

RSA CORRIDOR PULSE REPORT

**EVERY CORRIDOR HAS A PULSE.
THIS IS YOURS.**

REPORTING PERIOD

Mon 29 Jun 2026 - Sun 05 Jul 2026

Week 27



enquiries@crickmay.co.za | 033 343 1007

5 of 8

Corridors under pressure

N3

N3 Joburg to Durban, most stable road on the network

Watch:

Beitbridge, queue 4.5km and crossing 40h average



LMS
Logistics Monitoring System

Risks

Every road corridor eased this week, which means the week's real risk has moved off the tar and onto two nodes, Beitbridge and the port of Walvis Bay, where pressure is now building for a second week running.

Opportunities

The road network is performing well across the board. N3 Joburg to Durban was the most stable road on the network at about 13 hours typical and is running below its 2025 pace, so operators with scheduling flexibility can dispatch N3 loads freely this week.

Watch

Beitbridge's queue grew from 2.8km to 4.5km this week and crossing time reached 40 hours average, about 27 hours typical, a second straight week of build up. One will need to watch this over the next week and keep Martins Drift in view, noting that the Botswana alternative now carries its own 3.4km queue.

Overall Assessment

Five of eight corridors sit on watch or at risk, but the road picture is broadly reassuring: every corridor eased this week, and the domestic routes are calm. The port picture is mixed. Cape Town, Durban and Richards Bay HMV port precinct dwell times are steady or easing, while Walvis Bay's vessel port call time held near 11 days. Each week this report also grades the forward calls made previously, so you can judge the track record over time. This week, of the three pressure points that were on the watch list for last week, two eased, Richards Bay HMV port precinct dwell time and the N3 incident risk, and one held, Walvis Bay port call time. The indicators to watch next week is whether Beitbridge's growing queue and Walvis Bay's vessel times harden into structural constraints or unwind as this week's easing suggests they might.



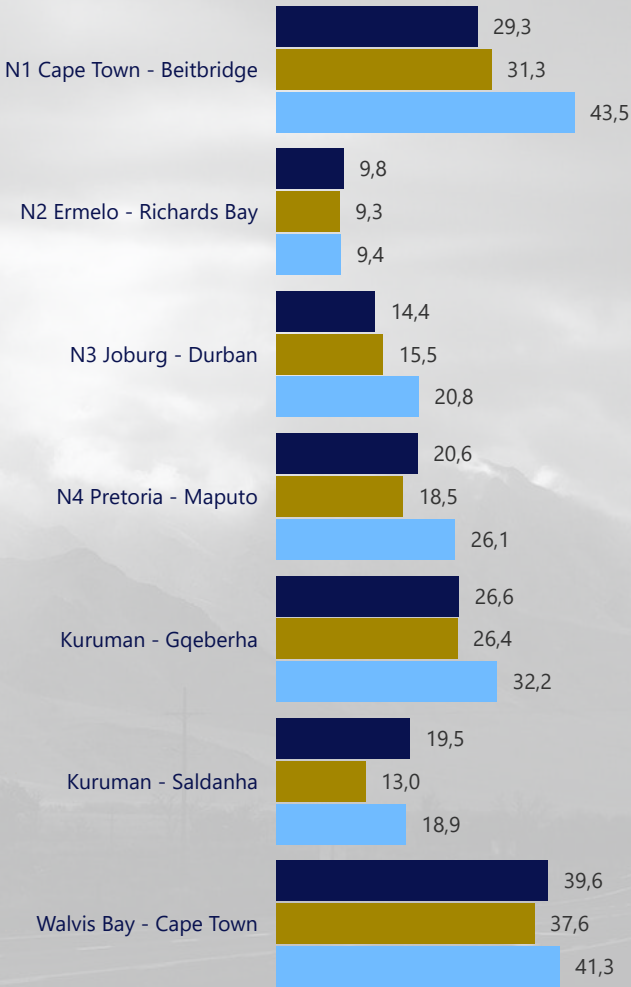
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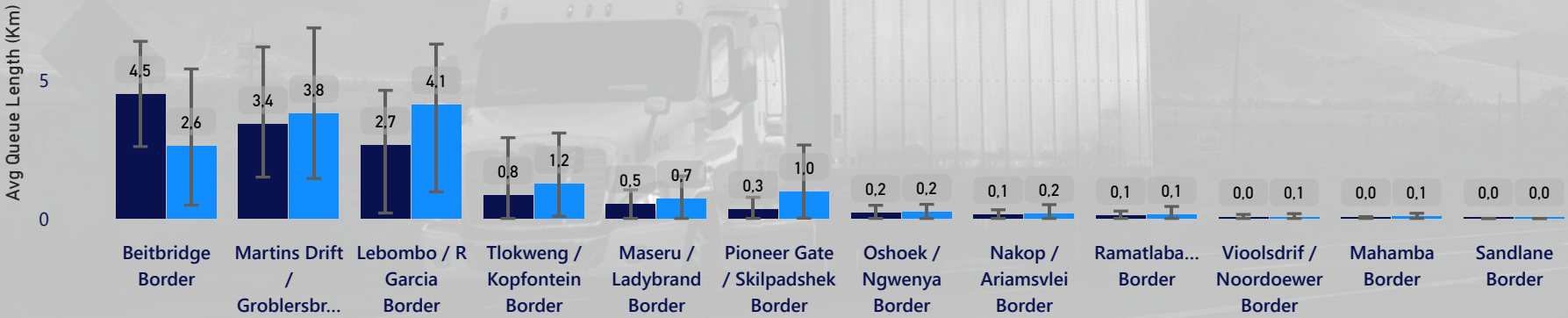


CORRIDOR	STATUS	WOW %	KEY INDICATOR THIS WEEK	OPERATOR ACTION	YTD VS 2025
N1 Cape Town – Beitbridge	WATCH	-1.9%	Beitbridge queue grew to 4.5km, crossing 40h	Allow extra time at Beitbridge now	↓ Below
N2 Ermelo – Richards Bay	WATCH	-8.6%	Richards Bay port dwell eased, 6% above 2025	Keep margin in port timing	↑ Above
N3 Joburg – Durban	CLEAR	-5.8%	Quietest road on network, incidents flat	Dispatch freely this week	↓ Below
N4 Pretoria – Maputo	WATCH	-11.4%	Road eased 11%, still 12% above 2025	Build delay into quarterly planning	↑ Above
N8 Bloemfontein – Nakop	CLEAR	-9.8%	Last week's bump unwound, road normal	No action needed	→ On par
Kuruman – Gqeberha	CLEAR	-1.4%	Calm under load, road on par with 2025	No action needed	→ On par
Kuruman – Saldanha	AT RISK	-1.5%	Running 50% above 2025 all year	Treat as permanently slower than 2025	↑ Above
Walvis Bay – Cape Town	WATCH	-13.2%	Road eased 13%, Cape Town port calm	Add margin for Walvis Bay vessel waits	↑ Above

