



CORRIDOR PULSE REPORT

MONITORING CORRIDOR TRENDS

Reporting Period : Mon 23 Mar 2026 - Sun 29 Mar 2026



033 343 1007 | enquiries@crickmay.co.za

Background:

The logistics network is a major pillar of South Africa’s economic infrastructure, significantly influencing and enabling national prosperity. The high cost of logistics, can significantly influence the overall value chain of goods transported across the country. This indicates that transportation and storage expenses often exceed the inherent value or production costs of goods. The high logistics burden directly affects business profitability, increases consumer prices, and undermines the country’s competitiveness in a global supply chain, highlighting 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 the broader region. It offers continuous monitoring of our logistics corridors, ensuring stakeholders have access to a unified and factual understanding of comparative performance. By keeping a finger on the pulse of corridor activities, the initiative supports the goals of effective collaboration, enhanced visibility, and accountability. The objective is to gather data on corridor performance, identify trends, and pinpoint congestion areas.

How is the information generated:

The information presented in the report uses 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 a partial representation of goods flow. Therefore, it is important to use the data as an indicator rather than an absolute measure. Conversely, vessel geo-positioning data obtained for all vessels entering all major ports provides a solid basis for port call duration measurements.

The CSIR has conducted an external data process audit to assess and validate the accuracy of the process that produces the underlying data and enhance the usefulness of the information published in the report. The overall finding was “The Pulse Report provides near real-time-based indicators that are indicative of corridor travel through processes that appear relevant and logical.”

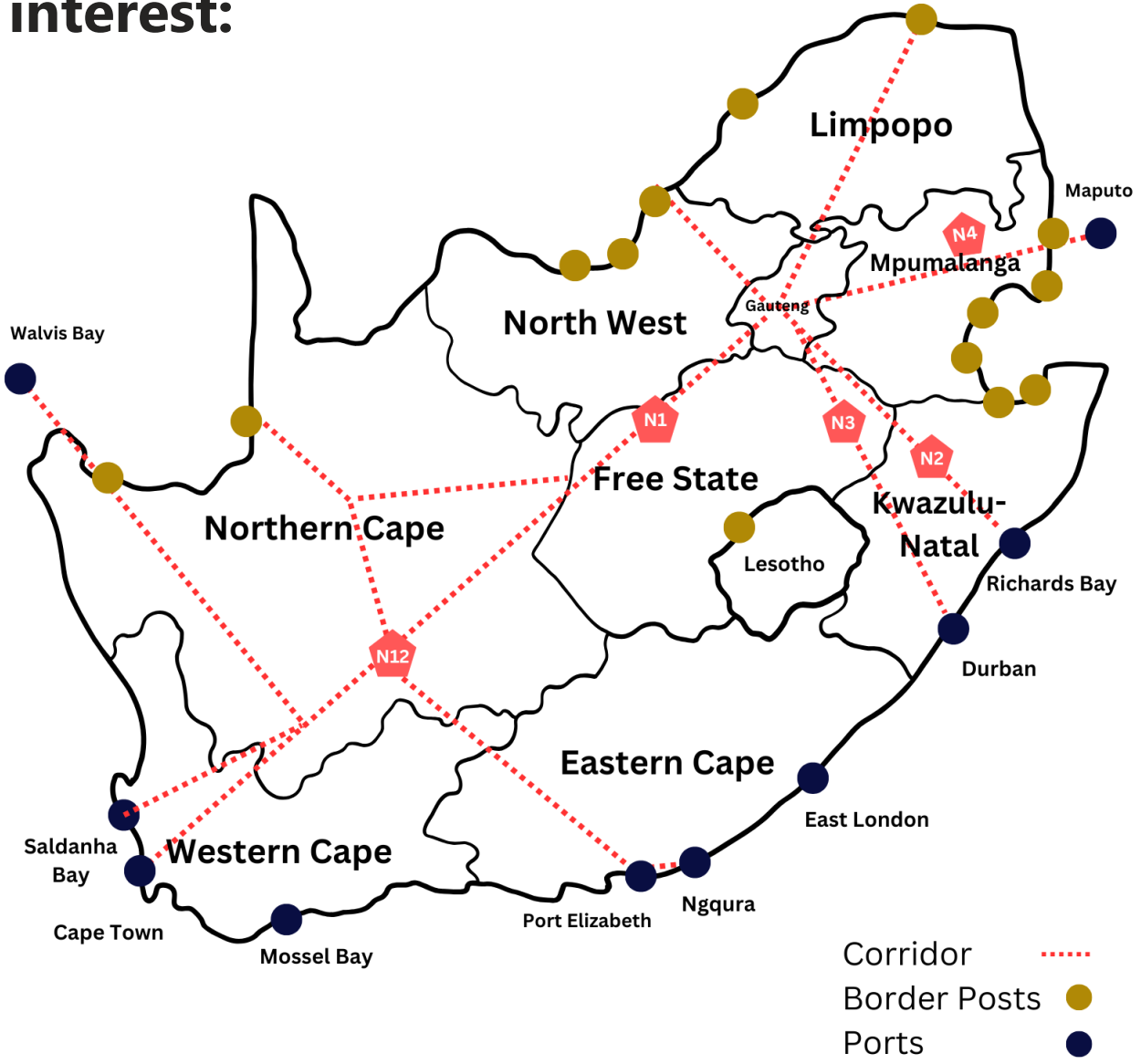
While the Corridor Pulse Report supports broader strategic goals, its primary focus is on monitoring congestion on strategic road transport corridors and land borders. The goals outlined below are supported through the insights provided by the Corridor Pulse Report:

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

Five guiding principles have been identified to inform and support corridor-related decision-making:

1. **Logistics corridors compete:** Corridors may be avoided when risk increases – such as poor road user behaviour, longer transit times or an increase in costs. The report helps highlight such risks through indicative data, supporting efforts to improve corridor competitiveness.
2. **Collaboration:** A supply chain involves diverse stakeholders who must collaborate. Each participant can positively or negatively influence others, especially given the shared nature of public infrastructure.
3. **Shared understanding of corridor performance:** Effective problem-solving requires a common understanding of corridor conditions. While the report does not provide a complete or definitive view, it offers indicators that help ground discussion in factual data rather than perceptions or assumptions.
4. **Corridor visibility:** Improved corridor visibility can help detect and resolve blockages, enhancing flow, safety, and risk management. The report contributes to this by offering near real-time indicators that support coordinated responses.
5. **Accountability:** Each corridor participant has a responsibility to contribute positively to overall performance. While the report does not enforce accountability, it supports it by providing transparent data that can inform self-regulation and shared responsibility.

Areas of interest:



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

- **Corridors:** The average speed and duration to traverse a corridor - the higher the speed, the shorter the transit time, subject to legal limits and safety concerns, which results in more trips in a defined period. Thus, shorter time and higher speed mean enhanced efficiency on 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 used to evaluate how efficiently goods move through these checkpoints. Shorter crossing times and 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 evaluate the efficiency of this part of the corridor, the average time spent inside the port precinct is measured. This is not an indication of port efficiency but is an element that impacts overall corridor performance and is reported separately. The efficiency of the corridor reduces as the time spent in the port precinct increases.

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.

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

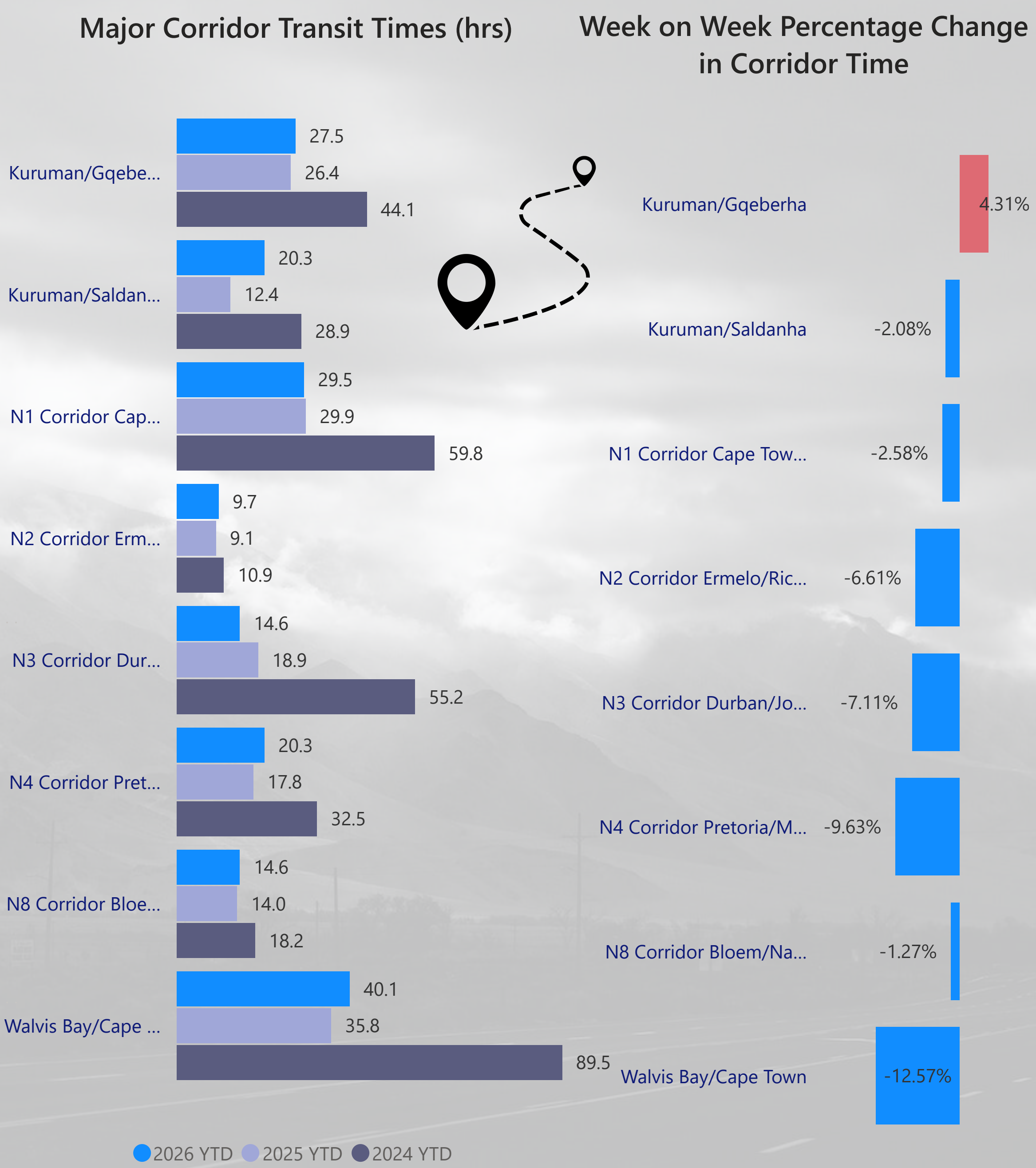
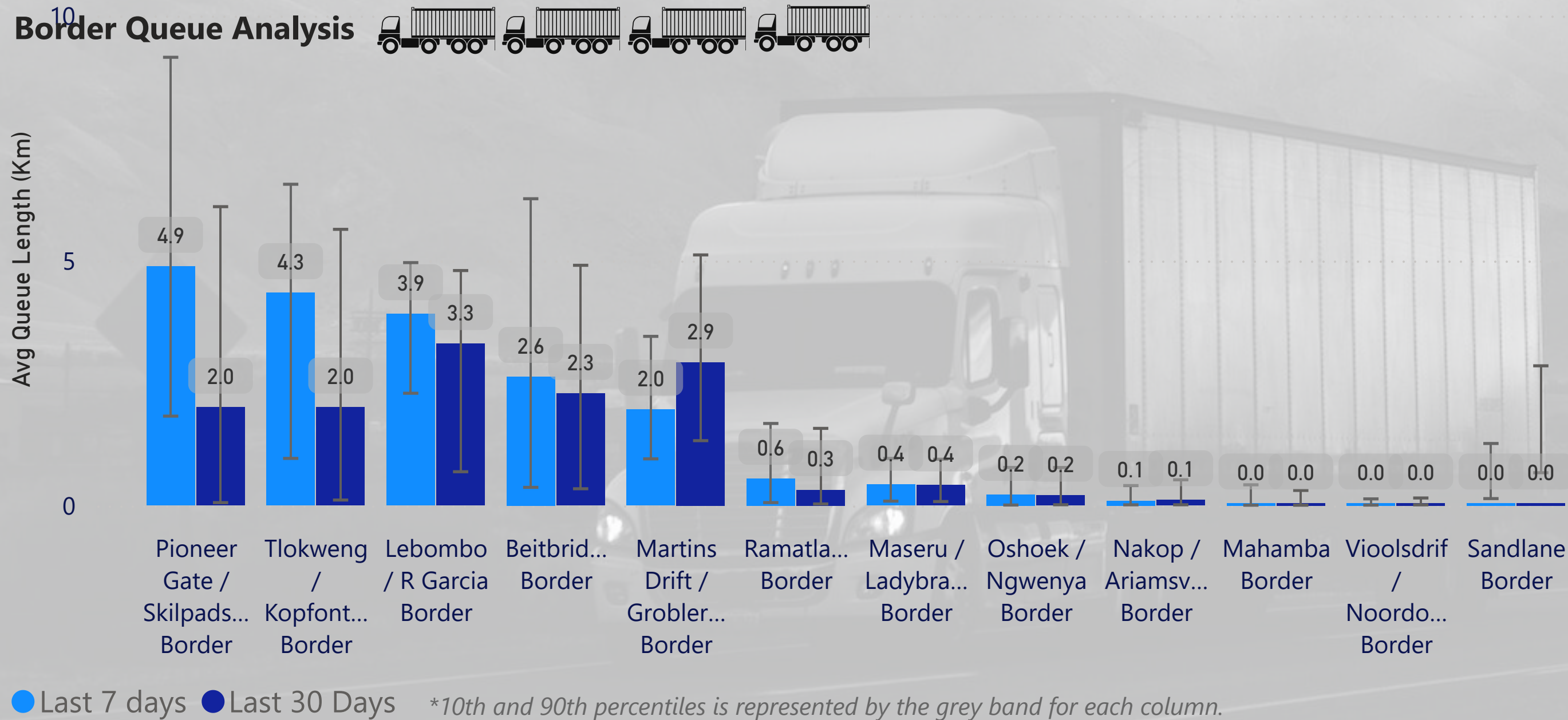
Pressure on the logistics network can have significant implications, including increased costs, delays in delivery times, reduced customer satisfaction, and disruptions to the overall flow of goods and services.

