Stability Theory in 1980. Among the other proponents of neoliberalism is Richard Ned Lebow's 1981 book Between Peace and War.

Ronald Reagan, Margaret Thatcher, and economist Milton Friedman coined the phrase in the 1980s, and it has been popular ever since¹⁰². Neoliberalism is a broad economic liberalization associated with the Washington consensus reforms, a set of ten economic reform programs. Fiscal restraint, public spending priorities, tax reform, interest rates, currency rates, trade liberalization, foreign direct investment, privatization, deregulation, and property rights are among these policies¹⁰³. The free market and free trade, according to neoliberal proponents, are the foundations for human flourishing, creating the best conditions for individual liberty, job creation, technological innovation, and transnational collaborations that promote peace and global wealth. The free market and free trade, according to neoliberal proponents, are the foundations for human flourishing, creating the best conditions for individual liberty, job creation, technological innovation, and transnational collaborations that promote peace and global wealth.

¹⁰⁰ Josselin, Daphne, and William Wallace. "Non-state actors in world politics: a framework." In *Non-state actors in world politics*, pp. 1-20. Palgrave Macmillan, London, 2001.

¹⁰¹ Cooper, James. *Margaret Thatcher and Ronald Reagan: A Very Political Special Relationship*. Springer, 2012.

¹⁰² Naim, Moises. "Washington consensus or Washington confusion?" *Foreign policy* (2000): 87-103.

¹⁰³ Palley, Thomas I. "From Keynesianism to neoliberalism: Shifting paradigms in economics." *Neoliberalism: A critical reader* 268 (2005).

According also to neoliberals, government interference in free market systems leads to waste, inefficiency, and stagnation¹⁰⁴. They are opposed to industry regulations, high taxes, and government services that are not market competitive. Neoliberals advocate shrinking the government and limiting its functions to the protection of private property through policies and regulations, the promotion of global trade, and the maintenance of a strong military¹⁰⁵. A Ten-Year Development Plan (TYDP) was implemented in 1995/1996 in an attempt to reverse the declining TAZARA railway infrastructure while continuing to implement the TYDP¹⁰⁶. The TAZARA Commercialization Project (TCP), comprised of the following institutions, had begun a railroad restructuring and commercialization strategy. The TAZARA Act of 1995, which replaced Act 1975, was enacted to ensure that principles of railway commercialization such as security, efficiency, and safety were followed¹⁰⁷. Tanzania and Zambia would be transformed into semi-autonomous cost and profit centers responsible for marketing and train operations, with separate business units in charge of railway asset maintenance and repair¹⁰⁸. This economic reform act also takes into account policy description in terms of the proper type of traffic.

The new act also addressed institutional reform, with a focus on commercial operations in non-core businesses identified for disposal, such as stone quarrying and construction divisions. A level playing field was mandated in areas where there is competition with the road sectors. The TAZARA Act of 1995 defined financial restructuring as asset revaluation at replacement cost, asset base reduction, and a shift in capital structure from 2.3 percent debt to 100 percent equity shared equally by the two governments¹⁰⁹. These flaws were

¹⁰⁴ Cerny, Philip G., Georg Menz, and Susanne Soederberg. "Different roads to globalization: neoliberalism, the competition state, and politics in a more open world." In *Internalizing Globalization*, pp. 1-30. Palgrave Macmillan, London, 2005.

¹⁰⁵ Catterson, Julie, and Claes Lindahl. "The Sustainability Enigma." *Aid Dependency and the Phasing Out of Projects. The Case of Swedish Aid to Tanzania. EGDI, Ministry for Foreign Affairs, Stockholm, Sweden. Almqvist and Wickzell International* (1999).

¹⁰⁶ Bergius, Mikael. "Expanding the corporate food regime: the southern agricultural growth corridor of Tanzania. Current and potential implications for rural households." Master's thesis, Norwegian University of Life Sciences, Ås, 2014.

¹⁰⁷ Calvo, Christina Malmberg. *Options for managing and financing rural transport infrastructure*. Vol. 411. World Bank Publications, 1998.

¹⁰⁸ Kakusa, Modest William. "Restructuring of the port industry in Tanzania: privatisation of the Tanzania Harbours Authority." (1999).

¹⁰⁹ Minja, Japher Sasine. *Problems of Implementing a Reorganization Plan: The Central Establishment Division Becomes the Ministry of Manpower Development*. New York University, 1981.

caused by a lack of cultural orientation, insufficient funding, cash mismanagement, and inexperienced or incompetent personnel¹¹⁰. Since 1994, the workforce has been reduced by 600 employees, to 5400, with plans to reduce to 3000 over the next five years.

Endogenous and exogenous factors, such as increased competition from road transportation facilities, all contributed to the TAZARA railway line's demise¹¹¹. The national economies of Zambia and Tanzania have suffered as a result of their nationalization economic policies and socialist political philosophy, reducing their ability to export and import¹¹². The availability of the ports of Beira-Mozambique and Luanda-Angola, as well as a shift in regional trading patterns following the abolition of South Africa's apartheid territories, gave Zambia more export options than just the Dar es Salaam marine routes. International financial organizations such as the International Monetary Fund (IMF) and the World Bank (WB) pushed for economic liberalization policies in the 1980s through structural adjustment programs¹¹³. The structural adjustment refers to the series of economic reforms that a country must implement in order to obtain a loan from an international financial institution (IFI).

Economic measures such as reduced government spending, market openness, and free trade are examples of structural adjustments. The structural adjustment program's goals include diversification of the manufacturing base, increased competition, and rapid economic growth. In order to meet the structural adjustment requirements, the binational railroad is changing its policies¹¹⁴. The railway infrastructure updated its policies to ensure that freight

¹¹⁰ Adam, Christopher, David Bevan, Douglas Gollin, and Beatrice Mkenda. "Transportation costs, food markets and structural transformation: The case of Tanzania." (2012).

¹¹¹ Ibhawoh, Bonny, and Jeremiah I. Dibia. "Deconstructing Ujamaa: The legacy of Julius Nyerere in the quest for social and economic development in Africa." *African Journal of Political Science* 8, no. 1 (2003): 59-83.

¹¹² Kingston, Kato Gogo. "The impacts of the World Bank and IMF structural adjustment programmes on Africa: The case study of Cote D'Ivoire, Senegal, Uganda, and Zimbabwe." *Sacha Journal of Policy and Strategic Studies* 1, no. 2 (2011): 110-130.

¹¹³ Green, Reginald Herbold. "A cloth untrue: the evolution of structural adjustment in sub-Saharan Africa." *Journal of International Affairs* (1998): 207-232.