Major Corridor Transit Times (hrs)



Border Queue Analysis



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

● 2026 YTD ● 2025 YTD ● 2024 YTD



7 Day Travel Time Changes on Corridor



12 Month Travel Time Variability on Corridor



3 Most Variable Road Segments for Travel Time

Road Segment	Coefficient of Variation	Avg Hrs Rolling 12 Months
Walvis Bay-Walvis Bay	113,7%	
R385/R31 split-Hopetown	91,5%	
Walvis Bay-Maltaholhe	86,6%	

3 Least Variable Road Segments for Travel Time

Road Segment	Coefficient of Variation	Avg Hrs Rolling 12 Months
Joburg-Bloemfontein	9,0%	
Harrismith-Winterton/Colenso	8,9%	
Warden-Harrismith	8,5%	

Top 3 Increased Travel Times by Road Segment (Avg Hrs)

Road Segment	7 Day % Change	30 Days % Change	Avg Hrs Rolling 12 Months
Beitbridge Border-Beitbridge	32,3%	5,8%	
Border			
R385/R31 split-Hopetown	19,8%	23,9%	
Grunau-Vioolsdrif Border	15,0%	-30,6%	

Top 3 Decreased Travel Times by Road Segment (Avg Hrs)

Road Segment	7 Day % Change	30 Days % Change	Avg Hrs Rolling 12 Months
Walvis Bay-Maltaholhe	-25,5%	-13,4%	
Joburg-Joburg	-26,3%	-10,4%	
Walvis Bay-Swakopmund	-28,1%	15,2%	



STATUS: WATCH | Road stays calm, but Beitbridge is the isolating factor with its queue building a second week.

WATCH

ANALYST OPINION

Beitbridge crossing is about 27 hours typically and its queue has grown to 4.5km, a second week of build. Consider northbound loads carefully at Beitbridge, keep Martins Drift as backup.

Week on Week Change

▼ HMV Port Precinct
1 hr 46 min (-5 min)

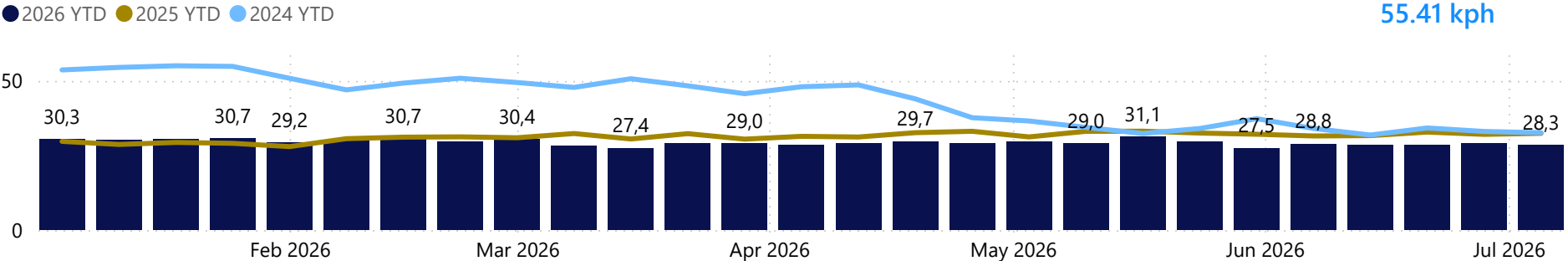
▲ HMV Border
1 day 16 hr (+3 hr 48 min)

▼ HMV Road
1 day 4 hr (-33 min)

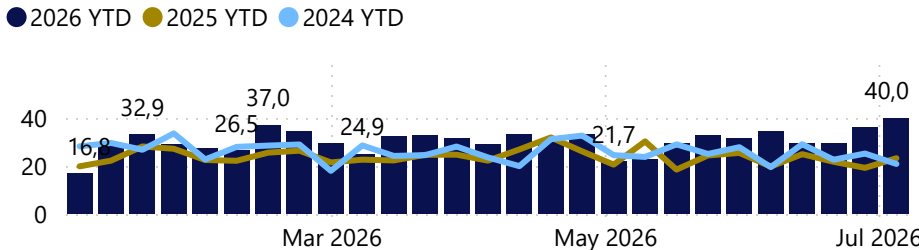
▲ Vessel Anchorage
1 day 6 hr (+11 hr 12 min)

▲ Vessel Berth
2 days 13 hr (+7 hr 52 min)

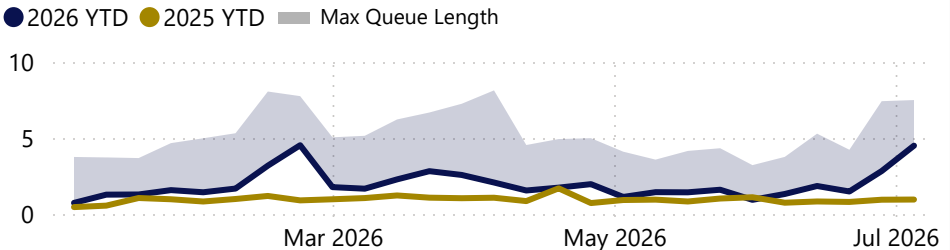
Corridor Average Transit Time (hrs)



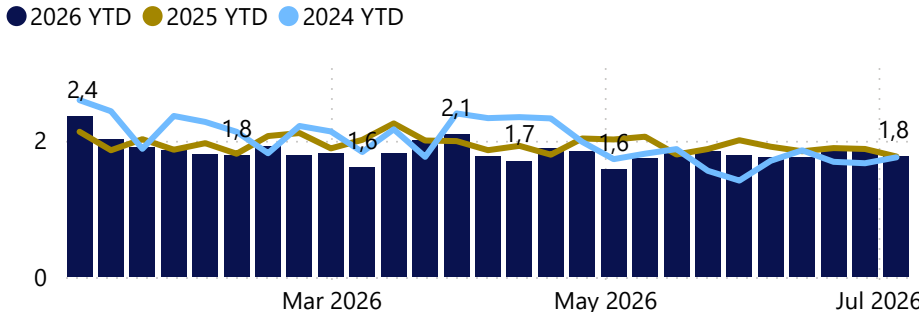
Border Crossing Time (hrs)



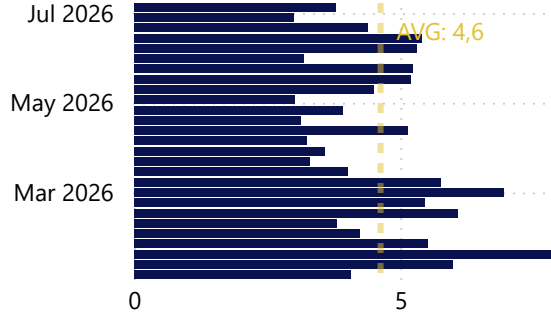
Border Average Queue Length (km)



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



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STATUS: WATCH | Road eased and the port pressure that was building has stepped back this week.

