



CORRIDOR PULSE REPORT

ONE VERSION OF THE TRUTH

Reporting Period : Mon 30 Jun 2025 - Sun 06 Jul 2025



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Background:

The logistics network serves as a fundamental pillar of South Africa’s economic infrastructure, significantly influencing national prosperity. A critical aspect of this system is the substantial cost of logistics, which accounts for more than half the average value of commodities and products across the country. This indicates that transportation and storage expenses often exceed the inherent value or production costs of goods. Such a high logistics burden directly affects business profitability, increases consumer prices, and highlights the pressing need for an efficient and reliable logistics network to support sustained economic development. Initiated in late 2023, the **Corridor Pulse Report** aims to enhance the logistics network and support the economies of South Africa and broader regions. It offers a continuous and comprehensive assessment of our logistics corridors, ensuring stakeholders have access to a unified and factual understanding of the performance. By keeping a finger on the pulse of corridor activities, we promote effective collaboration, enhance visibility, and uphold accountability. Our goal is to gather data on road-based corridor performance, identify trends, and pinpoint congestion areas.

How is the information generated:

The information presented in the report utilises anonymised heavy motor vehicle geo-positioning data, preventing the identification of specific trucks, owners, or cargo. Naturally, this method does not encompass all trucks and truck movements, representing only a sample of goods flow. Currently, the CSIR is contracted to verify and validate the information gathering process and assist in further improving its accuracy. Therefore, it is important to use the data as an indicator rather than an absolute measure.

Our focus is to ensure security and address congestion on strategic road transport corridors and land borders, as such our goals are:

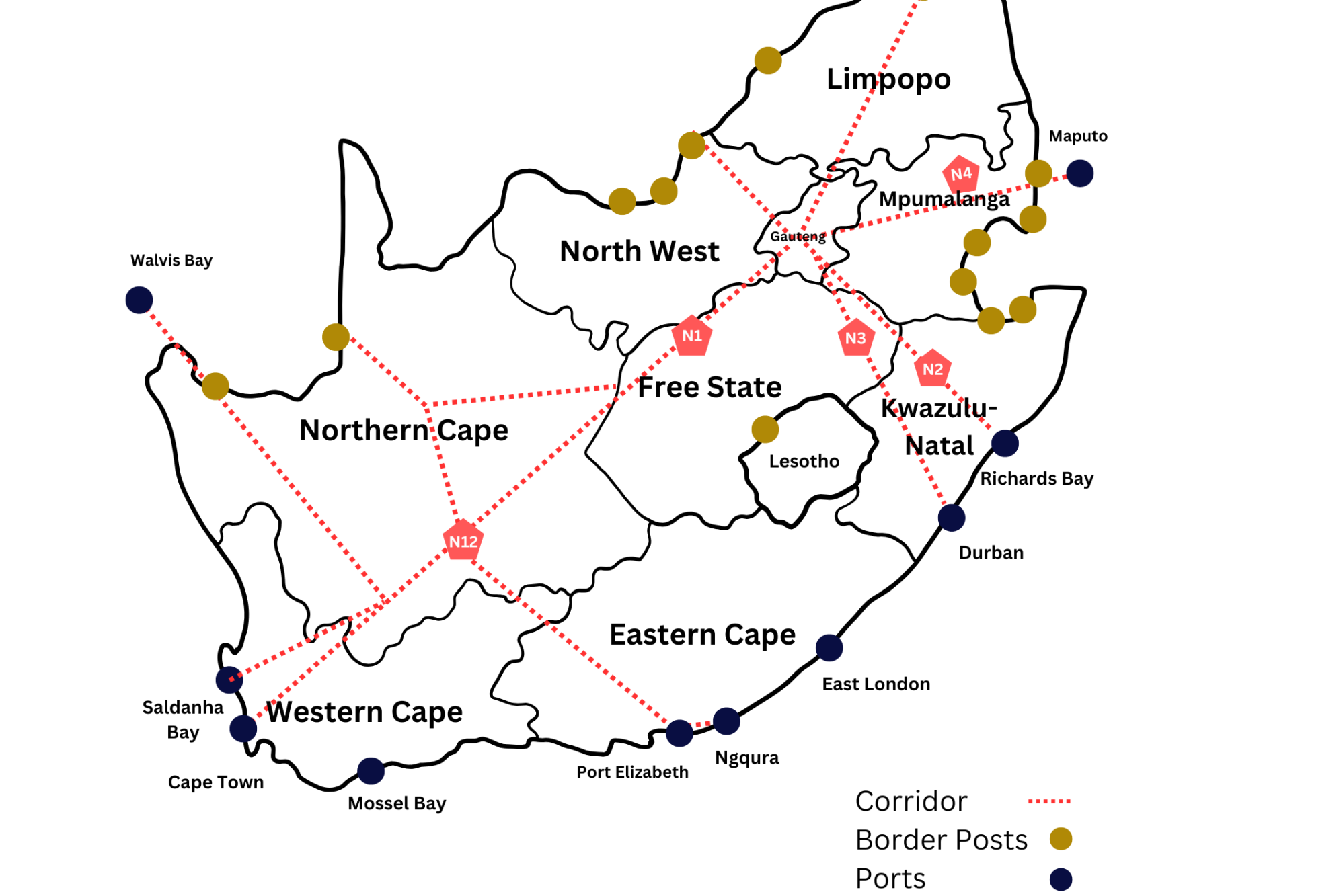
1. **Safety:** Improve freight transportation safety on the major South African corridors carrying road freight.
2. **Reduce the cost of doing business:** Reduce the cost of logistics, making South Africa a global supply chain competitor.
3. **Freedom of movement:** Reduce congestion, improve system efficiency and performance.
4. **Freedom of choice:** Provide transportation choices and improve system connectivity for all freight modes.

Five guiding principles have been identified to direct our collective work:

1. **Logistics corridors compete:** Corridors are often avoided when the risk of using the corridor increases either, through poor behaviour by road users, increased transit times or an increase in costs.
2. **Collaboration:** A supply chain encompasses various diverse players who must collaborate. Each player within the corridor has the potential to positively or negatively influence each other, given the predominantly public and shared infrastructure.
3. **Single version of the truth:** To foster effective problem-solving and improvement, a unified understanding of the entire corridor is crucial, ensuring that discussions rely on agreed facts rather than perceptions and that problems are not addressed in isolation. Furthermore, as all aspects are interconnected, any change will have widespread impacts, emphasising the importance of factual evidence as the basis for decision-making.
4. **Corridor visibility:** Enhanced corridor visibility could facilitate the detection and resolution of blockages, leading to improvements in fluid ratio, safety, impact, and risk management. When coordination is founded on factual information and reinforced by accountability, it will pave the way for improved flow and utilisation of the corridor’s supply chain.
5. **Accountability:** The principle of self-regulation and accountability is crucial because each player bears the responsibility to contribute positively to the corridor’s supply chain performance and way of life, ensuring they neither add nor detract from its overall well-being.

The **Corridor Pulse Report** is currently available at no cost to assist businesses, stakeholders, and policymakers in informed decision-making. To request a copy, please contact enquiries@crickmay.co.za.

Areas of interest:



As an indicator of our logistics network health we measure and monitor the following:

- **Corridors:** The average speed and duration to traverse a corridor is measured. The higher the speed the shorter the transit time, subject to legal limits and safety concerns, meaning more trips in a given period. Thus, shorter the time and the higher the speed, the more efficient is the corridor BUT subject to the legal speed limits and safety on the corridor.
- **Borders:** Borders are critical points in a corridor where export and import compliance processes, along with bilateral cooperation between countries, come into play. The time taken to cross a border and the length of queues are measured to evaluate how efficiently goods move through these checkpoints. Shorter crossing times and smaller queue lengths, while still meeting safety and compliance standards, suggest a more efficient border process. This smoother flow enhances the overall performance of the corridor by reducing bottlenecks.
- **Ports:** Most corridors terminate at a port, which is a unique intermodal point with multiple areas and different types of activities. This includes bulk material, containerised goods and bonded warehousing. To assist with the measurement on the effectiveness of the corridor, the average time spent on the inside of the port precinct is measured. This is not an indication of the port efficiency but is an element that impacts on the corridor performance and is thus separately reported upon. The longer the time spend in the port precinct the less efficient the corridor will be.

Heavy Motor Vehicle (HMV) Movement in South Africa Logistics Corridors

Pressure on the logistics network can have significant implications, including increased costs, delays in delivery times, reduced customer satisfaction, and disruptions to the overall flow of goods and services.

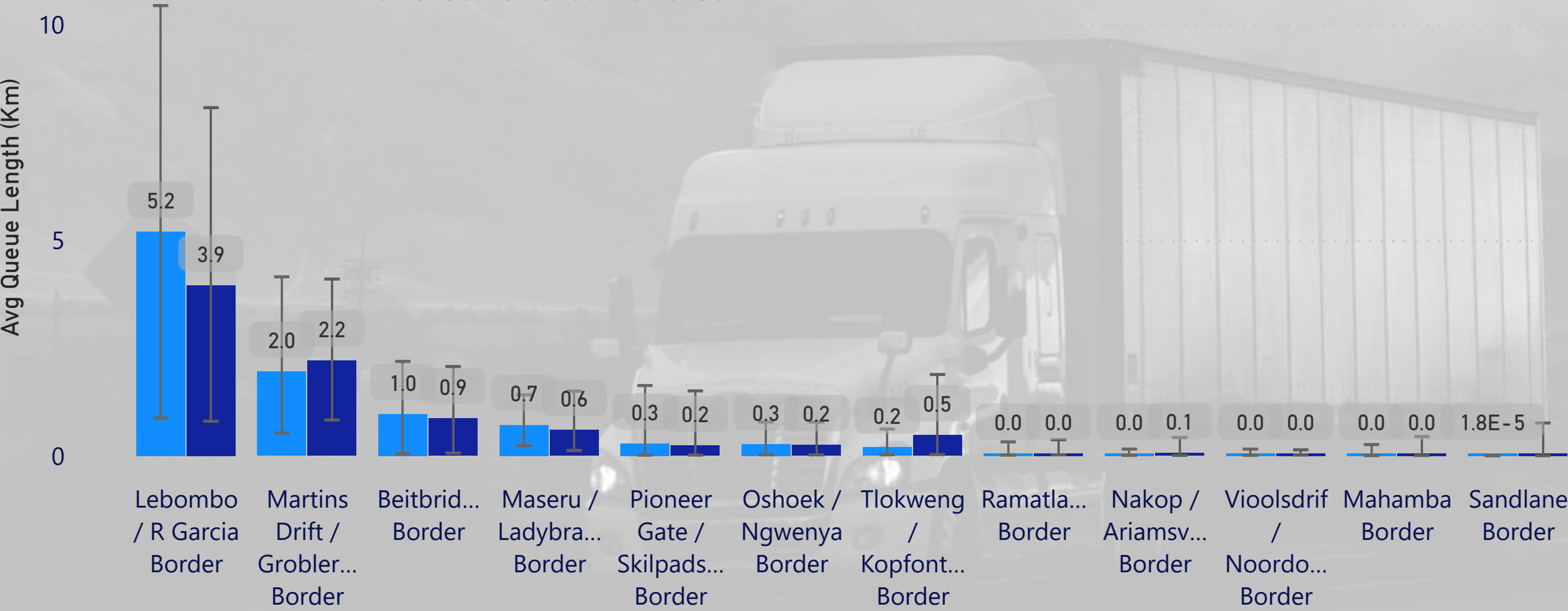
Increased pressure in the logistics network can be indicative of several issues, including:

- Inefficiencies.
- Capacity constraints.
- Poor Planning.
- Infrastructure limitations.
- Force majeure.

When measuring performance in the context of corridor movements, border posts times, queueing, some key measurements include:

- Queue Length (*Measured distance from border using GPS data*).
- Queue Duration (*Expected processing time for Border queue*).
- Border Crossing Time (*Border crossing time*).
- Corridor Transit Time (*Total corridor time on corridor for HMV's*).

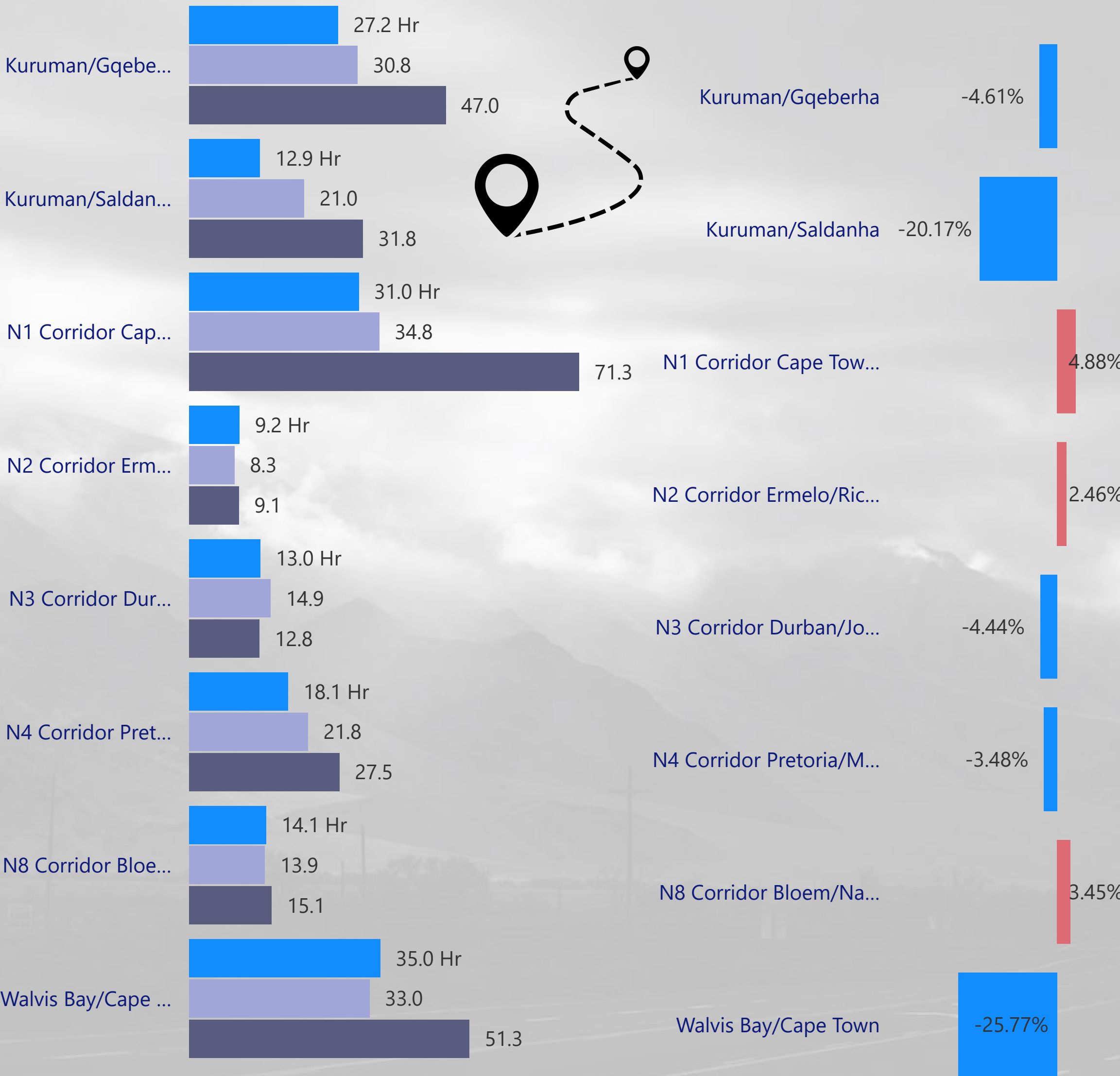
Border Queue Analysis



● Last 7 days ● Last 30 Days *10th and 90th percentiles is represented by the grey band for each column.