¹¹⁴ Ondiege, P. E. T. E. R., Jennifer Mbabazi Moyo, and A. U. D. R. E. Y. Verdier-Chouchane. "Developing Africa's infrastructure for enhanced competitiveness." In *World Economic Forum, the African Competitiveness Report*, vol. 2013, pp. 69-92. 2013.

and passengers are transported in a secure, efficient, and safe manner¹¹⁵. TAZARA also established a special economic zone to boost market competition, resulting in more employment growth and productivity potential¹¹⁶. The structural adjustment program aims to boost economic growth, reduce poverty, and close trade deficits. TAZARA was forced to amend its Act from 1975 to 1995 due to pressure from foreign financial institutions, which suits the neoliberal agenda and modernizes the globalized market¹¹⁷. Despite TAZARA's reform initiatives, such as the TAZARA-TYDP and the TCP, the company's performance has been disappointing, and due to financial constraints, the company is having difficulty implementing its restructuring.

TAZARA had to rely on grants from various bilateral and international sources, as well as loans from the People's Republic of China, for a long time¹¹⁸. This, however, also applies to Tanzania Railway Corporation (TRC), which supports a number of critical development programs. In light of the foregoing, the Zambian and Tanzanian governments are discussing the possibility of privatizing TAZARA, which would begin with a feasibility study to determine the best approach¹¹⁹. According to critics, neoliberal policies exacerbate rather than alleviate economic and social inequality¹²⁰. They emphasize the consequences of unbridled capitalism as well as government-provided safety nets for the economically and socially disadvantaged. According to many critics, neoliberalism ignores structural forms of violence such as systematic poverty, racism, and other forms of discrimination¹²¹. According to them, this denies neoliberals equal access to the benefits of free market capitalism. In response to critics, many neoliberals argue that by refusing to accept structural forms of

¹¹⁵ Dannenberg, Peter, Javier Revilla Diez, and Daniel Schiller. "Spaces for integration or a divide? New-generation growth corridors and their integration in global value chains in the Global South." *Zeitschrift für Wirtschaftsgeographie* 62, no. 2 (2018): 135-151.

¹¹⁶ Mulungushi, James Shamilimo. "Policy development and implementation in the post-liberalization era in Zambia (1990s and beyond): towards a participatory planning and economic management model." PhD diss., 2007.

¹¹⁷ Alves, Ana Cristina. "China's 'win-win' cooperation: Unpacking the impact of infrastructure-for-resources deals in Africa." *South African Journal of International Affairs* 20, no. 2 (2013): 207-226.

¹¹⁸ Kamukwamba, Mwansa. "The Dilemma of Capital Investment in a Bi-national Organisation: A Case Study of Tanzania-Zambia Railway Authority (TAZARA)."

¹¹⁹ Monahan, Torin. "Surveillance as governance: social inequality and the pursuit of democratic surveillance." *Monahan, Torin* (2010): 91-110.

¹²⁰ Rylko-Bauer, Barbara, and Paul Farmer. "Structural violence, poverty, and social suffering." *The Oxford handbook of the social science of poverty* (2016): 47-74.

¹²¹ Giddens, Anthony. *The third way and its critics*. John Wiley & Sons, 2013.

oppression, individuals, not institutional inequities, create social and economic vulnerability¹²². Religion, like other political and economic institutions, works at the local, national, and global levels to both support and oppose neoliberalism¹²³.

2.6 Conceptual Framework

The study explains the relationship between bilateral relations and strategic infrastructure. The dependent variable is the Tanzania-Zambia bilateral relations, which is measured in terms of the number of collaborations and pursuing common agendas along socio-economic and political dimensions. The independent variables are the bilateral trade, including domestic and foreign trade; freight and passenger transportation and exploitation of natural resources. The aspect of bilateral trade covered the establishment of markets along the transit development areas, whereas the transportation aspects feature the volume of passengers and cargo between and within Tanzania and Zambia. The exploitation of natural resources involved the establishment of mining agricultural activities along the Southern Tanzania and North Eastern Zambia. The relationships of the variables are described in the figure below.

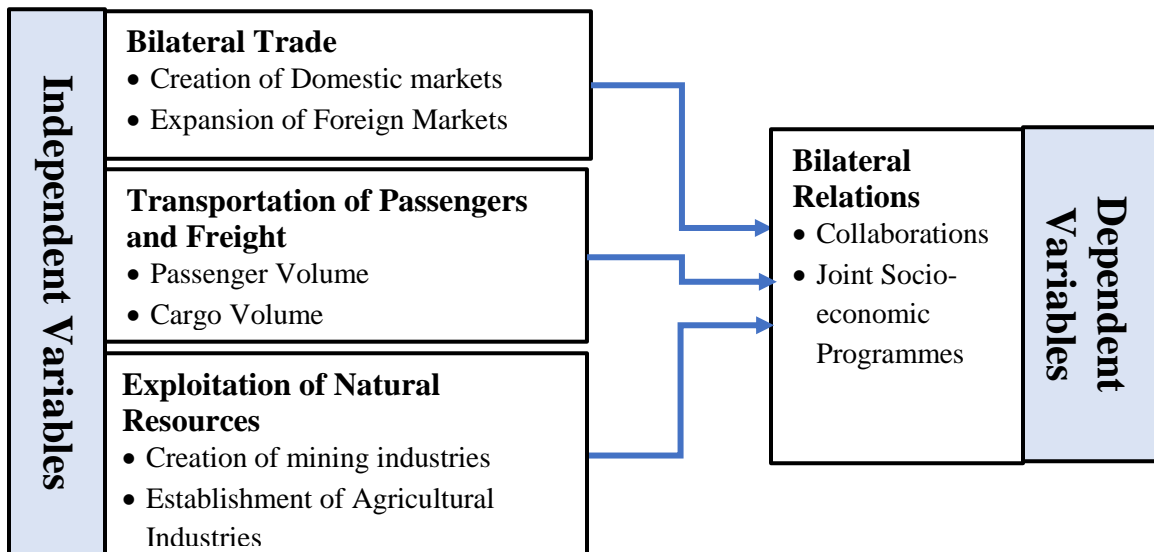


Figure 1: Conceptual Framework

¹²² Burity, Joanildo. "Entrepreneurial spirituality and ecumenical alterglobalism: two religious responses to global neoliberalism." *Religion in the neoliberal age: political economy and modes of governance*. Farnham: Ashgate (2013): 21-36.

¹²³ Kothari, C. R. (2004). *Research Methodology: Methods And Techniques*. New Age International.

CHAPTER THREE

METHODOLOGY

3.1 Introduction

This section describes the investigation's methodology. It describes the study's design, population, sample, and sampling methods. The section also discusses the methods used to collect data, as well as the study's methods and procedures for evaluating data and delivering findings.

3.2 Research Design

A research design is a strategy or blueprint that demonstrates how the analysis was carried out in order to attain the objectives¹²⁴. A case study, which is a descriptive research design, was used in this case. A case study analysis design enables a more in-depth examination of a case, resulting in a better understanding of the issue under investigation. It was reinforced in this case to gain a thorough understanding of how the TAZARA railway line has bolstered and continues to foster relations between Tanzania and Zambia. It determined how the project affected trade, agricultural and mineral productivity, as well as freight and passenger facilitation in the two countries.

