

RSA CORRIDOR PULSE REPORT

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

REPORTING PERIOD

*Mon 27 Jul 2026 - Sun 02 Aug 2026
Week 31*



enquiries@crickmay.co.za | 033 343 1007

4 of 8

Corridors under pressure

Beitbridge Border

Typical crossing lowest in weeks

Watch:

Richards Bay port dwell +17%



LMS

Logistics Monitoring System

Risks

Richards Bay's HVM port precinct dwell time has confirmed a genuine slowdown this week, not a single bad reading, so N2 operators should plan for longer turnaround now rather than wait for it to pass.

Opportunities

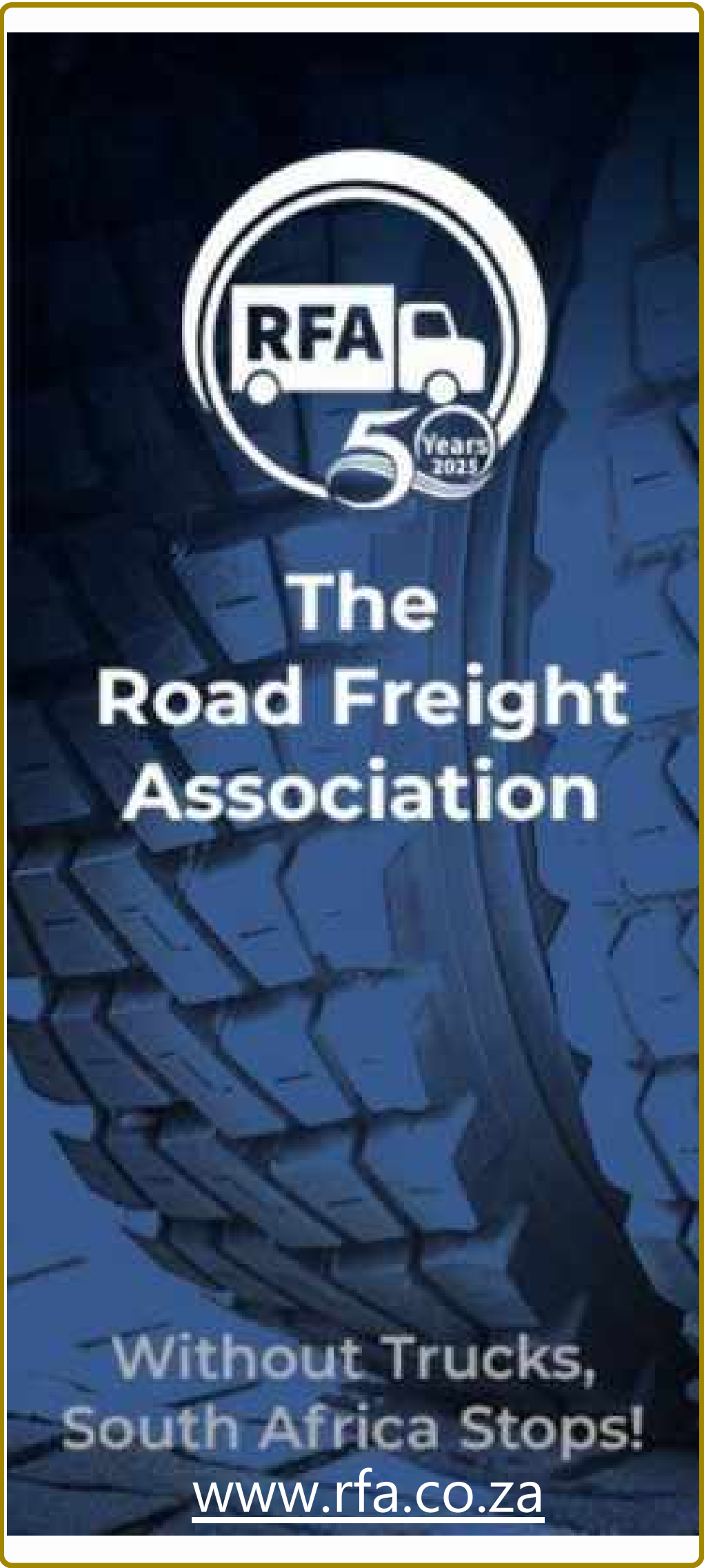
The N1 and N4 western network is performing well. Beitbridge's typical crossing eased to about 23 hours and Pioneer Gate/Skilpadshek eased for a second week running, so operators with routing flexibility on either leg should move loads through now while conditions hold.

Watch

Richards Bay's HVM port precinct dwell time rose 17% this week and is now running 17% above 2025's pace, the point where a single bad week starts to look like a trend. Watch whether it holds above its own last month average again next week. If it does, treat the extra turnaround time as the new normal for N2 exports.

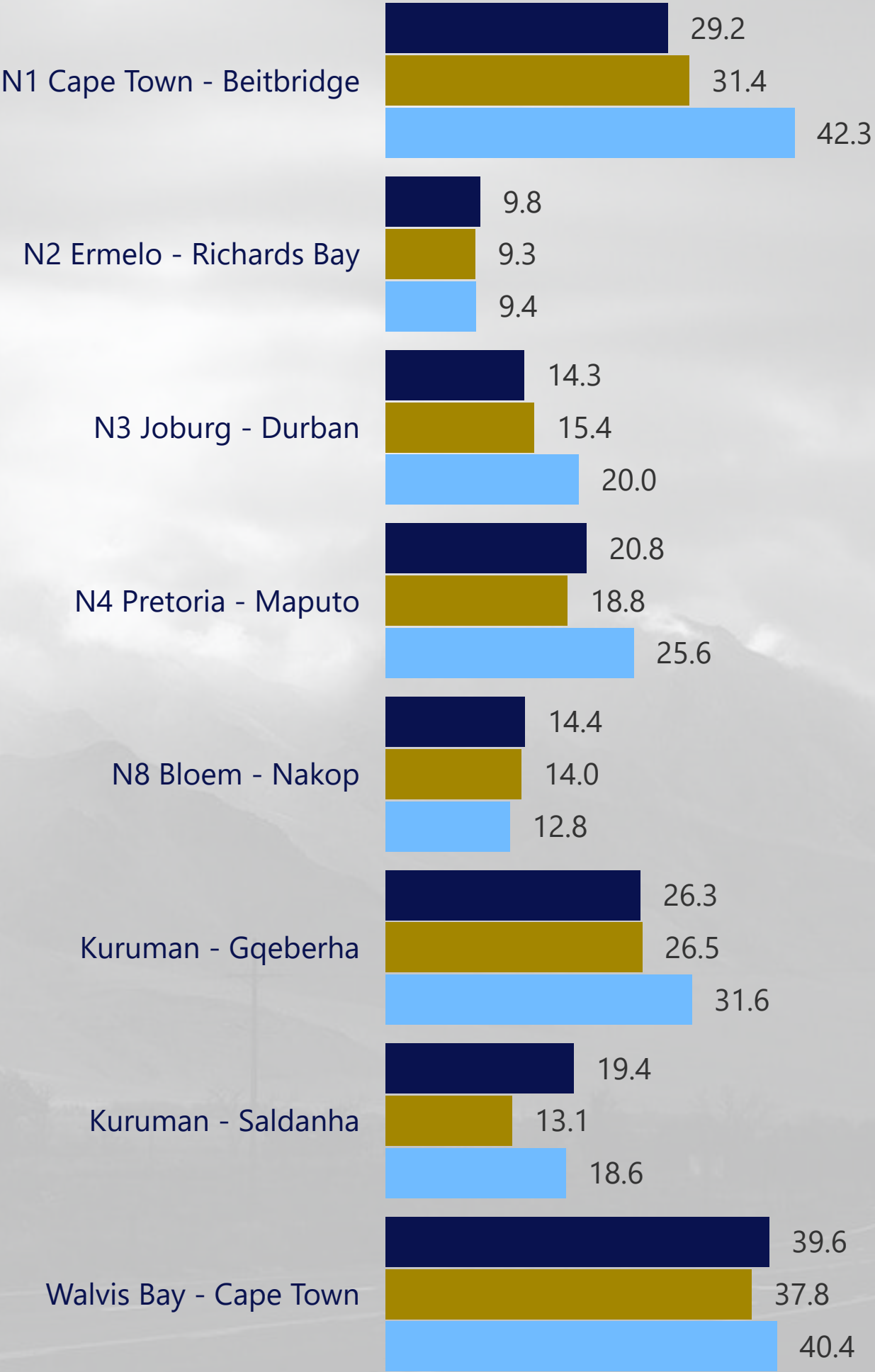
Overall Assessment

Four of the eight corridors are under pressure this week, the same count as the last two editions, though the mix has eased. N4 has come off its multi-week high and now sits on watch for a different reason: its own gap against 2025 crossed 10% this week even as the weekly average settled back toward 21 hours. Kuruman/Saldanha's shortfall against 2025 held for another week near 49%, confirming the structural shift flagged two editions ago. Every one of the eight corridors recorded lower estimated freight volume and an easing transit time this week, a broadly quiet week across the whole network rather than a story tied to any one corridor. While there is a general calming across the network, Richard's Bay HVM port precinct time requires close monitoring.