Major Corridor Transit Times (hrs)

Week on Week Percentage Change in Corridor Time



● 2025 YTD ● 2024 YTD ● 2023 YTD



LMS

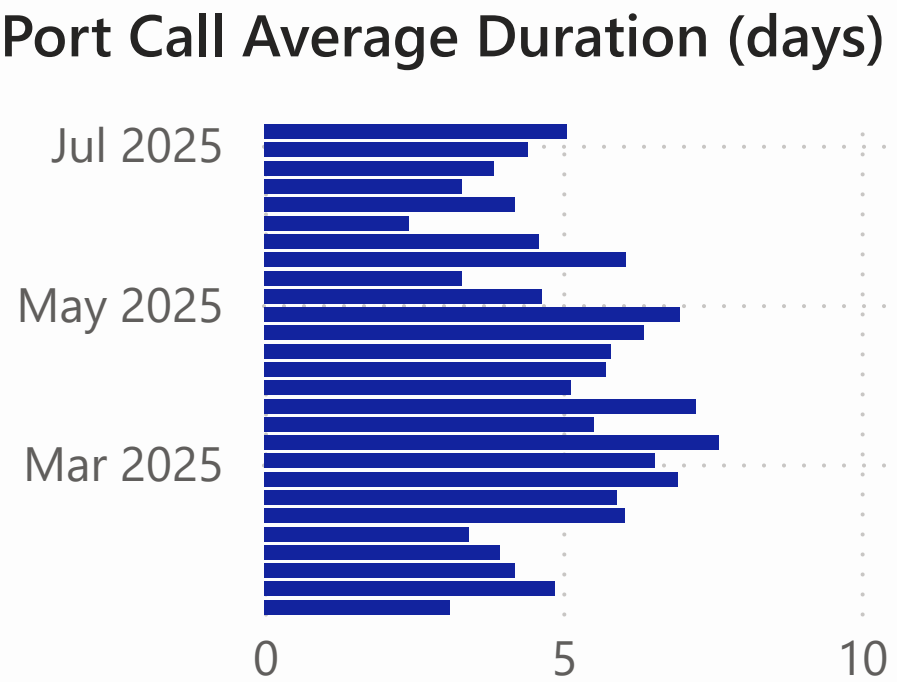
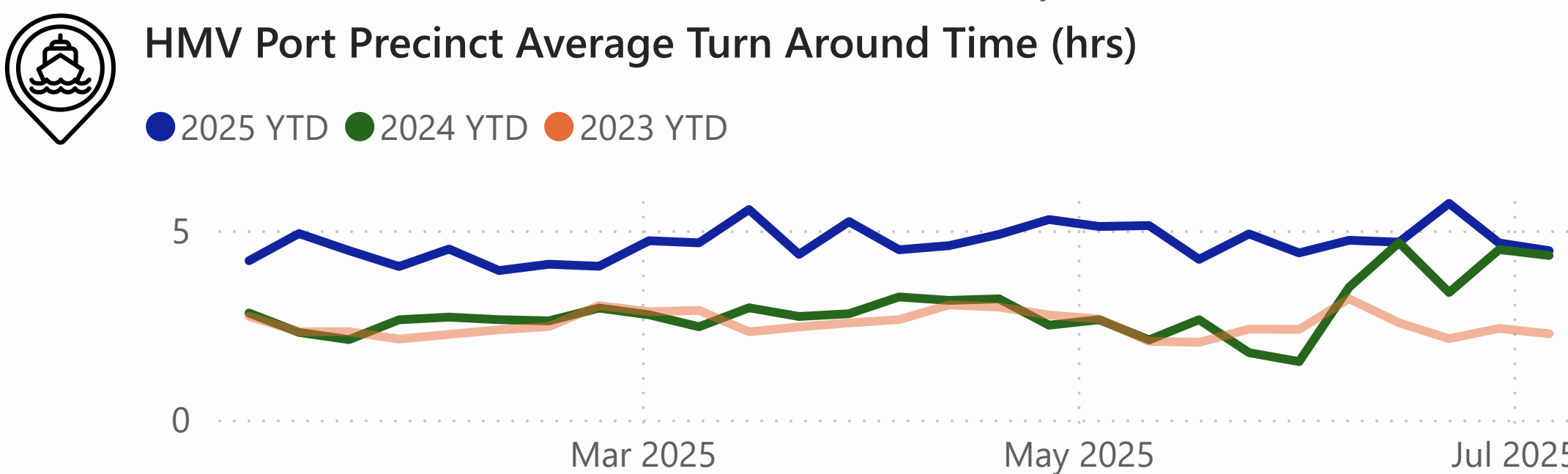
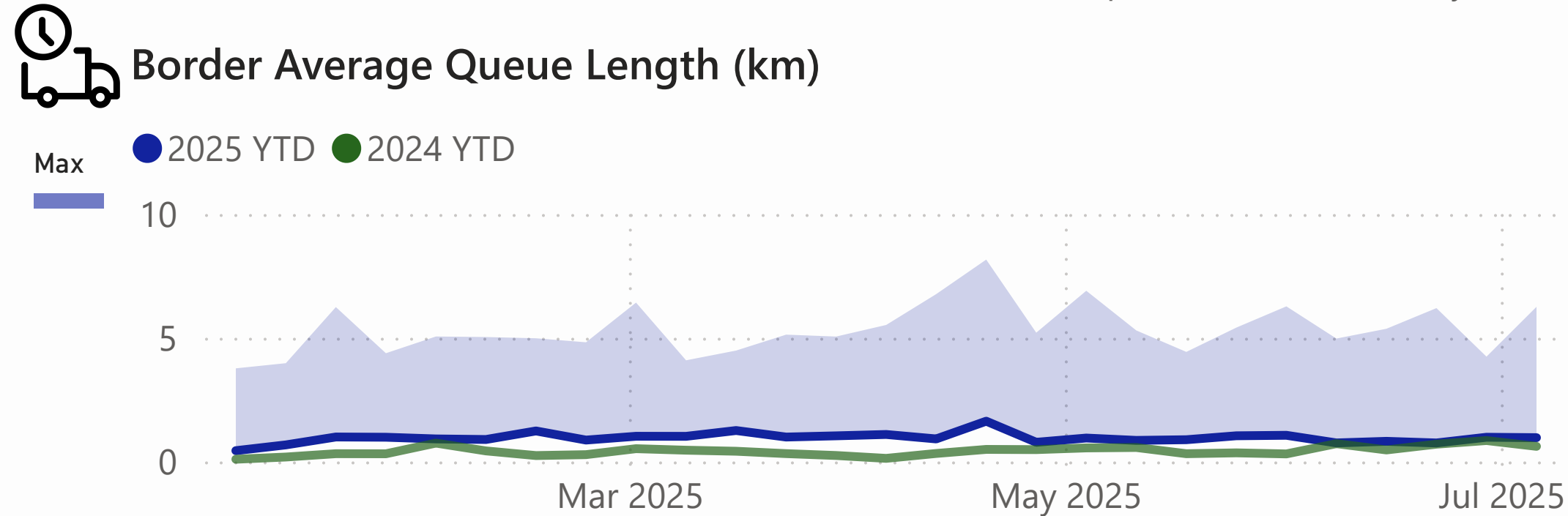
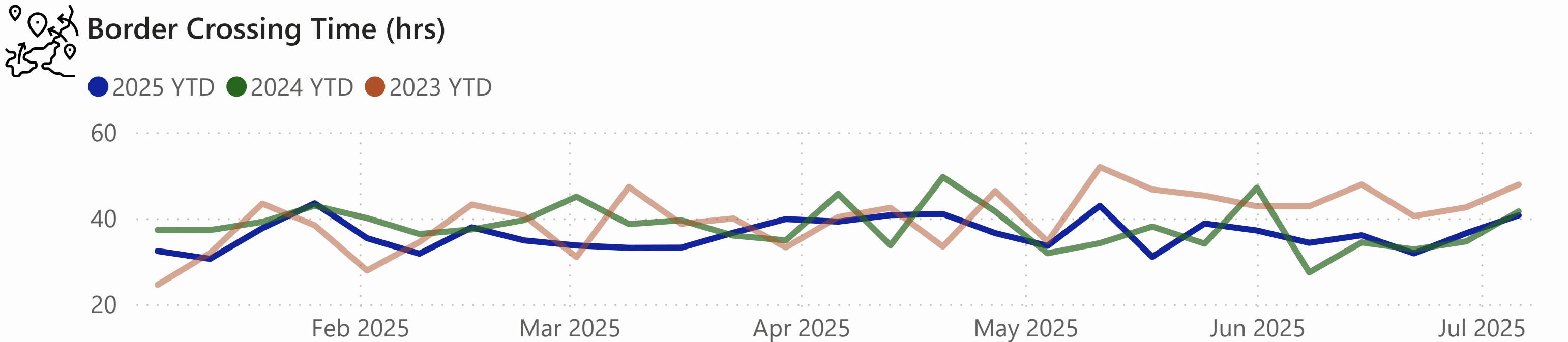
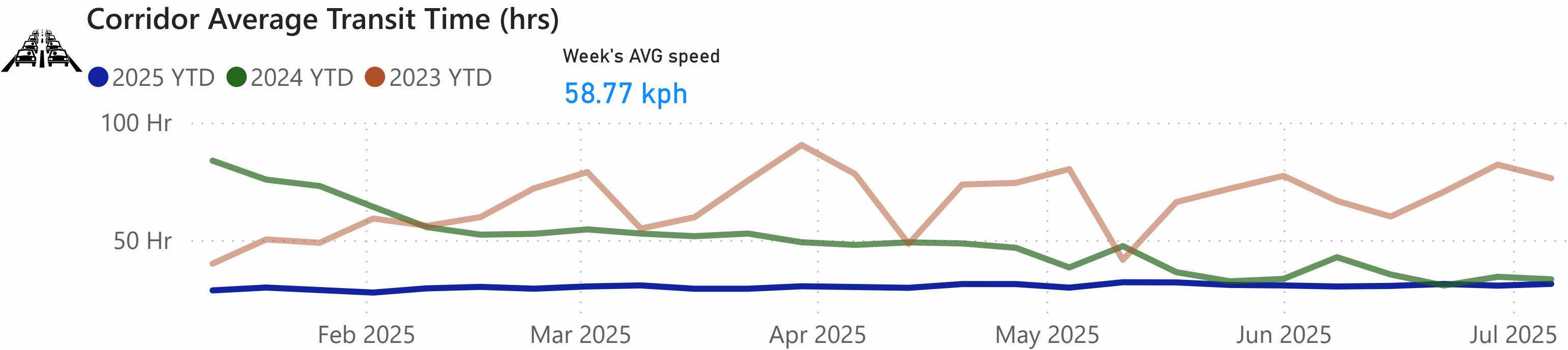
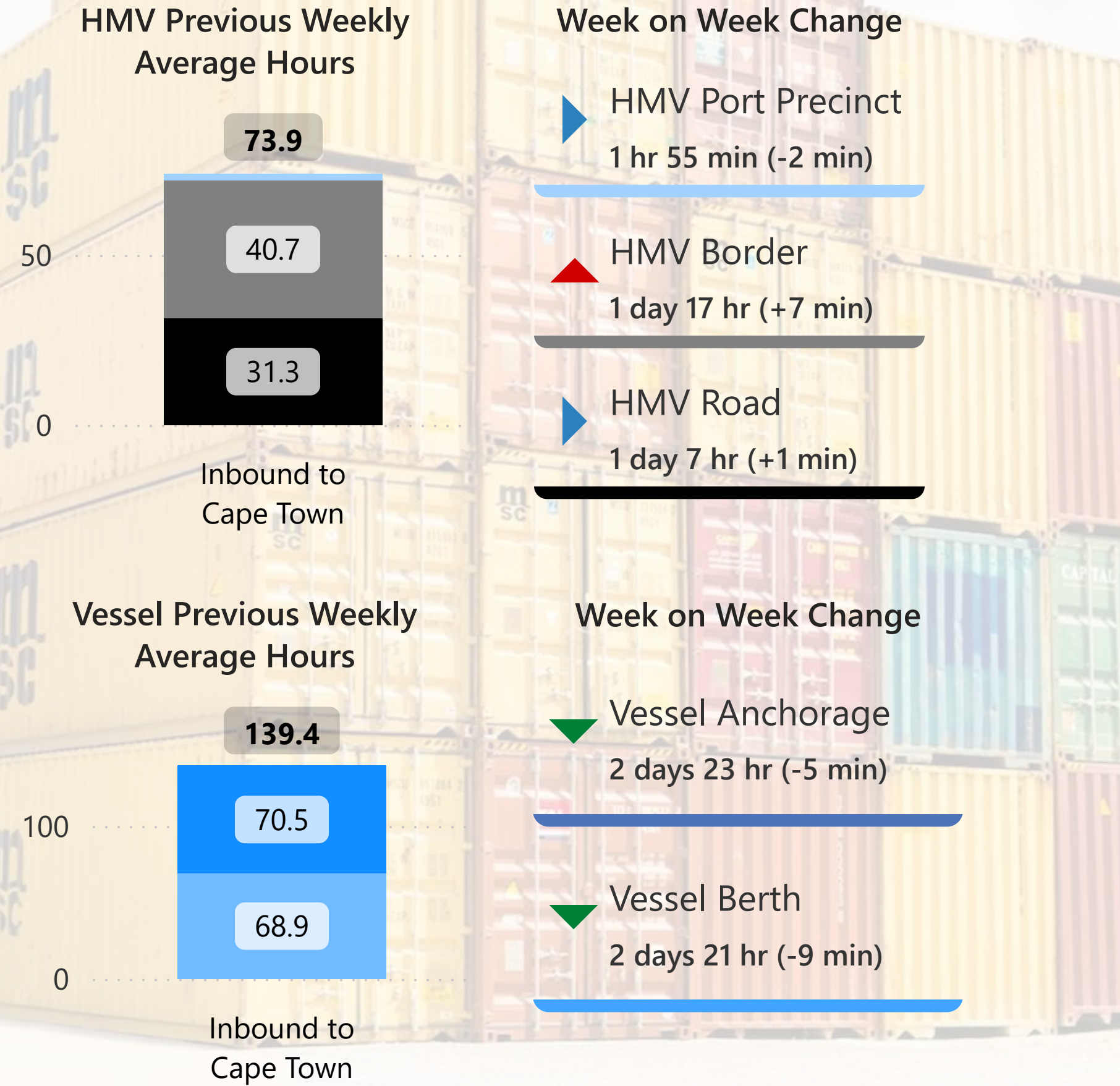
Enhancing trade and logistics efficiency throughout the supply chain

N1 Benchmark Performance - Cape Town to Beitbridge

Understanding the dynamics of transport corridors is crucial for optimizing supply chain operations and fostering seamless trade flows, driving economic growth and prosperity regionally and globally.