3.3 The Target Population

This is a broad term that refers to a group of things or people that the researcher wishes to investigate. The study's target population included the TAZARA railway line's management and customers who use the railway on a daily basis. The logic behind selecting the authority in charge of the railway line is that they are well acquainted with the operations of the railway line and are well placed to provide reliable data and information on the impact of the TAZARA railway line on Tanzania-Zambia relations. The TAZARA customer's views provides an overview of the effect of TAZARA on trade, transportation and resource perspectives.

¹²⁴ Mugenda, O. M. (2003). Mugenda. *AG (1999. Research methods.*

3.4 Sample and Sampling Procedure

The study targeted a finite population of TAZARA workforce and customers, which was approximated to be about 2775 and 55000 respectively, in 2017¹²⁵. Using the Fishers Formulae were used to calculate the sample size;

That is; $n = (z^2 pq) / d^2$

Where n = stands for the desired sample size.

z = the standard of normal deviation of 1.645 which is equivalent to 90 % degree of assurance.

p = Proportion of the potential respondents =0.5

q = 1- p (1- 0.5= 0.5)

d = Permitted error (10% since the confidence level is 90%)

Therefore, $n = (1.645 \times 1.645 \times 0.5 \times 0.5) / (0.1 \times 0.1)$

n= 68 respondents

The size was then divided purposively among the three categories of customers, including customers and management. Purposive sampling was then applied to select the respondents in each of the categories, depending on availability and individual knowledge regarding TAZARA.

3.5 Data Collection Tools and Procedures

The research was based on primary data. The researcher contacted TAZARA to obtain permission to conduct the study there, and then met with management to discuss the data collection method. Data was gathered using structured questionnaires. The use of questionnaires is justified because they can collect a large amount of information and are simple to administer. The questions in this study were designed to be simple for respondents to answer. The researcher was in charge of gathering data.

¹²⁵ Ministry of Transport and Communication. Zambia Railway Transport: Number of Passengers- TAZARA, 2006-2017 Annual Report (2019).

3.6 Data Analysis

After data collection, the questionnaires were checked for completeness before being coded for analysis. The data was examined using the Statistical Package for Social Science (SPSS). This was accomplished by employing descriptive analytic techniques. The descriptive methodologies allowed the researcher to gain a thorough understanding of the TAZARA railway project's implications for trade, natural resource exploitation, and freight and passenger facilitation in Zambia and Tanzania.

3.7 Ethical Considerations

During the investigation, some ethical guidelines and principles were observed. The researcher obtained permission from the academic institution before beginning the data collection process. To complete the research project, the researcher would need to obtain research approval from the National Commission for Science, Technology, and Innovation (NACOSTI). Following receipt of the permit, a researcher contacted relevant institutions, including TAZARA, to investigate the impact of the railway infrastructure on Tanzania-Zambia bilateral relations. The data collection process began after consent was obtained. Throughout data collection, the researcher introduced himself to the respondents, described the purpose of the study, and inquired about their position. Following that, the respondent provided informed consent to participate in the study. This ensured that all participation was completely voluntary. There was no intention of causing the respondents any psychological or physical harm during the research. Furthermore, the researcher upheld confidentiality and ensured that the findings were only used for academic purposes.

CHAPTER FOUR

FINDINGS AND DISCUSSIONS

4.1 Introduction

This chapter provided data analysis information on the following topics: respondent demographics; TAZARA's impact on domestic and international trade; TAZARA's effectiveness in passenger and freight transit; and TAZARA's relevance in natural resource utilization. Furthermore, the section contains a correlation analysis for both independent and dependent variables.

4.2 Demographics of Respondents

The study's respondents were drawn from the two TAZARA signatory countries and were geographically and gender-balanced evenly. In August and September 2021, 65 study participants were recruited. According to Table 4.1, 31 (47%) of the recruited participants were informed about Tanzania's status, whereas 29 (45%) formed a Zambian opinion. In the study, age, gender, education level, and respondent type were specifically examined as socio-demographic characteristics.

Table 4.1 shows that 32 (48 percent) of the study participants were female, while 33 were male (53 percent). According to the findings, there was no gender bias in the study's participant selection. According to the analysis, 4 (5%) were under the age of 20, 9 (13%) were between the ages of 20 and 30, 15 (24%) were between the ages of 31 and 40 years, 17 (26%) were between the ages of 41 and 50 years, 14 (21%) were between the ages of 51 and 60 years, and only 7 (10%) were 60 years and older. According to the data, the majority of respondents were between the ages of 30 and 60, indicating that TAZARA was primarily used by people in their working years.

In terms of education, the study found that 8 (13%) had no education at all, while 16 (25%) had a primary level of education. About 20 (30%) had completed secondary school, and 15 (22%) had completed a diploma program. Six respondents had a university education (10 percent). In terms of respondent demographics, the study included 20 (32%) TAZARA employees and 44 (68%) TAZARA customers. Table 4.1 summarizes the findings.

Table 4.1: Summary Statistics for Socio-demographic Information

		Frequency N=65	Percent 100%
What is your nationality?	Tanzania	35	53.8
	Zambia	27	41.5
	Others	3	4.6
What is your gender?	Female	32	48
	Male	33	52
Education	None	8	13
	Primary	16	25
	Secondary	20	30
	Diploma/ Certificate	15	22
	University	6	10
Age bracket	Below 20yrs	4	5
	20-30 yrs	9	13
	31-40yrs	15	24
	41-50yrs	17	26
	51-60yrs	14	21
	60yrs & above	7	10
Which category do you belong	TAZARA employees	21	32
	TAZARA customers	44	68

4.2.1 Demographics of TAZARA Employees and Customers

The study assessed the specific characteristics of TAZARA employees in terms of years worked and category and the results presented in table 4.2 below;

Table 4.2: Demographics of TAZARA Employees and Customers

		Frequency	Percentage
Department/ Unit	Council member	2	10
	Board member	2	10
	Management	17	80
Years Worked	Less than 5 years	5	25
	5 to 15 years	8	40
	More than 15 years	7	35
Total		21	100

According to the results in Table 4.2, the opinions of two (710 percent) council members and board members were captured and were able to shed more light on TAZARA's position in Tanzania-Zambia relations. The majority of TAZARA employees who took part in the study came from various departments that oversee TAZARA services. In terms of years worked, the majority of respondents (n = 8, 40%) said they had worked for TAZARA for 5 to 15 years, while only 5 (25%) said they had worked for TAZARA for less than 5 years.

The study assessed the specific characteristics of customers in terms of customer category and customer years and the results presented in table 4.3.

Table 4.3: Demographics of TAZARA Customers

		Frequency	Percentage
Customer Category	Passenger	29	66
	Freight/ Cargo customer	13	30
	Others- tourists	2	4
Customer years	Less than 5 years	8	18
	5 to 15 years	27	62
	More than 15 years	9	20
Total		44	100

According to the findings, the majority of TAZARA customers (29, 66 percent) were passengers, while 13 (30 percent) were freight customers. The findings also show that few tourists used the train to explore Tanzania and Zambia's transit areas. In terms of years of use, 8 (18%) said they had used TAZARA for less than 5 years, while 9 said they had used it for more than 15 years. The majority (27, 62 percent) stated that they had been using TAZARA for more than 5 years.