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:

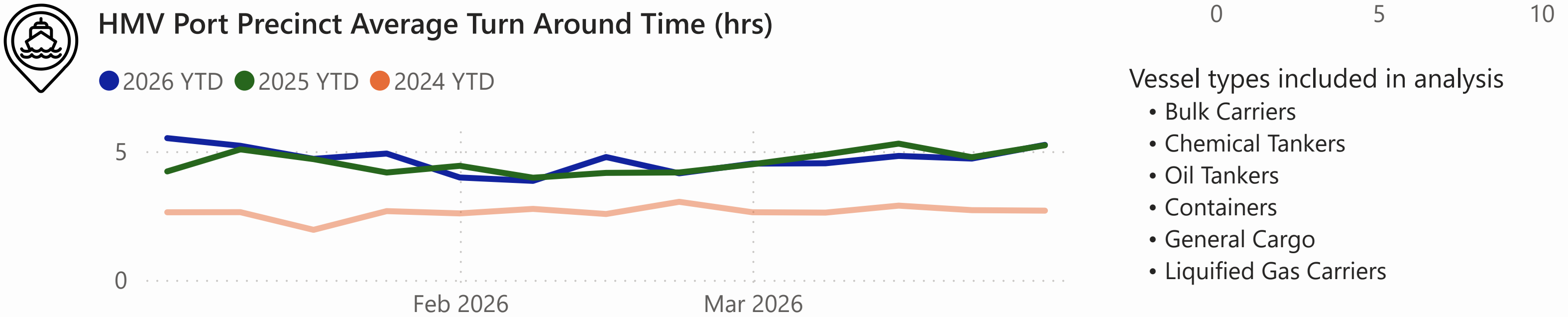
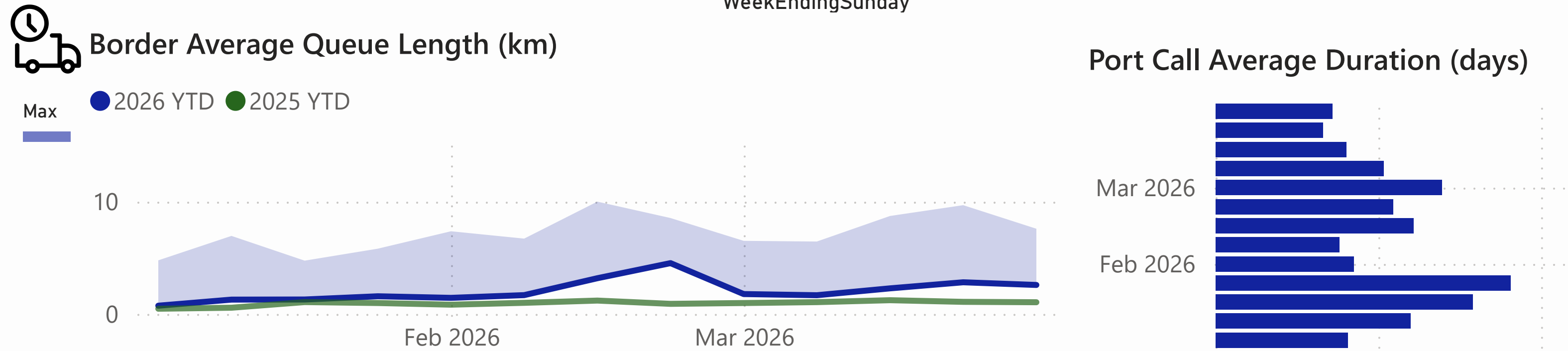
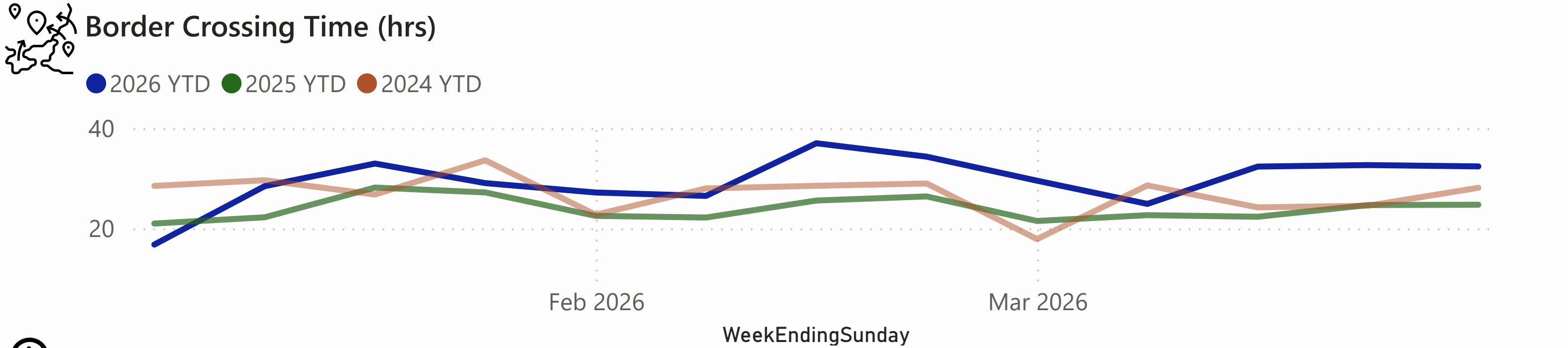
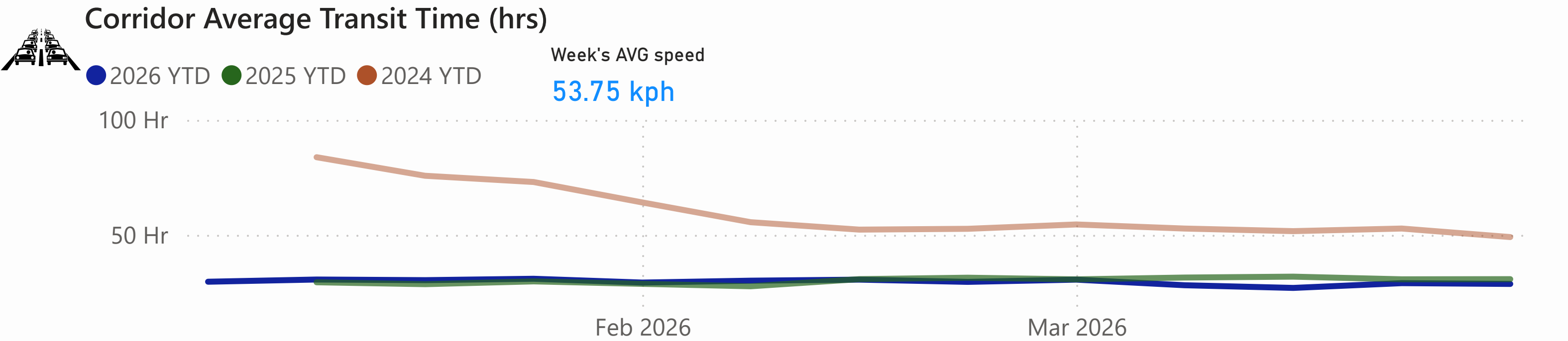
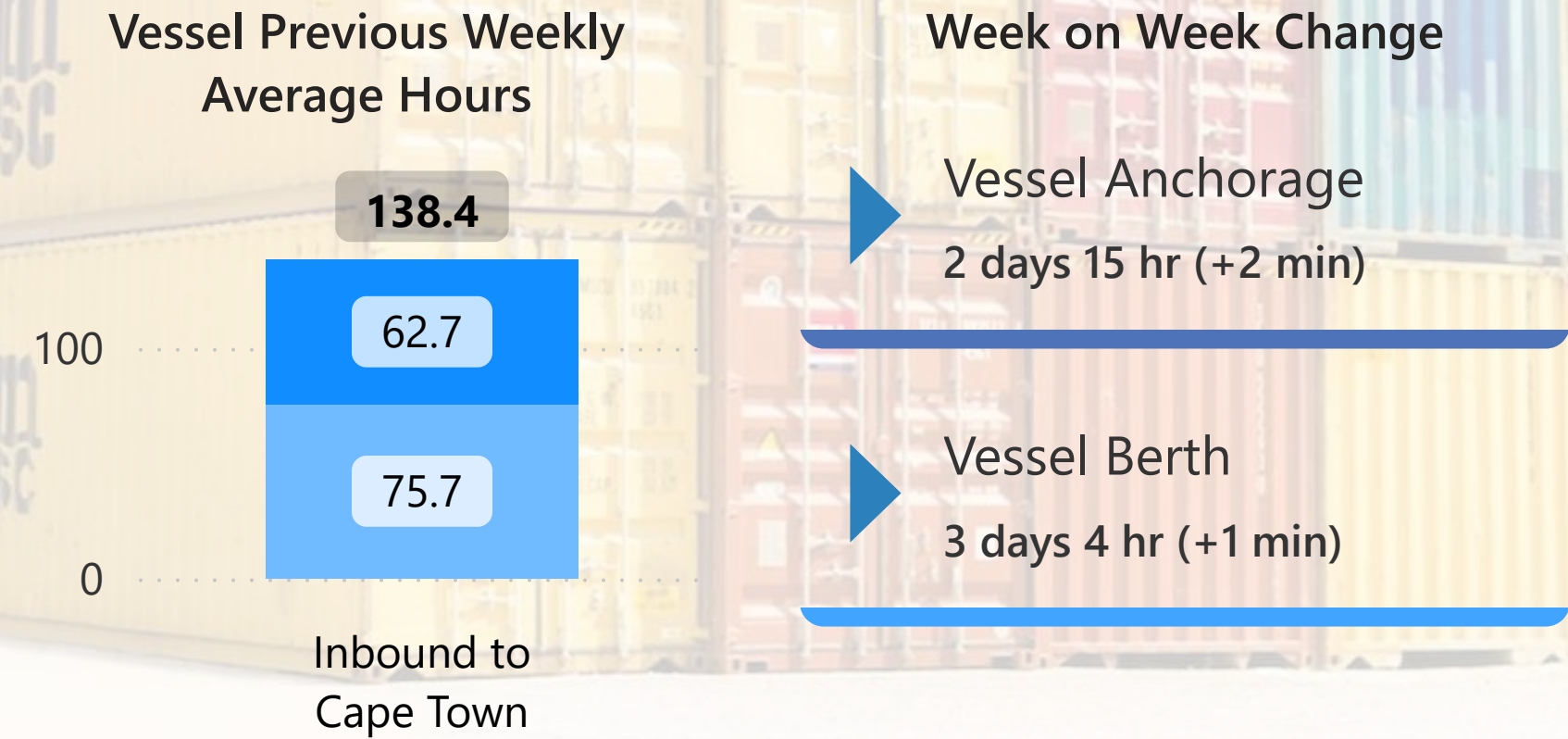
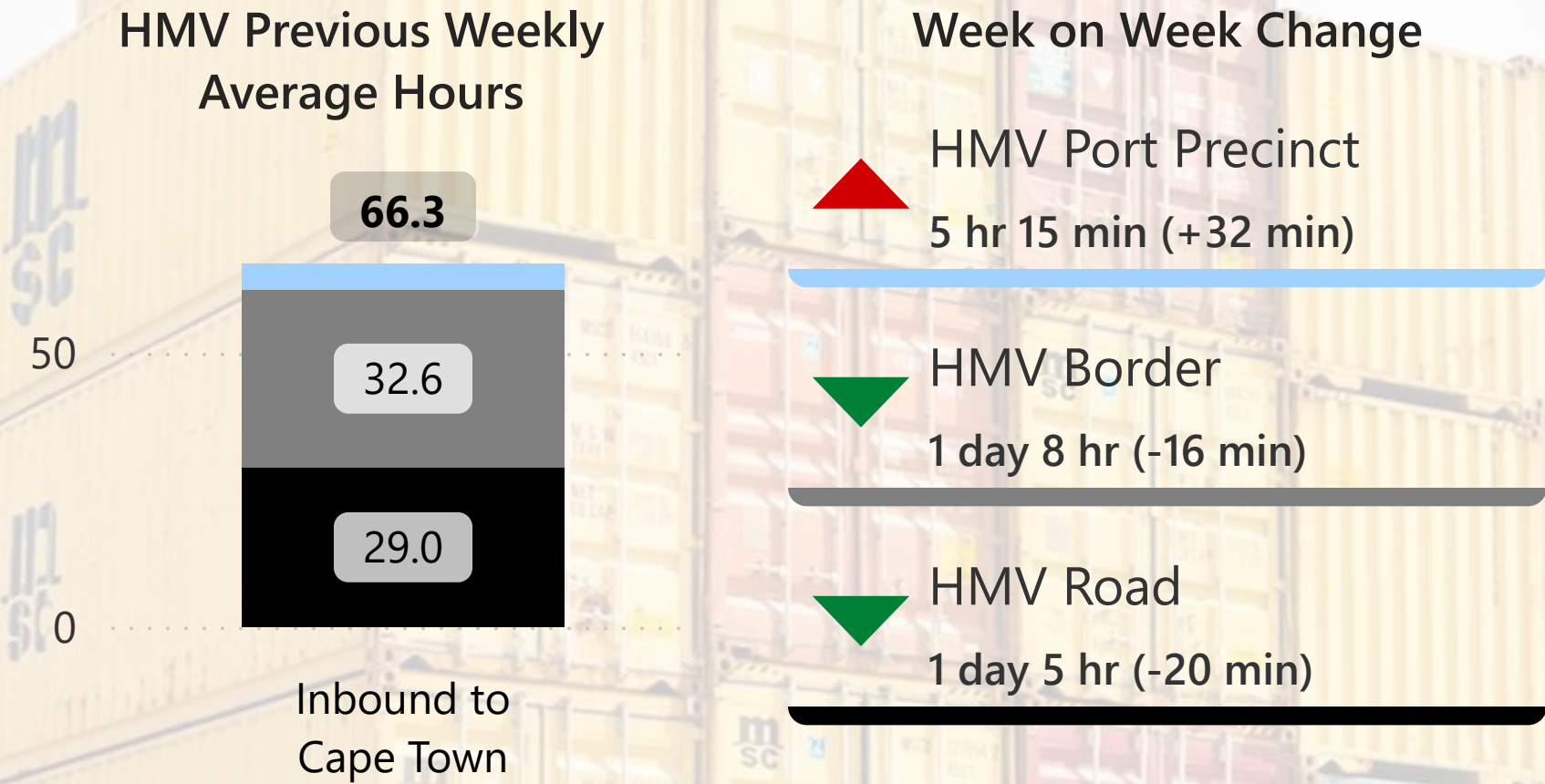
- Queue Length (*Measured distance from border using GPS data*).
- Queue Duration (*Expected processing time for Border queue*).
- Border Crossing Time (*Border crossing time*).
- Corridor Transit Time (*Total corridor time on corridor for HMV's*).



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.