This is explored by unpacking key elements such as:

- Corridor Travel Time by Heavy Motor Vehicle (HMT)
- Modality Performance: e.g. Port Call = Time Vessel Spend at Port
- Key Infrastructure or logistics hubs: e.g. HMT time through Border Post



- Vessel types included in analysis
- Bulk Carriers
 - Chemical Tankers
 - Oil Tankers
 - Containers
 - General Cargo
 - Liquified Gas Carriers

N2 Benchmark Performance - Ermelo to Richards Bay

Understanding the dynamics of transport corridors is critical for streamlining logistics operations and promoting seamless trade flows, which drive economic growth and prosperity both regionally and globally. This can be explored by examining key elements such as:

- Corridor travel time by Heavy Motor Vehicles (HMsVs)
- Modality performance (e.g., port call time, which is the time a vessel spends at port).
- Key infrastructure or logistics hubs (e.g., HMTV time through border posts)

HMTV Previous Weekly Average Hours

12.9

3.6

9

Inbound to Richards Bay

Week on Week Change

HMTV Port Precinct
3 hr 36 min (+10 min)

HMTV Road
9 hr 19 min (+2 min)

Vessel Previous Weekly Average Hours

65.9

16.2

49.7

Inbound to Richards Bay

Week on Week Change

Vessel Anchorage
16 hr (-49 min)

Vessel Berth
2 days 2 hr (-26 min)

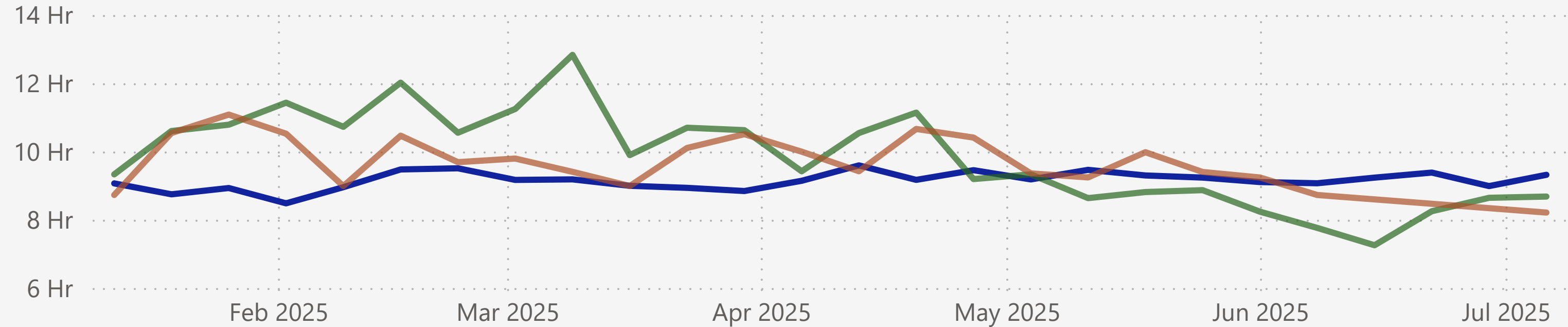


Corridor Average Transit Time (hrs)

2025 YTD 2024 YTD 2023 YTD

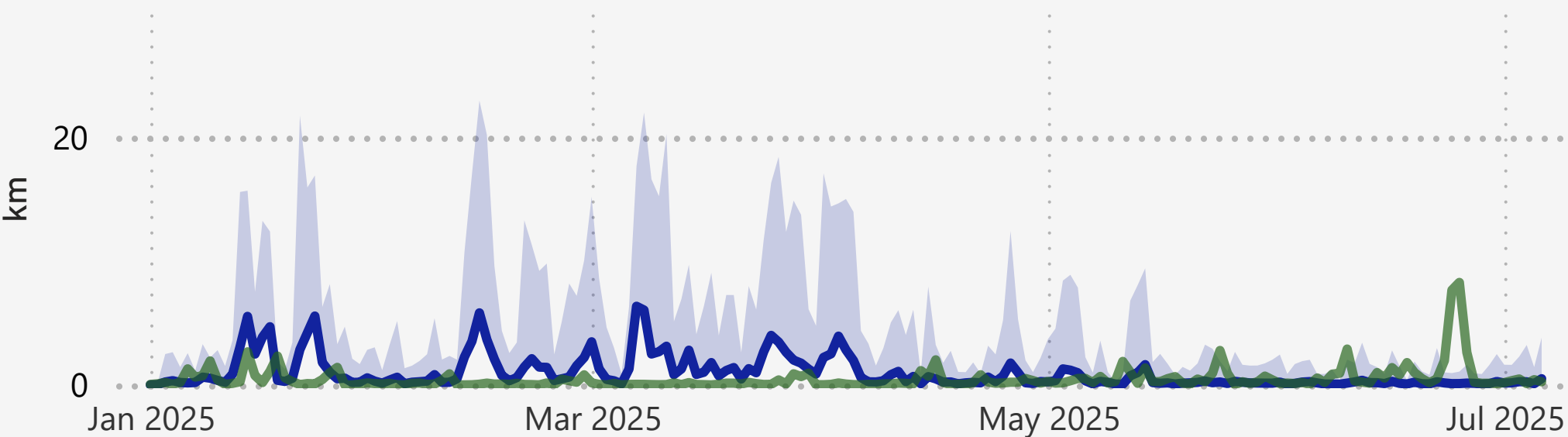
Week's AVG speed

49.47 kph

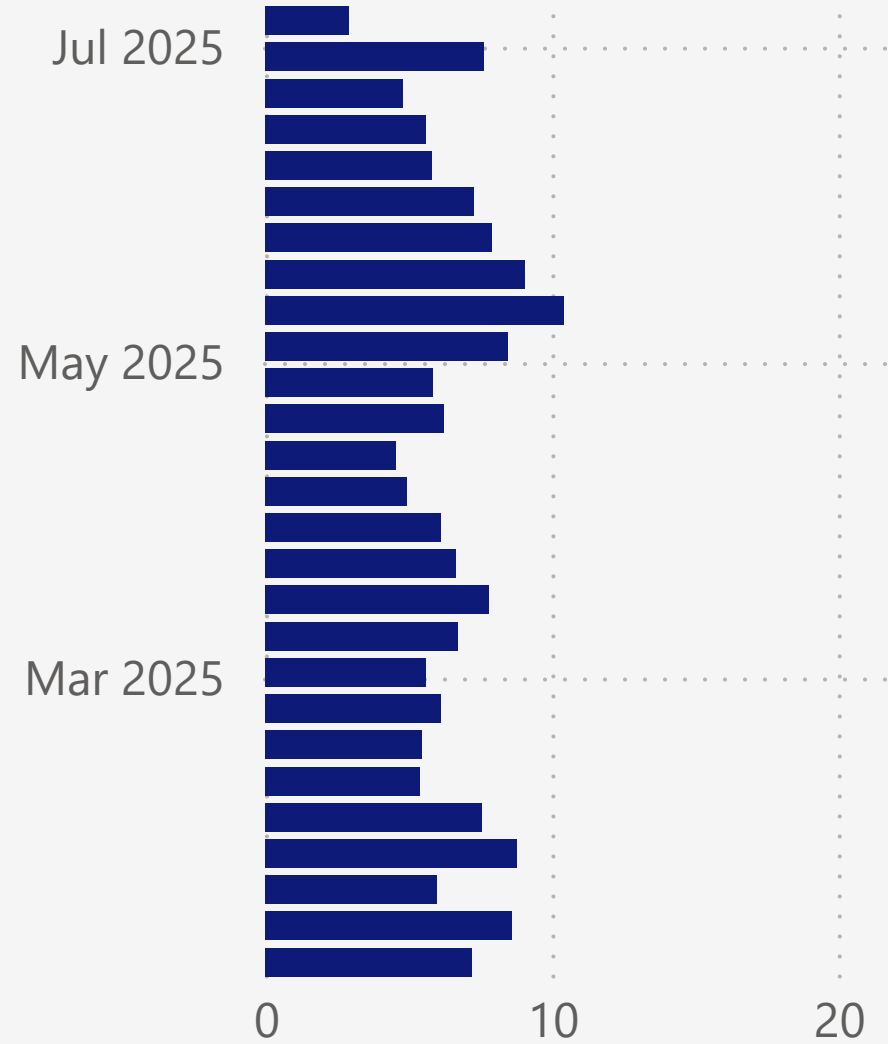


Southbound Inbound to Port Average Queue length (km)

2025 YTD 2024 YTD

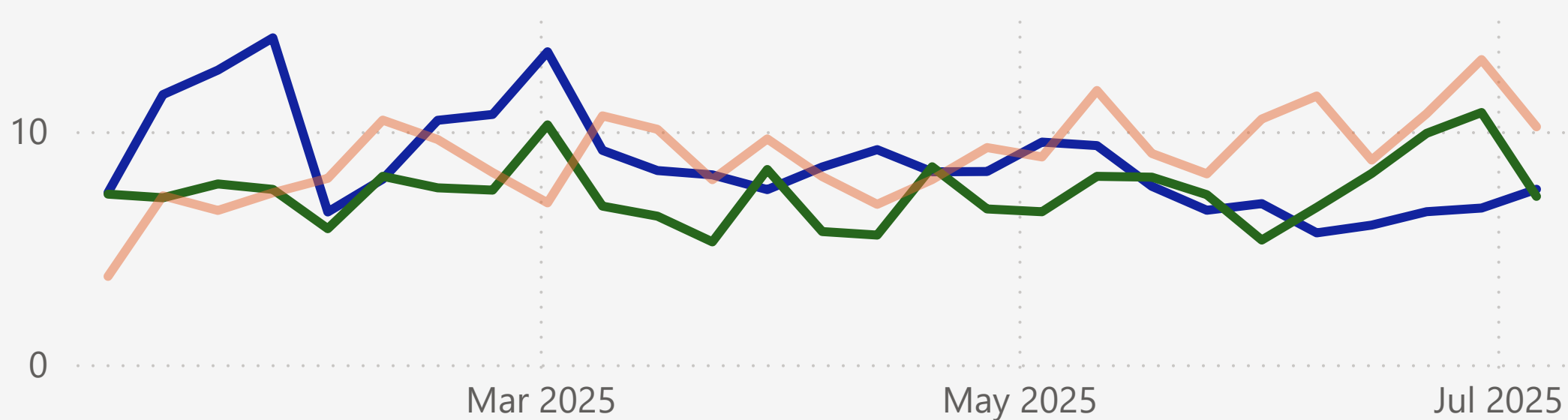


Port Call Average Duration (days)



HMTV Port Precinct Average Turn Around Time (hrs)

2025 YTD 2024 YTD 2023 YTD



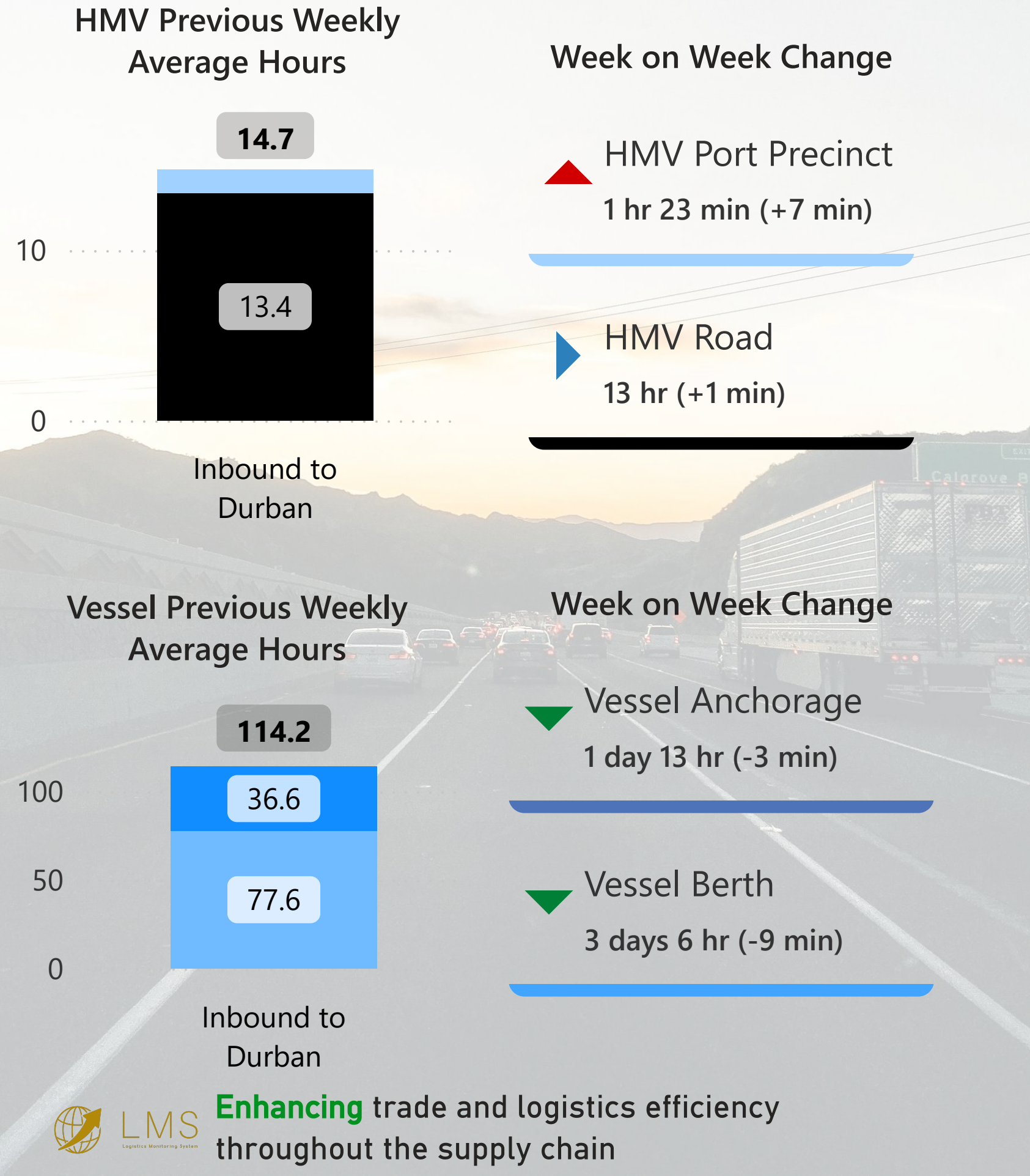
Vessel types included in analysis

- Bulk Carriers
- Chemical Tankers
- Oil Tankers
- Containers
- General Cargo
- Liquified Gas Carriers