4.3 Pressing Issues Facing TAZARA

Table 4.4 summarizes respondents' perspectives on the pressing issues confronting TAZARA in Tanzania-Zambia relations. Internal factors, external and external environments, in particular, were evaluated, and the results are presented below.

Table 4.4: Pressing Issues Facing TAZARA

Most pressing problem for TAZARA	Freq.	Percent
Lack of skilled staff for better management/ Poor management	65	39
Competition from other transport alternatives	48	29
Competing regulatory environment between TZ-ZMB	19	12
Dwindling/ Shrinking customer base	29	18
Conflicting business/ trade interests between TZ and ZMB	4	2
Total	165	100

According to the findings, the majority of respondents (65, or 39 percent) believe that poor management is the main issue confronting TAZARA. Furthermore, 48 (29 percent) of respondents stated that competition from other modes of transportation was affecting TAZARA. TAZARA's customer base was also shrinking, according to 29 (18%) responses, because the majority of its loyal customers were no longer in the working age brackets. According to the findings, 19 (12 percent) of respondents blamed the challenges TAZARA was facing on a competing regulatory environment.

4.4 Influence of TAZARA on Domestic & International Trade

In terms of TAZARA's impact on domestic and international trade, respondents were asked to agree or disagree with trade-related research topics. Respondents discussed the importance of TAZARA on trade difficulties among Tanzanians and Zambians, as well as the frequency of business travel. The findings are summarized in Table 4.5.

Table 4.5: Utilization of TAZARA Services by Traders

	Yes	No	Don't Know
	N, %	N, %	N, %
During the past 12 months have you used TAZARA for business trips, trade or entrepreneurial purposes?	44, 68	20, 30	1, 2
During the past 12 months have you experienced any new service product from TAZARA railway line? (E.g., discounted rates, free warehousing services etc.)	30, 46	25, 39	10, 15
Agricultural commodities along the TAZARA transit development areas are easily available and cheaper.	55, 84	8, 12	3, 4
Textile products along transit development areas are easily available and cheaper.	21, 32	36, 55	8, 13
Have Tanzania and Zambia domestic traders faced increased needs for alternative types of transportation over TAZARA over the past 1 year?	38, 59	20, 30	7, 11
Have Tanzania and Zambia International traders faced increased needs for alternative types of transportation over TAZARA over the past 1 year?	36, 55	22, 34	7, 11
From your own experience, is TAZARA's freight services conducive for bilateral trade between Tanzania, Zambia and International markets?	57, 88	8, 12	0, 0

According to the findings, 44 (68 percent) of respondents said they had used TAZARA for business or trade travel in the previous 12 months, indicating that two-thirds of the respondents used TAZARA for business purposes at least once a year. This demonstrated that the majority of TAZARA customers primarily used the train for commercial purposes. Similarly, 20 (30%) of respondents said they had not used TAZARA's services for business in the previous year. According to the data, 30 of the 65 respondents admitted to receiving new TAZARA services in the previous 12 months, while the remaining 25 (39 percent) did not. TAZARA encourages agricultural product trading along its transit development zones because 55 (84 percent) of respondents said agricultural products along the transit region were affordable.

Thirty-six responses, on the other hand, stated that textile products along the TAZARA route were not cheap, demonstrating that, while TAZARA increased agricultural trade, it did not create trade opportunities for textile products. The majority of respondents (38, or 59 percent) reported an increase in traders' desire for alternative modes of transportation. This suggested that TAZARA needed to be upgraded in order to continue attracting business and trade along Tanzania's and Zambia's transit corridors. Furthermore, 57 (88%) of respondents said TAZARA was an important infrastructure for developing bilateral trade between Tanzania and Zambia, as well as global markets.

The majority of respondents (40, or 62 percent) reported an increase in cargo imports from international markets between Tanzania and Zambia, indicating that import traders were using TAZARA. However, while TAZARA handled more imports, 27 (42 percent) of respondents said the same could not be said for exports. However, more than 10% of respondents were unable to determine whether the number of imports and exports through TAZARA transit zones had increased or decreased.

Table 4.6: Influence of TAZARA on Imports and Exports

	Increase	Decrease	Remain Unchanged
In your own opinion, has the volume of cargo import transported by TAZARA from/ to Tanzania and Zambia, decreased, remained unchanged or increased over the past 1 year?	40, 62	17, 26	8, 12
In your own opinion, has the volume of cargo export transported by TAZARA from/ to Tanzania and Zambia, decreased, remained unchanged or increased over the past 1 year?	27, 41	27, 42	11, 17
In your own estimation, has the number of traders and entrepreneurs using TAZARA railway line decreased, remained unchanged or increased over the past 1 year?	27, 41	18, 27	21, 32

Similarly, the majority of respondents (27, 41%) believed that more traders and entrepreneurs were using the TAZARA railway line to visit the interior towns of both Tanzania and Zambia. The majority of responses indicated that TAZARA's general outlook in terms of local and international trade, as well as related legislation, had improved. As a result, the study concluded that TAZARA was critical for Tanzania and Zambia's access to domestic and internal markets, influencing the signatories' bilateral relations positively. TAZARA also influenced the development and implementation of trade restrictions in border areas, according to 40 (61 percent).

Table 4.7: Influence of TAZARA on General Trade Metrics

	Improved	Deteriorate	Remain unchanged
	N, %	N, %	N, %
For general economic outlook factor, would you say that TAZARA has improved, remained unchanged or deteriorated, the elements of domestic and international trade, (cost, timeliness and convenience)	35, 54	20, 31	10, 15
In your opinion, has TAZARA influenced the bilateral trade regulations, such as taxes at border posts, in both Tanzania and Zambia	40, 61	12, 18	14, 21

4.5 Influence of TAZARA on Passenger & Freight Transportation.

The investigator deconstructed TAZARA's position in ferrying passengers and cargo between Tanzania and Zambia in terms of service use, suitability, price, comfort, and relevance in bilateral relations. In light of this, the data in Table 4.8 demonstrates that 58 (89 percent) of the 65 replies said they used TAZARA services in the previous 12 months. In terms of suitability, 43 (66 percent) stated that TAZARA transported them to their destinations, while 20 (31 percent) said it did not and that they had to connect with other modes of transportation to get there. According to the findings, the majority of TAZARA passengers lived near transit development areas.

Furthermore, just 12 (18%) of the replies claimed that TAZARA transportation services were expensive and unsustainable. This was primarily due to mechanical and management concerns that hampered the train's efficiency. TAZARA transportation services were deemed extremely affordable and adequate for the majority of respondents (49, 75 percent). Approximately half of the respondents (36, 56%) thought the TAZARA railway was environmentally friendly, while 8 (12%) thought it was unfriendly. The findings also show that demand for TAZARA services increased in the previous year. This was due to increased commerce activity along the transit development areas of Tanzania and Zambia.