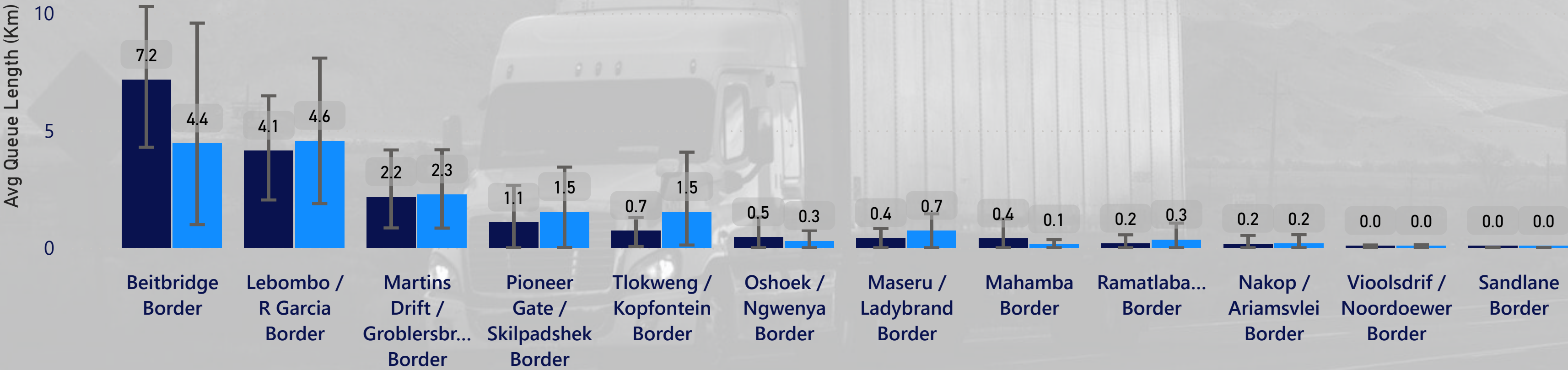
CORRIDOR	STATUS	WOW%	KEY INDICATOR THIS WEEK	OPERATOR ACTION	YTD VS 2025
N1 Cape Town – Beitbridge	CLEAR	-4.2%	Beitbridge typical crossing eased to 23 hours	Dispatch northbound loads as planned this week	↓ Below
N2 Ermelo – Richards Bay	WATCH	-5.1%	Richards Bay port dwell up 17%, running hot	Add margin to Richards Bay port timing	↑ Above
N3 Joburg – Durban	CLEAR	-3.5%	Calmetst corridor on the network again this week	Keep current scheduling, no change needed	↓ Below
N4 Pretoria – Maputo	WATCH	-8.4%	Average settles near 21 hours, gap vs 2025 now 10.5%	Plan loads to 21 hours this week	↑ Above
N8 Bloemfontein – Nakop	CLEAR	-7.0%	Nakop returning back to normal levels	Keep normal scheduling through Nakop	↔ On par
Kuruman – Gqeberha	CLEAR	-14.4%	Corridor eased again, incidents elevated but not predictive	Keep current routing, no change needed	↔ On par
Kuruman – Saldanha	AT RISK	-6.8%	Gap against 2025 so far this year still near 49%	Plan to this corridor's slower 2026 pace	↑ Above
Walvis Bay – Cape Town	WATCH	-5.7%	Greater spread between fast and slow trips observed	Plan to the slow day figure, not average	↔ On par

Major Corridor Transit Times (hrs)



*WOW% - Week on Week relative change

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	112.4%	
R385/R31 split-Hopetown	91.8%	
Walvis Bay-Maltaholhe	85.2%	

3 Least Variable Road Segments for Travel Time

Road Segment	Coefficient of Variation	Avg Hrs Rolling 12 Months
Joburg-Bloemfontein	9.2%	
Harrismith-Winterton/Colenso	8.5%	
Warden-Harrismith	8.4%	

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

Road Segment	7 Day % Change	30 Days % Change	Avg Hrs Rolling 12 Months
Grunau-Vioolsdrif Border	40.4%	34.6%	
R385/R31 split-Hopetown	30.0%	18.8%	
Modderiver-Colesburg	19.5%	-3.8%	

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

Road Segment	7 Day % Change	30 Days % Change	Avg Hrs Rolling 12 Months
Hopetown-Colesburg	-22.6%	-16.7%	
Vioolsdrif Border-Vioolsdrif Border	-29.7%	-14.7%	
Beitbridge Border-Beitbridge Border	-46.9%	3.8%	



STATUS: CLEAR | Beitbridge's easing is the story this week, though its queue is quietly rebuilding underneath.

CLEAR

ANALYST OPINION

Beitbridge's typical crossing eased sharply to about 23 hours this week, even as queue length and queue time both ticked up. Dispatch northbound loads as planned, but watch the queue before adding capacity.

Week on Week Change

▼ HMV Port Precinct
1 hr 29 min (-16 min)

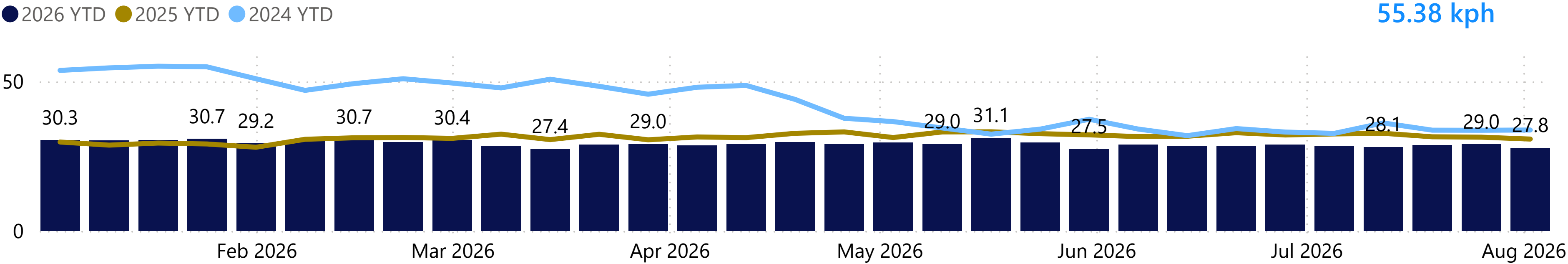
▼ HMV Border
1 day 9 hr (-14 hr)

▼ HMV Road
1 day 4 hr (-1 hr 13 min)