WATCH

ANALYST OPINION

Richards Bay HVM port precinct dwell time eased to about 3 hours typical after a four-week climb, and the road is quiet. Keep a small margin in port timing, still 6% over 2025 this year.

Week on Week Change

▼ HVM Port Precinct
3 hr 26 min (-23 min)

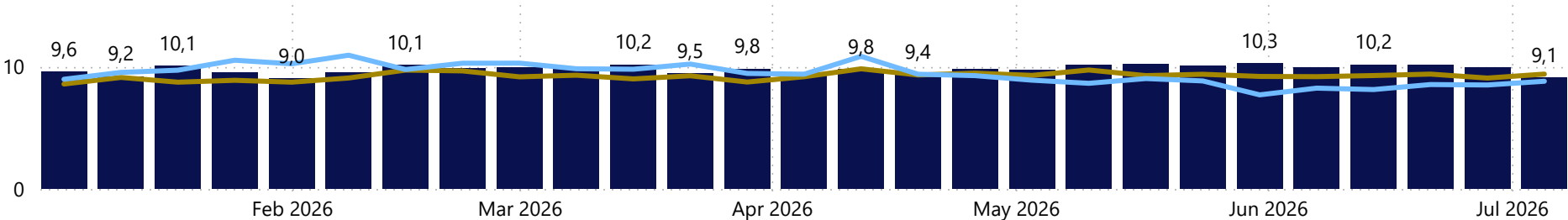
▼ HVM Road
9 hr 6 min (-52 min)

▼ Vessel Anchorage
2 days 11 hr (-3 hr 34 min)

▼ Vessel Berth
2 days 22 hr (-15 hr)

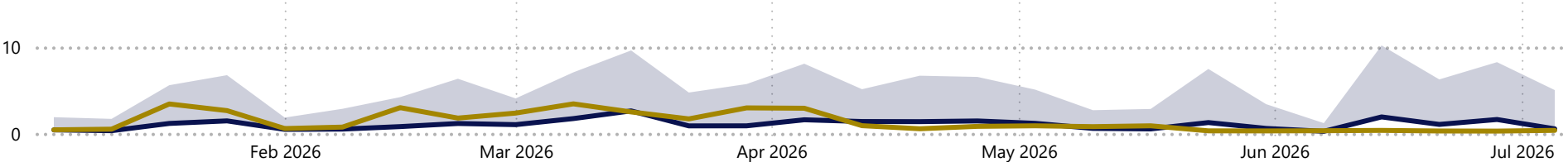
Corridor Average Transit Time (hrs)

● 2026 YTD ● 2025 YTD ● 2024 YTD



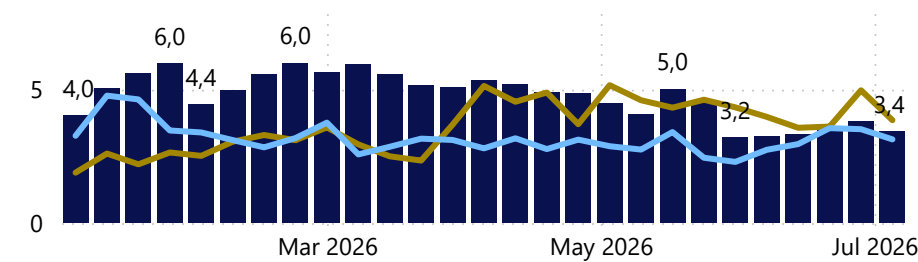
Southbound Inbound to Port Average Queue length (km)

● 2026 YTD ● 2025 YTD ■ Max Queue Length

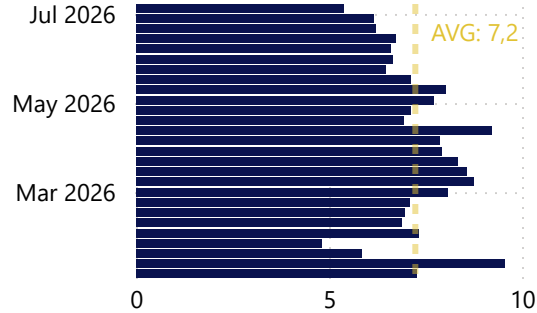


HVM Port Precinct Average Turn Around Time (hrs)

● 2026 YTD ● 2025 YTD ● 2024 YTD



Port Call Average Duration (days)



Transmaintenance and Operations

Road Corridor improvements, strategic transport improvement and business support

Email: gmarais@t-m-o.co



CLEAR

N3 is the quietest road on the network at about 13 hours typical, and this week's incident count did not translate into slower road time. Dispatch N3 loads freely this week at this point in time.

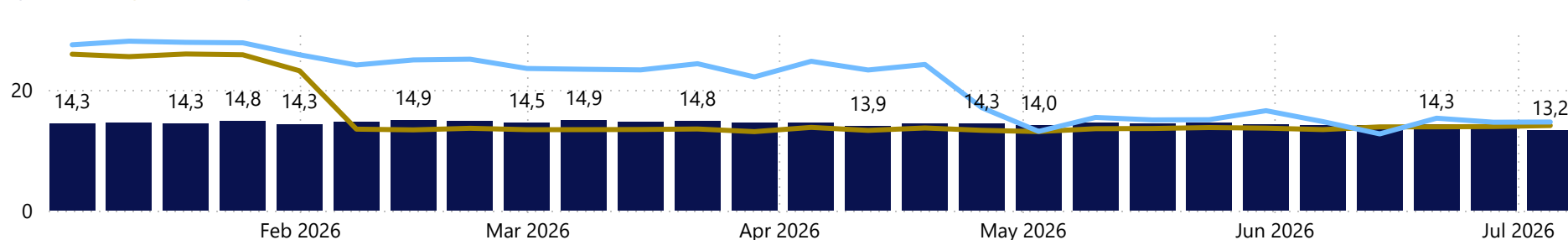
▼ HMV Port Precinct
1 hr 46 min (-10 min)

▼ HMV Road
13 hr (-49 min)