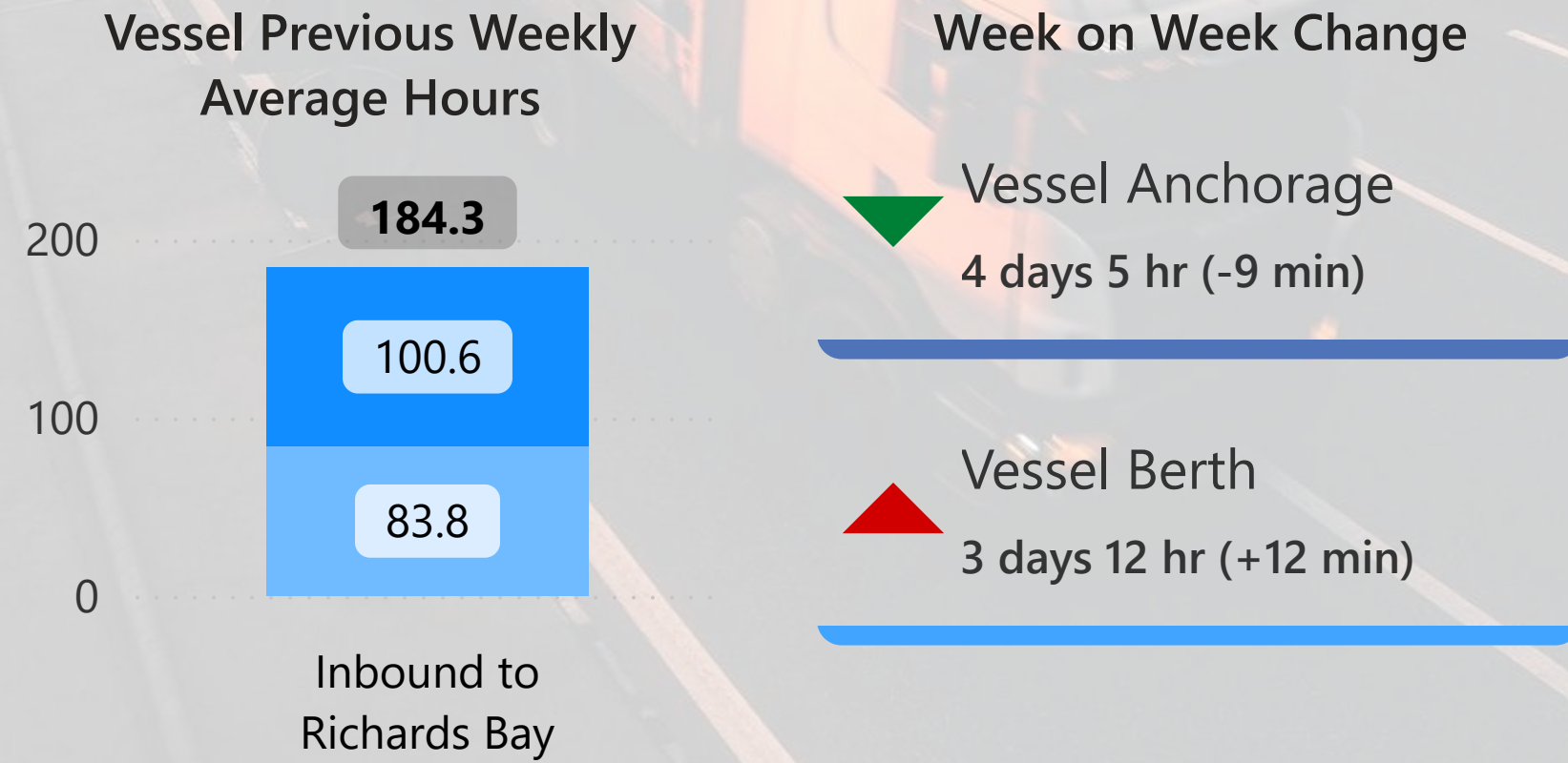
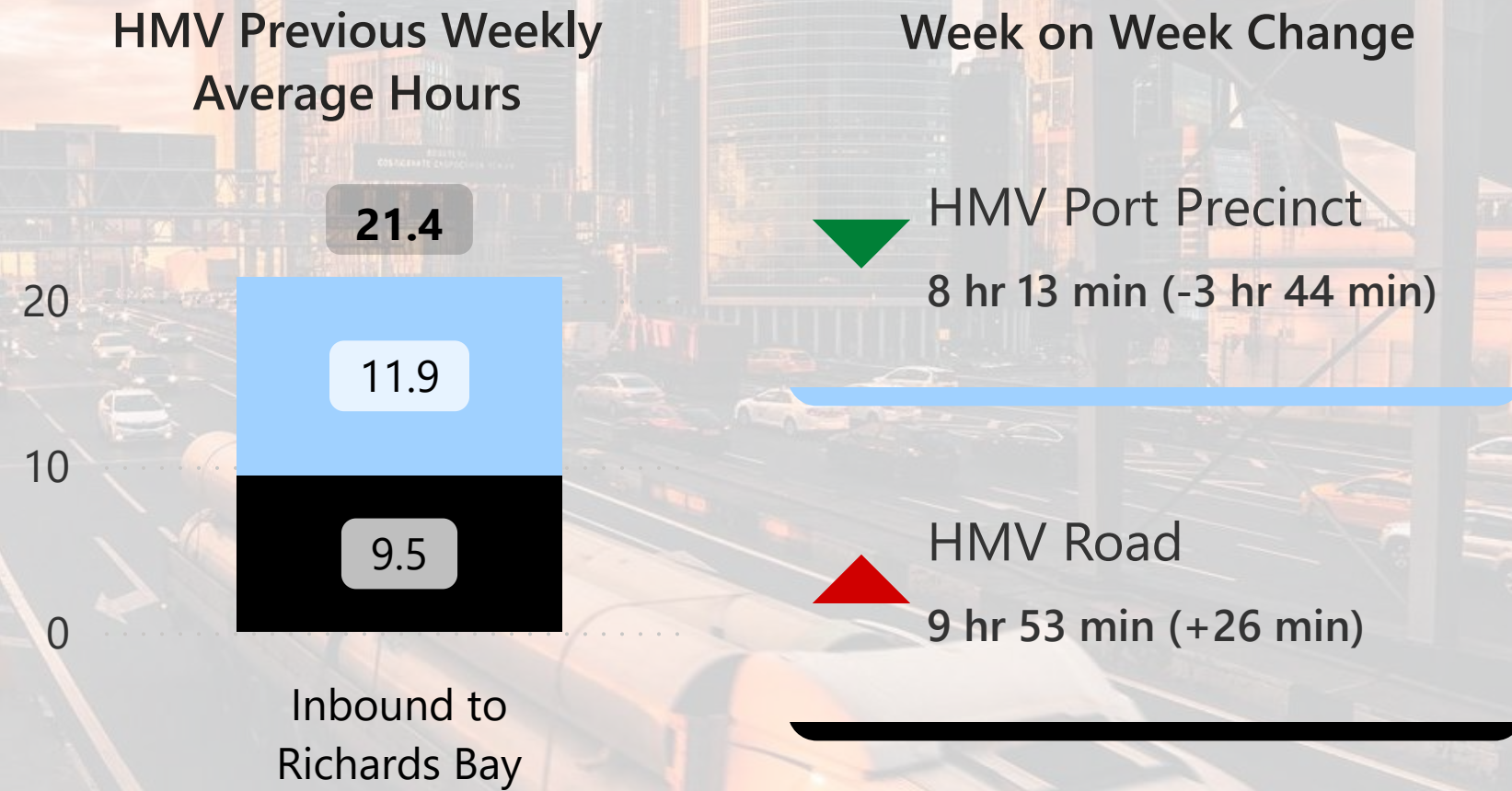
- This is explored by unpacking key elements such as:
- Corridor Travel Time by Heavy Motor Vehicle (HMV)
 - Modality Performance: e.g. Port Call = Time Vessel Spend at Port
 - Key Infrastructure or logistics hubs: e.g. HMV time through Border Post



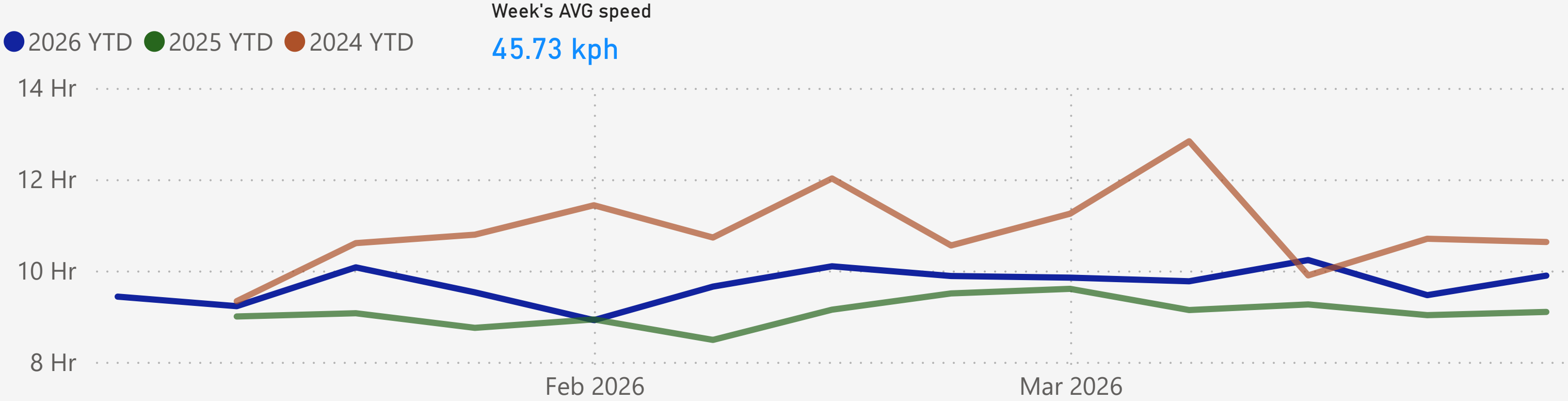
N2 Benchmark Performance - Ermelo to Richards Bay

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:

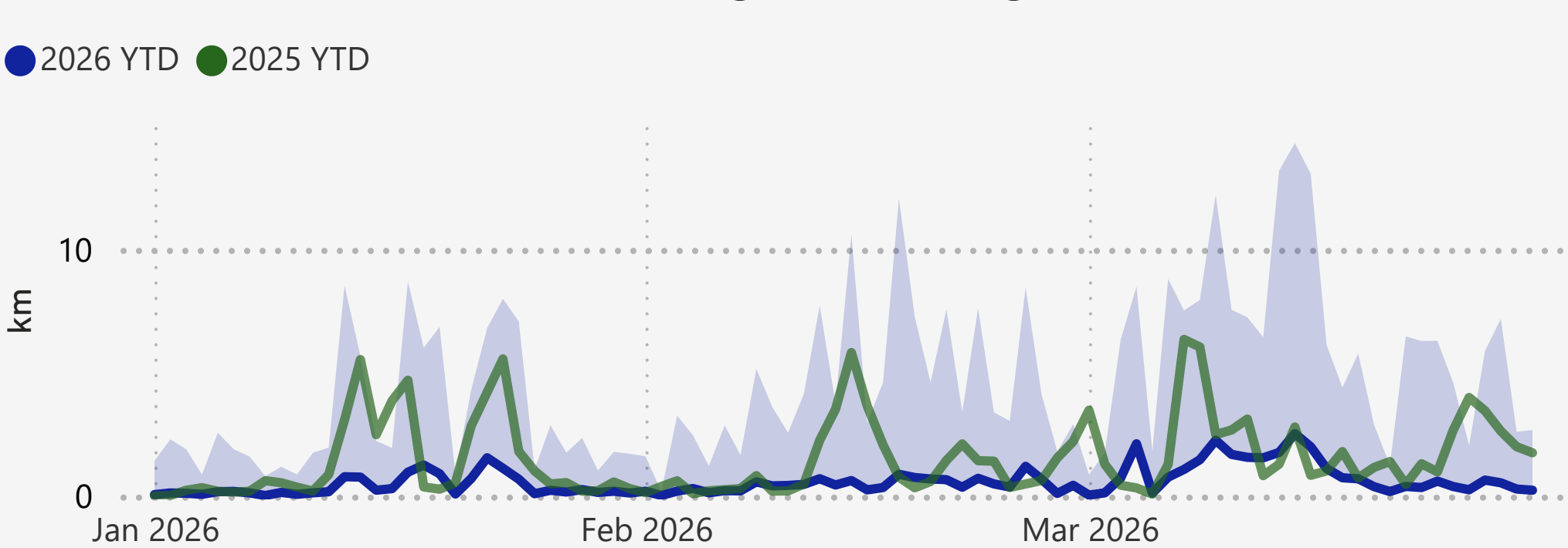
- Corridor travel time by Heavy Motor Vehicles (HMsVs)
- Modality performance (e.g., port call time, which is the time a vessel spends at port).
- Key infrastructure or logistics hubs (e.g., HMTV time through border posts)



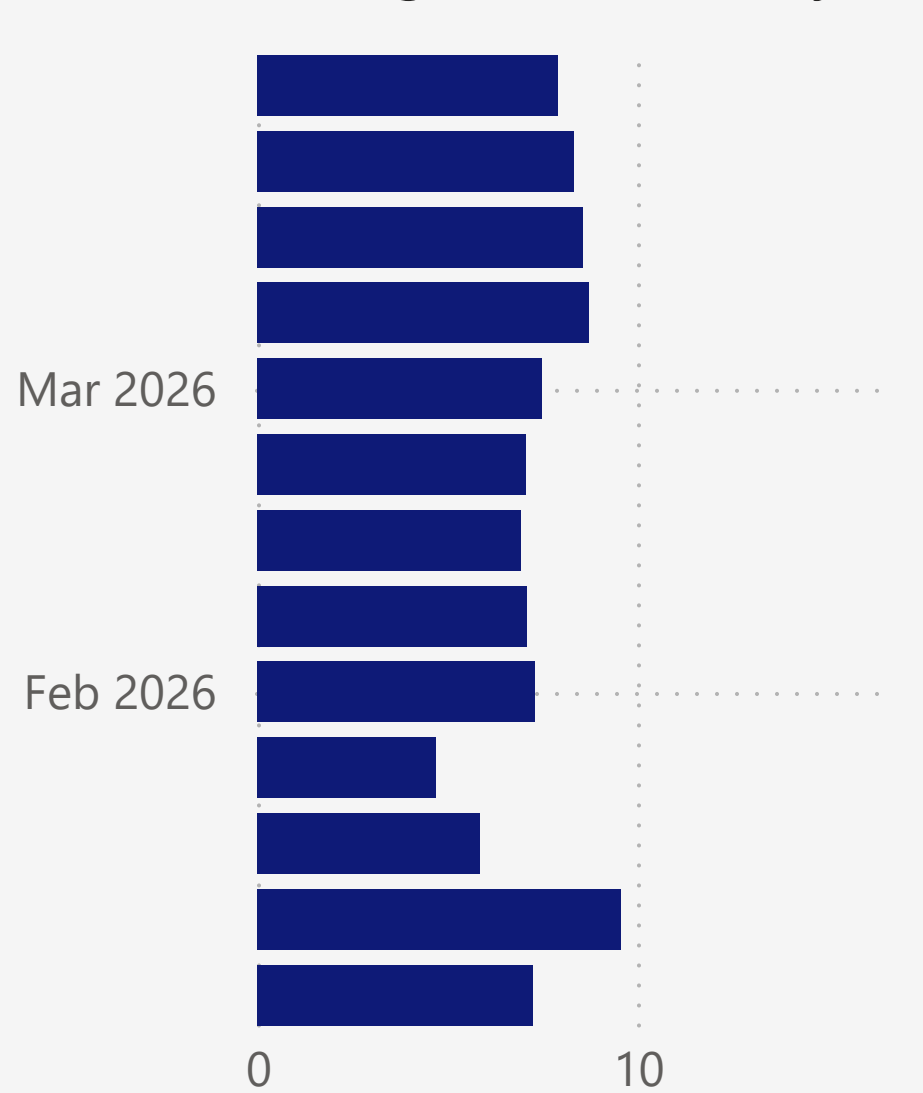
Corridor Average Transit Time (hrs)