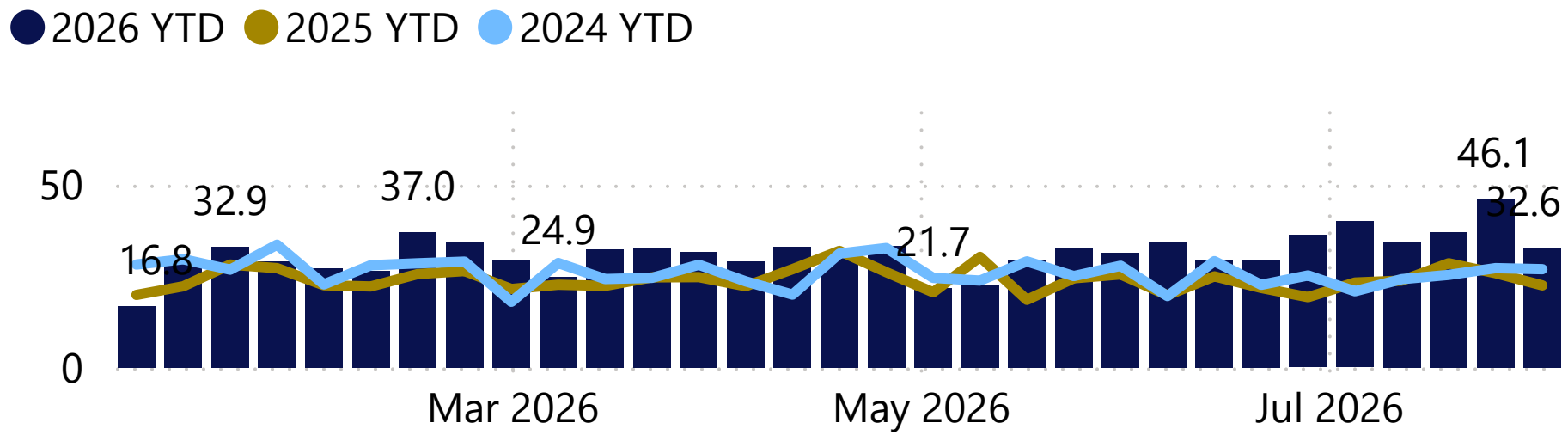
▲ Vessel Anchorage
23 hr (+2 hr 6 min)

▲ Vessel Berth
2 days 5 hr (+16 hr)

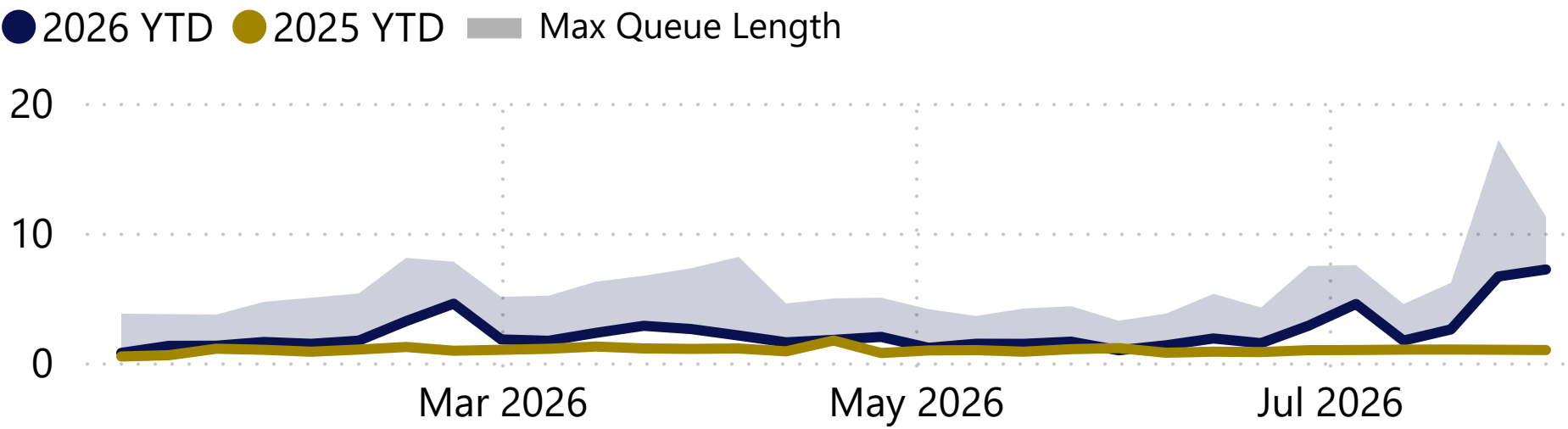
Corridor Average Transit Time (hrs)



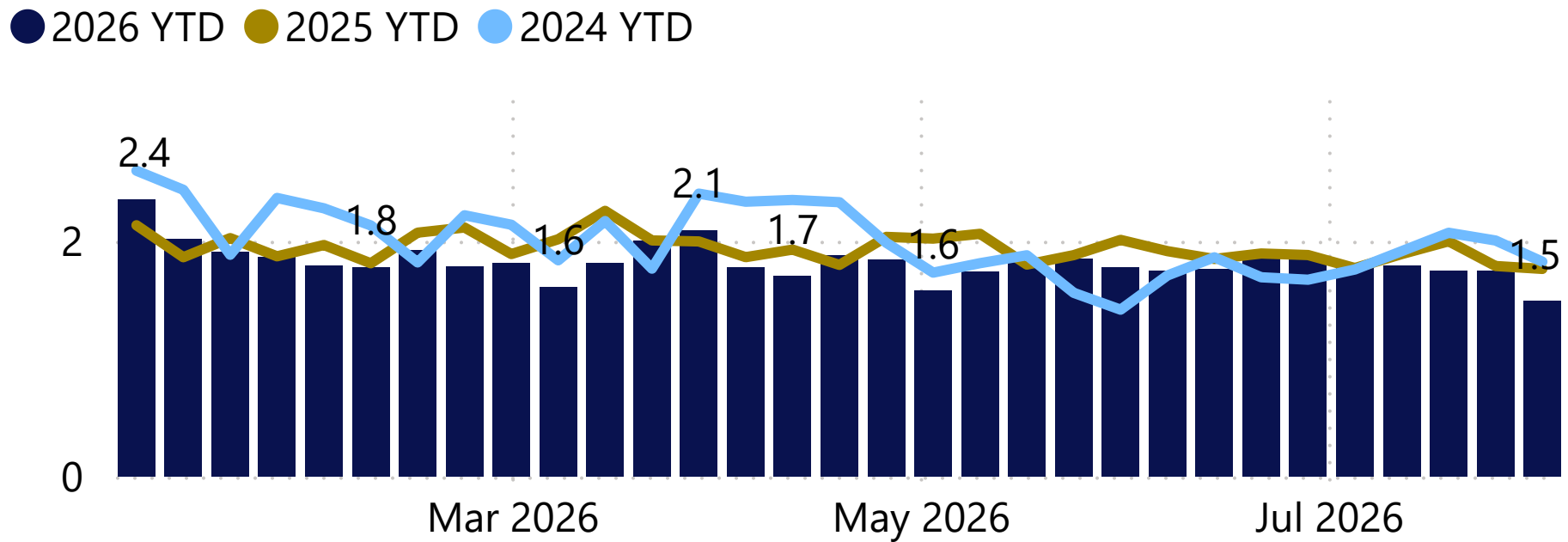
Border Crossing Time (hrs)