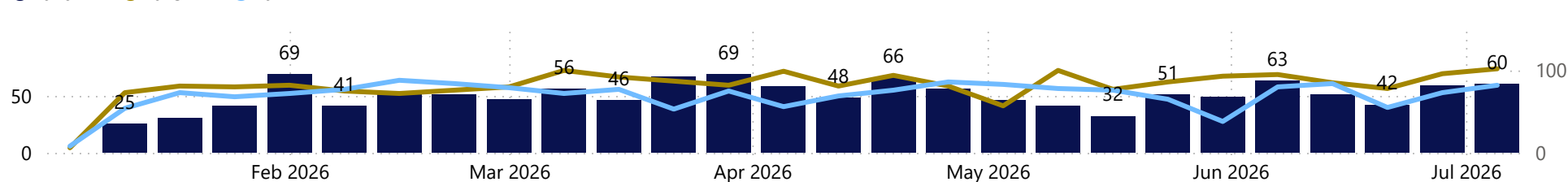
▼ Vessel Anchorage
1 day 15 hr (-8 hr 11 min)

▼ Vessel Berth
3 days 16 hr (-16 hr)

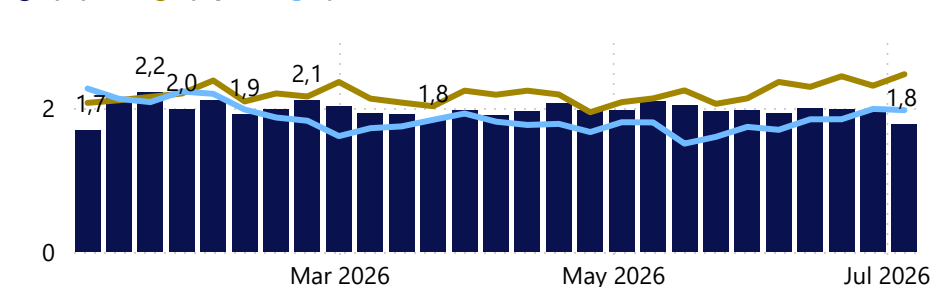
● 2026 YTD ● 2025 YTD ● 2024 YTD



● 2026 YTD ● 2025 YTD ● 2024 YTD



● 2026 YTD ● 2025 YTD ● 2024 YTD



A horizontal bar chart comparing responses for three months: Jul 2026, May 2026, and Mar 2026. The x-axis represents the number of respondents, with a scale from 0 to 5. A vertical dashed line at 5.4 indicates the average response. The bars are dark blue, and the categories are numbered 1 to 5. The chart shows that in Jul 2026, most responses were in categories 1 and 2, with a few in 3 and 4. In May 2026, responses were more spread out, with a peak in category 3. In Mar 2026, responses were concentrated in categories 1 and 2, with a significant number in category 3.

Month	Category 1	Category 2	Category 3	Category 4	Category 5
Jul 2026	6	7	1	1	0
May 2026	4	5	8	2	0
Mar 2026	4	6	7	1	0



STATUS: WATCH | Road eased sharply and Lebombo loosened, but the year on average is still ahead of 2025 YTD.

WATCH

ANALYST OPINION

N4 eased to about 20 hours typical and Lebombo dropped, though the year is tracking 12% above 2025. Consider building the higher 2025 gap into quarterly planning, not weekly dispatch.

Week on Week Change

▲ HMV Port Precinct
2 hr 36 min (+13 min)

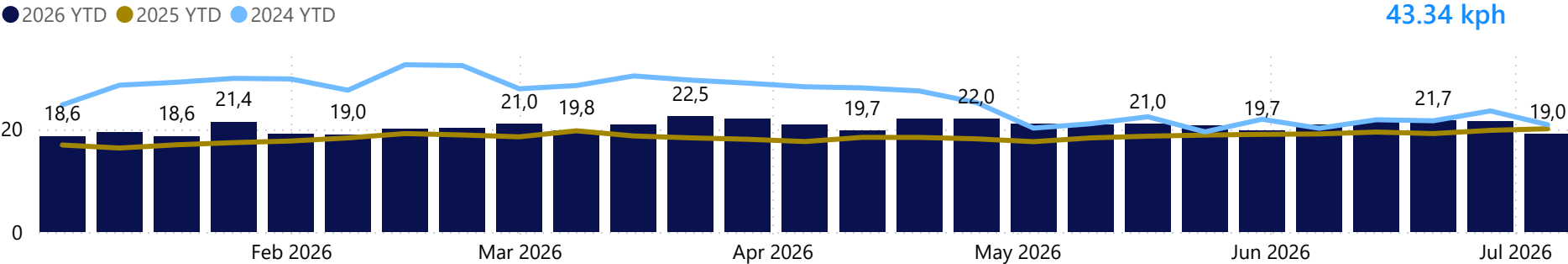
▼ HMV Border
5 hr 29 min (-1 hr 54 min)

▼ HMV Road
19 hr (-2 hr 26 min)

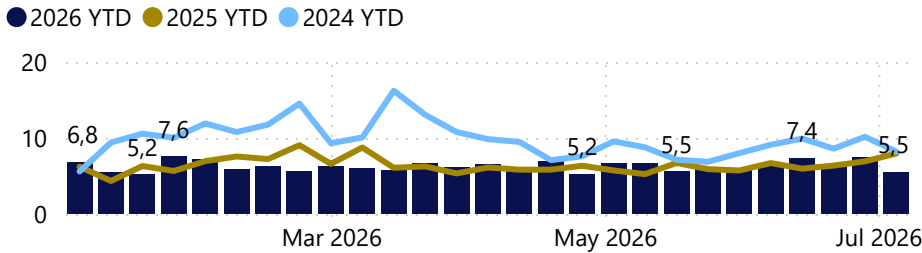
▼ Vessel Anchorage
2 days 9 hr (-14 hr)

▼ Vessel Berth
2 days 20 hr (-23 hr)

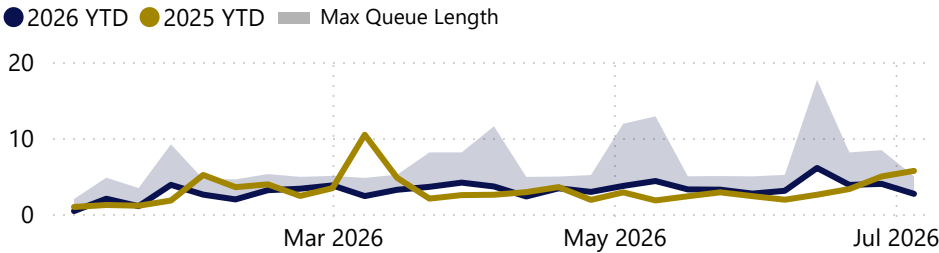
Corridor Average Transit Time (hrs)