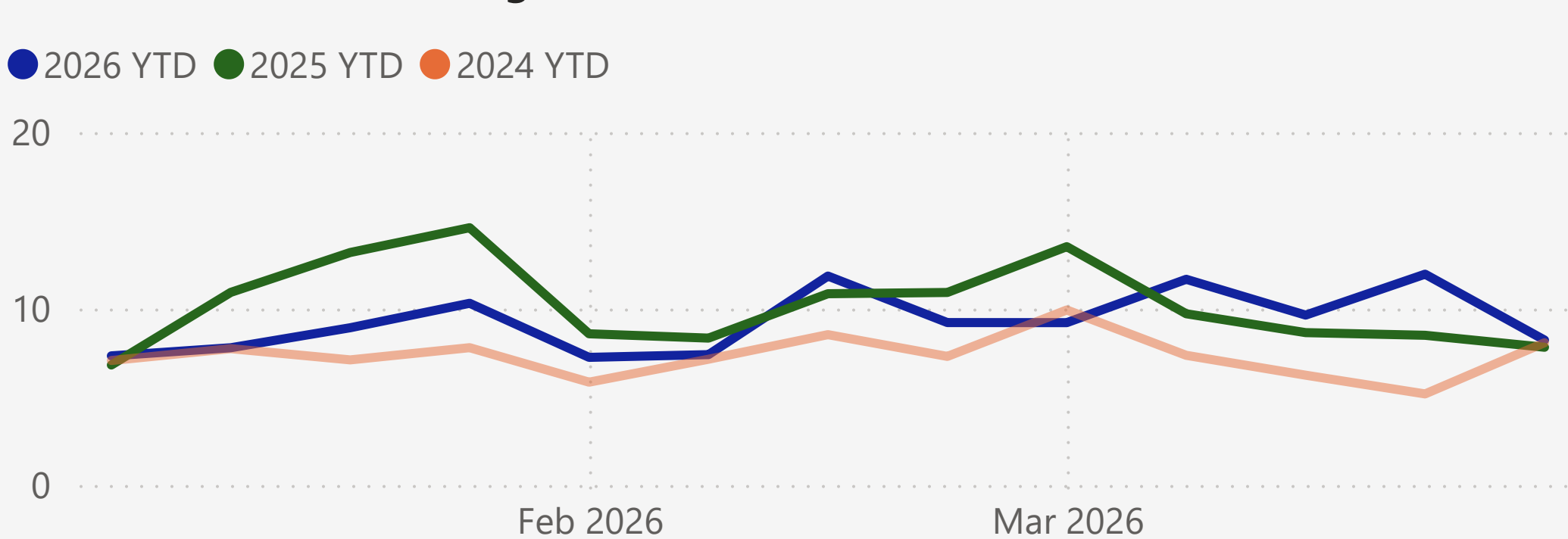
Southbound Inbound to Port Average Queue length (km)



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
- Liquified Gas Carriers



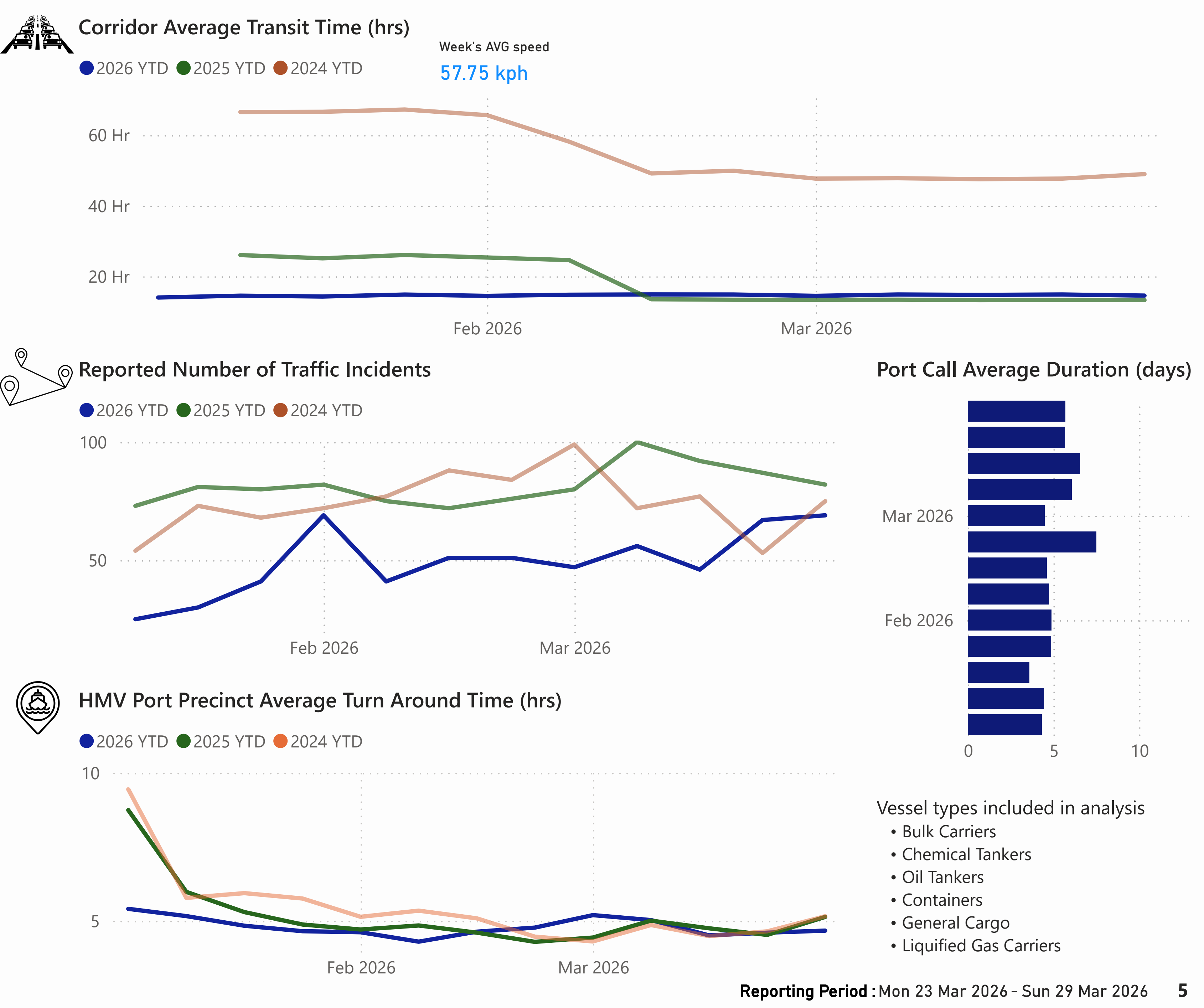
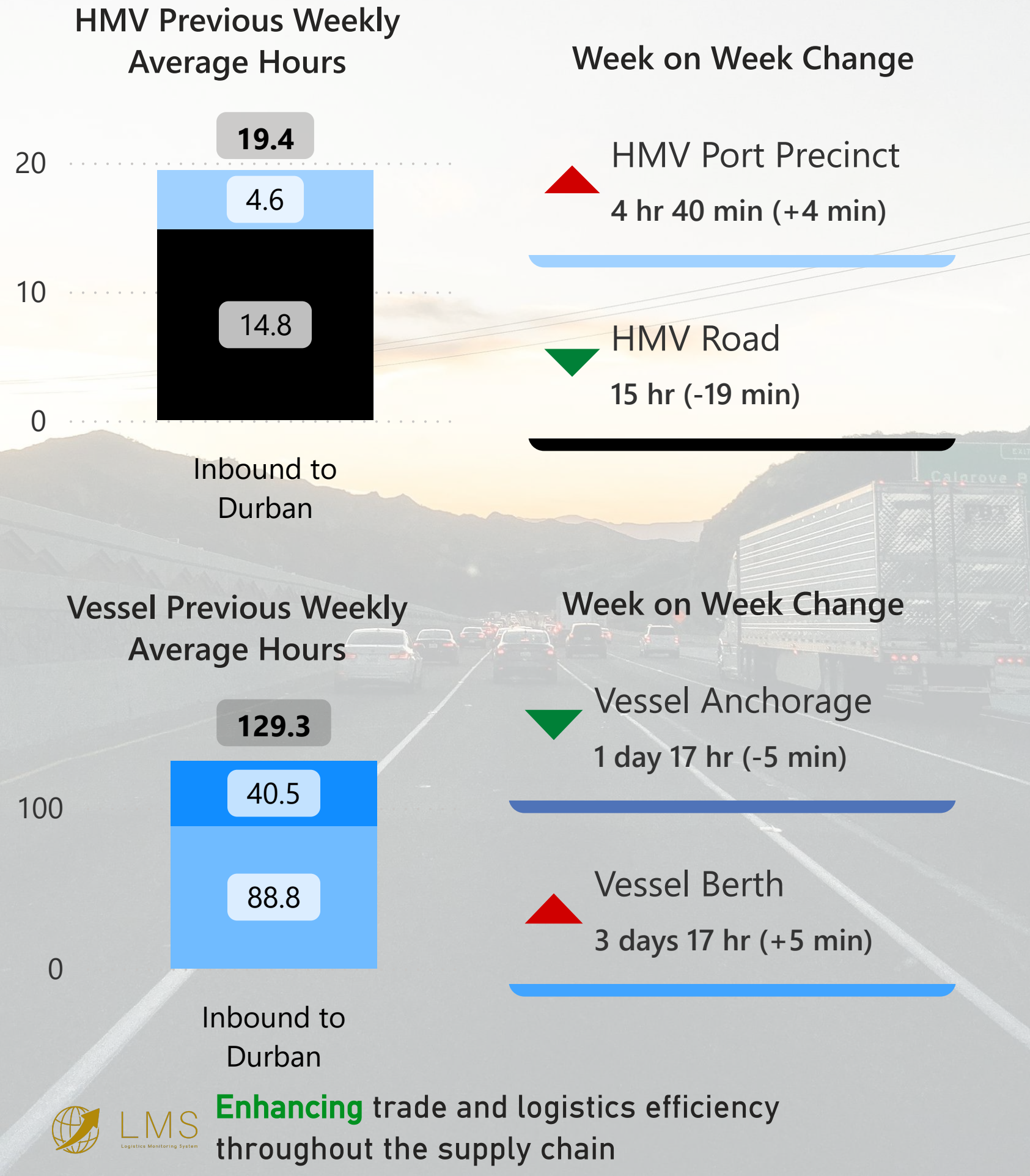
LMS

Enhancing trade and logistics efficiency throughout the supply chain

N3 Benchmark Performance - Joburg to Durban

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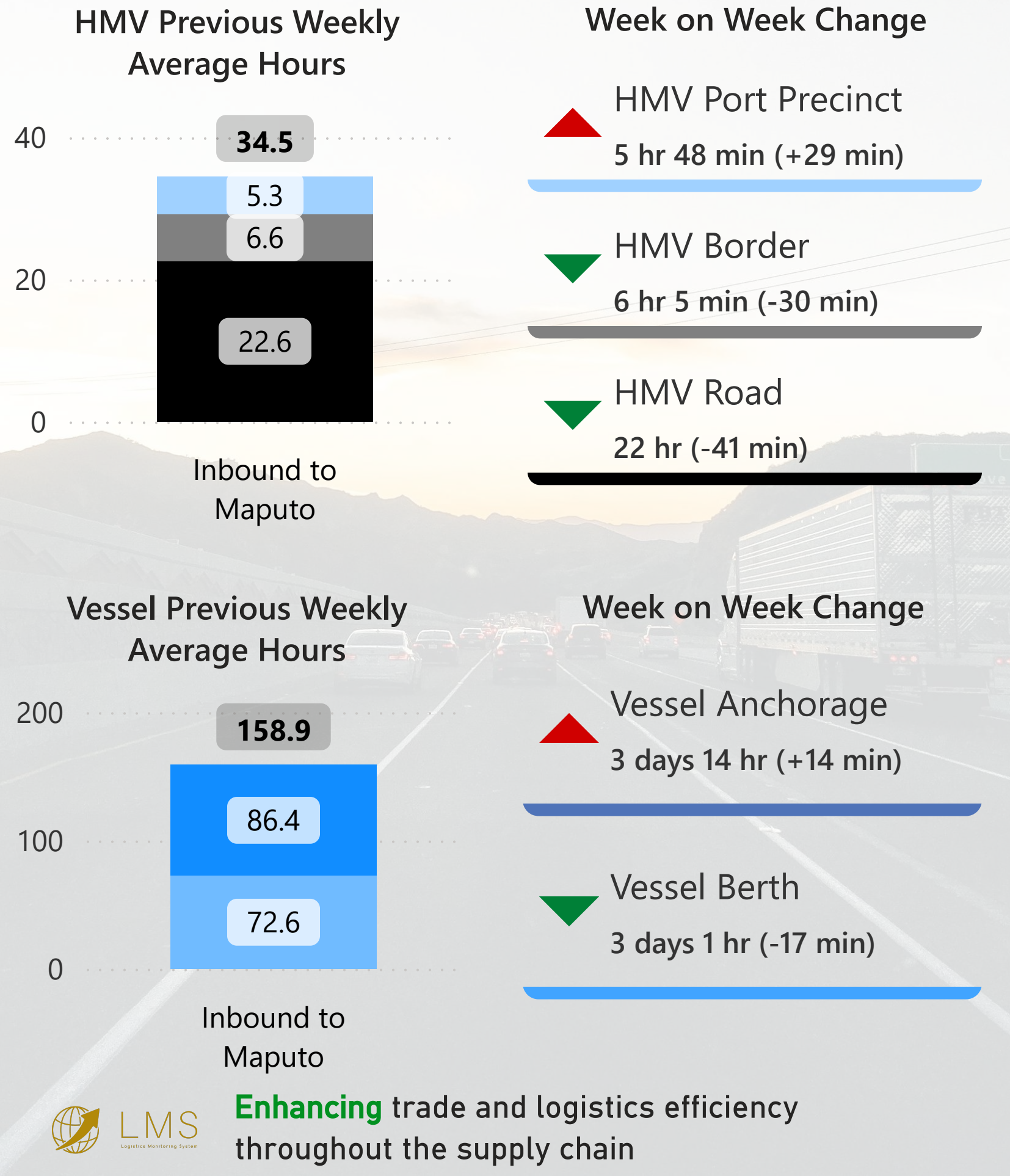
- Corridor travel time by Heavy Motor Vehicles (HMFs)
- Modality performance (e.g., port call time, which is the time a vessel spends at port).
- Key infrastructure or logistics hubs (e.g., HMF time through border posts)