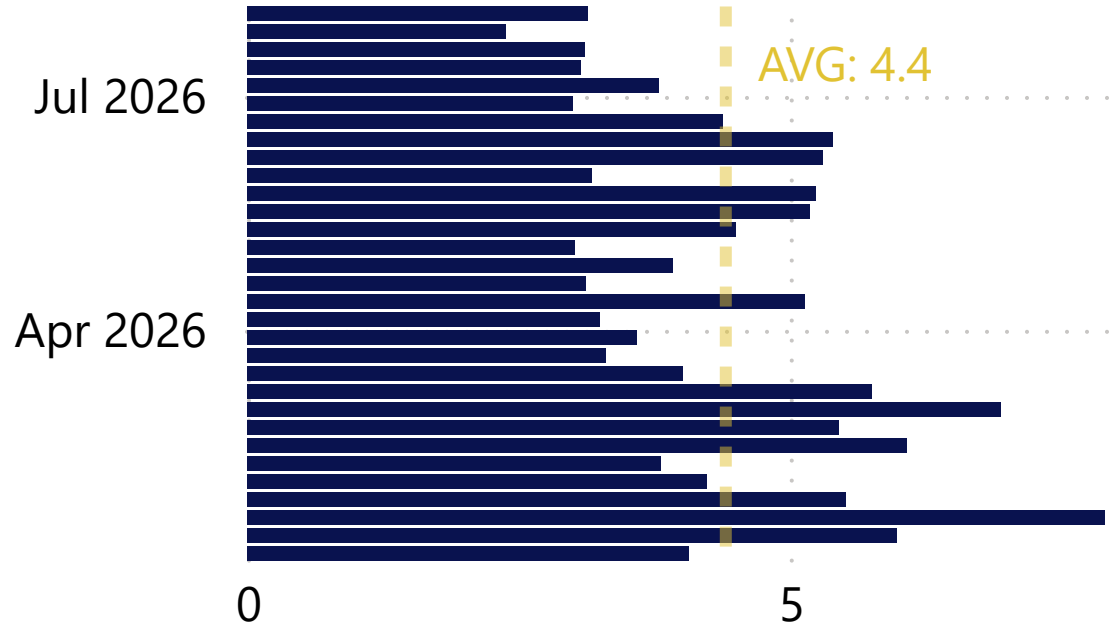
Border Average Queue Length (km)



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



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STATUS: WATCH | Richards Bay's port precinct has confirmed a genuine slowdown

WATCH

ANALYST OPINION
Richards Bay's HVM port precinct dwell time is running hot, up 17% this week and already 17% above 2025's pace so far this year. Add a margin to Richards Bay port timing.

Week on Week Change

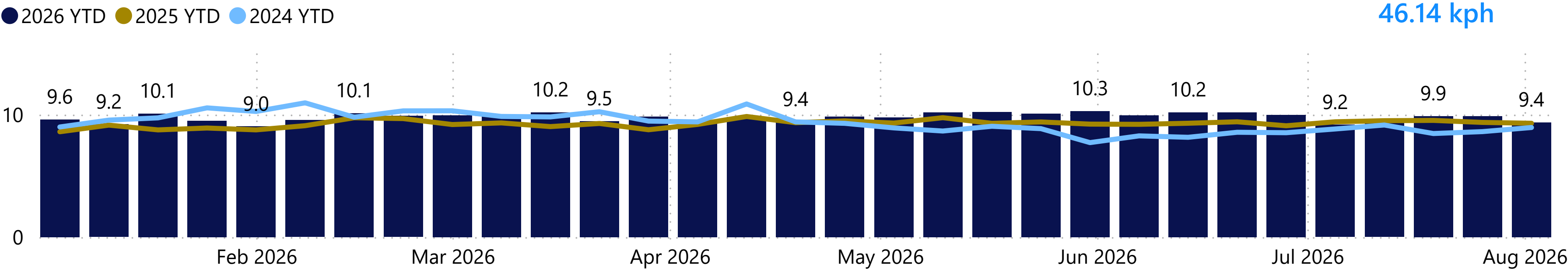
▲ HVM Port Precinct
4 hr 3 min (+22 min)

▼ HVM Road
9 hr 22 min (-30 min)

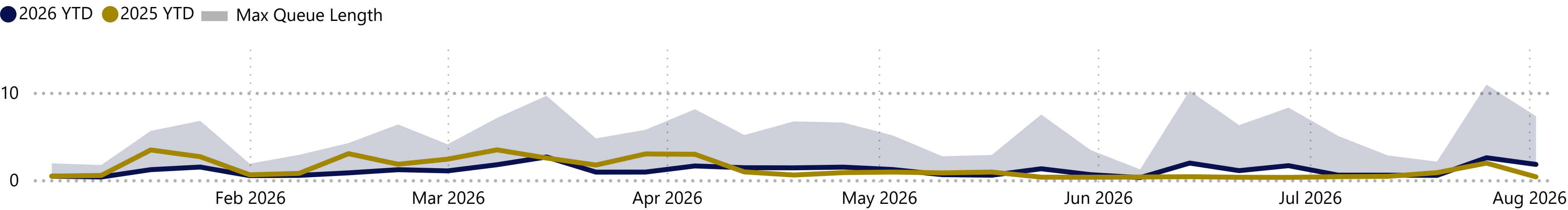
▲ Vessel Anchorage
1 day 19 hr (+7 hr 23 min)

▲ Vessel Berth
3 days 2 hr (+10 hr 60 min)

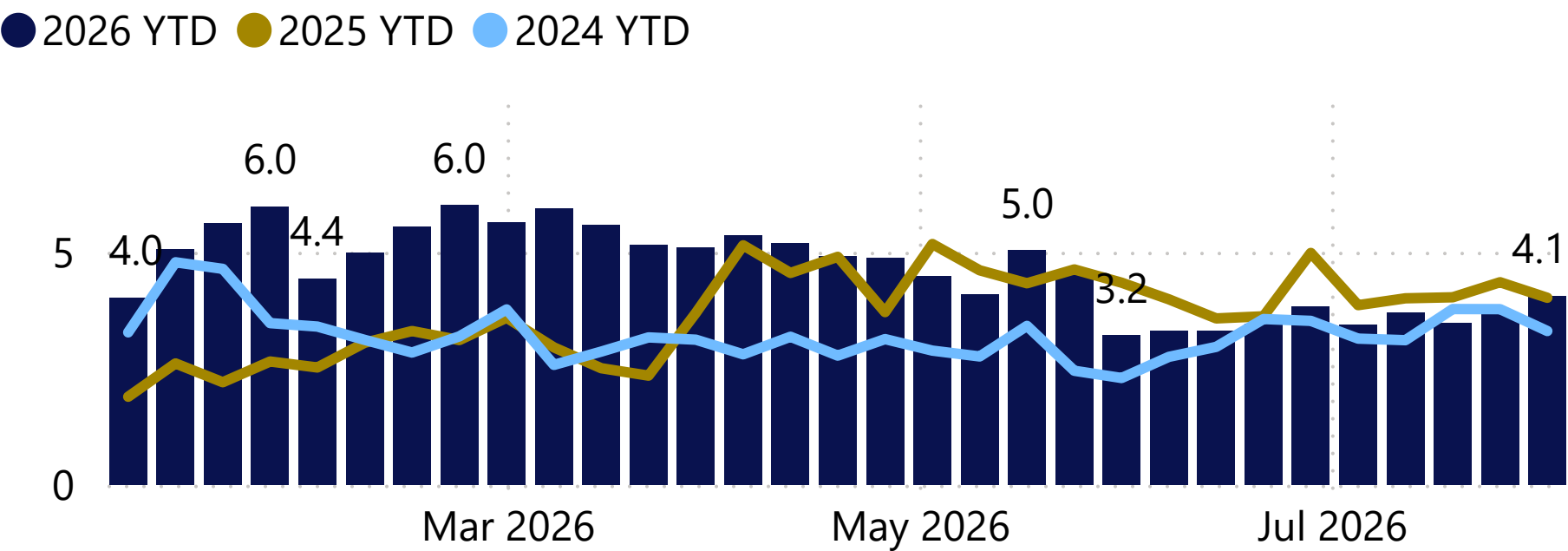
Corridor Average Transit Time (hrs)