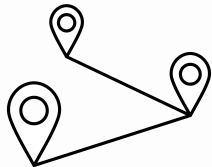
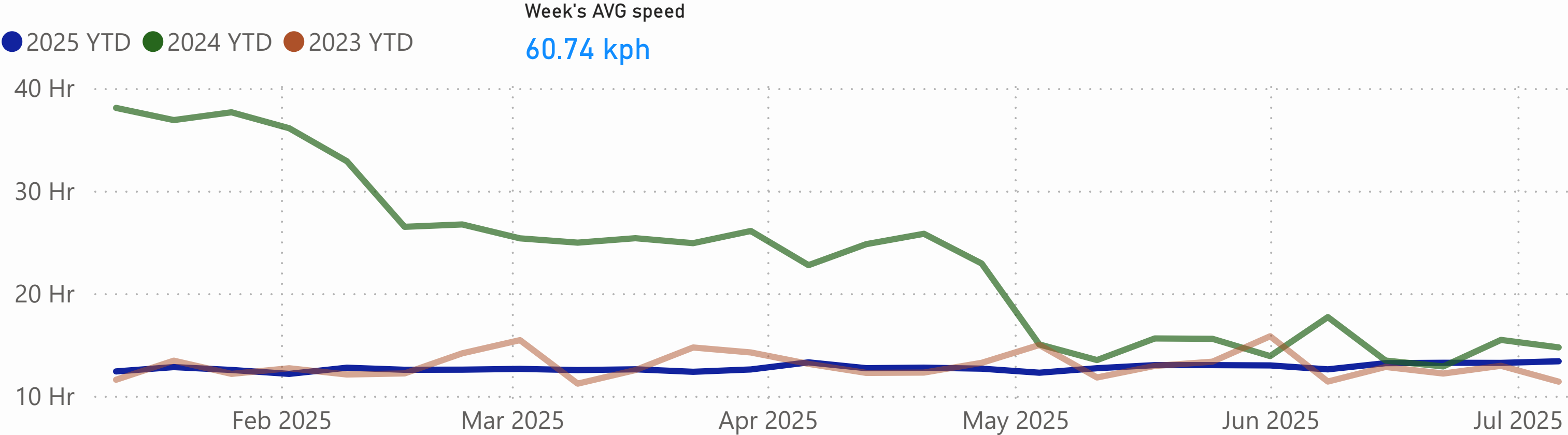
N3 Benchmark **Performance** - Joburg to Durban

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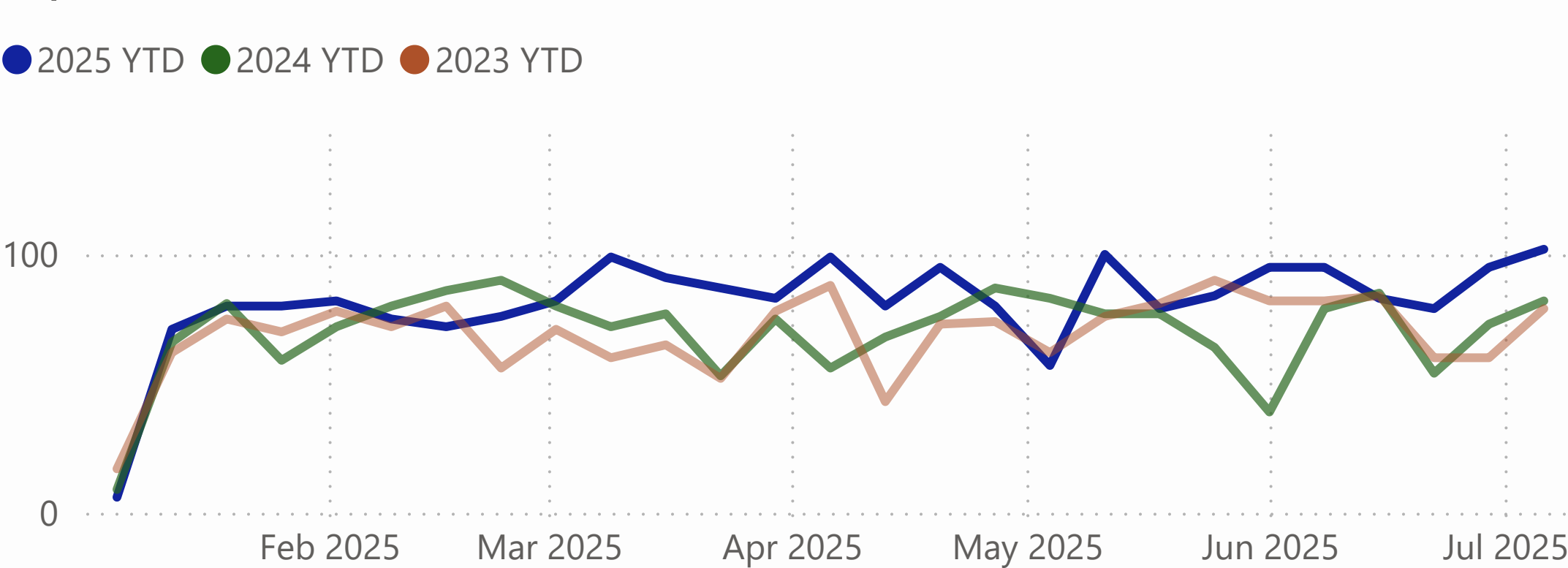
- Corridor travel time by Heavy Motor Vehicles (HMFs)
- Modality performance (e.g., port call time, which is the time a vessel spends at port).
- Key infrastructure or logistics hubs (e.g., HMF time through border posts)



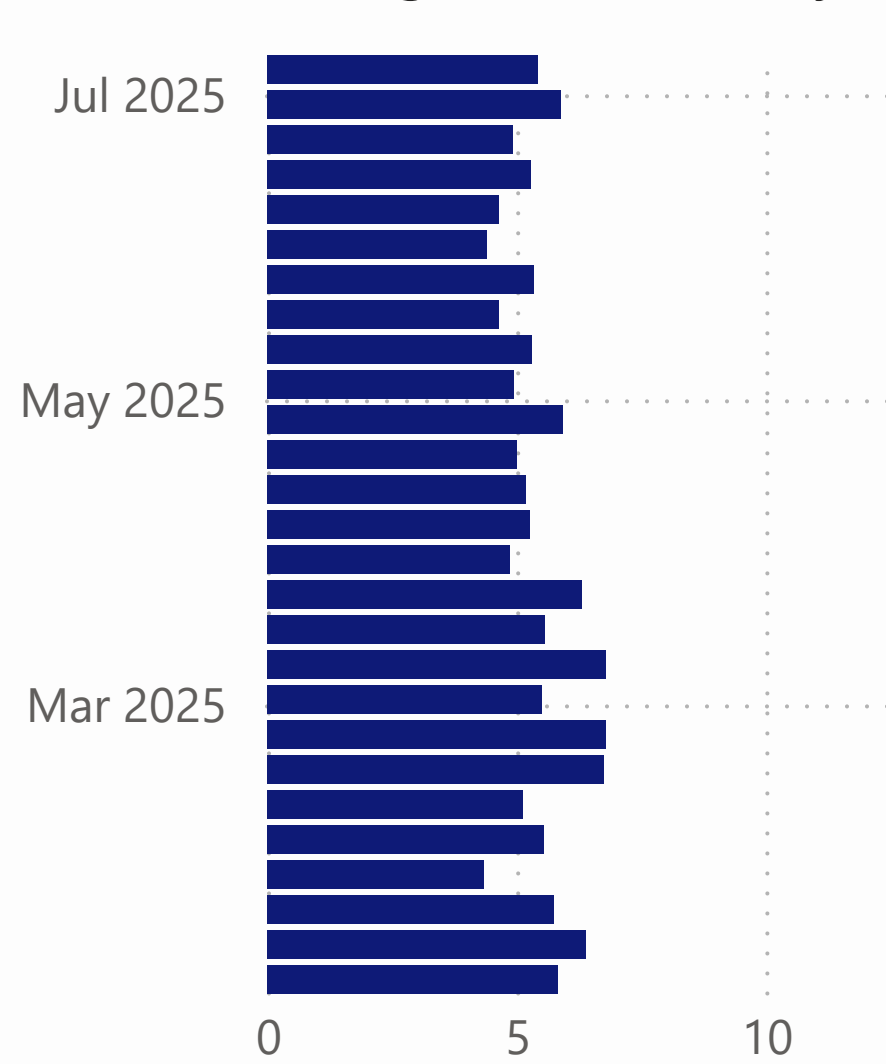
Corridor Average Transit Time (hrs)



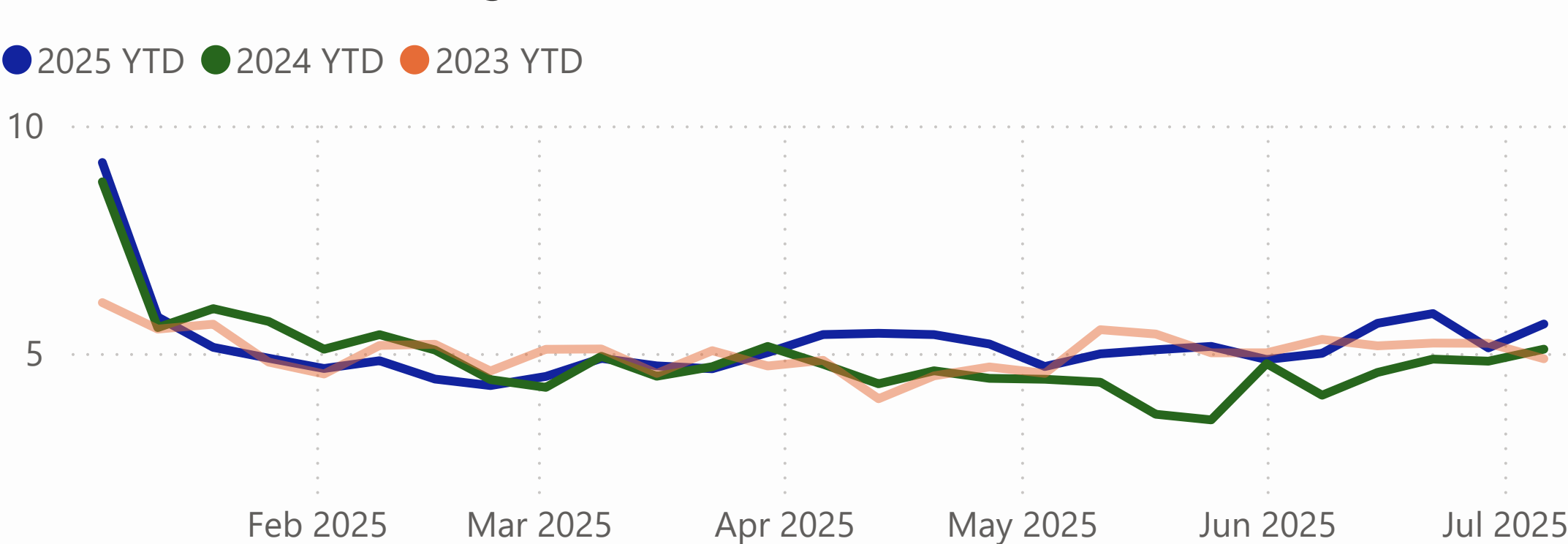
Reported Number of Traffic Incidents



Port Call Average Duration (days)



HMV Port Precinct Average Turn Around Time (hrs)