N4 Benchmark **Performance** - Pretoria to Maputo

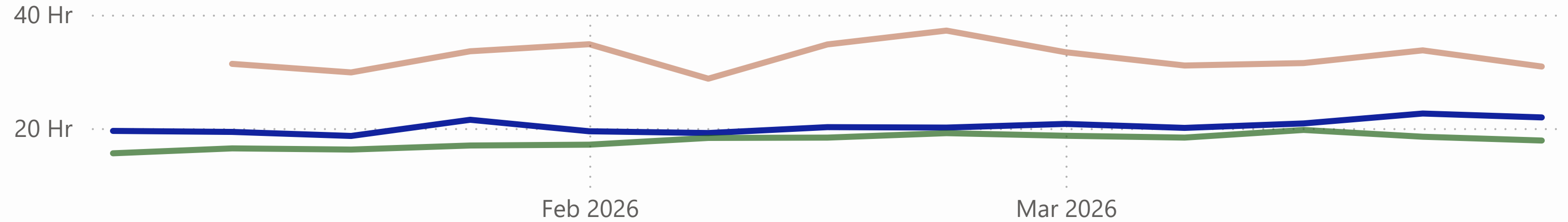
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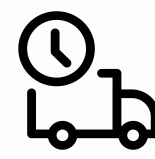
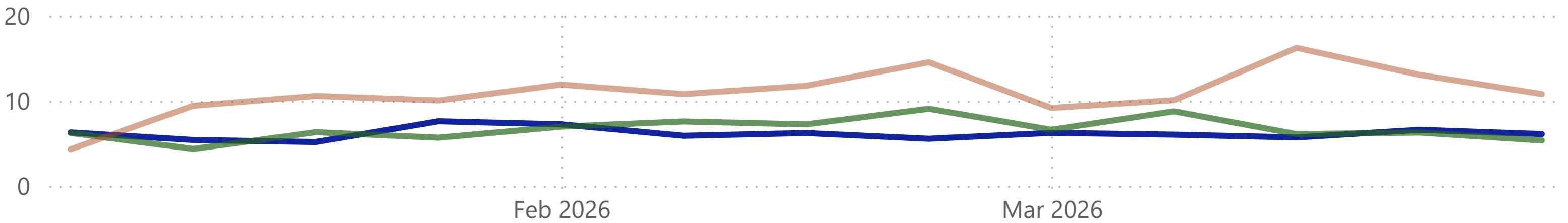
Corridor Average Transit Time (hrs)

● 2026 YTD ● 2025 YTD ● 2024 YTD



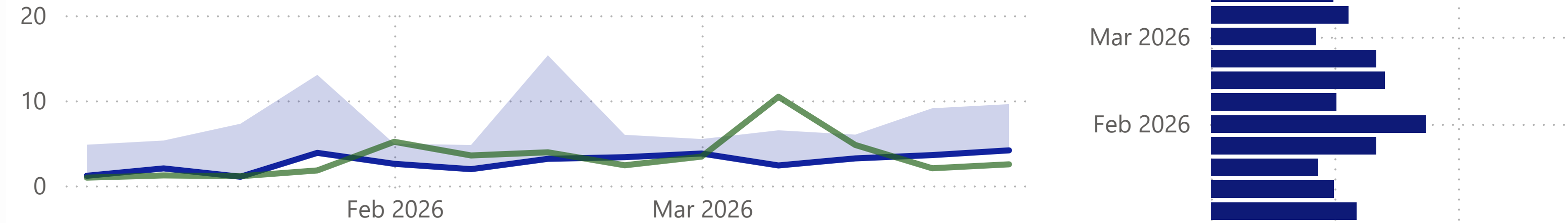
Border KM7 to KM4 Crossing Hours

● 2026 YTD ● 2025 YTD ● 2024 YTD



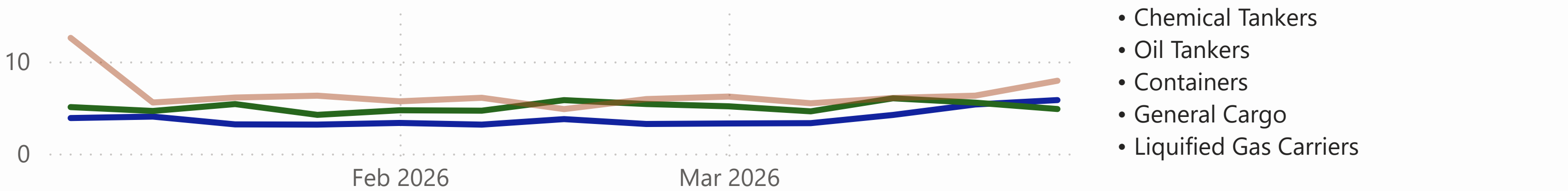
Border Average Queue Length (km)

● 2026 YTD ● 2025 YTD

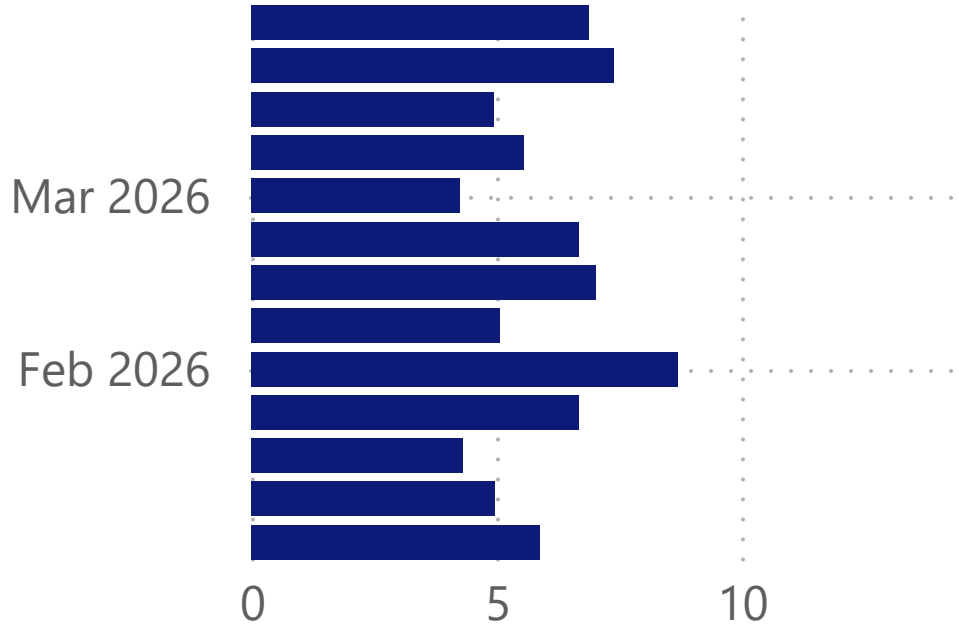


HMV Port Precinct Average Turn Around Time (hrs)

● 2026 YTD ● 2025 YTD ● 2024 YTD



Port Call Average Duration (days)



Vessel types included in analysis

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

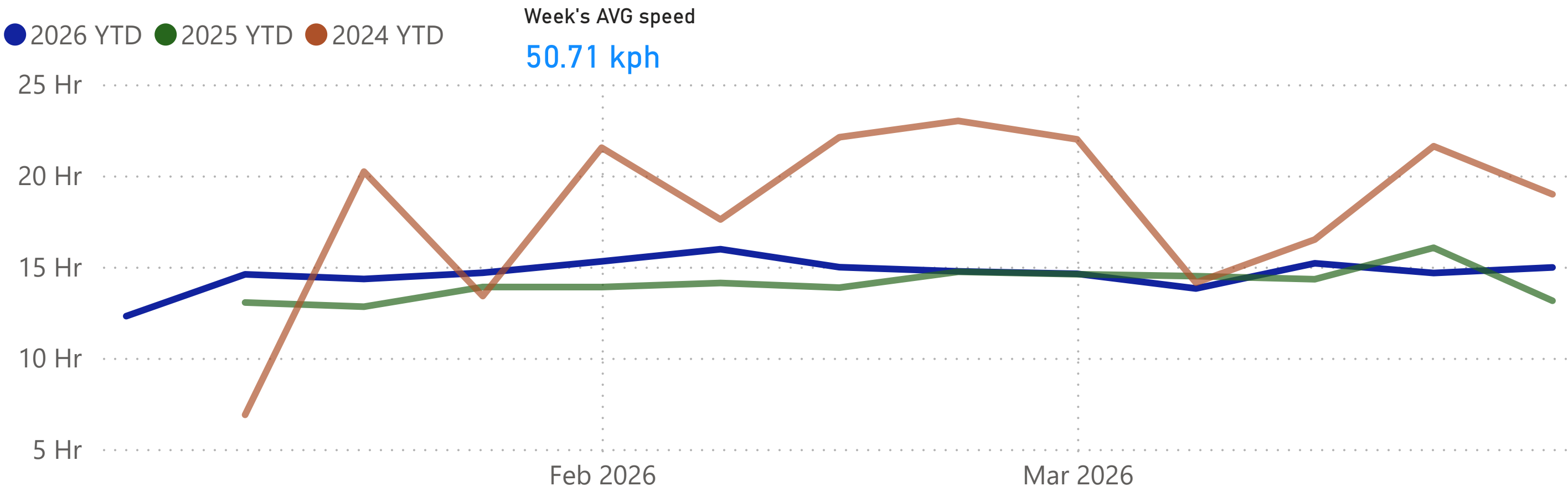
N8 Benchmark Performance - Bloemfontein to Nakop

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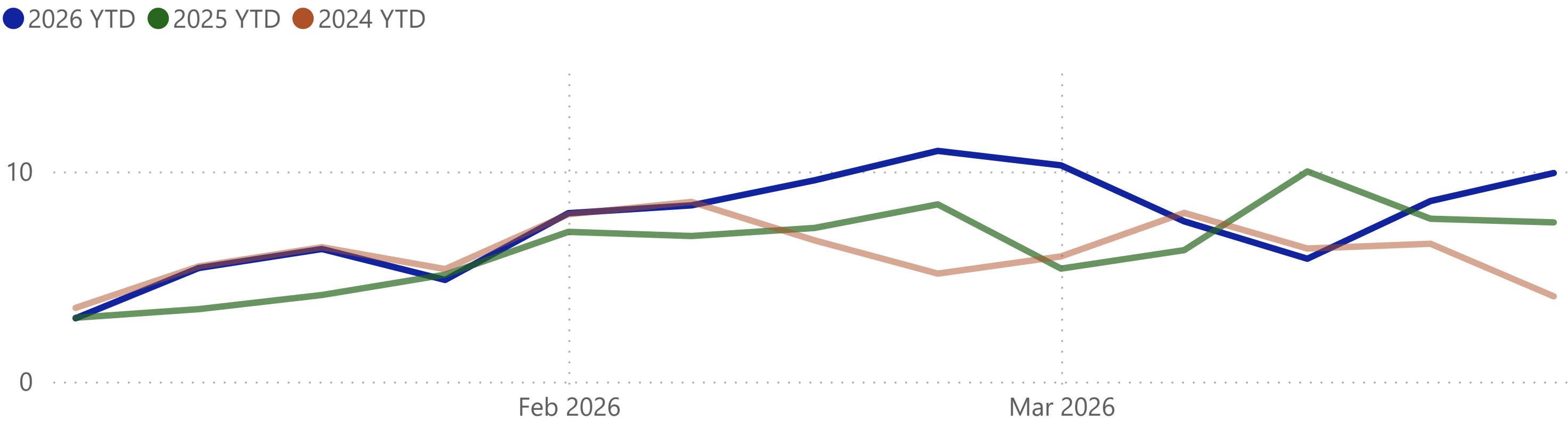
- Corridor travel time by Heavy Motor Vehicles (HMs)
- Modality performance (e.g., port call time, which is the time a vessel spends at port).
- Key infrastructure or logistics hubs (e.g., HMTV time through border posts)



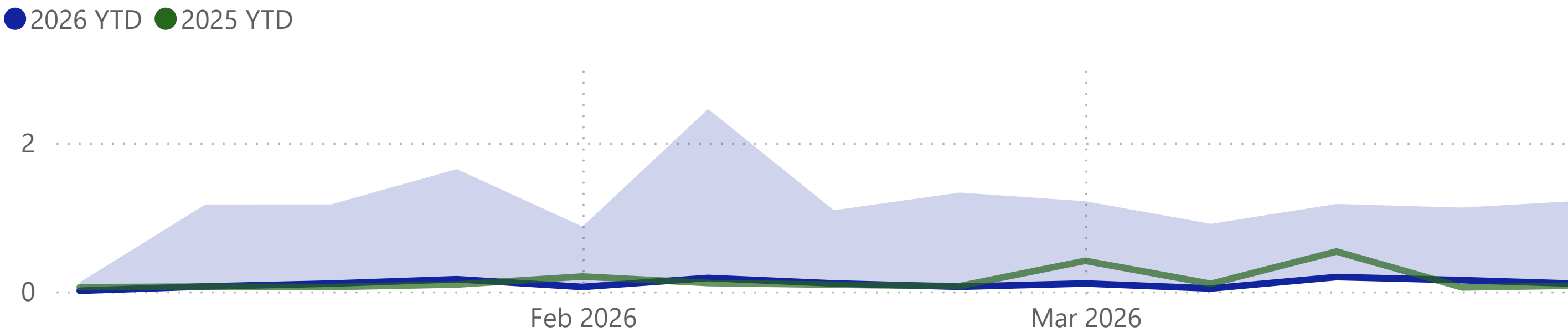
Corridor Average Transit Time (hrs)



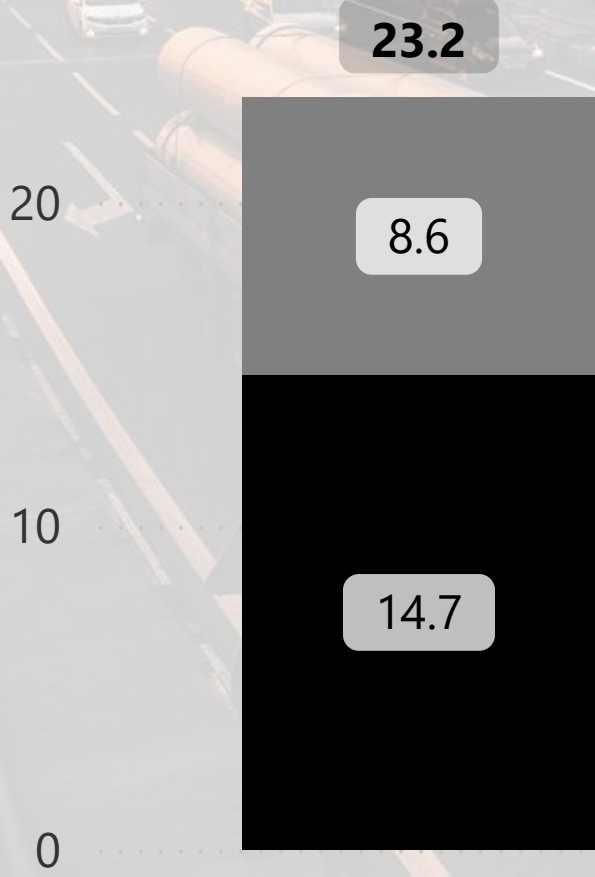
Border Crossing Time (hrs)



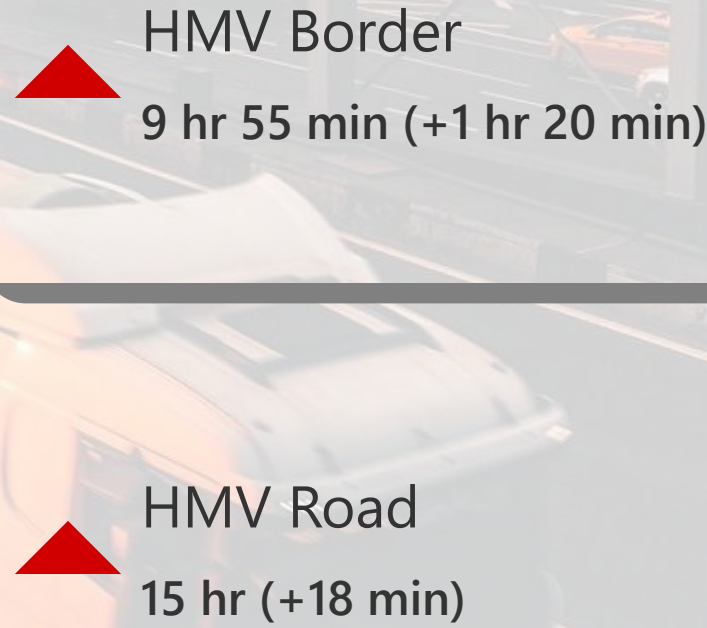
Border Average Queue Length (km)