As a result, TAZARA has become an important and dependable mode of transportation for many people in both countries.

Table 4.8: Utilization of TAZARA Passenger Services

	Yes	No	Don't Know
	N, %	N, %	N, %
During the past 12 months have you utilized TAZARA passenger and freight services?	58, 89	7, 11	0, 0
TAZARA railway services ensure movement of passengers and workers to the most suitable sites	43, 66	20, 31	2, 3
Passengers find TAZARA services expensive and untenable.	12, 18	49, 75	5, 7
In your own opinion, would you say that TAZARA rail system is environmentally friendly? (In terms of noise and air pollution)	36, 56	21, 32	8, 12
Have Tanzania and Zambia passengers faced increased needs for using TAZARA railway services over the past 1 year?	29, 45	21, 33	14, 22
TAZARA special train services are the most comfortable passenger transport services in both Tanzania and Zambia	49, 76	12, 18	4, 6
From your own experience, is TAZARA's passenger and freight services, an important factor in Tanzania, Zambia relations?	43, 66	14, 22	8, 12

The majority of respondents (49, or 76 percent) stated that the new TAZARA coaches improved their travel experience. According to the analysis, a sizable proportion of respondents agreed that TAZARA was a critical aspect of Tanzania-Zambia relations due to its importance in the cross-border movement of passengers and freight.

Table 4.9 shows that a majority of 25 (40 percent) believe the number of passengers using TAZARA has increased in the last year, while 21 (32 percent) believe it has remained the same. Furthermore, 18 (28) reported a decrease in the number of consumers. The findings indicate that public opinion toward TAZARA is still positive and that most Tanzanians and Zambians still value train services in terms of transportation development.

Table 4.9: Rate of Using TAZARA Passenger Services

	Increased	Decreased	Remained Unchanged
	N	N	N
In your own opinion, has the number of passengers by TAZARA from/ to Tanzania and Zambia, decreased, and remained unchanged or increased over the past 1 year?	26, 40	18, 28	21, 32

In terms of the contributions of TAZARA's transportation component to the overall economic picture in Tanzania and Zambia, the results in Table 4.10 show that 40 (61 percent) of the 65 cases said the strategic infrastructure had aided the economies of Tanzania and Zambia's interior valleys. According to 14 responses, TAZARA had a minor impact on the economic future, while 11 (17 percent) believed it had a negative impact in some places. The study also found that 42 (64 percent) of respondents thought TAZARA influenced bilateral relations between Tanzania and Zambia, emphasizing the importance of infrastructure in the countries' economic growth and development.

Table 4.10: Influence of TAZARA on General Outlook of Passenger and Freight Activities

	Improved	Deteriorate	Remain Unchanged
	N, %	N, %	N, %
For general economic outlook factor, would you say that TAZARA has improved, remained unchanged or deteriorated, the elements of passenger and freight transport services (optimal, reach, timely, safety and ecology)?	40, 61	11, 17	14, 22
In your opinion, has TAZARA passenger and freight services, influenced the transportation and communication regulations, in both Tanzania and Zambia?	42, 64	14, 21	10, 15

Respondents were asked to rate a set of perceptual statements on a five-point Likert scale. Concerning the first point, 16 (25%) of respondents strongly agreed that TAZARA freight clients thought it was a convenient and safe mode of transportation. Fourteen (21%), citing reports of loss and theft, disagreed that the related services were convenient and safe. In addition, 18 (27%) of respondents said the TAZARA railway was the most dependable mode of transportation. Despite this, 26 (41%) of respondents thought train services were dependable, while 21 (32% thought they were undependable). According to around 36 (55 percent) of responses, the growth of cheaper and more flexible modes of transportation is limiting TAZARA's demand for long-distance freight, with some clients opting for trucks.

Respondents agreed that mismanagement of TAZARA railway services was a source of concern for both countries, which contributed to their reluctance to commit to capital recapitalization that would improve and purchase new trains for better service delivery. TAZARA's precarious position, however, could not be blamed on mismanagement, according to twenty (30%) of respondents. Furthermore, 52 (79 percent) of respondents believed that TAZARA provided Zambia with a consistent route to the Port of Dar es Salaam

and that it was therefore critical strategic infrastructure for both Tanzania and Zambia. The responses are shown in Table 4.11.

Table 4.11: Customers' Perception of TAZARA Passenger and Freight Services

	Strongly disagree	Disagree	Neither disagree nor agree	Agree	Strongly agree
	N, %	N, %	N, %	N, %	N, %
Tanzania and Zambia freight customers find TAZARA railway to be most convenient and safe means of transporting goods and services.	8, 12	14, 21	14, 22	13, 20	16, 25
Tanzania and Zambia passengers consider TAZARA railway to be the most reliable means of transport along the transit-oriented development areas.	5, 8	16, 24	18, 27	16, 25	10, 16
The rise of cheaper and flexible modes of transport limits TAZARA's demand for long-distance freights	8, 12	9, 14	12, 19	20, 30	16, 25
The factor of mismanagement of the TAZARA has greatly affected the bilateral relations of the countries and diminished their level of willingness to further contribute to its further development.	8, 12	12, 18	13, 20	15, 23	18, 27
TAZARA offers Zambia a stable (Safe, cheap, permanent) route to the port of Dar es Salam thus promotes freight transportation to international markets.	4, 6	5, 7	5, 8	25, 38	27, 41

4.6 Influence of TAZARA on Exploitation of Natural Resources

By promoting and developing agricultural activities, industries, and the use of natural resources such as land, water, minerals, and wild animals along the transit corridor, the study deconstructed natural resource exploitation in TAZARA. According to Table 4.12, of the 65 responses, 53 (82 percent) believed TAZARA played an important role in the utilization of Tanzania and Zambia's assets, while 8 (12 percent) did not. According to the findings, the railway infrastructure was primarily responsible for the establishment of towns and agricultural enterprises along the transportation route.

Table 4.12: Influence of TAZARA on Exploitation of Natural Resources

	Yes	No	Don't Know
TAZARA has enabled the exploitation of natural resources along the transit-oriented development areas.	53, 82	8, 12	4, 6

Table 4.12 delves deeper into the respondents' perspectives on the Kilombero valley's growth in terms of employment, agriculture, mineral exports and imports. TAZARA significantly increased agricultural land development in the Kilombero and Rufiji marshes, according to 49 (76 percent) of respondents, resulting in more job opportunities. Similarly, 33 (51%) of respondents believed the volume of mineral exports had increased in the previous five years, while 23 (35%) believed it had decreased. Furthermore, 43 (66 percent) said imports had increased, while 21 (35 percent) said they had decreased. According to the findings, the number of imports and exports has increased due to the availability of critical infrastructure, which has facilitated the transfer of goods and services into and out of prospective areas.