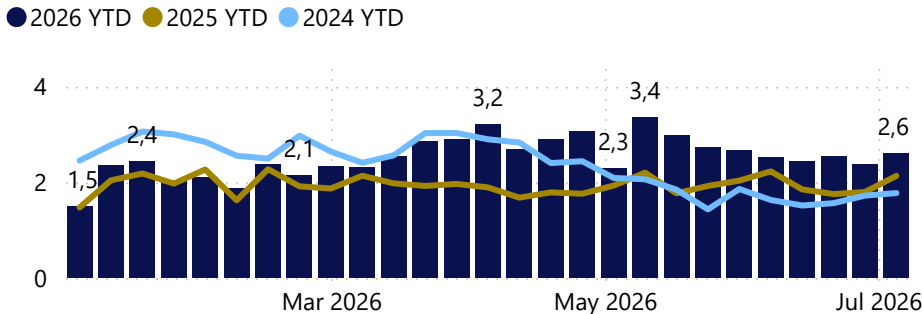
Border Crossing Time (hrs)



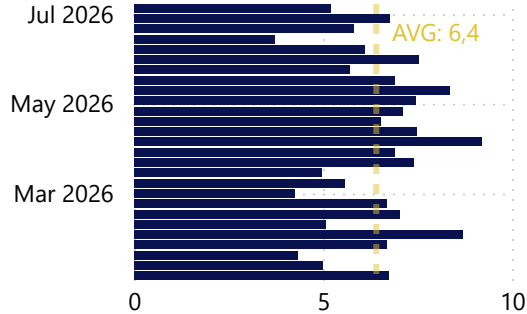
Border Average Queue Length (km)



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



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N8 BENCHMARK PERFORMANCE

Bloemfontein to Nakop Week 27 Mon 29 Jun 2026 - Sun 05 Jul 2026

STATUS: CLEAR | Running in its normal range, road quiet and the border unremarkable.

CLEAR

ANALYST OPINION

N8 is running normally at about 13 hours typical, and Nakop's queue is trivial at 0.14km. No action needed, dispatch normally.

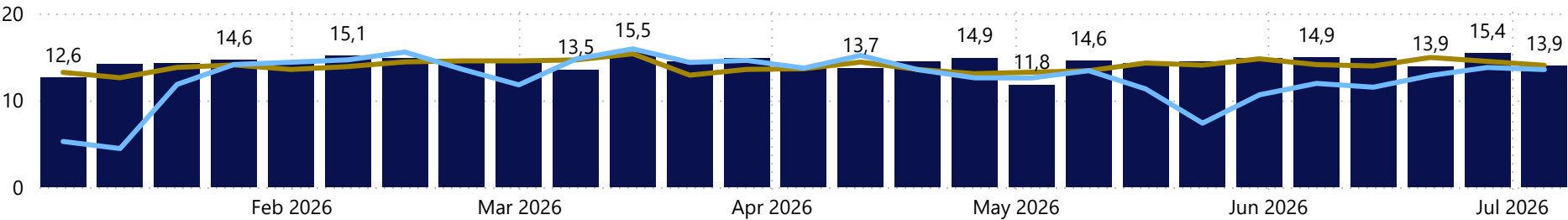
Week on Week Change

▼ HMV Border
7 hr 25 min (-35 min)

▼ HMV Road
14 hr (-1 hr 31 min)

Corridor Average Transit Time (hrs)

2026 YTD 2025 YTD 2024 YTD

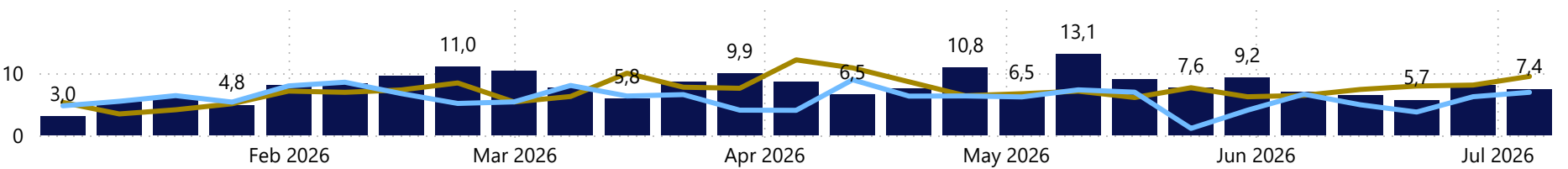


Week's AVG speed

50.60 kph

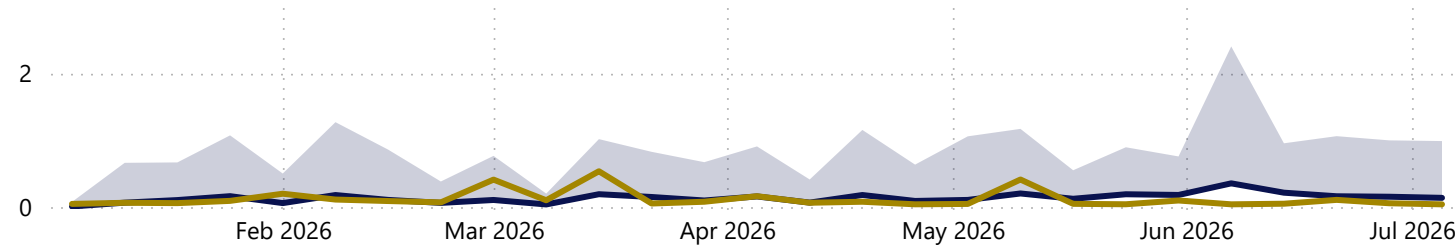
Border Crossing Time (hrs)

2026 YTD 2025 YTD 2024 YTD



Border Average Queue Length (km)

2026 YTD 2025 YTD Max Queue Length



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STATUS: CLEAR | Calm under load, road on par with last year and incidents unremarkable.

CLEAR

ANALYST OPINION

The road held at about 25 hours typical, on par with 2025, and this week's incident count is normal. No action needed this week.