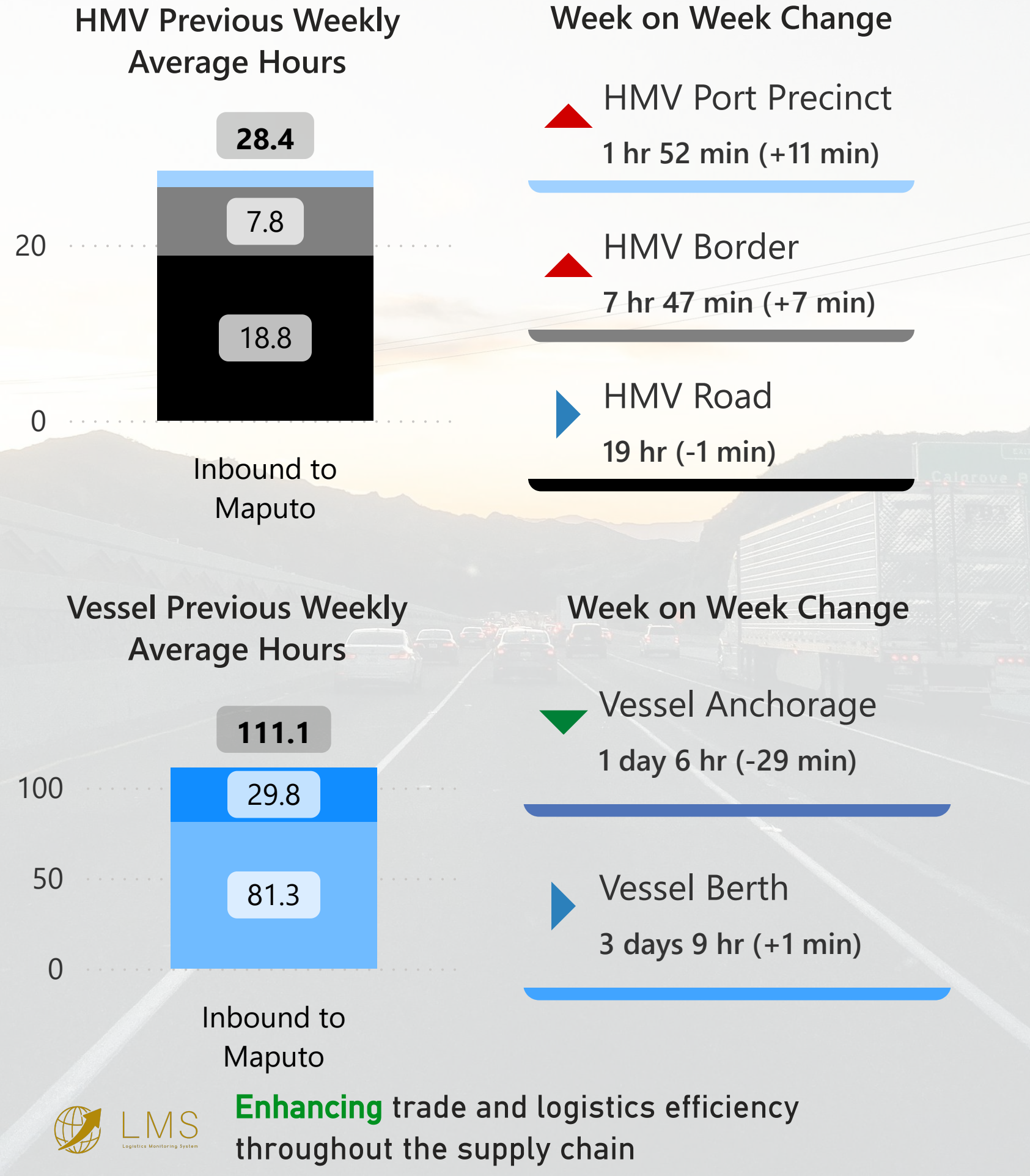
Vessel types included in analysis

- Bulk Carriers
- Chemical Tankers
- Oil Tankers
- Containers
- General Cargo
- Liquefied Gas Carriers

N4 Benchmark **Performance** - Pretoria to Maputo

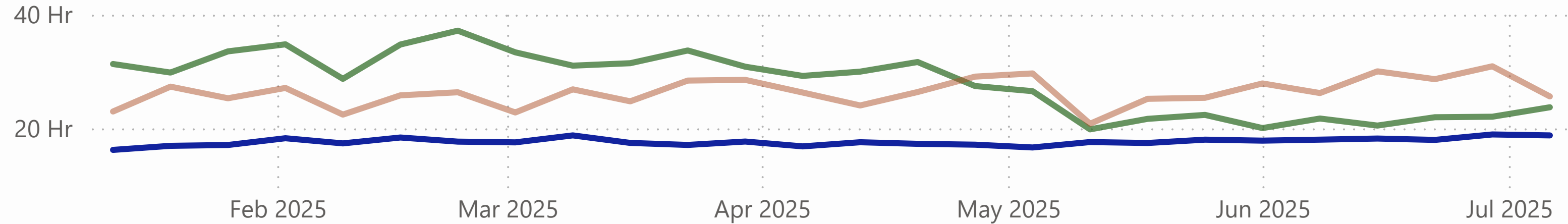
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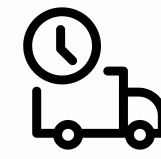
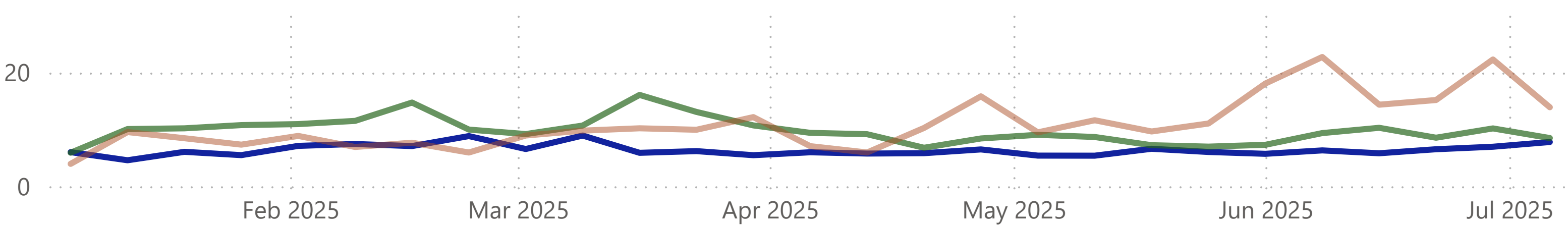
Corridor Average Transit Time (hrs)

2025 YTD 2024 YTD 2023 YTD



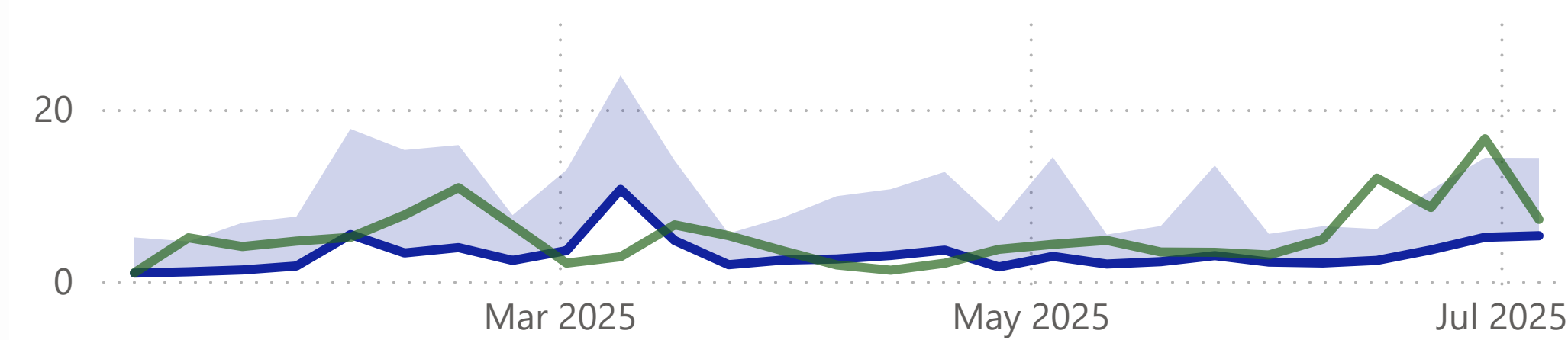
Border KM7 to KM4 Crossing Hours

2025 YTD 2024 YTD 2023 YTD



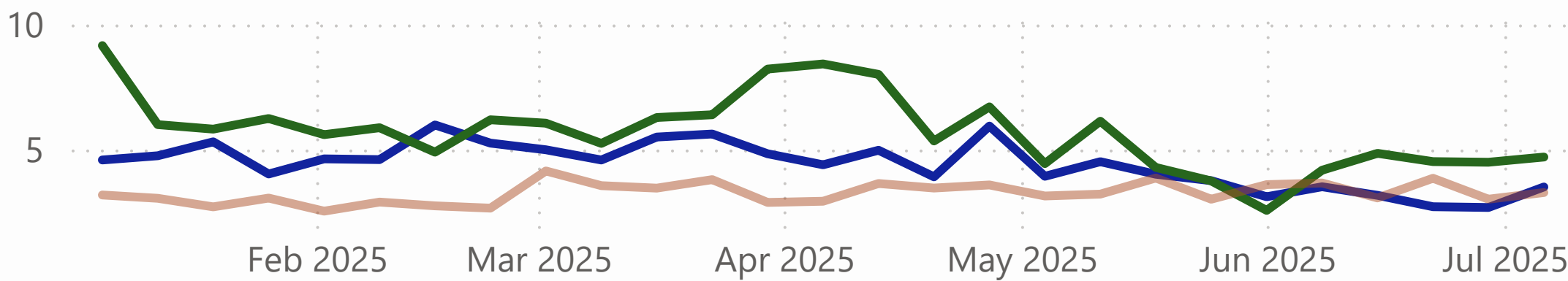
Border Average Queue Length (km)

2025 YTD 2024 YTD

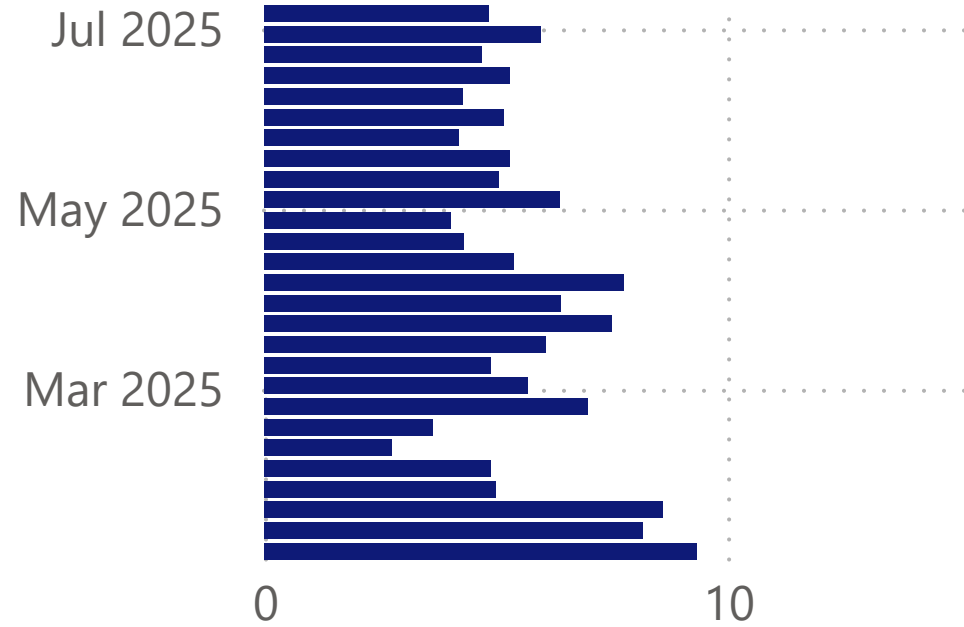


HMV Port Precinct Average Turn Around Time (hrs)

2025 YTD 2024 YTD 2023 YTD



Port Call Average Duration (days)



Vessel types included in analysis

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- Oil Tankers
- Containers
- General Cargo
- Liquified Gas Carriers

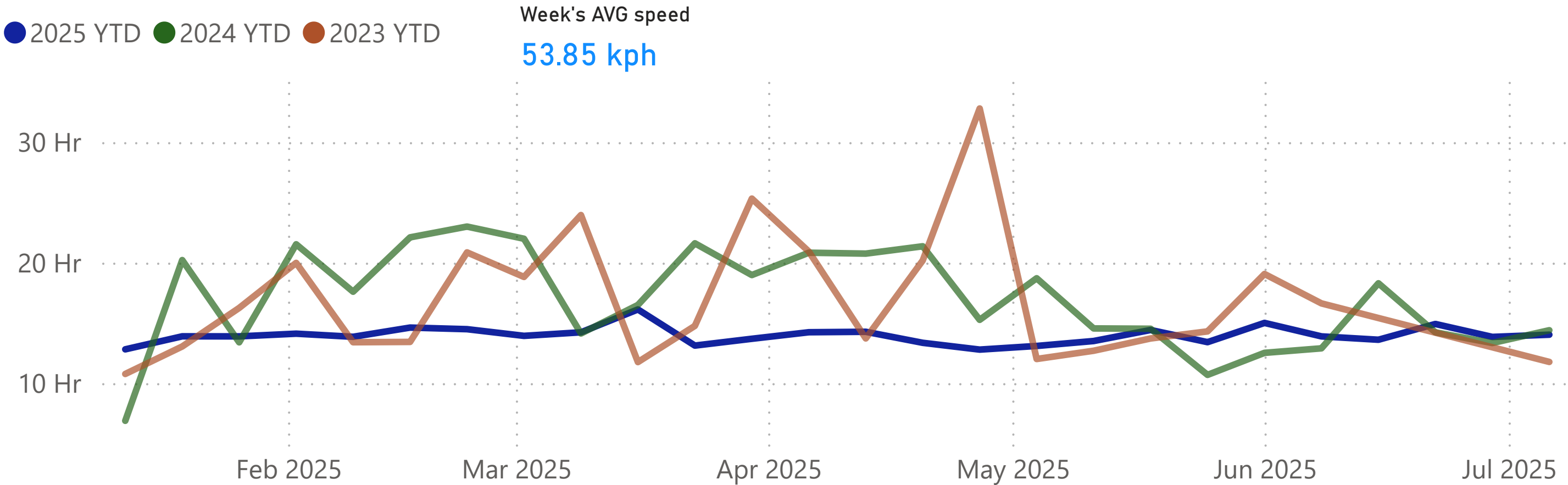
N8 Benchmark **Performance** - Bloemfontein to Nakop

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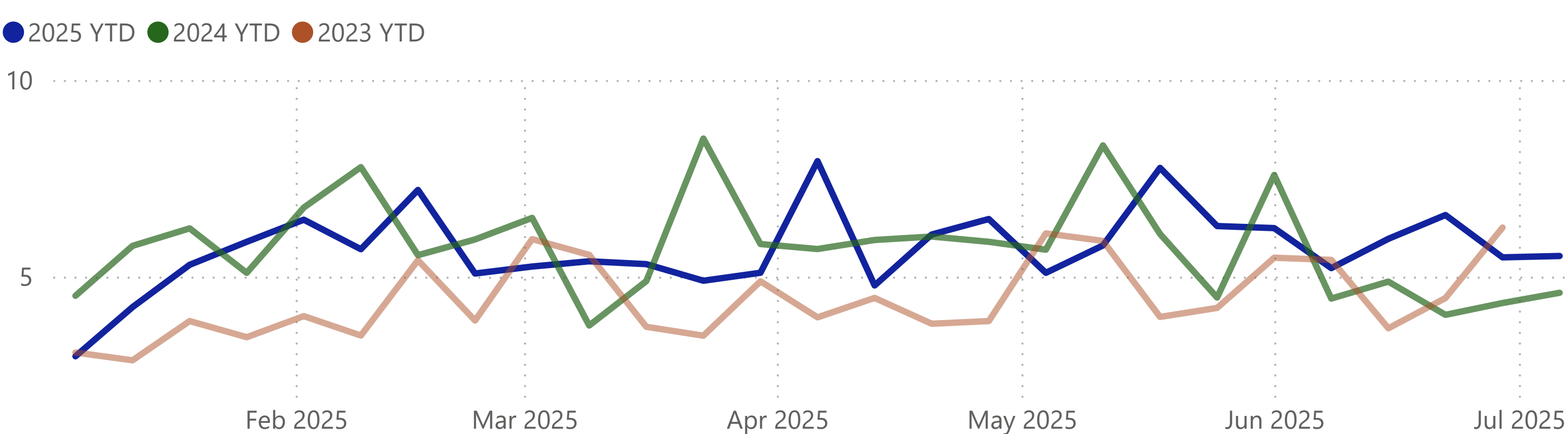
- Corridor travel time by Heavy Motor Vehicles (HMsVs)
- Modality performance (e.g., port call time, which is the time a vessel spends at port).
- Key infrastructure or logistics hubs (e.g., HMTV time through border posts)