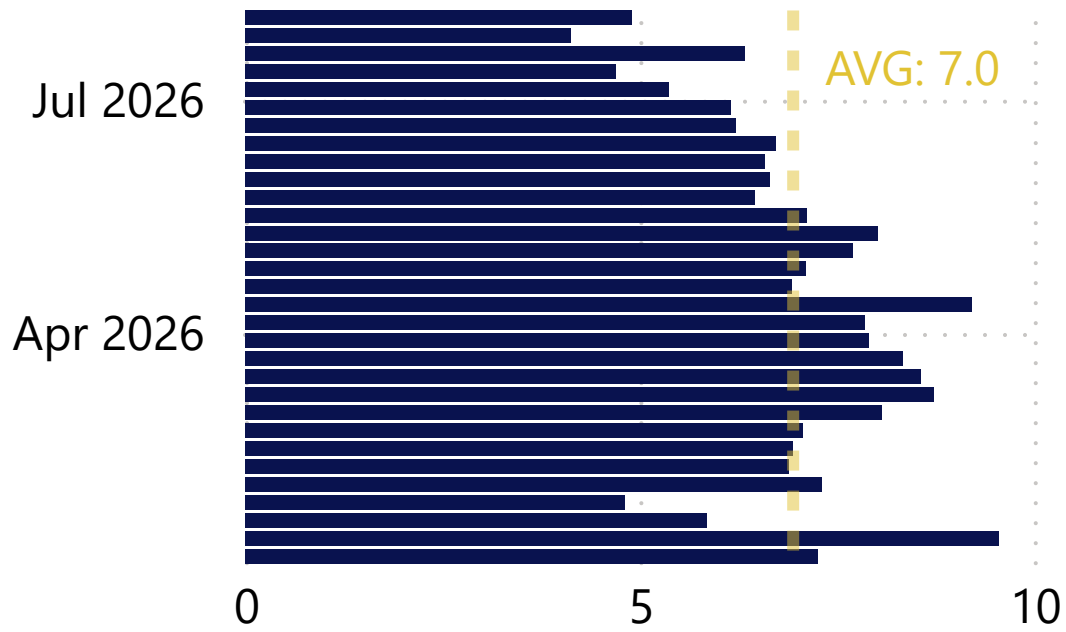
Southbound Inbound to Port Average Queue length (km)



HVM Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



Transmaintenance and Operations

Road Corridor improvements, strategic transport improvement and business support

Email: gmarais@t-m-o.co

STATUS: CLEAR | Calmest corridor on the network again, nothing here needs attention this week.

CLEAR

ANALYST OPINION
N3 remains the calmest road on the network, easing further this week with Durban's HMV port precinct dwell time flat. Keep current scheduling this week, no change needed.

Week on Week Change

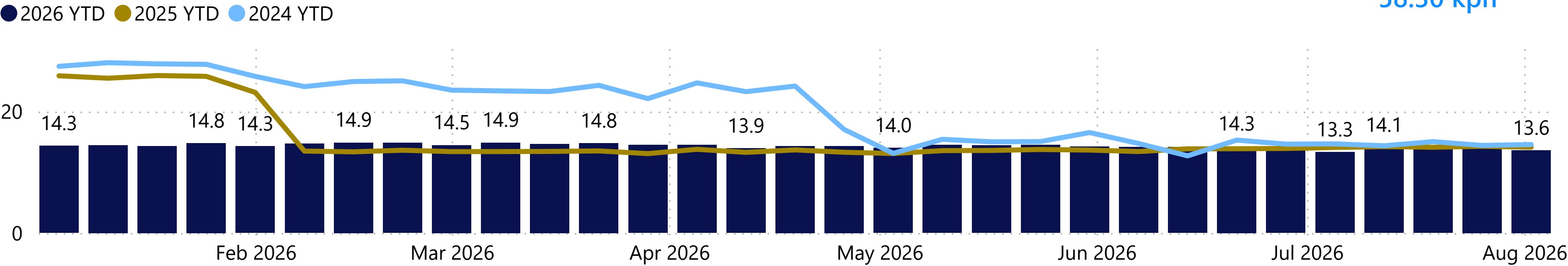
▼ HMV Port Precinct
2 hr 1 min (-8 min)

▼ HMV Road
14 hr (-30 min)

▲ Vessel Anchorage
2 days 15 hr (+1 day 5 hr)

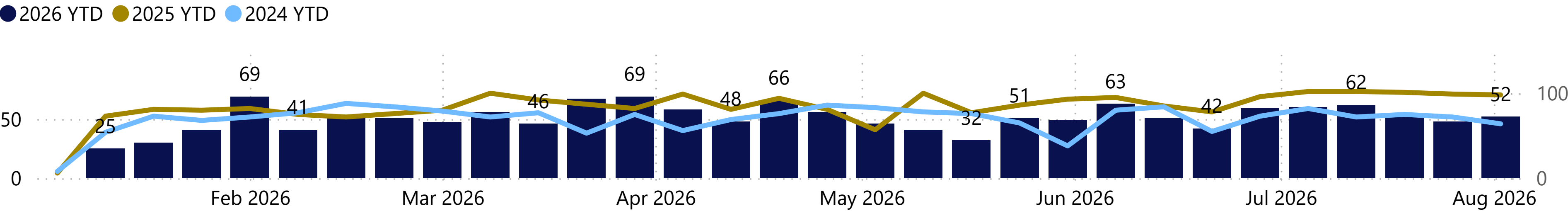
▼ Vessel Berth
4 days 2 hr (-1 day 2 hr)

Corridor Average Transit Time (hrs)