Week on Week Change

▶ HMV Port Precinct
1 hr 30 min (+3 min)

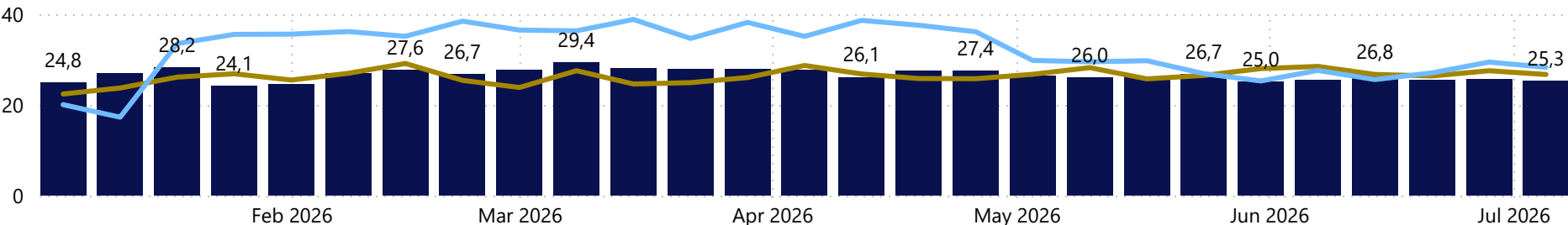
▼ HMV Road
1 day 1 hr (-22 min)

▼ Vessel Anchorage
1 day 19 hr (-3 days 7 hr)

▲ Vessel Berth
3 days 14 hr (+1 day 4 hr)

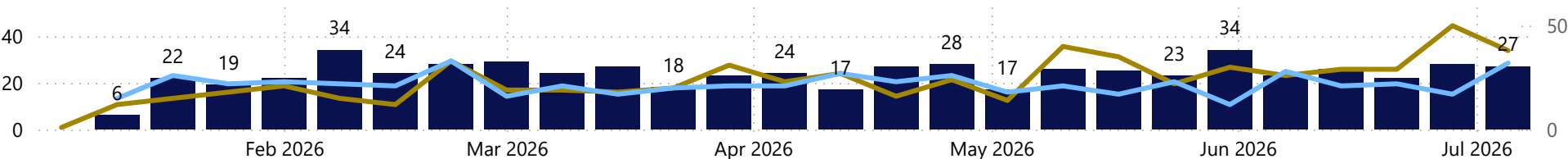
Corridor Average Transit Time (hrs)

● 2026 YTD ● 2025 YTD ● 2024 YTD



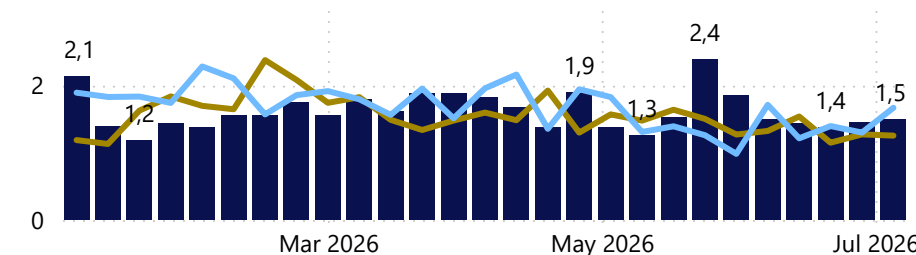
Reported Number of Traffic Incidents

● 2026 YTD ● 2025 YTD ● 2024 YTD

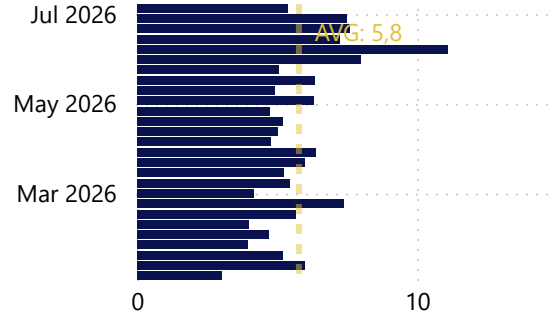


HMV Port Precinct Average Turn Around Time (hrs)

● 2026 YTD ● 2025 YTD ● 2024 YTD



Port Call Average Duration (days)



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STATUS: WATCH | Road eased and Cape Town's HMV port precinct dwell time stays calm, but vessels times did increase slightly

WATCH

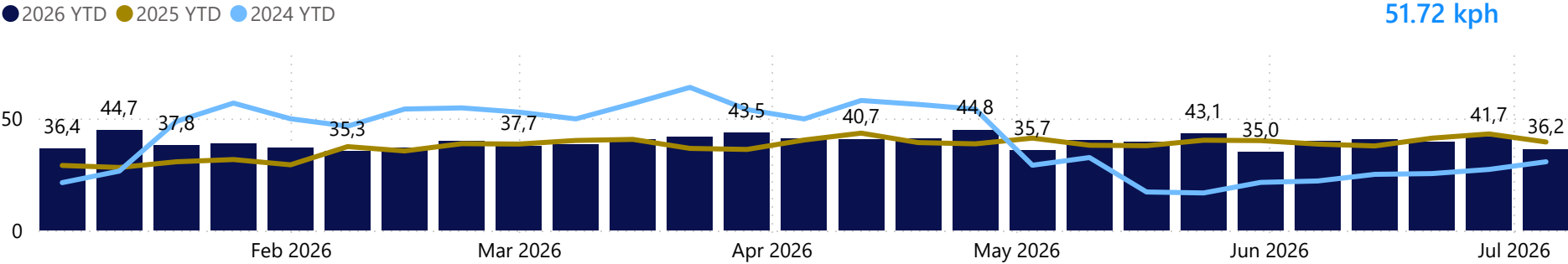
ANALYST OPINION

Cape Town's HMV port precinct dwell time stays calm with an increase in vessel port call time. No road buffer needed, consider planning around the port call time if the increase continues into next week.

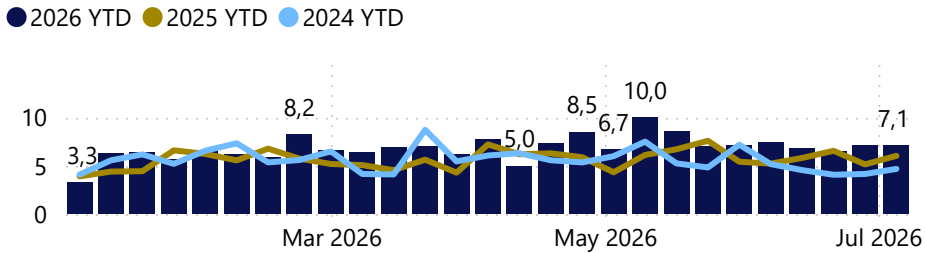
Week on Week Change

- ▼ HMV Port Precinct
1 hr 46 min (-5 min)
- ▶ HMV Border
7 hr 8 min (+2 min)
- ▼ HMV Road
1 day 12 hr (-5 hr 31 min)
- ▲ Vessel Anchorage
1 day 6 hr (+11 hr 12 min)
- ▲ Vessel Berth
2 days 13 hr (+7 hr 52 min)