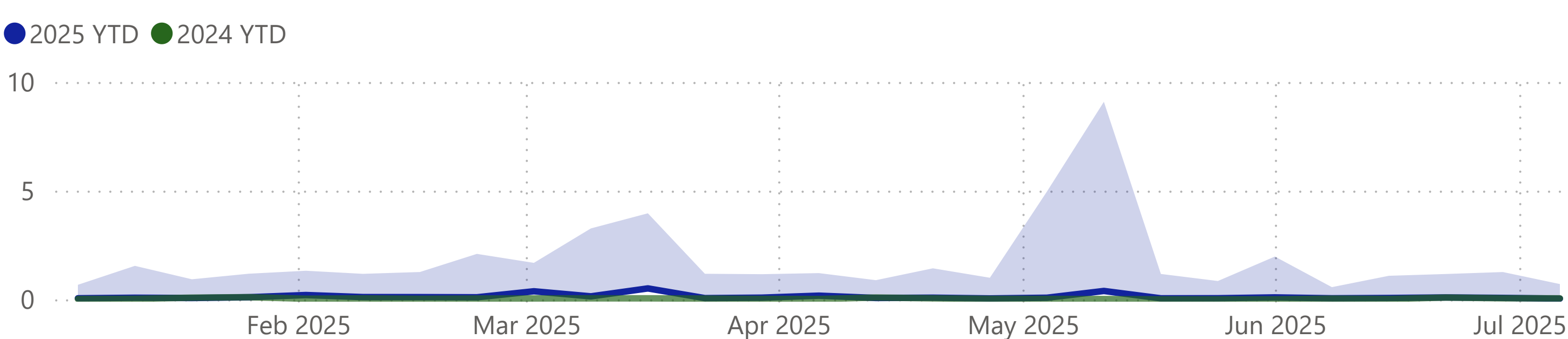
Corridor Average Transit Time (hrs)



Border Crossing Time (hrs)



Border Average Queue Length (km)



HMV Previous Weekly Average Hours

Week on Week Change



▶ HMV Border
5 hr 31 min (+0 min)

▶ HMV Road
14 hr (+1 min)

Inbound to Nakop



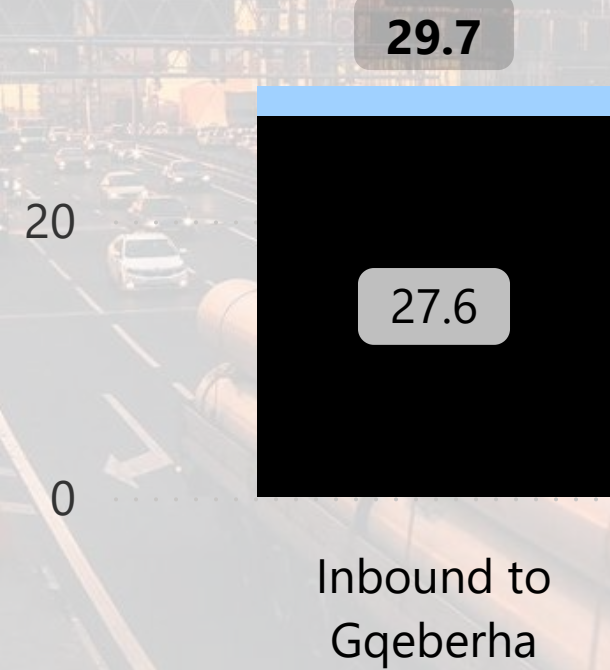
Enhancing trade and logistics efficiency throughout the supply chain

Kuruman to Gqeberha - Benchmark Performance

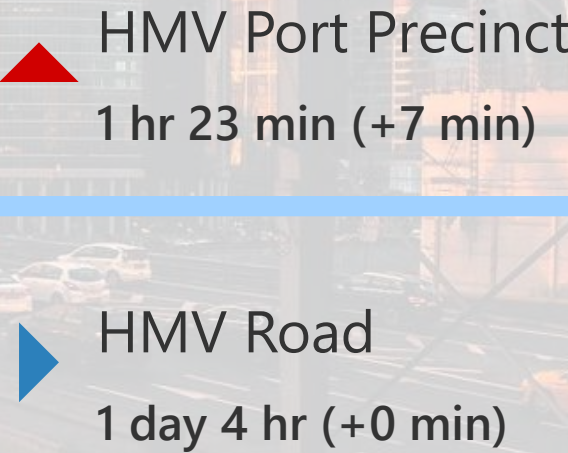
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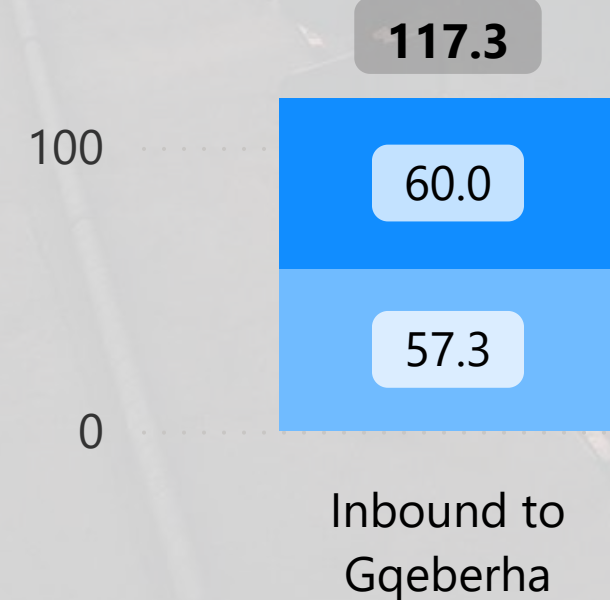
HMVs Previous Weekly Average Hours



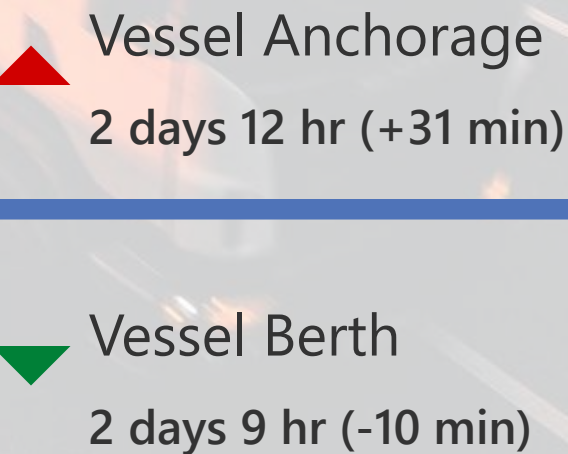
Week on Week Change



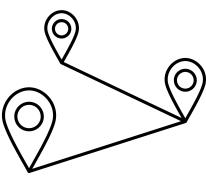
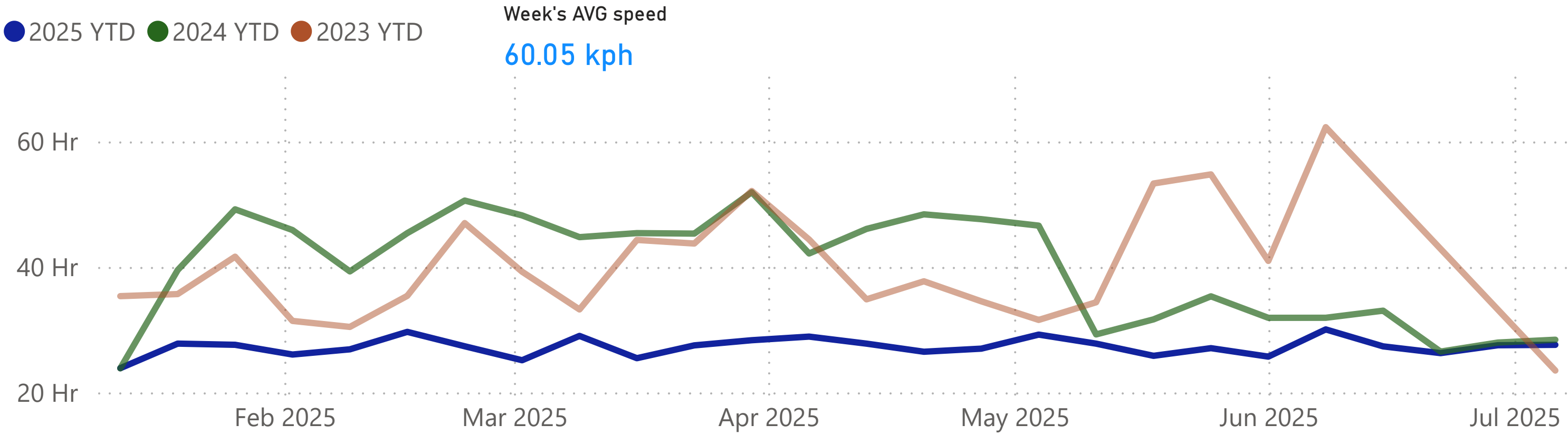
Vessel Previous Weekly Average Hours



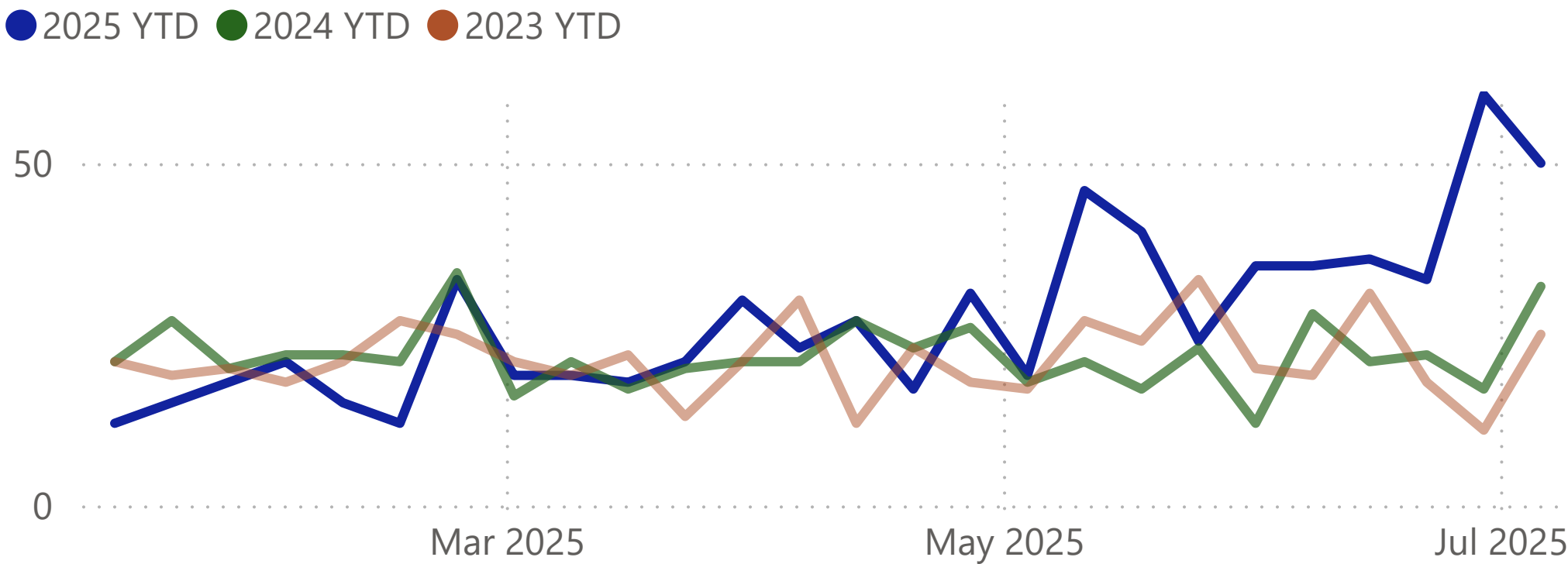
Week on Week Change



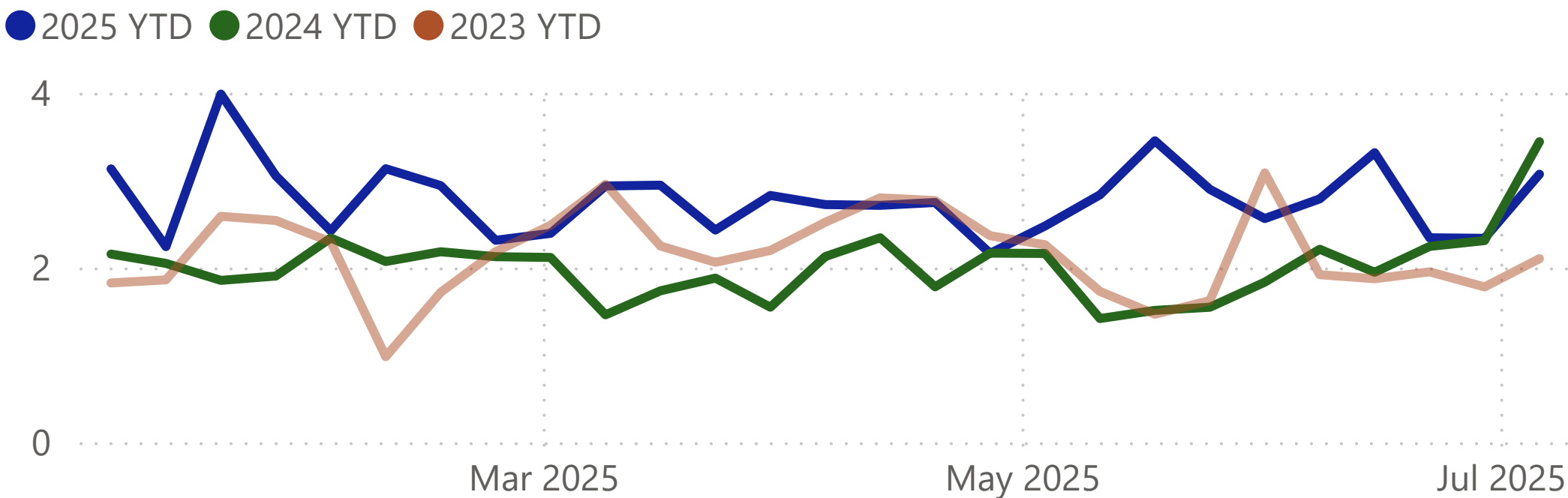
Corridor Average Transit Time (hrs)