Table 4.13: Level of Influence of TAZARA on Exploitation of Natural Resources

	Increased	Decreased	Remain unchanged
TAZARA has greatly increased/ decreased/ remain unchanged, the promotion & strengthening the development of agricultural regions of Kilombero and Rufiji valley wetlands, thus creating employment opportunities for both Tanzania and Zambia.	49, 76	12, 18	4, 6
In your own opinion, has the volume of mineral exports by Tanzania and Zambia increased/ decreased/ remain unchanged over the past 5 years?	33, 51	23, 35	9, 14
In your own opinion, has the volume of oil imports by Tanzania and Zambia increased/ decreased/ remain unchanged over the past 1-2 years?	43, 66	21, 33	1, 1
For general economic outlook factor, would you say that TAZARA has improved, remained unchanged or deteriorated, the elements of natural resources exploitation (deforestation, energy, irrigation schemes, soil erosion etc.) in Tanzania and Zambia?	44, 68	20, 30	1, 2

Furthermore, the majority of 44 respondents (68%) stated that TAZARA improved natural resource exploitation features and that human activity had increased in more woods and wetlands. TAZARA was held responsible for the exploitation of arable lands in Tanzania and Zambia, according to the analysis, with 21 (32 percent) of respondents agreeing. Around 19 (30%) people disagreed with the perception statement. Furthermore, 44 (67%) of respondents believed that TAZARA helped to expand towns along the transit route in many rural Tanzanian and Zambian communities. According to 29 respondents, TAZARA was

also blamed for people migrating during its development. According to the majority of 22 (34 percent) respondents, TAZARA is also to blame for increased deforestation in the valleys and marshes it travels through. Various cities and settlement plans sprouted up in rural Tanzania and Zambia as a result of the easy access by train.

Table 4.14: Perceptions on TAZARA’s Effect on the Exploitation of Natural Resources

	Strongly disagree	Disagree	Neither disagree nor agree	Agree	Strongly agree
	N, %	N, %	N, %	N, %	N, %
TAZARA is solely responsible for the exploitation of the arable lands in South West Tanzania and North East Zambia, thus contributing significantly to the industrial development of both nations.	10, 16	9, 14	7, 11	21, 32	18, 27
In your own opinion, has TAZARA contributed to the escalation of settlements and towns along the transit-oriented development areas in rural Tanzania and Zambia	5, 8	8, 12	8, 13	21, 32	23, 35
In your own opinion, has TAZARA contributed to forced migration along the transit-oriented development areas in rural/ urban Tanzania and Zambia	12, 18	10, 15	15, 23	19, 29	10, 15
In your own opinion, has TAZARA contributed to deforestation along the transit-oriented development areas in rural Tanzania and Zambia	3, 4	7, 10	14, 21	20, 31	22, 34
TAZARA spurred the growth of towns and settlement schemes along the ‘passenger belt’ such as Morogoro, Mbea, Mngeta, Idete etc., thus promoting exploitation of natural resources.	7, 10	8, 12	8, 13	19, 29	23, 36

4.7 Conclusion

The study shows that 47% and 45% of the recruited participants informed the Tanzania and Zambia positions, indicating a fairly uniform distribution of the sample in terms of geography of the respondents. In regards to gender, 48 percent were female, while 52 percent were male, suggesting that more males than females used the TAZARA services. The results reveal that the dominant age groups that mostly enjoyed the TAZARA services were between 31 to 60 years of age, which suggests that the working class frequently used the railway for their livelihood businesses.

Many participants (39%) highlighted that the most pressing issue facing TAZARA was lack of enough skilled staff that would bring about efficiency and effectiveness in service delivery. With regard to trade, many respondents (88%) agreed that TAZARA's freight services conducive for bilateral trade between Tanzania, Zambia and International markets, suggesting that the impact of the strategic infrastructure in facilitating cross border trade was significant. In addition, 84% noted that the agricultural commodities along the TAZARA transit development areas were easily available and cheaper, revealing the contributions of the railway line to the demand-supply forces. About 62% also mentioned that the volume of cargo imports transported by TAZARA from/ to Tanzania and Zambia, had increased over the past 1 year, indicating a significant impact of the railway line on imports. Also, 61% were of the opinion that TAZARA had influenced the bilateral trade regulations, such as taxes at border posts, in both Tanzania and Zambia. The results therefore reveal that TAZARA had significant contributions on trade aspects in both Tanzania and Zambia.

The results show that 89% of the respondents admitted to be repeat customers of TAZARA, while 76% noted that TAZARA special train services were the most comfortable passenger transport services in both Tanzania and Zambia. Further, 64% of the respondents believed that TAZARA passenger and freight services influenced the transportation and communication regulations, in both Tanzania and Zambia. Moreover, 61% noted that TAZARA had improved the general economic outlook. About 79% also noted that TAZARA offered Zambia a stable (Safe, cheap, permanent) route to the port of Dar es Salaam which promotes freight transportation to international markets. The study therefore

concludes that TAZARA's role in the transportation of passengers and freight was massive and the railway infrastructure offered the countries stable route to the port.

About 82% of the study respondents believed that TAZARA greatly enabled the exploitation of natural resources along the transit-oriented development areas. In addition, 76% said TAZARA had greatly increased the development of agricultural regions of Kilombero and Rufiji valley wetlands, which translated to increased employment opportunities for both Tanzania and Zambia. The results thus indicate that TAZARA greatly promoted the development of agricultural activities, industries, and the use of natural resources such as land, water, minerals, and wild animals along the transit corridor.

CHAPTER FIVE

DISCUSSIONS AND CONCLUSIONS

5.1 Introduction

This chapter describes the study's findings before drawing conclusions based on the research objectives. In addition, policy recommendations and areas for future research are proposed to close the gap. The section also emphasizes the study's contributions to knowledge, as informed by the findings under each objective. Subsections provide additional information.

5.2 Summary of the Study Findings

The primary goal of bilateral relations is to strengthen economic and social ties, thereby increasing market and trade opportunities, as well as capital and knowledge. Major infrastructure, such as highways and railways, on the other hand, is critical in igniting fraternal bilateral ties. People and goods can freely transit across bordering countries thanks to improved transportation infrastructure, which boosts both internal and international trade. For example, railway lines enable large-scale cross-national transportation of industrial and consumable raw materials.

TAZARA, for example, connects landlocked Zambia to economic port cities like Dar es Salaam, providing them with unrestricted access to global markets. The study's goal was to collect information that highlighted the relationship between TAZARA and Tanzania-Zambia bilateral ties. We will have a better understanding of how infrastructure can boost trade, transportation, and natural resource exploitation along transit-oriented zones as a result of the findings. The summary findings are summarized in the subsections below;

5.2.1 Demography of TAZARA Customers and Employees

TAZARA is an important railway facility that connects the port of Dar es Salaam with Kapiri Mposhi in terms of encouraging trade, facilitating passenger and cargo transit, and exploitation of natural resources, according to the findings. TAZARA users are mostly over 30, accounting for more than 80% of the total customer base, indicating that the railway primarily serves the working demographic. TAZARA is also well-liked by Tanzanians and Zambians. Furthermore, the data shows that both men and women use the train to get around.