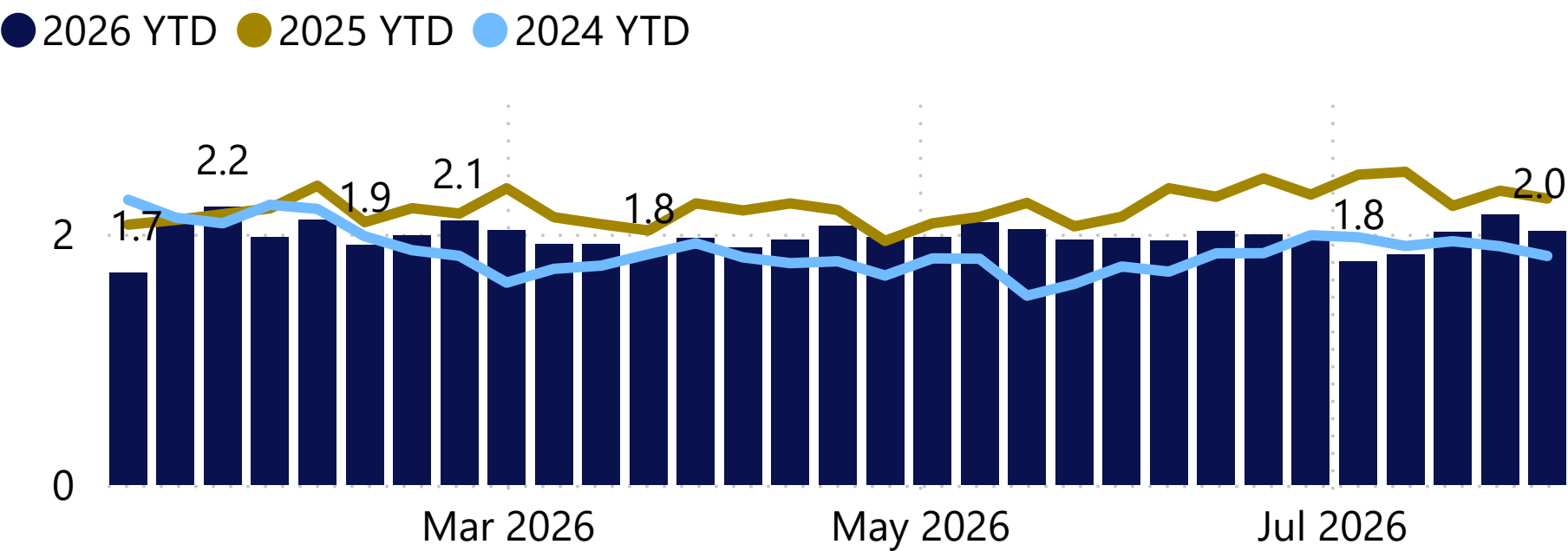


Week's AVG speed
58.30 kph

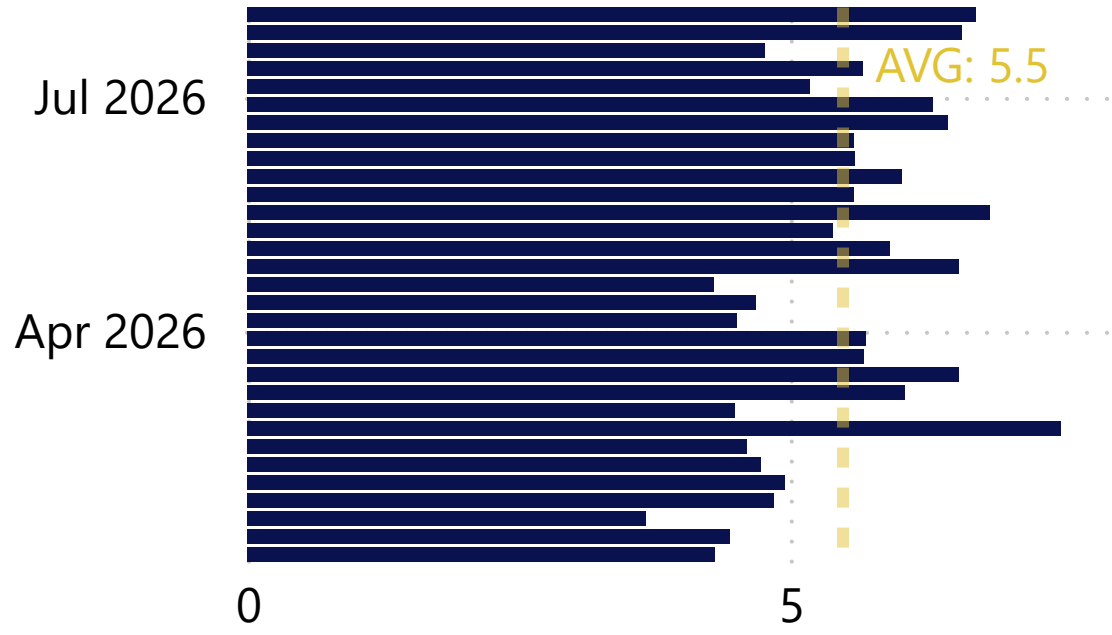
Reported Number of Traffic Incidents



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



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STATUS: WATCH | Corridor found its new plateau near 21 hours while the gap against 2025 kept widening.

WATCH

ANALYST OPINION

N4's average has settled back near 21 hours, but its gap against 2025 so far this year has now crossed 10%, to 10.5%. Plan loads to 21 hours and treat the wider gap as the real story.

Week on Week Change

▼ HMV Port Precinct
2 hr 44 min (-10 min)

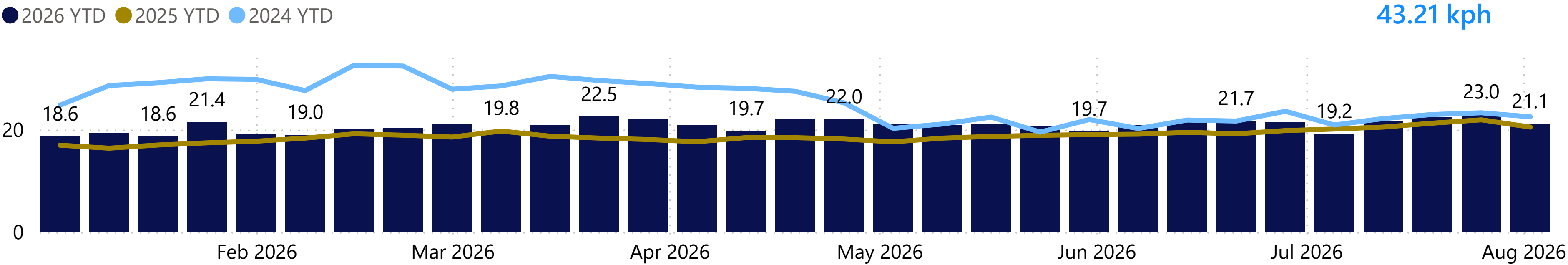
▼ HMV Border
6 hr 51 min (-3 min)

▼ HMV Road
21 hr (-1 hr 56 min)

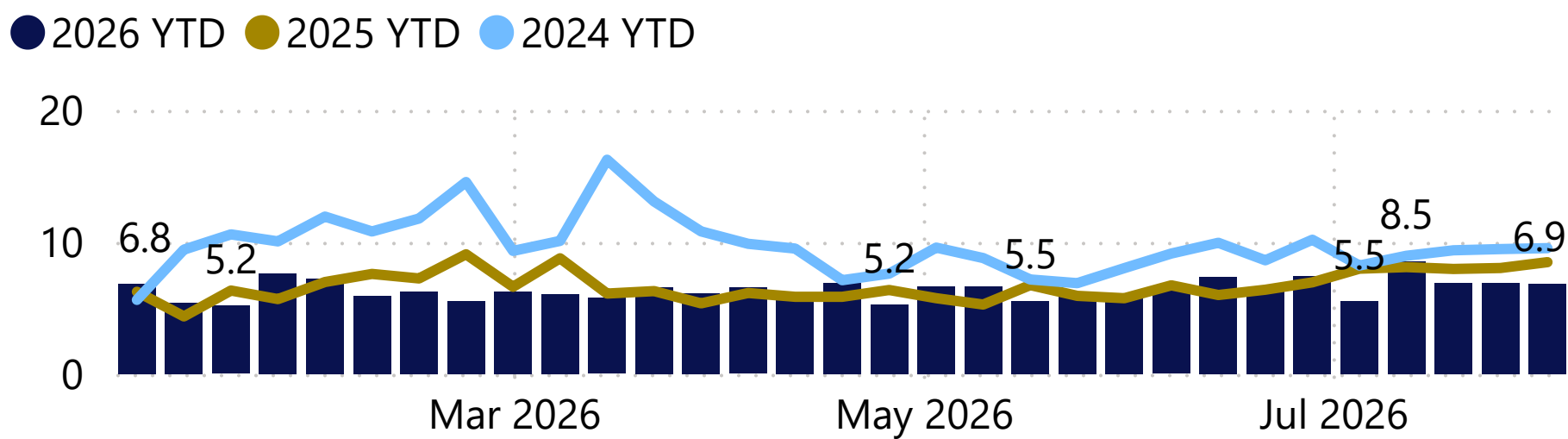
▲ Vessel Anchorage
2 days 20 hr (+1 day 3 hr)

▲ Vessel Berth
3 days 15 hr (+14 hr)

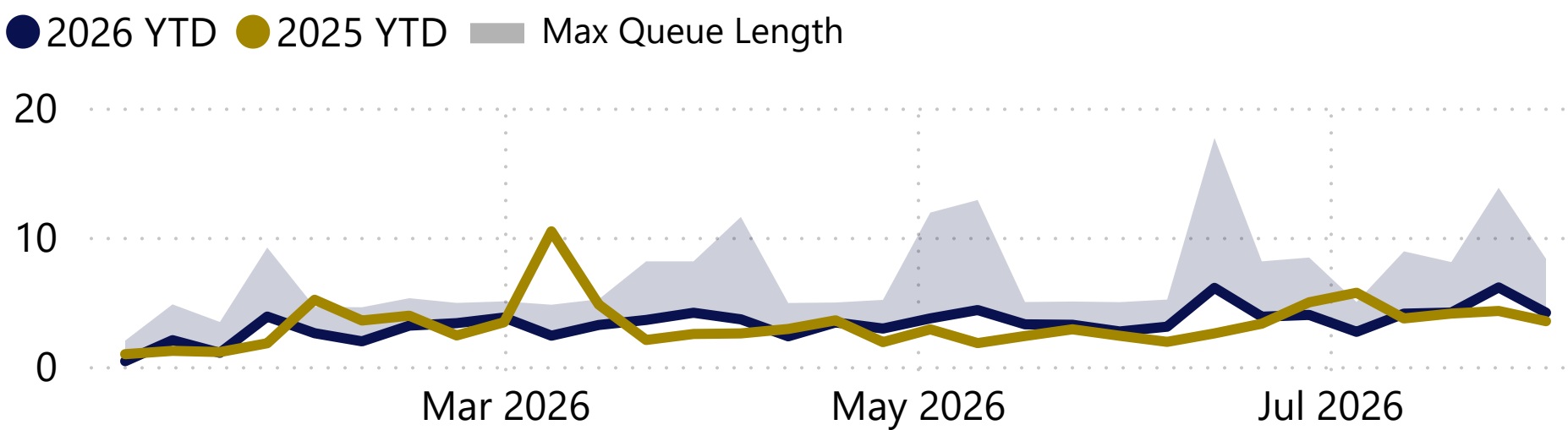
Corridor Average Transit Time (hrs)