HMV Previous Weekly Average Hours



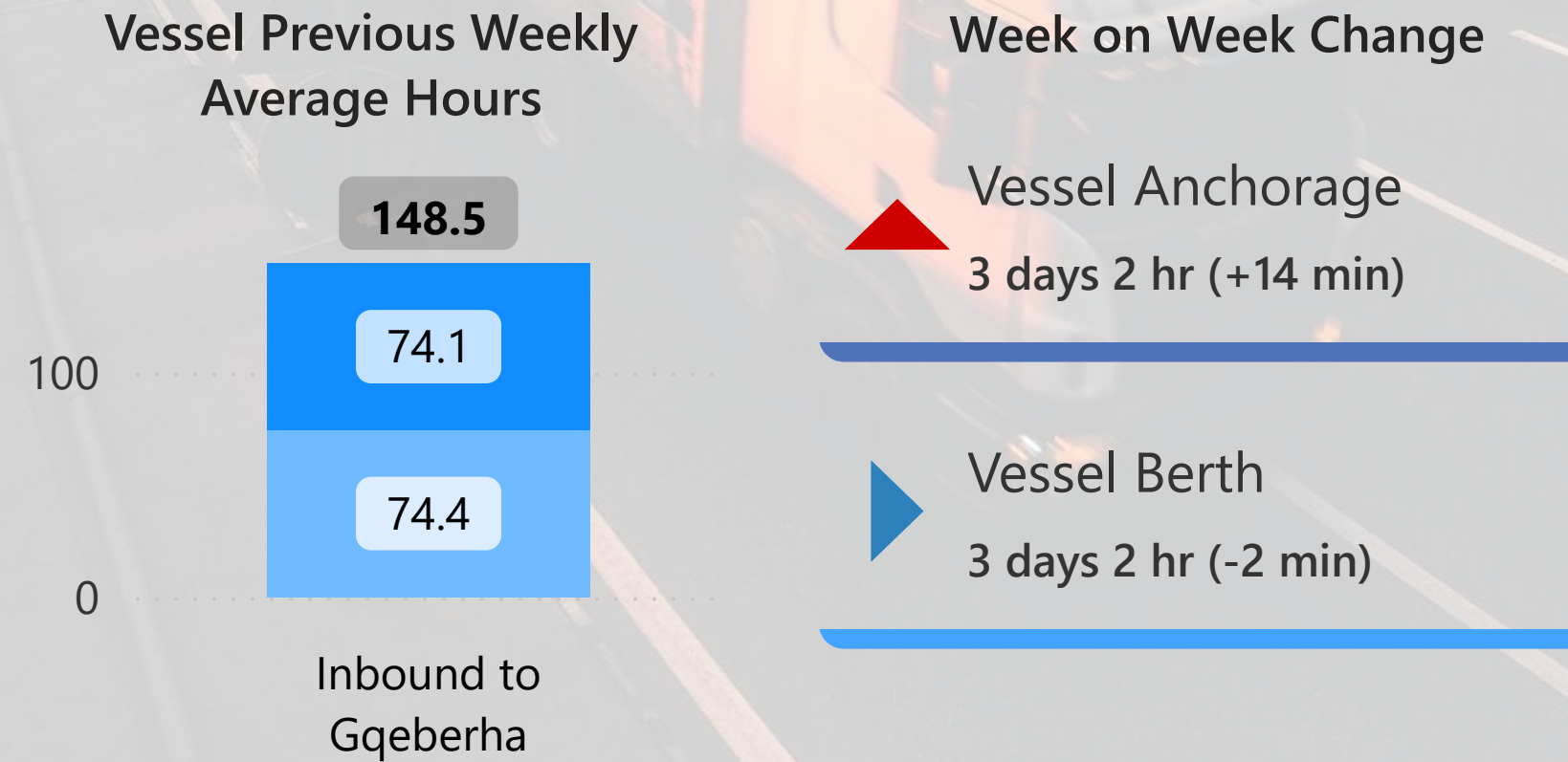
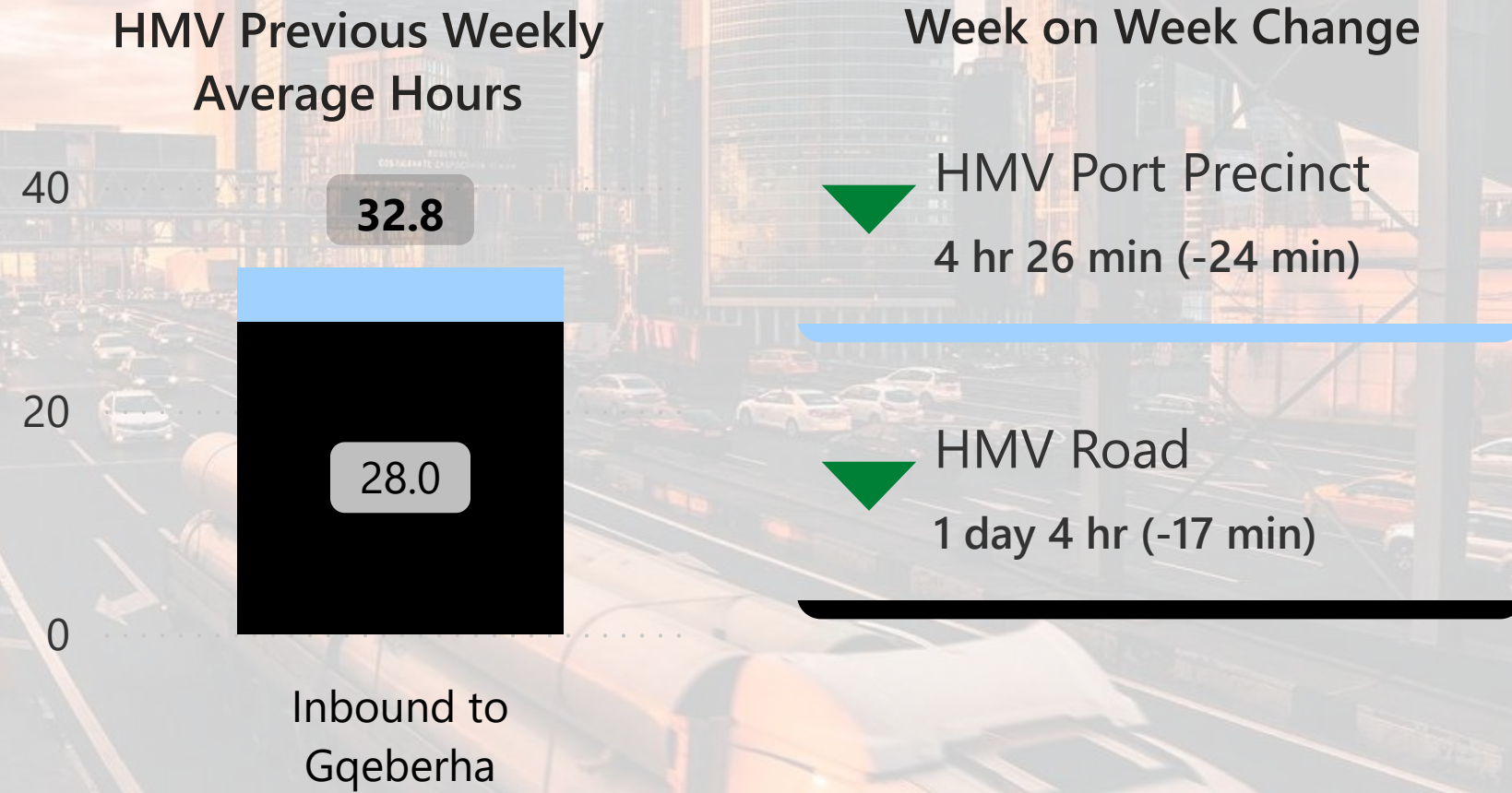
Week on Week Change



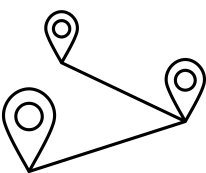
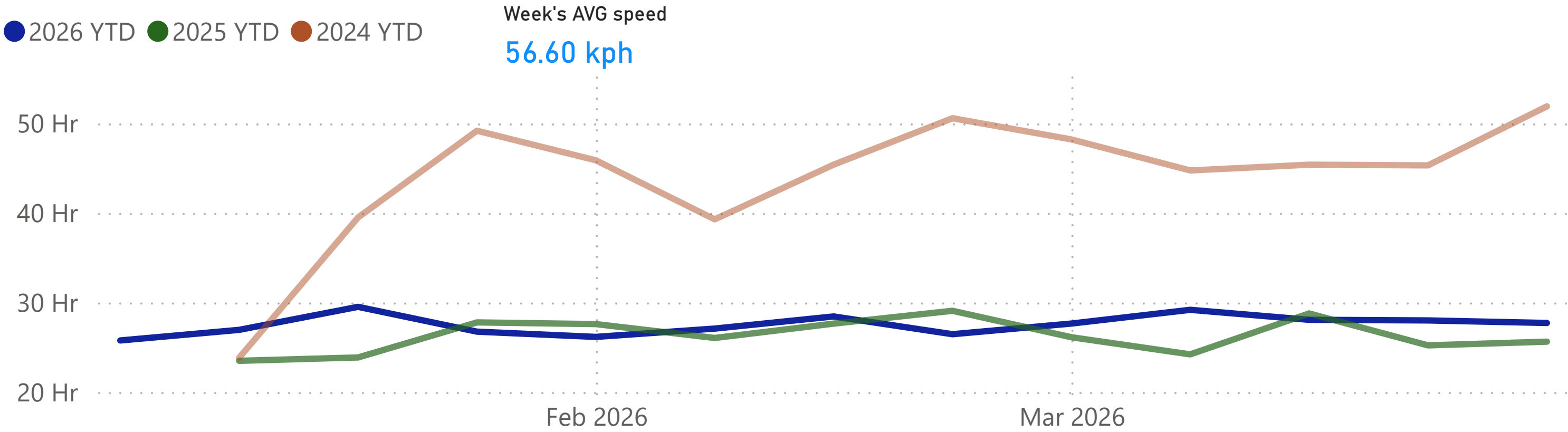
Kuruman to Gqeberha - Benchmark Performance

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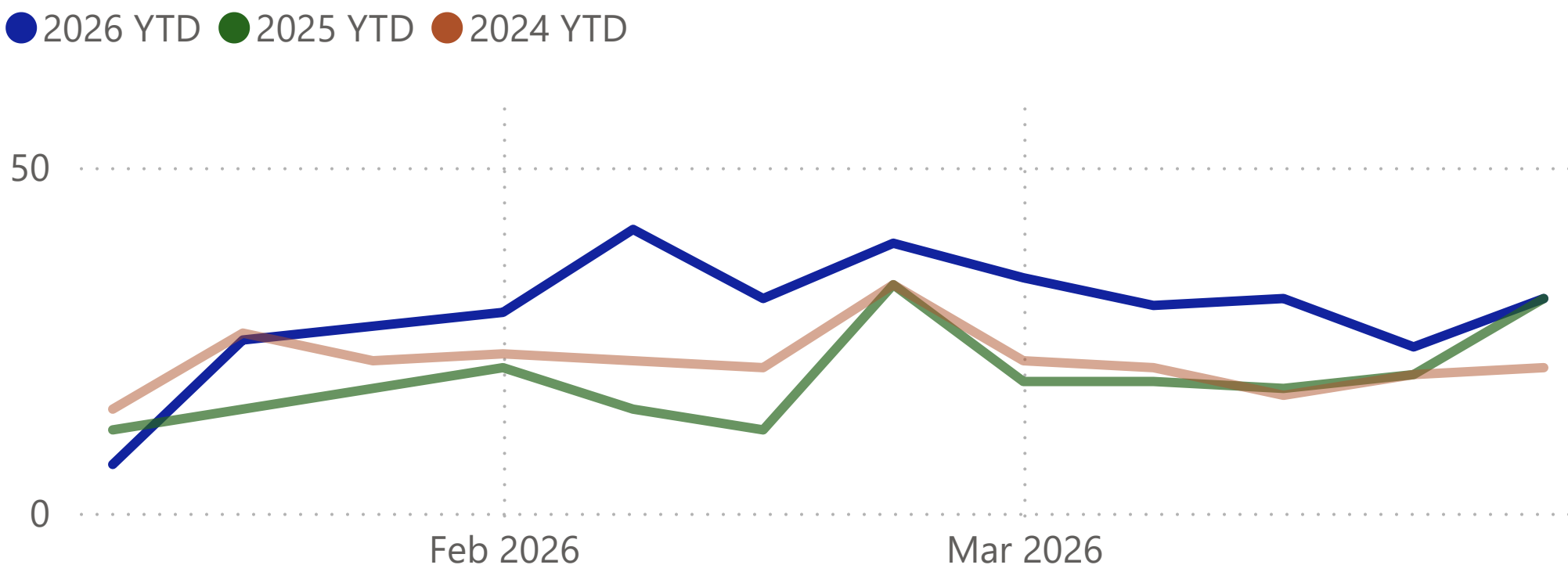
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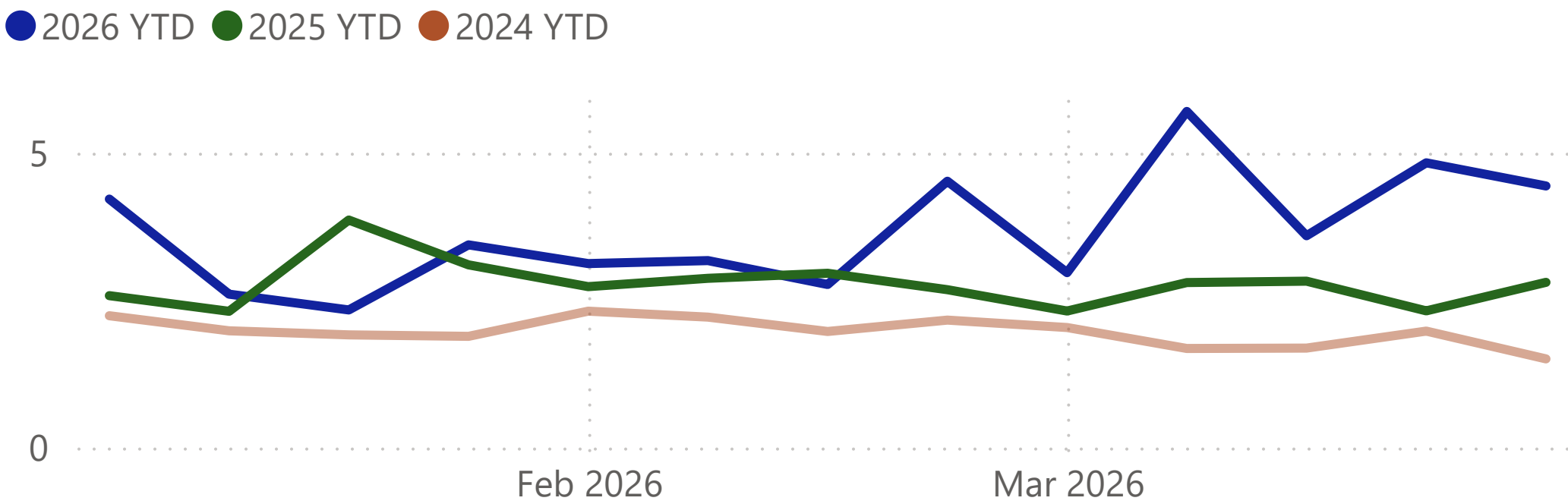
Corridor Average Transit Time (hrs)