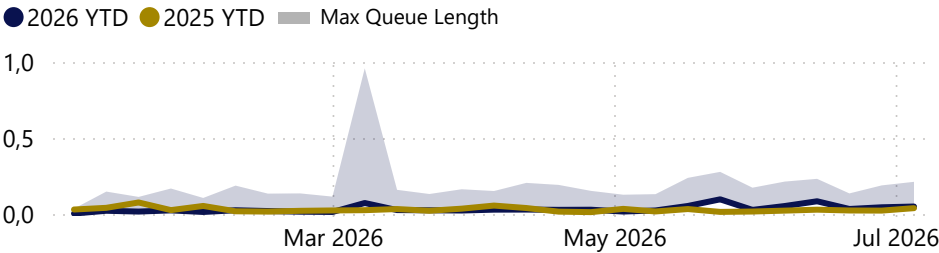
Corridor Average Transit Time (hrs)



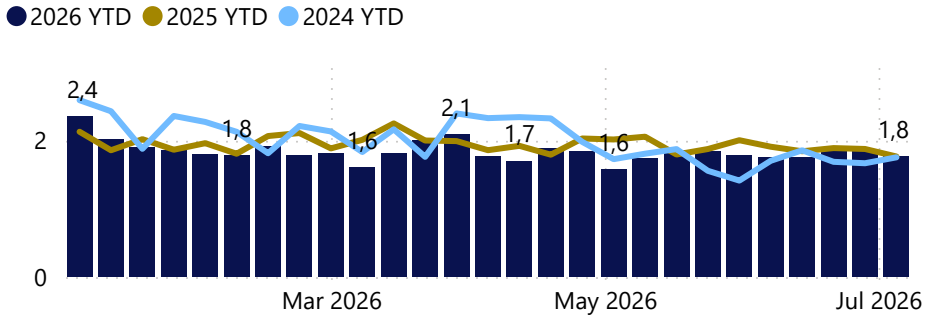
Border Crossing Time (hrs)



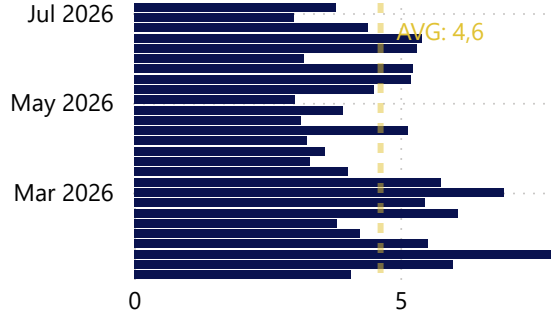
Border Average Queue Length (km)



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



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STATUS: AT RISK | The network's one structural problem, running 50% above last year, unchanged for weeks.

AT RISK

ANALYST OPINION

Kuruman to Saldanha is running about 18 hours typical and was marginally improved this week, but the year is tracking 50% above 2025. Treat this route as permanently slower than 2025 in planning.

Week on Week Change

▼ HMV Port Precinct
1 hr 34 min (-16 min)

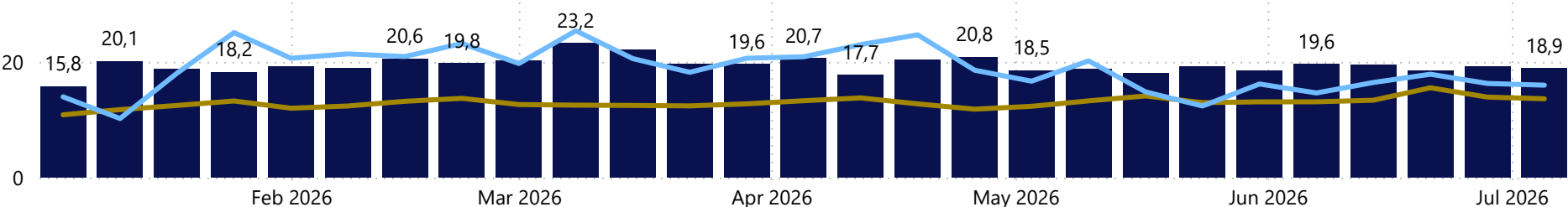
▼ HMV Road
19 hr (-18 min)

▼ Vessel Anchorage
2 days 4 hr (-3 days 13 hr)

▲ Vessel Berth
3 days 8 hr (+1 day 3 hr)

Corridor Average Transit Time (hrs)

● 2026 YTD ● 2025 YTD ● 2024 YTD

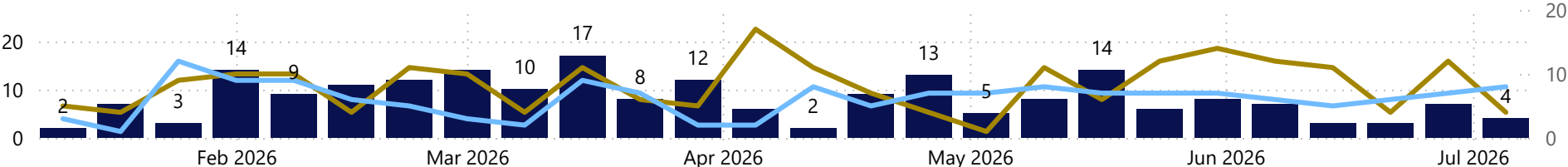


Week's AVG speed

51.01 kph

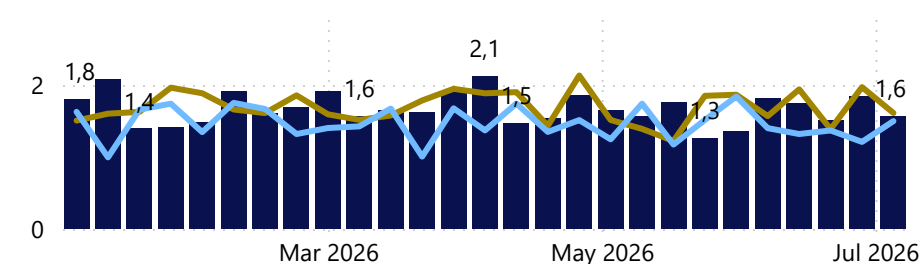
Reported Number of Traffic Incidents

● 2026 YTD ● 2025 YTD ● 2024 YTD

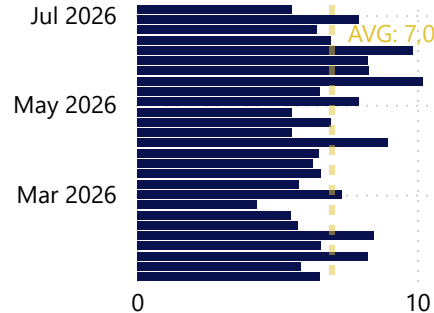


HMV Port Precinct Average Turn Around Time (hrs)

● 2026 YTD ● 2025 YTD ● 2024 YTD



Port Call Average Duration (days)



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Your forward agenda for next week, possible risks developing that need monitoring, and performance windows that might be open right now.