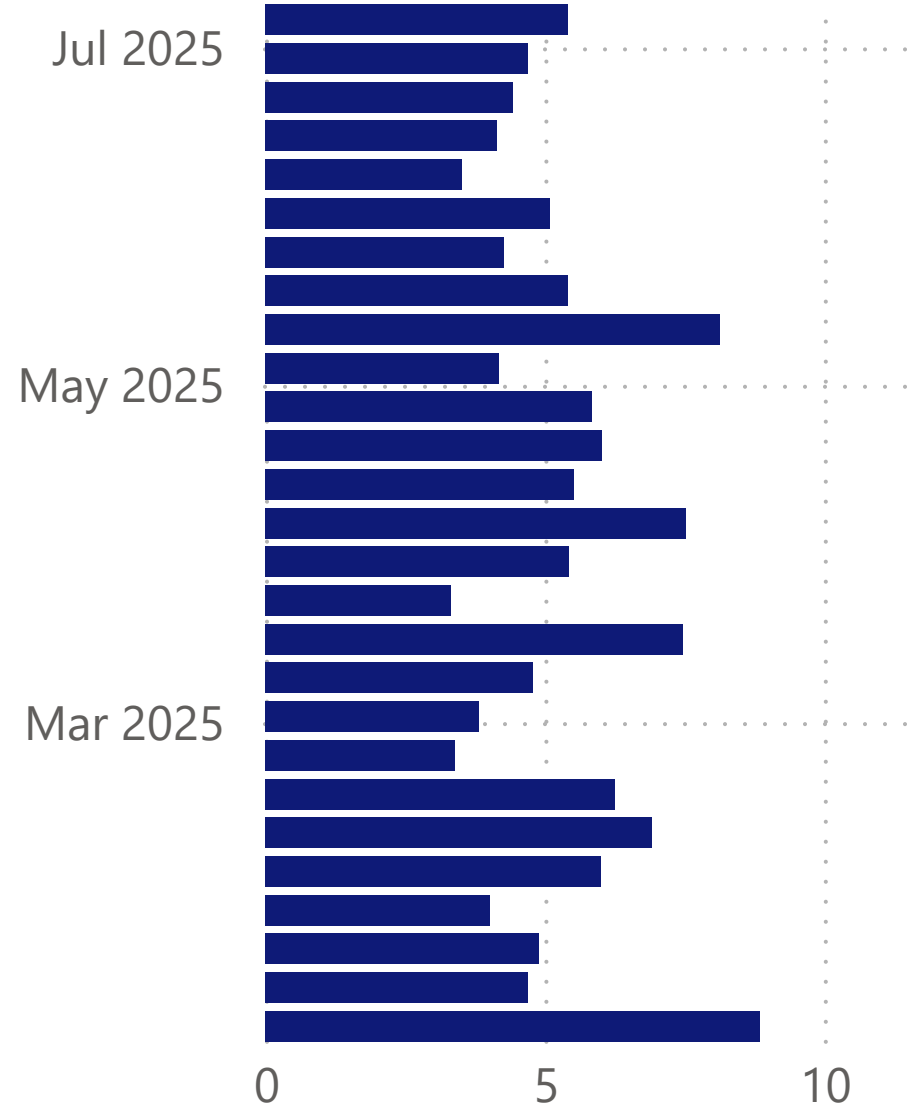
Reported Traffic Incidents



HMVs Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



Vessel types included in analysis

- Bulk Carriers
- Chemical Tankers
- Oil Tankers
- Containers
- General Cargo
- Liquefied Gas Carriers

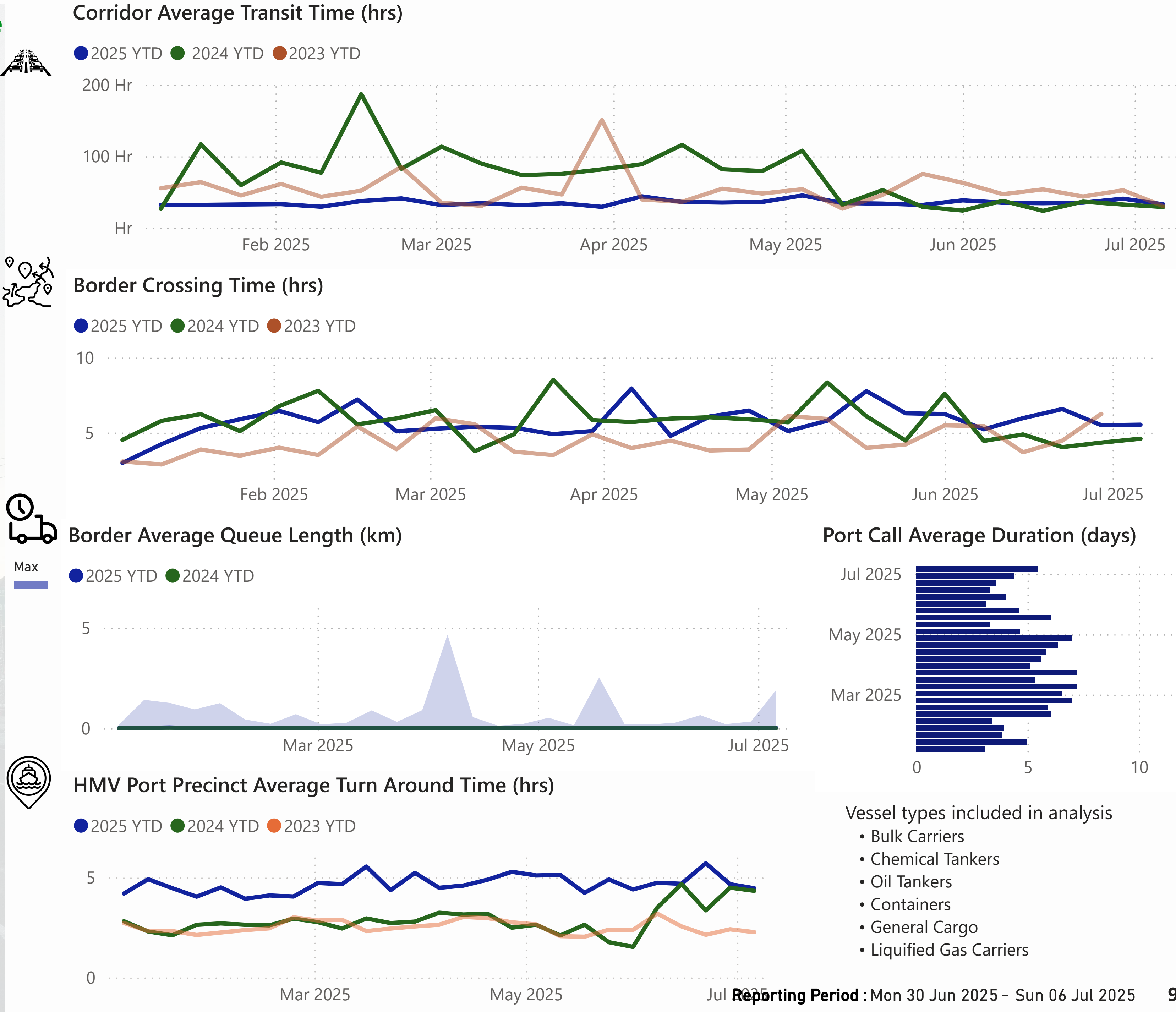
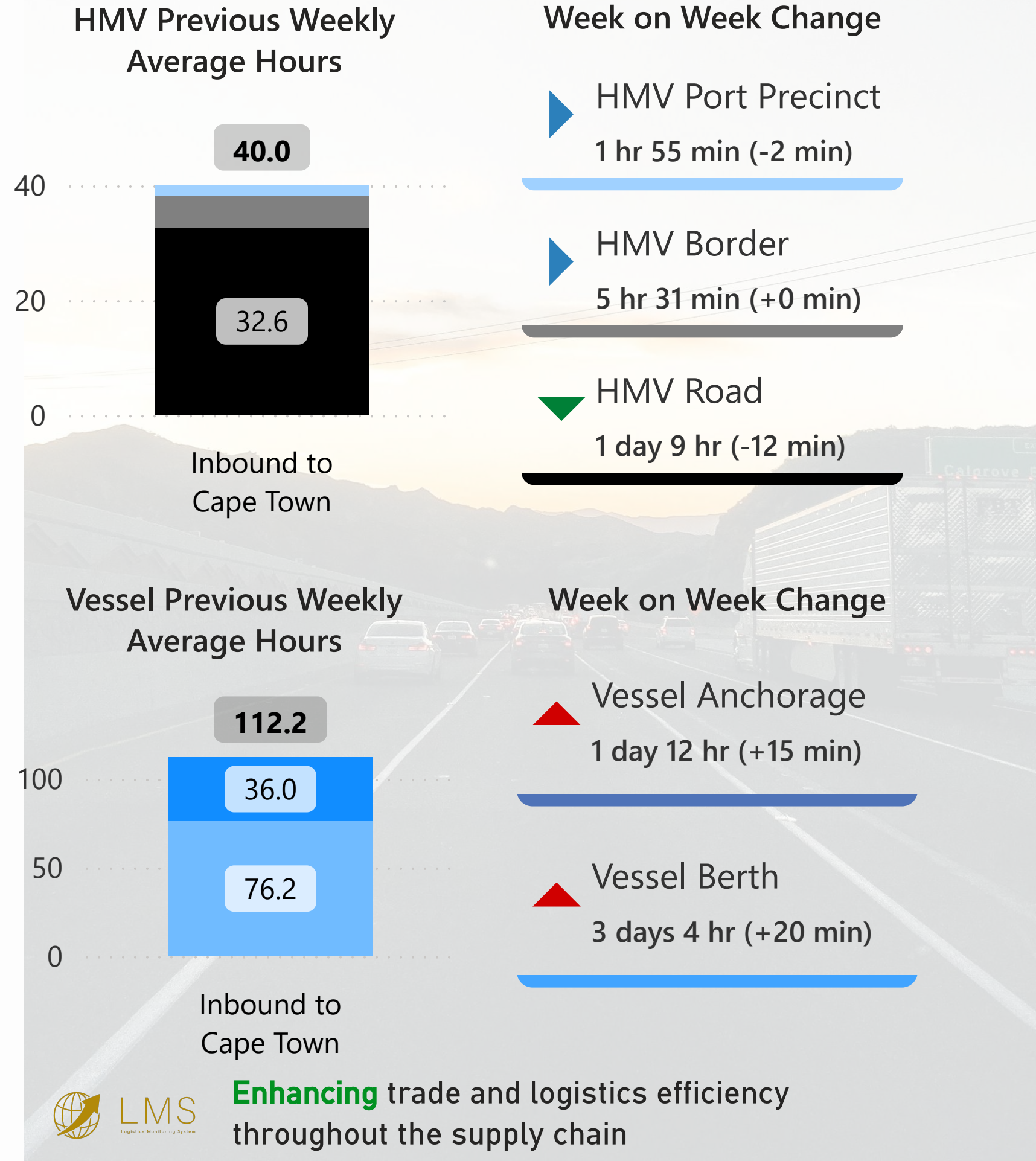


Enhancing trade and logistics efficiency throughout the supply chain

Walvis Bay to Cape Town - Benchmark Performance

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- Modality performance (e.g., port call time, which is the time a vessel spends at port).
- Key infrastructure or logistics hubs (e.g., HMF time through border posts)

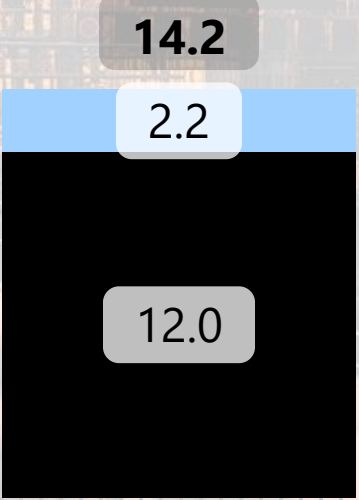


Benchmark Performance - Kuruman to Saldanha

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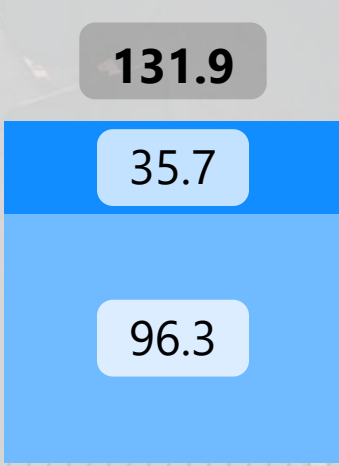
- Corridor travel time by Heavy Motor Vehicles (HMsVs)
- Modality performance (e.g., port call time, which is the time a vessel spends at port).
- Key infrastructure or logistics hubs (e.g., HMsV time through border posts)

HMsV Previous Weekly Average Hours



Inbound to Saldanha

Vessel Previous Weekly Average Hours



Inbound to Saldanha

Week on Week Change

HMsV Port Precinct
2 hr 11 min (-4 min)

HMsV Road
12 hr (-8 min)

Week on Week Change

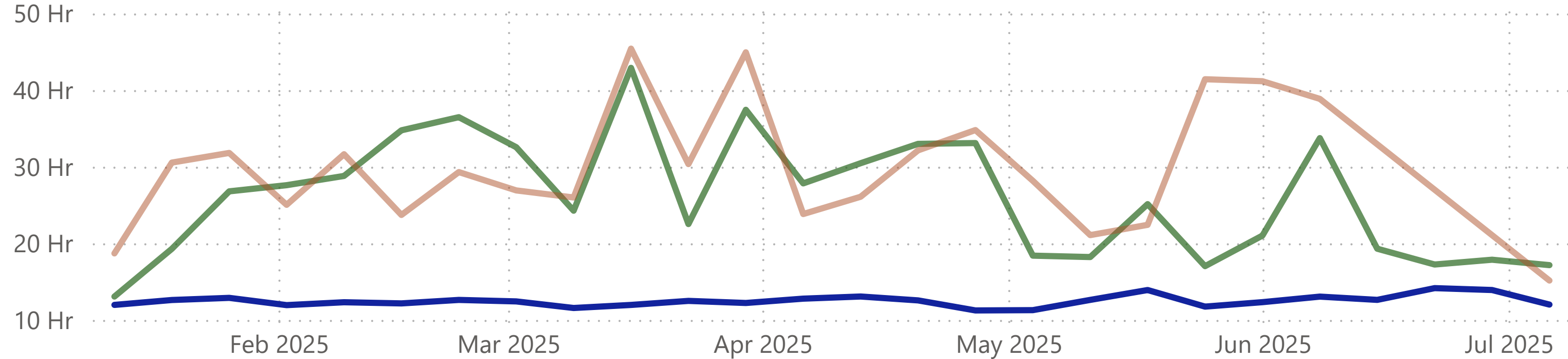
Vessel Anchorage
1 day 12 hr (-28 min)