According to statistics, the majority of TAZARA users are repeat customers, with 62 percent having used the railway for more than five years. TAZARA services, on the other hand, are not particularly popular with the young, with only 4% of those under the age of 20 using the train. Management was viewed as the most critical issue by both consumers and employees, with 39 percent of respondents stating that a lack of qualified management and capable people to successfully operate TAZARA was a major concern. Second, 29 percent of respondents cited competition with other modes of transportation, such as vehicles, as a serious issue. As a result, the research acknowledges that TAZARA is facing both managerial and market challenges and that corrective action is required to address the issues.

5.2.2 Influence of TAZARA on Domestic and International Trade

In terms of TAZARA's impact on internal and international trade, 54 percent of respondents stated that the railway improved business infrastructure in both countries. Furthermore, 61 percent said TAZARA influenced their countries' trade policies, indicating that the Tanzanian and Zambian governments regard TAZARA as critical and strategic infrastructure. TAZARA was still a popular choice for trade-related operations, according to the majority of respondents who said they used it on a regular basis for business and trade. When compared to textile trade, the railway had a significant impact on agricultural product commerce, with 84 percent of respondents reporting that linked agricultural commodity trade operations were cheaper along the transit route. More than half of respondents stated that both local and foreign traders required alternative transportation over TAZARA, implying that the railway's impact on trade-related operations was diminishing as a result of poor management and low-quality services such as property theft and delays.

Despite this, 88% of respondents said TAZARA was beneficial for bilateral trade between Tanzania and Zambia, as well as foreign markets, indicating that respondents rely heavily on railway services for trade due to a lack of viable alternatives. Furthermore, many TAZARA purchasers were influenced by the socialism ideas embodied by TAZARA. According to the study, 62% of respondents said the volume of cargo imports increased the previous year. This confirms the assumption that businesses and individuals alike regard TAZARA as an important link in Tanzania-Zambia bilateral relations and would use its services despite management and market shortcomings.

5.2.3 Influence of TAZARA on Passenger and Freight Transportation

TAZARA has improved passenger and freight transportation networks between Tanzania, Zambia, and global markets in terms of convenience, punctuality, environmental impact, and safety, according to data. Furthermore, the data show that TAZARA has an impact on Tanzania's and Zambia's transportation and communication infrastructures. Almost 89 percent of respondents used the binational railway transportation services in the previous year, demonstrating that the railway was popular among Tanzanians and Zambians. TAZARA transit services were deemed exorbitant and overpriced by approximately 18% of respondents, indicating that the majority of respondents thought train services were inexpensive. For example, 76 percent of respondents believe the TAZARA special train is the most pleasurable passenger system, indicating that TAZARA prioritized customer comfort.

Furthermore, 40% of participants thought the number of passengers using TAZARA had increased, compared to 28% and 32% who thought the number of passengers had decreased and remained the same, respectively. TAZARA is now a popular mode of transportation for both passengers and freight in Tanzania and Zambia as a result of the findings. The research findings also show that respondents preferred TAZARA over other modes of transportation due to mobility, comfort, and influence in Tanzania-Zambia relations. Around 41% of respondents strongly agreed that TAZARA provided Zambia with a stable route to the port of Dar es Saalam, and 45% agreed that freight customers consider TAZARA railway to be the most convenient and safe method of delivering products and services. However, 55% of respondents believe that the rise of low-cost, flexible modes of transportation is limiting TAZARA's demand for long-distance freight services.

5.2.4 Influence of TAZARA on Exploitation of Natural Resources

The findings show that 82 percent of respondents believed rail transport was responsible for natural resource exploitation along the transit route. This demonstrates that TAZARA was responsible for increased agricultural and settlement activity in Tanzania's south-western and north-eastern regions, as well as in Zambia's. The Kilombero and Rufiji wetlands are excellent examples of TAZARA's impact on rural economic growth in the countries. According to the data, more than 60% of respondents blamed TAZARA for rising rates of

deforestation, as well as the establishment of hydro-power generation and irrigation schemes in transit development regions. As a result, the study concludes that TAZARA is an important infrastructure that has aided the development of rural Tanzania and Zambia.

According to more than 60% of respondents, TAZARA is to blame for an increase in Tanzanian and Zambian oil imports. Furthermore, the findings show that TAZARA contributed significantly to the expansion and development of settlement plans along the passenger belt. According to the findings, TAZARA was a pillar in the establishment and promotion of economic and social institutions in rural Tanzania and Zambia.

5.3 Conclusions and Discussions

According to the survey, TAZARA influenced both domestic and international trade because 54 percent of respondents said the railway improved the overall outlook for bilateral agricultural trade. As a result, the findings back up Scholvin, Sören, and Peter Draper's (2012) study, which identified TAZARA as a platform for regional integration because it encouraged trade and commerce development while also creating new trade opportunities and jobs. TAZARA, according to the report, is the strongest regional integration in terms of geopolitical considerations. TAZARA influenced trade legislation in the countries and thus served as a critical strategic infrastructure for the governments of Tanzania and Zambia in serving as a gateway to foreign and domestic markets. Furthermore, Farole and Thomas (2011) asserted that initiatives to create special economic zones along transportation development corridors rely heavily on TAZARA's capacity and influence.

TAZARA's increased commodity imports were also supported by 62 percent of respondents, according to the findings. The findings supported the findings of Grainger and Andrews (2016), who discovered that railway networks improved trade facilitation by harmonizing export and import processes. More than 60% of respondents thought TAZARA improved passenger and freight transport infrastructure between Tanzania, Zambia, and global markets, according to the report. TAZARA had a negative impact on the countries' transportation and communication networks as a result. The findings support Quium's 2019 study, which found that railway networks created transport corridors for broader socio-economic development and generated cross-border transportation systems that influenced

economic growth, income growth, poverty eradication, job creation, equity, and inclusion. TAZARA transit development zones have grown over time, bringing jobs and opportunities. Additionally, Quium (2019) discovered that cross-border transportation corridors help to connect infrastructure, policies, institutions, and investments, promoting broader socio-economic growth and stability. As such, TAZARA serves as an important transportation link between Tanzania and Zambia.

TAZARA also has an impact on natural resource utilization throughout the transit corridor, according to the analysis. TAZARA supported agricultural and settlement activities in Tanzania and Zambia's southwestern and northwestern regions, according to the findings. The findings supported Nijkamp and Peter's (1986) claim that TAZARA was critical in unlocking Tanzania's undeveloped lands in the south and northeast. Furthermore, the lack of infrastructure in the region made development difficult; thus, the TAZARA railway line paved the way for the development of the Kilombero valley and Rufiji basins, as well as vast estates in Kasama and Kalungwishi in Zambia's northeast.

5.4 Recommendations

The recommendations in this section are based on the results and conclusions of the study and are addressed at the management and government entities that coordinate and control TAZARA.