INDICATORS TO WATCH

Cape Town vessel port call time

Cape Town's vessel port call time rose to about 3.8 days this week, up from an unusually calm 3 days the week before, though it remains somewhat below its typical pace over the last month. This port has a genuine, if moderate, tendency for one week's level to influence the next. If it keeps climbing rather than settling back down, treat it as the start of a slower stretch rather than a one off rebound.

N4 Pretoria to Maputo pace versus 2025

The road eased sharply this week, but the corridor is still running about 12% slower than the same point in 2025. If the weekly average climbs back above about 21 hours, treat the improvement as temporary and plan to the higher yearly pace rather than this week's calmer reading.

Richards Bay HMT port precinct dwell time

Dwell eased this week after a recent climb, but the year-to-date figure is still about 6% above 2025. If the average crosses 4 hours or resumes climbing, treat Richards Bay as a structural constraint on N2 and build standing margin into port timing.

OPPORTUNITIES

N3 Joburg to Durban, open now.

The quietest road on the network at about 13 hours typical, below its 2025 pace, with incidents not biting into road time. Operators with scheduling flexibility should move N3 loads this week while conditions are this good.

Pioneer Gate / Skilpadshok for N4 westbound

Running about 30% below its usual pace over the last month, a reliable easing is observed rather than a one off dip. Operators routing the N4 western axis via Botswana can use this window now as it looks set to hold near term.

Ports easing

Vessel port call time eased at Richards Bay, Saldanha, Port Elizabeth and Coega-Ngqura this week, down between 13% and 31%. Cape Town moved the other way this week, rising off an unusually calm previous week, so treat that one port on its own terms. Shippers with berth window flexibility at the other four ports could consider tighter vessel schedules.



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Corridor Comparison (Hours)

CorridorName_Clean	Prior Week	Reporting Week	% Change	
Beira - Blantyre	19,4	19,8	↑	1,9%
Kuruman - Gqeberha	25,7	25,3	↓	-1,4%
Kuruman - Saldanha	19,2	18,9	↓	-1,5%
N1 Cape Town - Beitbridge	28,9	28,3	↓	-1,9%
Beira - Lusaka	17,4	17,0	↓	-2,2%
Walvis Bay - Lubambashi via Lusaka	39,5	37,9	↓	-4,1%
Nacala - Blantyre	12,4	11,7	↓	-5,4%
North South	95,9	90,4	↓	-5,7%
N3 Joburg - Durban	14,0	13,2	↓	-5,8%
N2 Ermelo - Richards Bay	10,0	9,1	↓	-8,6%
N8 Bloem - Nakop	15,4	13,9	↓	-9,8%
N4 Pretoria - Maputo	21,5	19,0	↓	-11,4%
Trans-Kalahari	23,4	20,7	↓	-11,5%
Walvis Bay - Cape Town	41,7	36,2	↓	-13,2%
Nacala - Lilongwe	19,9	17,1	↓	-13,9%
Luderitz - Keetsmanshoop	5,1	4,3	↓	-16,6%
Beira - Lilongwe	89,2	72,3	↓	-18,9%
Central Corridor	88,8	67,5	↓	-24,0%

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Port Call Comparison (Days)

Port	Prior Week	Reporting Week	% Change	
Cape Town	2,99	3,79	↑	26,5%
Walvis Bay	9,91	10,75	↑	8,5%
Beira	6,68	6,78	↑	1,4%
Nacala	4,97	4,99	↑	0,3%
Coega-Ngqura	5,73	5,61	↓	-2,1%
Richards Bay	6,16	5,36	↓	-12,9%
Durban	6,31	5,29	↓	-16,2%
Dar es Salaam	8,10	6,70	↓	-17,3%
Maputo	6,76	5,21	↓	-22,9%
Gqeberha	7,50	5,39	↓	-28,1%
Saldanha	7,92	5,51	↓	-30,5%

Explanatory Note

This page positions South Africa's monitored corridors within the broader African logistics landscape, from the Beira and Nacala corridors, through the Trans-Kalahari and Trans-Caprivi routes, to the eight RSA corridors at the core of this Report.

Transit times reflect end-to-end corridor travel; port call duration reflects time in port from arrival to departure. Both scale with distance, infrastructure, and the number of border crossings involved, so figures across corridors of very different length should be read with that in mind.

Week-on-week change is shown for context, not as a standalone judgment, a single week can reflect seasonal or scheduling factors as much as a structural shift. For a directional read on any RSA corridor, see its benchmark page elsewhere in this Report.



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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, with transportation and storage expenses often exceeding the inherent value or production costs of goods. This 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 effective collaboration, enhanced visibility, and accountability, gathering data on corridor performance, identifying trends, and pinpointing 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.

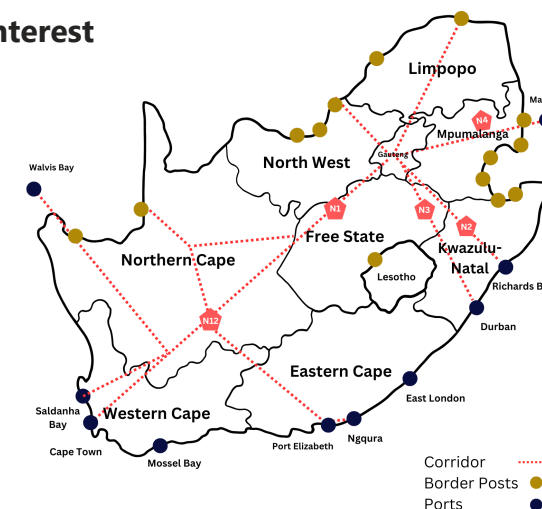
The CSIR has conducted an external data process audit to assess and validate the accuracy of the process that produces the underlying data and enhance the usefulness of the information published in the report. The overall finding was "The Pulse Report provides near real-time-based indicators that are 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.



"The Pulse Report provides near real-time indicators that are indicative of corridor travel through processes that appear relevant and logical."

— CSIR Independent Data Process Audit Finding

DATA & TECHNICAL PARTNERS

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- Mix-Telematics**
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- N4 Trac**
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- NetStar**
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HISTORICAL FUNDERS & STRATEGIC SUPPORTERS

- TradeMark SA**
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- SSATP**
Sub-Saharan Africa Transport Policy Program
- BUSA**
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- NLCC Working Group**
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- RFA**
Road Freight Association — voice of SA road freight

DETAILED DATA ACCESS

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- **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.

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