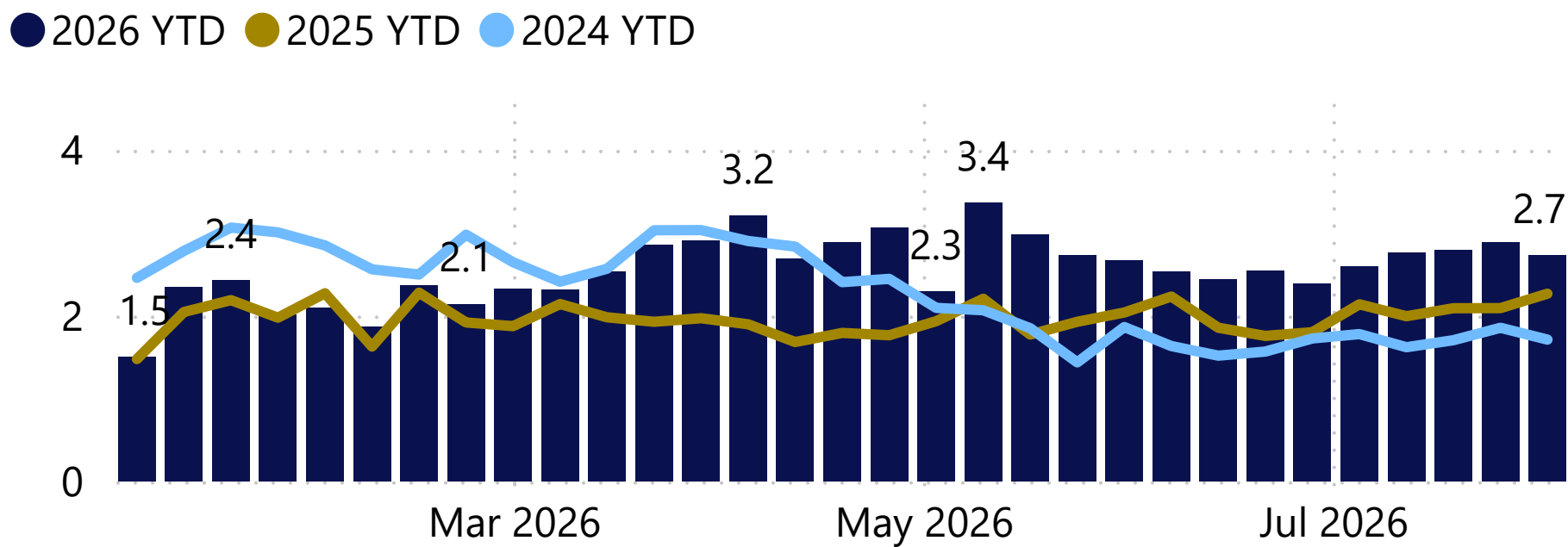
Border Crossing Time (hrs)



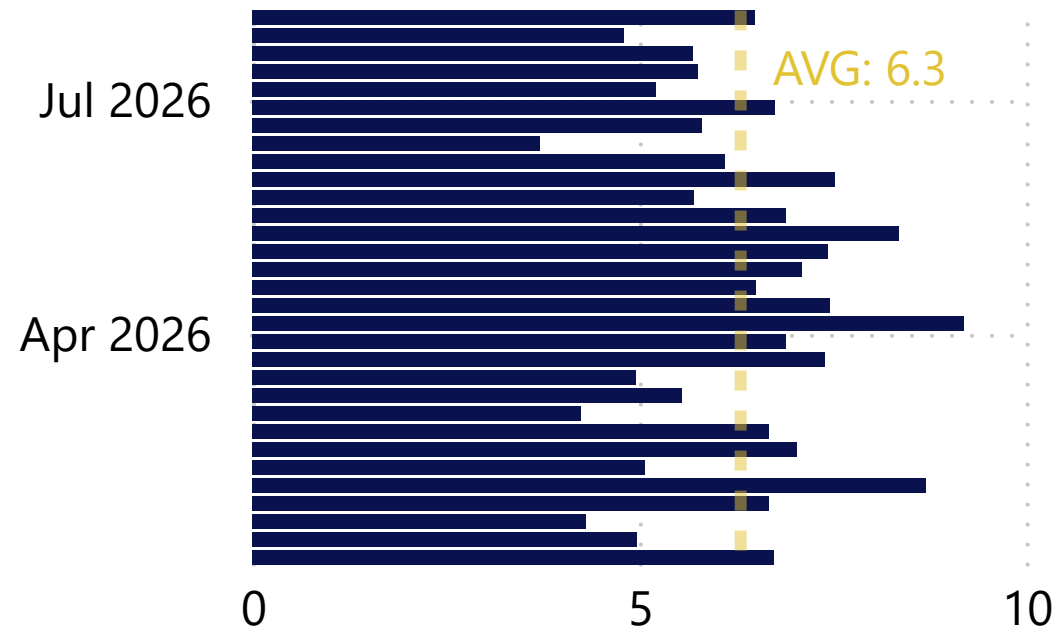
Border Average Queue Length (km)



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



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STATUS: CLEAR | This week's border bump is a reversion, not a new development.

CLEAR

ANALYST OPINION

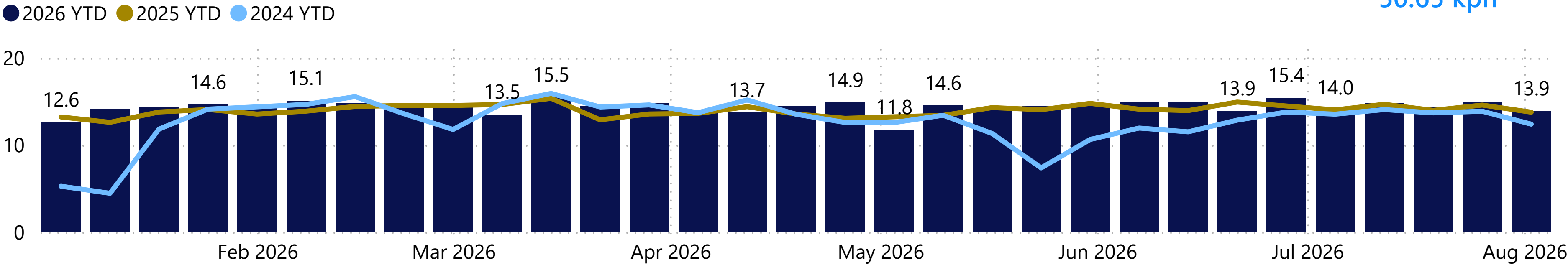
Nakop's rise this week is a bounce back off an unusually calm prior week, not a fresh problem, and N8 stays calm. Keep normal scheduling through Nakop this week.