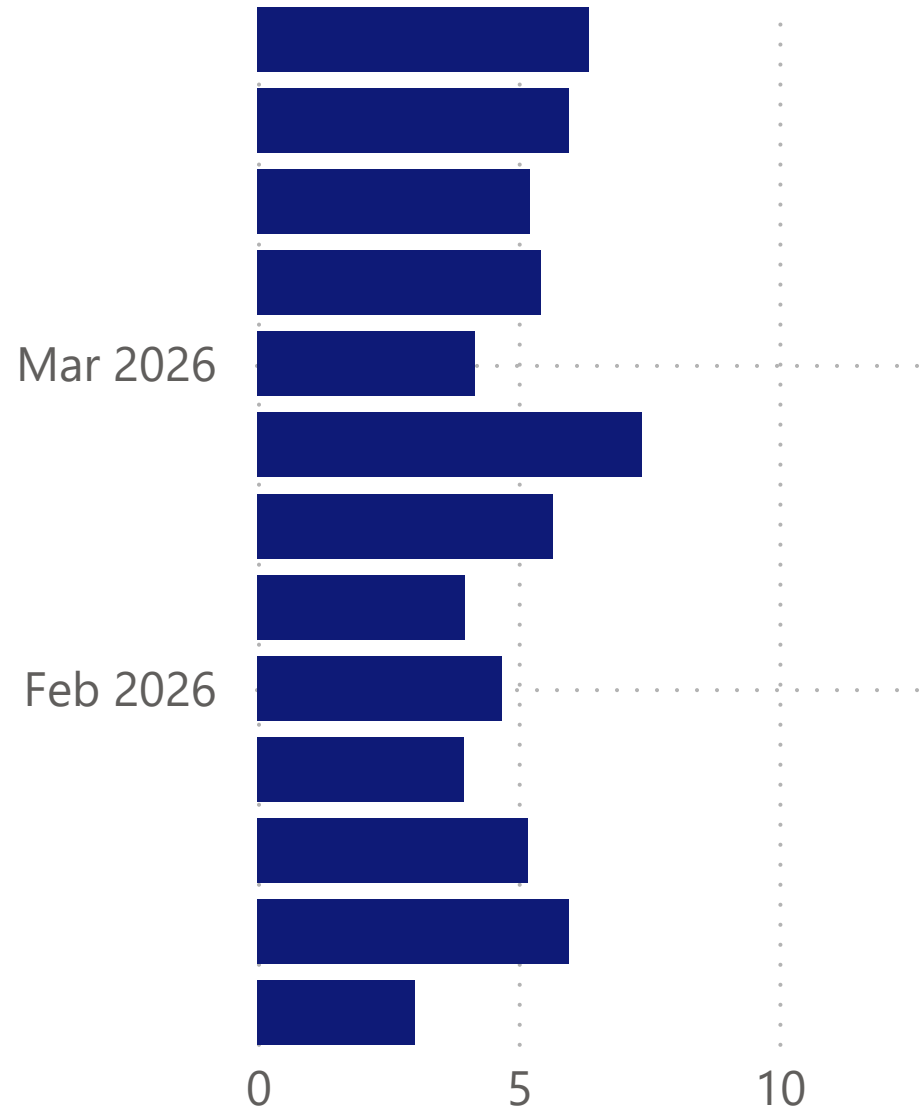
Reported Traffic Incidents



HMV 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



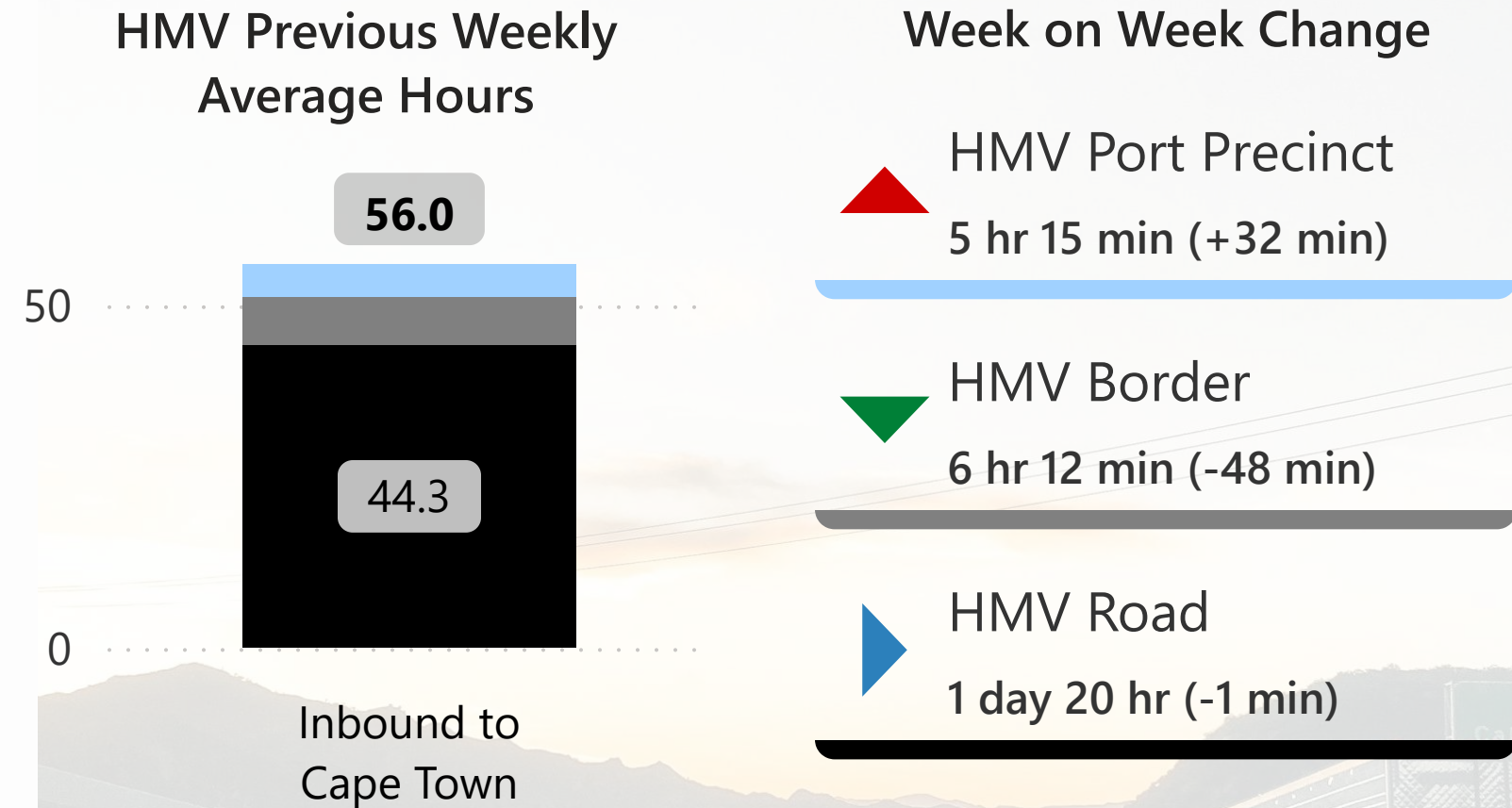
LMS

Enhancing trade and logistics efficiency throughout the supply chain

Walvis Bay to Cape Town - Benchmark Performance

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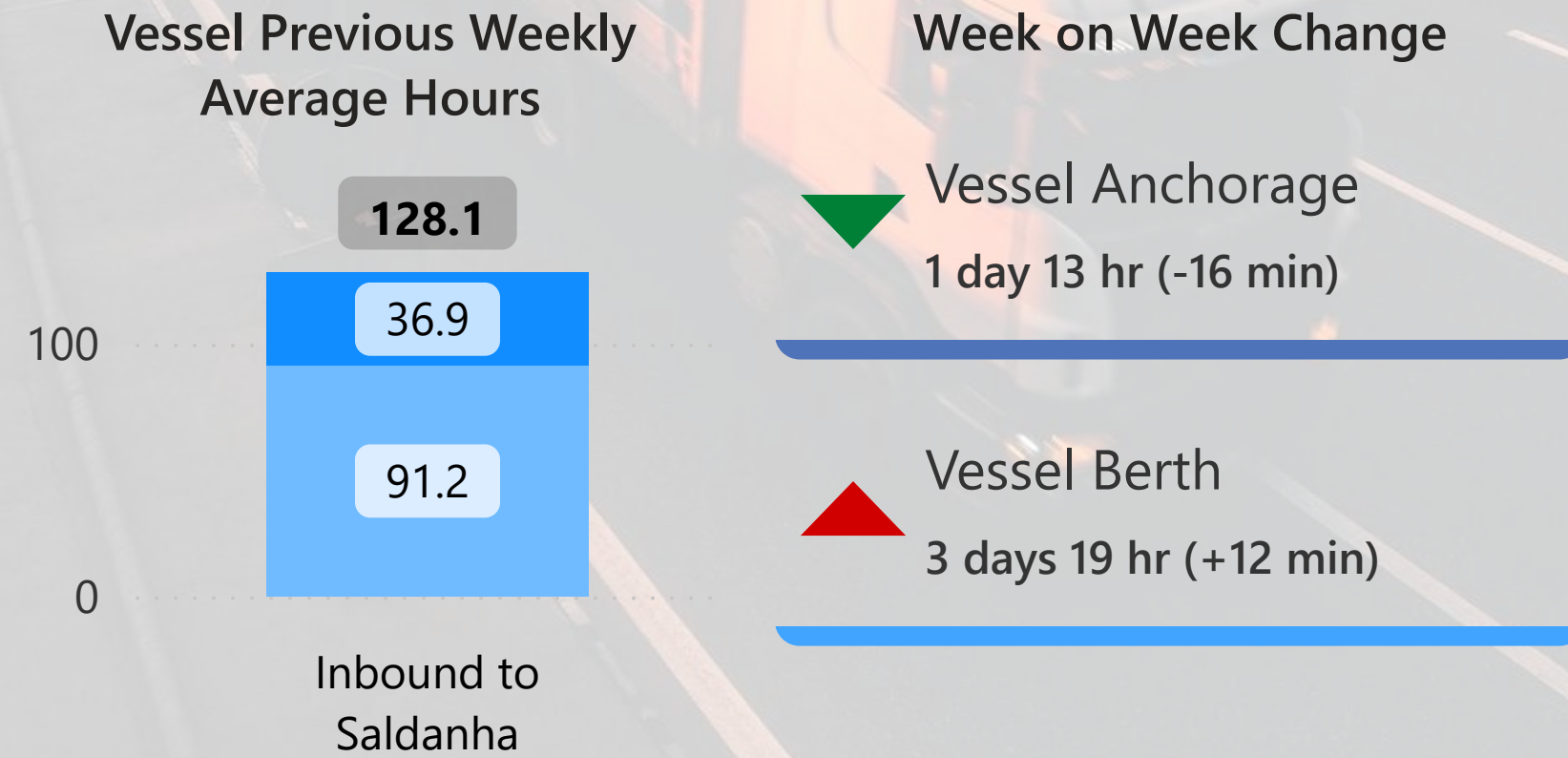
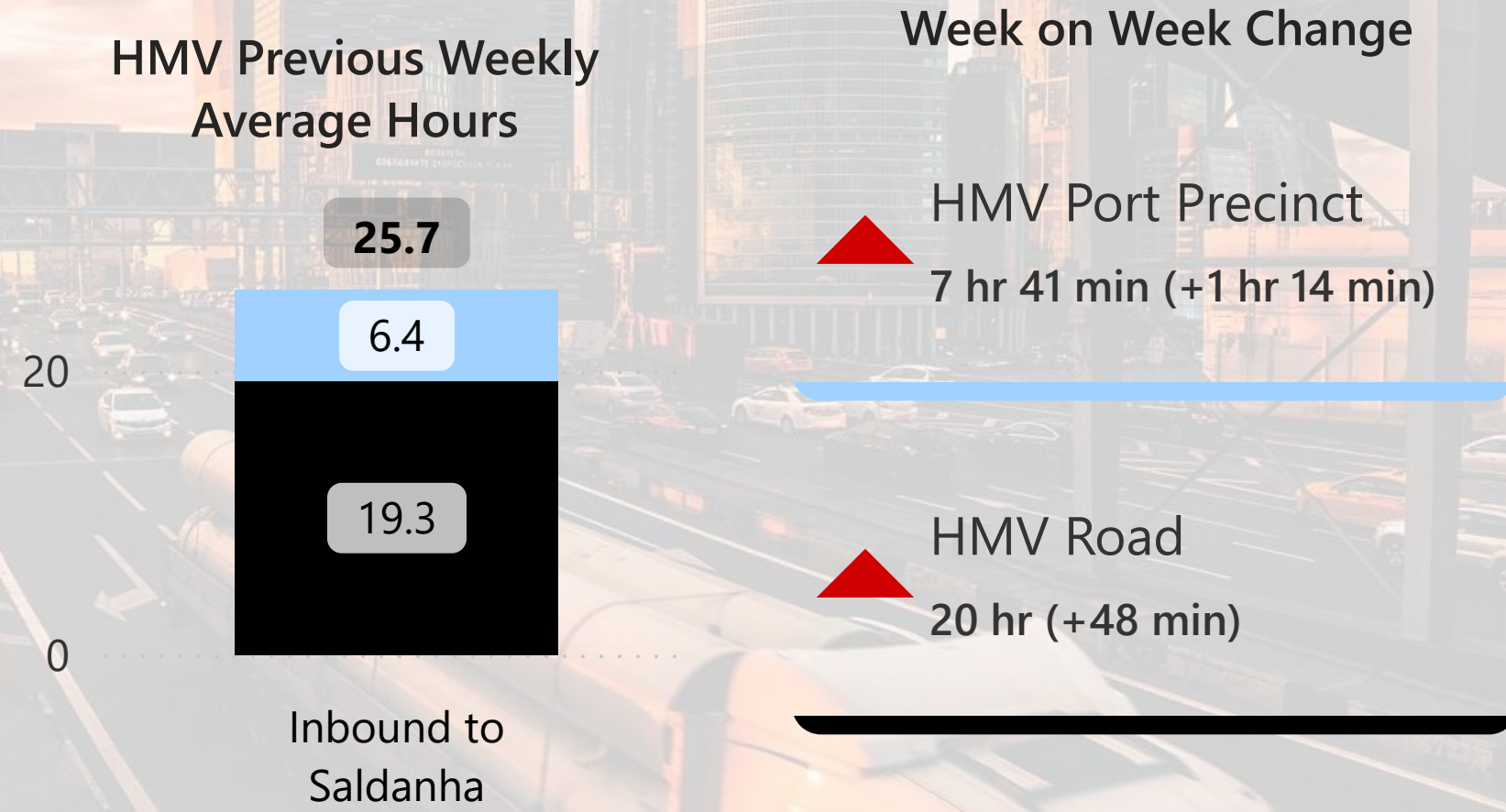
- Corridor travel time by Heavy Motor Vehicles (HMFs)
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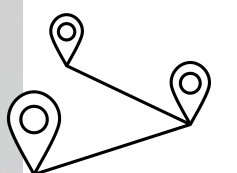
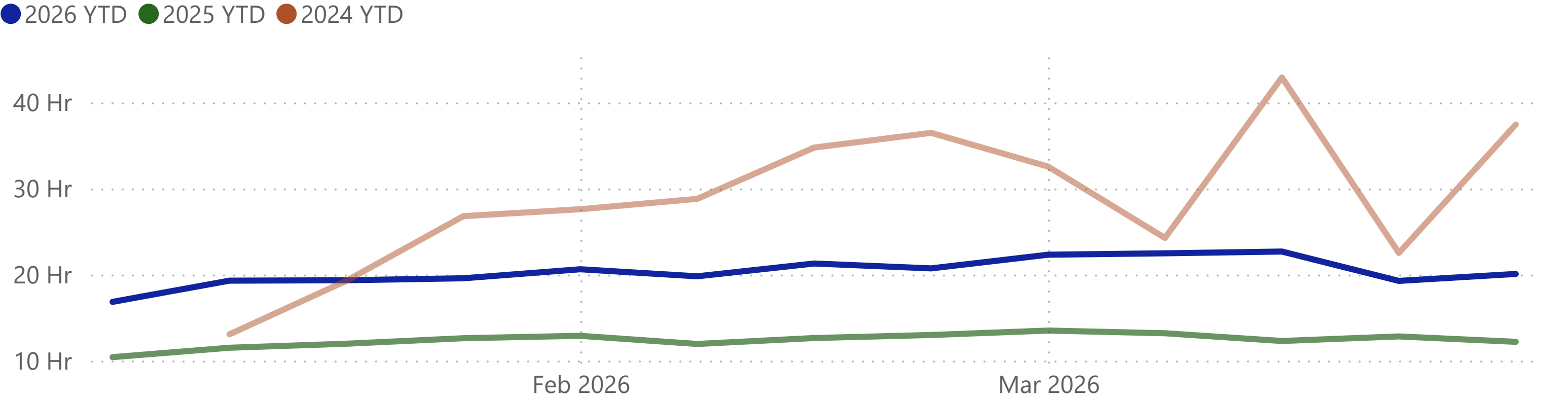
Benchmark Performance - Kuruman to Saldanha