Some of the cross-cutting recommendations are;

1. The TAZARA Board of Directors and Council of Ministers should institutionalize human resource policy to the extent that it should allow for the recruitment of competent and qualified personnel. Furthermore, performance contracts should be strictly enforced to enhance productivity in line with the mission and vision of TAZARA.
2. Currently, the governments of Tanzania and Zambia fund TAZARA to the tune of many dollars. The study found out that, there is a need to increase the budgetary allocation to TAZARA for this, so that it can enable them to access better machinery for receiving and processing cargo to avoid losses.

3. Most bilateral relations are complex agreements between nations. A strategic infrastructure like TAZARA should therefore be guarded by both governments since it sits at the center of their relations. The study therefore recommends that both governments diversify products that are transported by TAZARA, so as to remain significantly relevant even in the next 50 years.

5.5 Areas for Further Studies

The study has mainly focused at establishing the influence of TAZARA on bilateral relations with regards to domestic and international trade, passenger and freight transportation and exploitation of natural resources. The study was limited to measuring levels of perceptions in descriptive forms. As such, more studies are recommended in order to establish the trends of trade, passenger transportation and natural resource exploitation over the years since its establishment. There is also a need for a study focusing on predicting the value of TAZARA in the bilateral relations over the next 50 years. More studies also need to be conducted to measure the influence of sociocultural factors, and policy developments of railway infrastructure in influencing the bilateral relations among Tanzania and Zambia.

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APPENDICES

Appendix I: Research Questionnaire

This questionnaire is to collect data for purely academic purposes. All information will be treated with strict confidence. Do not put any name or identification on this questionnaire.

Answer all questions as indicated by either filling in the blank or ticking the option that applies.

SECTION A: Background Information (Please tick (√) appropriate answer)

- 1) Please indicate your gender:
 - a) Female
 - b) Male
 - c) Others
- 2) State your highest level of education
 - a) Secondary
 - b) Certificate
 - c) Diploma
 - d) Degree
 - e) Masters
 - f) PhD
- 3) Please Indicate your age bracket
 - a) 20-30 yrs
 - b) 31-40 yrs
 - c) 41-50 yrs
 - d) 51 – 60
- 4) How long have worked at TAZARA railway?
 - a) Less than 5 years
 - b) 5 to 15 years
 - c) More than 15 years
- 5) Which category best represents your profession?
 - a) TAZARA Council

- b) TAZARA Board Members
 - c) TAZARA Management
 - d) Others, Specify _____
- 6) What is your nationality?
- a) Tanzania
 - b) Zambia
 - c) Others, Specify _____

SECTION B: TO DETERMINE THE INFLUENCE OF RAILWAY INFRASTRUCTURE IN FACILITATION OF DOMESTIC AND INTERNATIONAL TRADE AMONG TANZANIA AND ZAMBIA

1. How much do you agree with the statements in the following table about facilitation of cross-border agricultural trade and regional development? Put a Tick (√) in the column that best describes how you agree where A= Strongly agree, B= Agree, C= Neutral, D= Disagree and E= Strongly disagree.

Note that there is no right or wrong answer

No.	Statements about cross border trade in agriculture	A	B	C	D	E
i.	Tazara is responsible for the development of the specific agricultural industries of Kilombero, Rufiji. Kidatu etc					
ii.	TAZARA spurred the growth of towns and settlement schemes along the ‘passenger belt’ such as Morogoro, Mbea, Mngeta, Idete etc., thus promoting cross border trade					
iii.	TAZARA influences the regional trade policies of Tanzania and Zambia.					
iv.	TAZARA enabled the exploitation of Makamboko highlands and Kilombero river valleys in the post-independence by promoting development of					

	agriculture in rice, beans, vegetables, banana in Mngeta, Idete, Mlimba and trade.					
v.	Tazara offers Zambia a stable (Safe, cheap, permanent) route to the port of Dar es Salam thus promote cross border and international trade					
vi.	TAZARA promoted the industrial development of Southern Tanzania and Northern Zambia thus enhancing opportunities in employment, trade and markets.					
vii.	TAZARA's major role in cross border trade and transportation has enhanced the relationship between Tanzania and Zambia					
viii.	Both Tanzania and Zambia perceive TAZARA to be a key strategic asset for their growth and development					
	TAZARA's influence in cross border social-economic development solidified the Pan-African spirit of both nations					

SECTION C: TO INVESTIGATE THE IMPACT OF RAILWAY INFRASTRUCTURE IN OFFERING BOTH FREIGHT AND PASSENGER TRANSPORTATION SERVICES BETWEEN AND WITHIN TANZANIA AND ZAMBIA.

1. How much do you agree with the statements in the following table about facilitation of transportation of minerals? Put a Tick (√) in the column that best describes how you agree where A= Strongly agree, B= Agree, C= Neutral, D= Disagree and E= Strongly disagree.

No.	Statements about cross border trade in agriculture	A	B	C	D	E
i.	TAZARA is solely responsible for Zambia's transportation of Copper to international markets					

ii.	TAZARA enhanced the transportation network in the Southern Tanzania and Northern Zambia thereby allowing easy access to markets					
iii.	TAZARA role in influencing transportation of copper and other minerals enabled the development of other related industrial towns such as Rufiji paper mill and Kidatu Hydro power plant					
iv.	The TAZARA transport route is a major hub for other mineral exploitation and trade on other minerals such as gas					
v.	The TAZARA role in the transportation of copper from copper-belt and joint-management scheme has strongly promoted the corporation of the countries across diverse fronts					

SECTION C: TO ASSESS THE IMPACT OF RAILWAY INFRASTRUCTURE IN EXPLOITATION OF NATURAL RESOURCES IN TANZANIA AND ZAMBIA.

1. How much do you agree with the statements in the following table about Challenges of TAZARA? Put a Tick (√) in the column that best describes how you agree where A= Strongly agree, B= Agree, C= Neutral, D= Disagree and E= Strongly disagree.

No.	Statements about cross border trade in agriculture	A	B	C	D	E
i.	The development of the Berita port in Angola and Lobito port in Mozambique provides Zambia with better alternative routes to international markets					
ii.	Limited investments from both governments into TAZARA have limited its growth, development and improvement thus rendered ineffective, inefficient and expensive					
iii.	The night travel ban imposed by the Tanzania government limits TAZARA's potential in terms of					

	promoting trade and transportation of goods and minerals, thus jeopardising Zambia's interests in the railway line					
iv.	The rise of cheaper and flexible modes of transport limits TAZARA's demand for long distance freights					
v.	The factor of mismanagement of the TAZARA has greatly affected the bilateral relations of the countries and diminished their level of willingness to further contribute to its further development.					
vi.						

2. State other benefits of TAZARA in Tanzania- Zambia Relations

Give suggestions on how to make TAZARA more influential to the Tanzania- Zambia relations

Appendix II: Turnitin Report

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Prisca Jerono

Dr

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