Vessel Berth
4 days 0 hr (+24 min)

Corridor Average Transit Time (hrs)

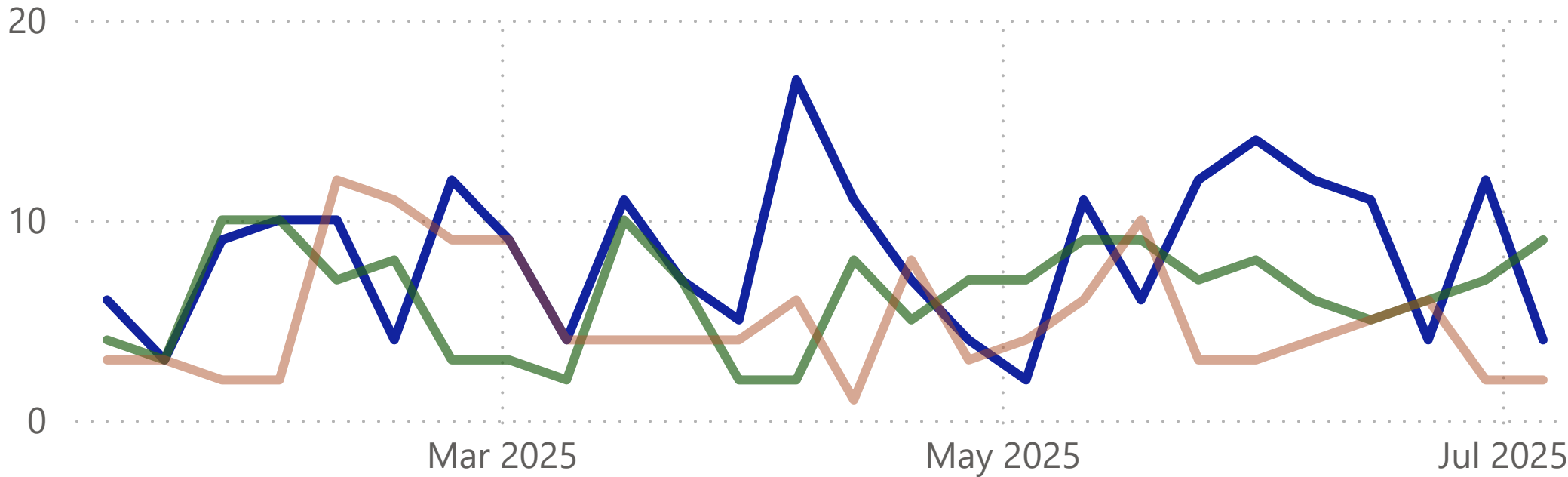


2025 YTD 2024 YTD 2023 YTD

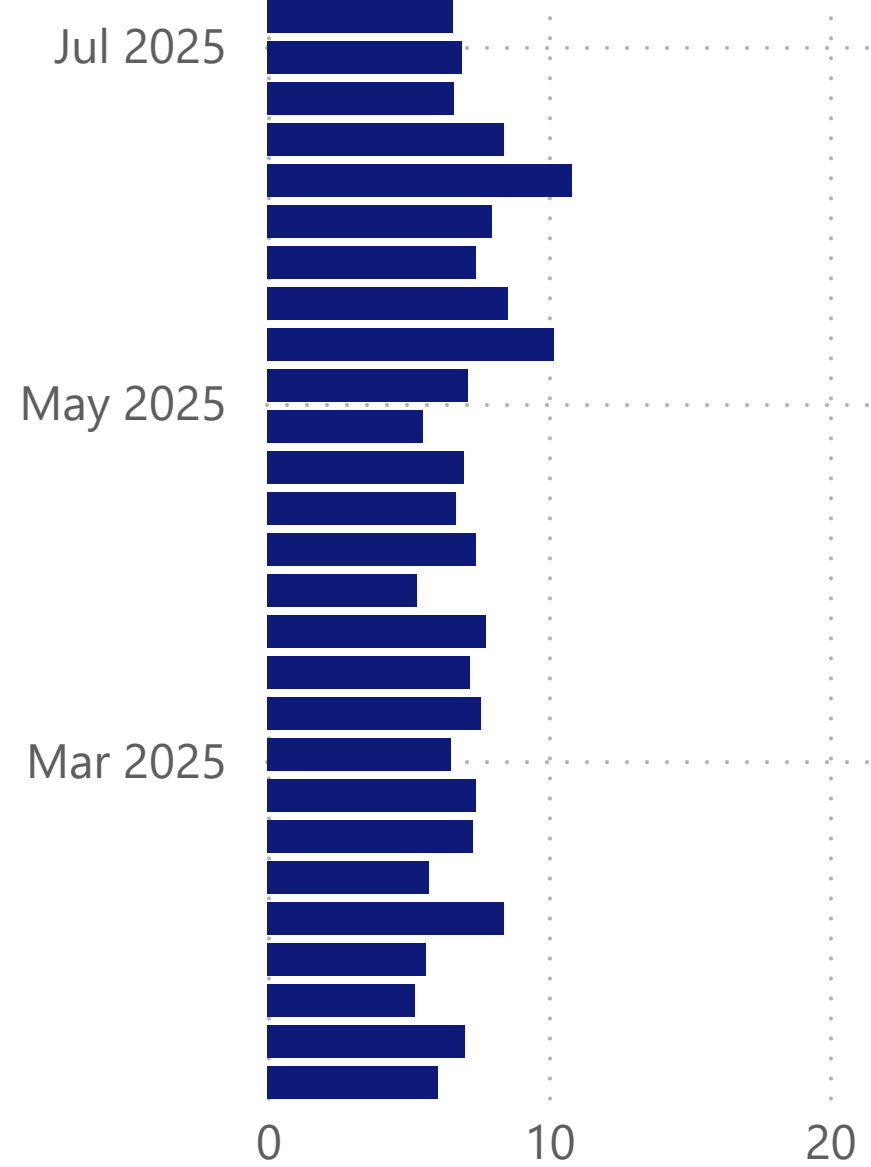


Reported Traffic Incidents

2025 YTD 2024 YTD 2023 YTD



Port Call Average Duration (days)

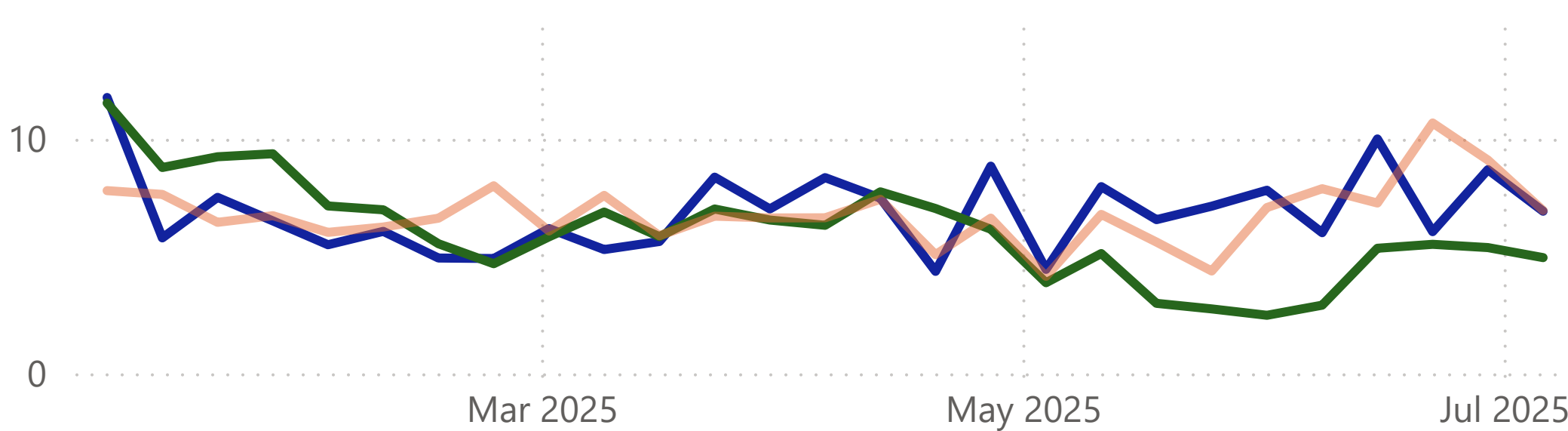


Vessel types included in analysis

- Bulk Carriers
- Chemical Tankers
- Oil Tankers
- Containers
- General Cargo
- Liquefied Gas Carriers

HMsV Port Precinct Average Turn Around Time (hrs)

2025 YTD 2024 YTD 2023 YTD



Enhancing trade and logistics efficiency throughout the supply chain

Sponsors



Bryte Insurance Company is the premier, proactive insurance risk specialist. Applying our unparalleled sector insights, proven expertise and foresight, we have partnered with clients and brokers since 1849 to protect their businesses, ensure livelihoods and improve their risk profiles.

Bryte Specialist Motor provides specialised motor insurance solutions for the transport, passenger transport, motorcycle, and classic and collectible car industries. Our expertise enables us to work with customers to understand their business and design an insurance solution that best suits their needs. With a range of products designed with this sector in mind, Bryte has a product that will keep customers on the road.

Definitions and Glossary

- **Baselines:** Based on performance and refers to the established benchmarks or standards derived from the performance data recorded in the year 2023.
- **Border Queue Length:** The total distance (measured in KM) of the HMTV queue at a border post waiting to cross. It is determined by analyzing sampled HMTV GPS data. It measures the distance from the border post where these vehicles are congested and stationary. This data helps in assessing the extent of congestion and queuing at the border, allowing for better management of traffic flow and border operations.
- **Border Crossing Hours:** This is the time taken for a HMTV to travel through a border post.
- **Corridor Incidents:** Is the reported cases of various events such as protest actions, accidents, and congestions that have been recorded along a specific route or area within a corridor.
- **Corridor Segment:** This is a portion of the corridor that is defined by frequently observed points of exit and departure. E.g. N3 Corridor has a segment from Pietermaritzburg to Durban.
- **Corridor Travel Time:** Vehicles enter and exist along the entire length of a corridor. Taking this into consideration a vehicle's travel time is measured relative to the total time spent within the segments of the corridor route.
- **HMTV:** Stands for Heavy Motor Vehicle. This term is commonly used to refer to large trucks or vehicles used for transporting goods or materials on roads.
- **Ninetieth Percentile:** This represents the upper bound of typical values, helping to filter out extreme outliers while still capturing higher-end variations.
- **OBC:** Stands for On-Board Computer, and GPS stands for Global Positioning System. OBC/GPS data refers to the information collected and transmitted by OBC systems installed in vehicles or on equipment.
- **Percentage Change Last 7 Days vs Previous 7 Days:** Compares the performance or value of a certain variable or indicator over the last 7 days to its performance over the previous 7 days, expressed as a percentage.
- **Primary Flow/ Primary Roads:** The main arteries or major roads within a transportation network, such as the N3 or N4 highways.
- **Port Precinct:** Is the area surrounding a port where various activities related to maritime trade and logistics take place. It encompasses not only the port facilities themselves, including docks, terminals, and warehouses, but also the surrounding infrastructure such as roads, rail lines, and storage yards.
- **Port Call/Total Days at Port:** The duration a vessel spends at the port, starting from the moment it arrives at anchorage until it departs from the berth. This encompasses the entire period within the port area, excluding any time spent at anchorage if the vessel does not proceed to berth.
- **Tenth Percentile:** This represents the lower bound of typical values in a dataset, often used to identify slower-moving or less frequent occurrences in logistics or performance data.
- **Terminal Time:** Measured using sampled Heavy Motor Vehicle (HMTV) GPS data to track when vehicles enter and exit designated zones or areas of interest.
- **Vessel Anchorage:** The duration a vessel remains at anchor in a port's designated anchorage area, often prior to entering the port.
- **Vessel Berth:** The duration a vessel remains at the quayside during a port visit.
- **YTD:** Identified year start period 1 January to end of current reporting date. E.g., 1 January 2024 - 14 March 2024.

Acknowledgements

The report has been compiled through a collaborative effort involving both business and government, in support of the Road Transport and Border Transit Workstream under the National Logistics Crisis Committee (NLCC). Special acknowledgment is given to the Council for Scientific and Industrial Research (CSIR), Mix-Telematics, N4 Trac, NetStar, the South African Association of Freight Forwarders (SAAFF), the Road Freight Association (RFA), and many other individuals from the NLCC for their contributions.

We also extend our gratitude to TradeMark SA, Sub-Sharan Africa Transport Policy Program (SSATP), The World Bank, SAAFF, and Business Unity South Africa (BUSA) for funding aspects of the Logistics Monitoring System over the past seven years. Sponsors such as Bryte are also acknowledged, and more details can be found on our sponsors page below.

Should you wish to gain access to more detailed information at the corridor, border, or port level, please email enquiries@crickmay.co.za.

How can you participate?

We invite you to collaborate with us in unlocking the potential of our logistics network. To facilitate this we encourage you to make use of the Logistics Monitoring System (LMS) reporting mobile application and WhatsApp channel.

The purpose of these instruments is for users to record incidents that occur on our logistics network, so that we can achieve the following:

- Create a better understanding of how users of the logistics network are effected.
- Communicate to users, issues that may effect them currently or within the next 24 hours.
- Enable users to make more informed decisions.
- Foster a sense of collaboration as we work towards a brighter future for South Africa.

To access the LMS mobile application please register on your device by going to <https://app.logistics-monitoring.com> or scan the below QR code.

If your preferred method is WhatsApp you are welcome to engage with the LMS WhatsApp channel at 0721950714.

Further technical queries can be directed to enquiries@crickmay.co.za. or 033 343 1007.

Lastly, we encourage you to provide feedback and we look forward to working with you.