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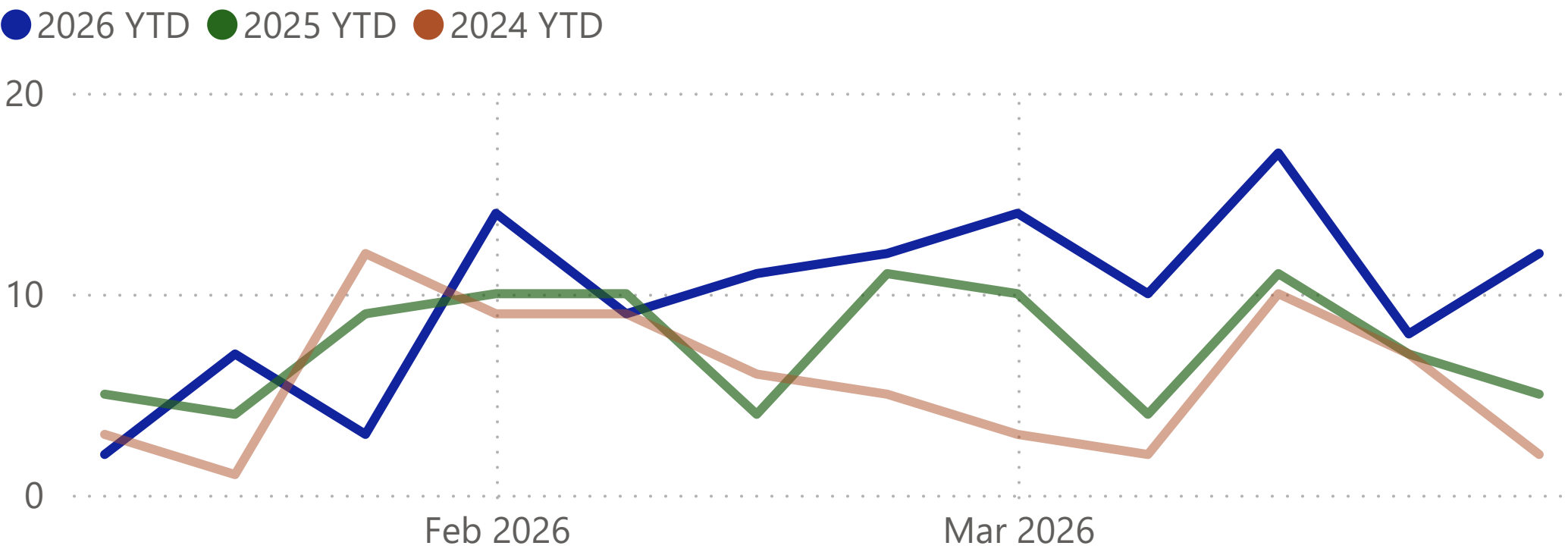
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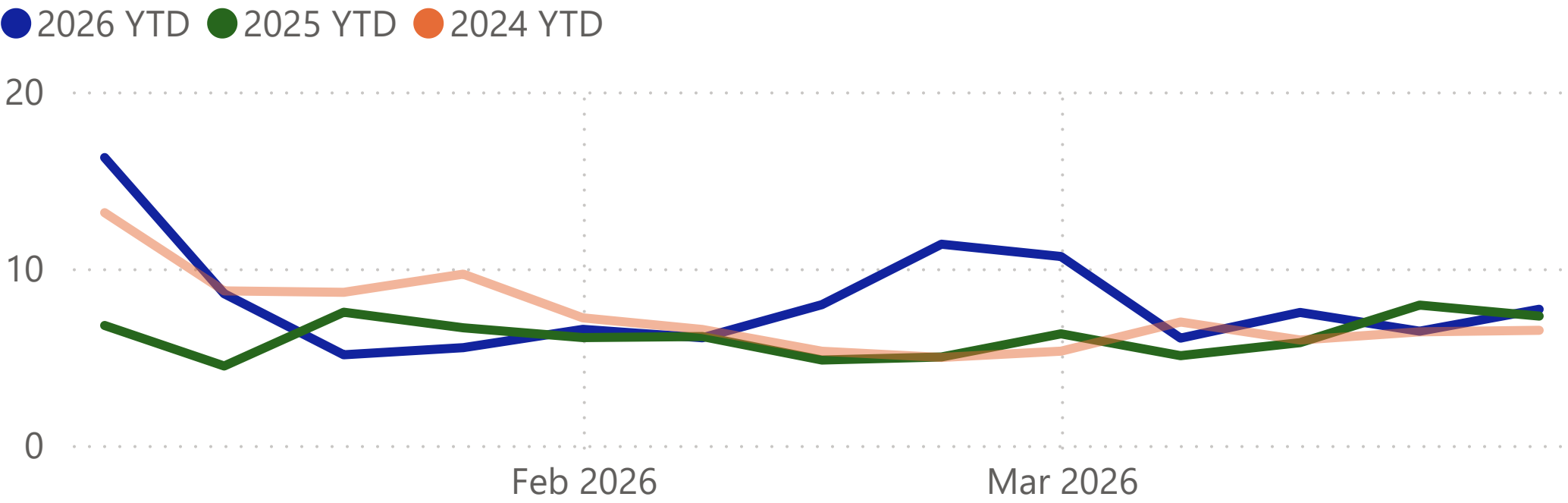
Corridor Average Transit Time (hrs)



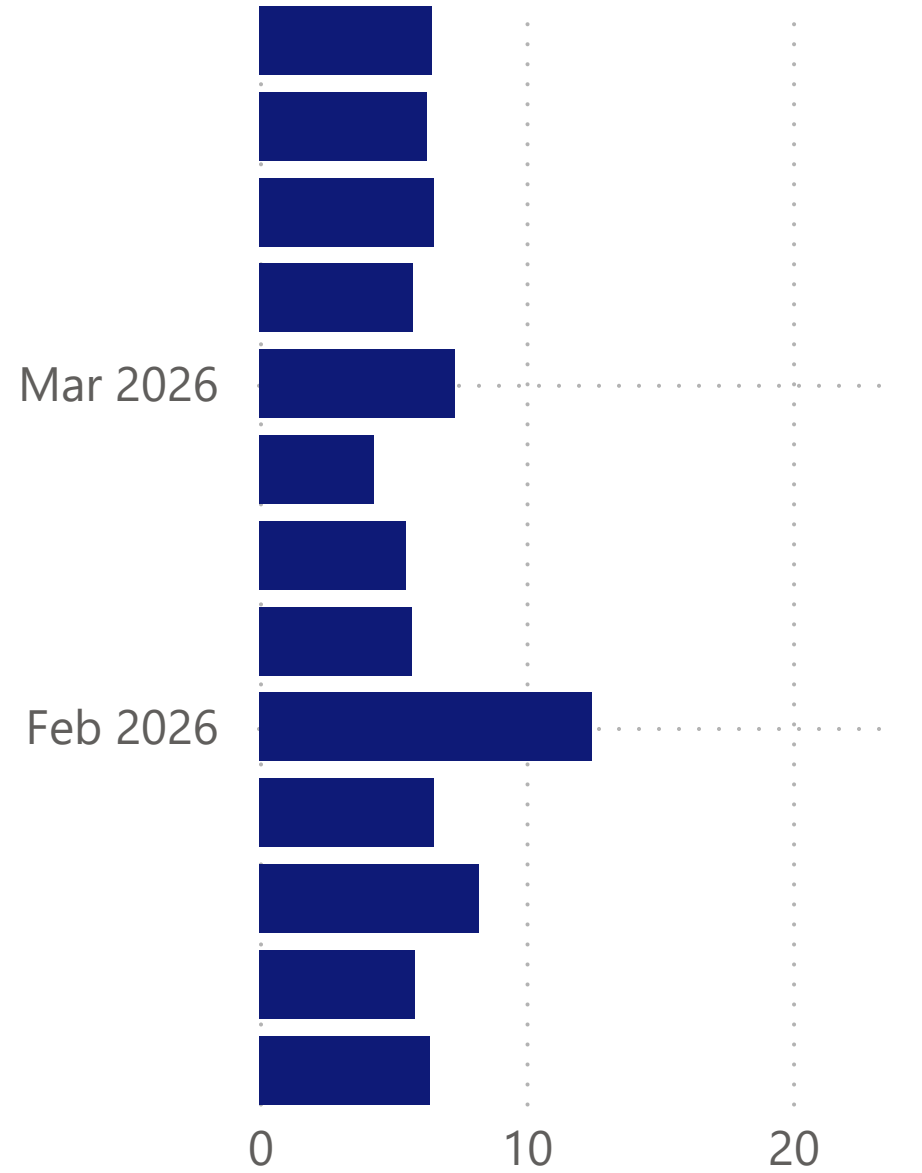
Reported Traffic Incidents



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



- Vessel types included in analysis
- Bulk Carriers
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 - Containers
 - General Cargo
 - Liquefied Gas Carriers

Definitions and Glossary

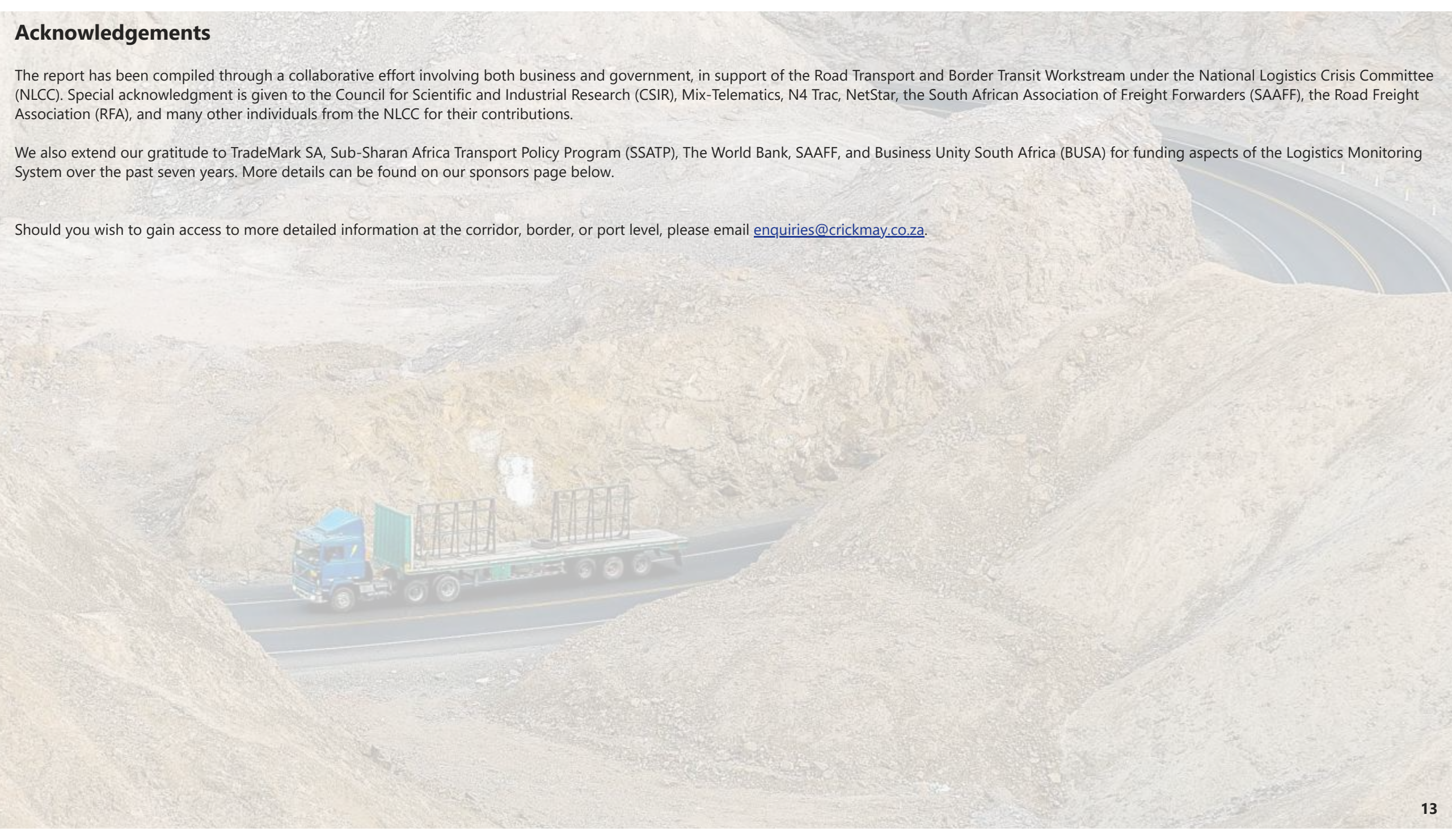
- **Baselines:** Based on performance and refers to the established benchmarks or standards derived from the performance data recorded in the year 2023.
- **Border Queue Length:** The total distance (measured in KM) of the HMV queue at a border post waiting to cross. It is determined by analyzing sampled HMV 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 HMV 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.
- **HMV:** 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 (HMV) 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. 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.