Week on Week Change

▲ HMV Border
6 hr 52 min (+47 min)

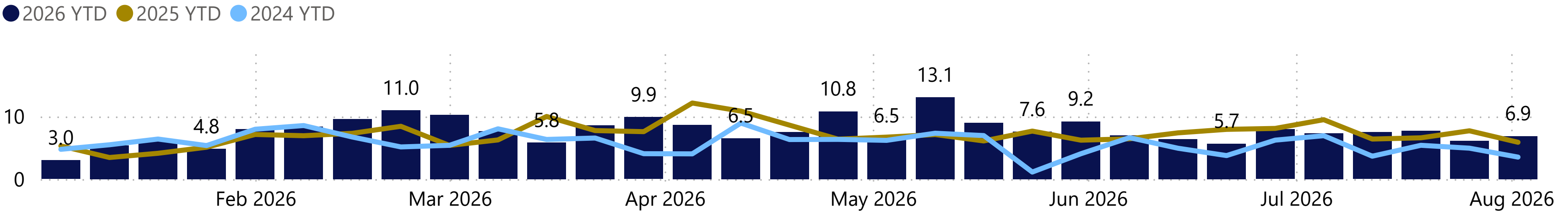
▼ HMV Road
14 hr (-1 hr 2 min)

Corridor Average Transit Time (hrs)

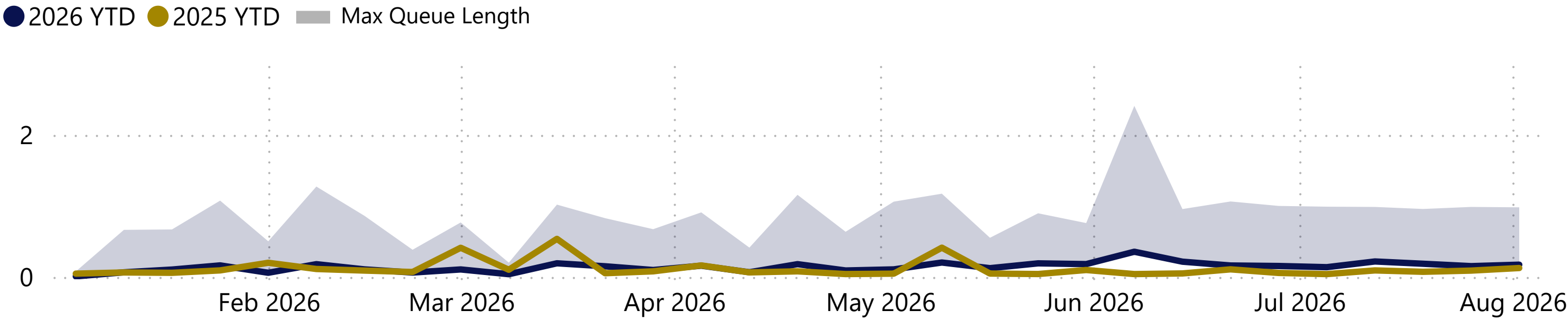


Week's AVG speed
50.65 kph

Border Crossing Time (hrs)



Border Average Queue Length (km)



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STATUS: CLEAR | Elevated incident count noted, but this corridor's incidents have never forecast road trouble.

CLEAR

ANALYST OPINION

Kuruman/Gqeberha eased again this week, though incidents ran higher than normal, a pattern that has never forecast road time here. Keep current routing, no incident-driven change needed.

Week on Week Change

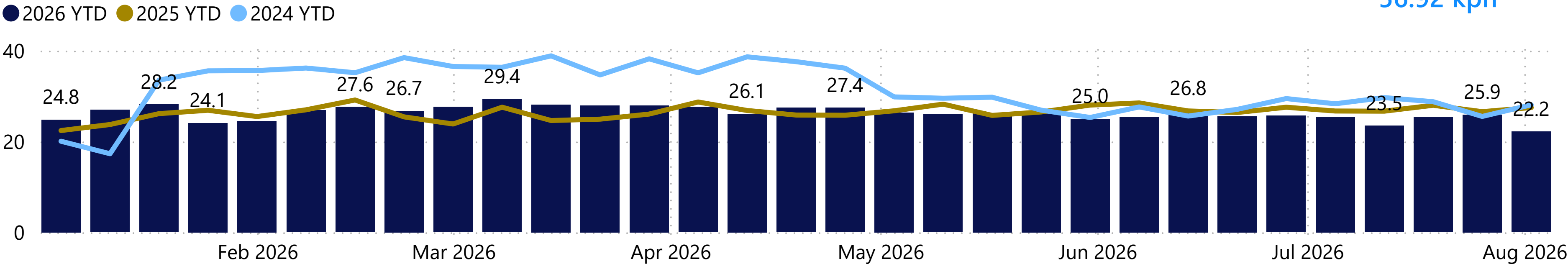
▼ HMV Port Precinct
1 hr 16 min (-9 min)

▼ HMV Road
22 hr (-3 hr 44 min)

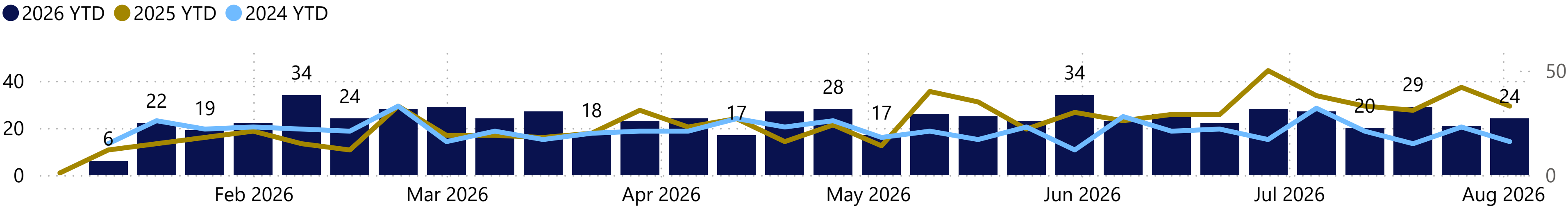
▲ Vessel Anchorage
2 days 23 hr (+1 day 10 hr)

▲ Vessel Berth
3 days 23 hr (+1 day 5 hr)

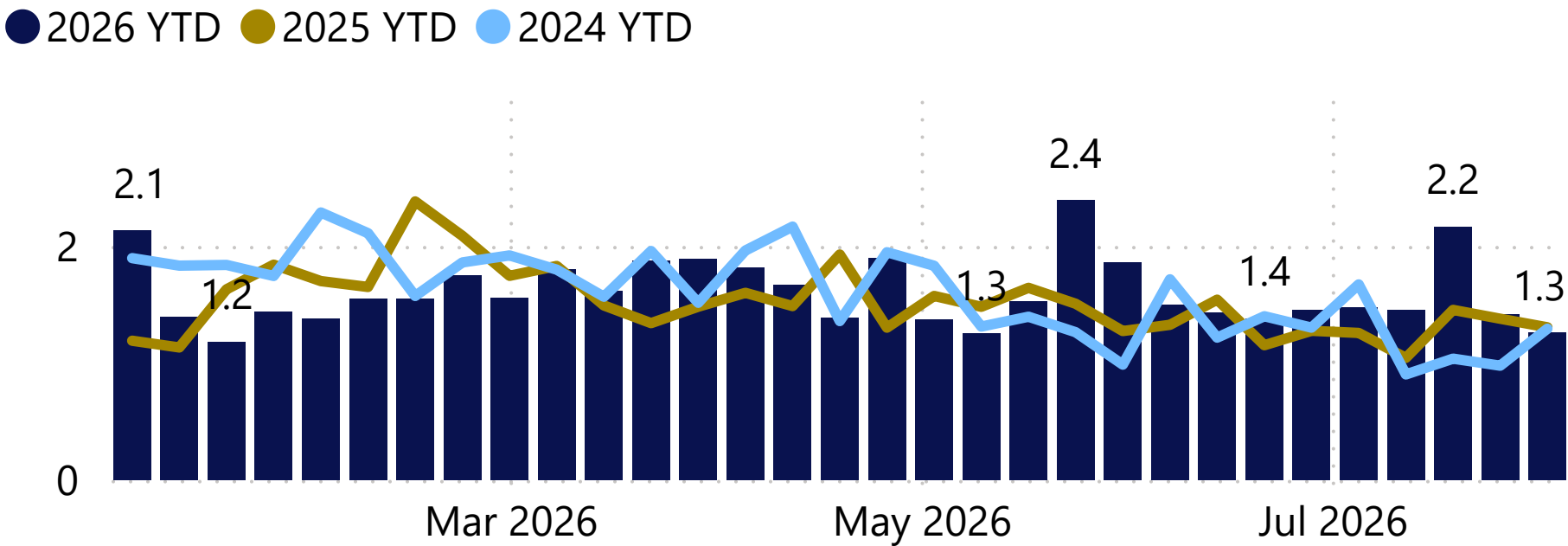
Corridor Average Transit Time (hrs)



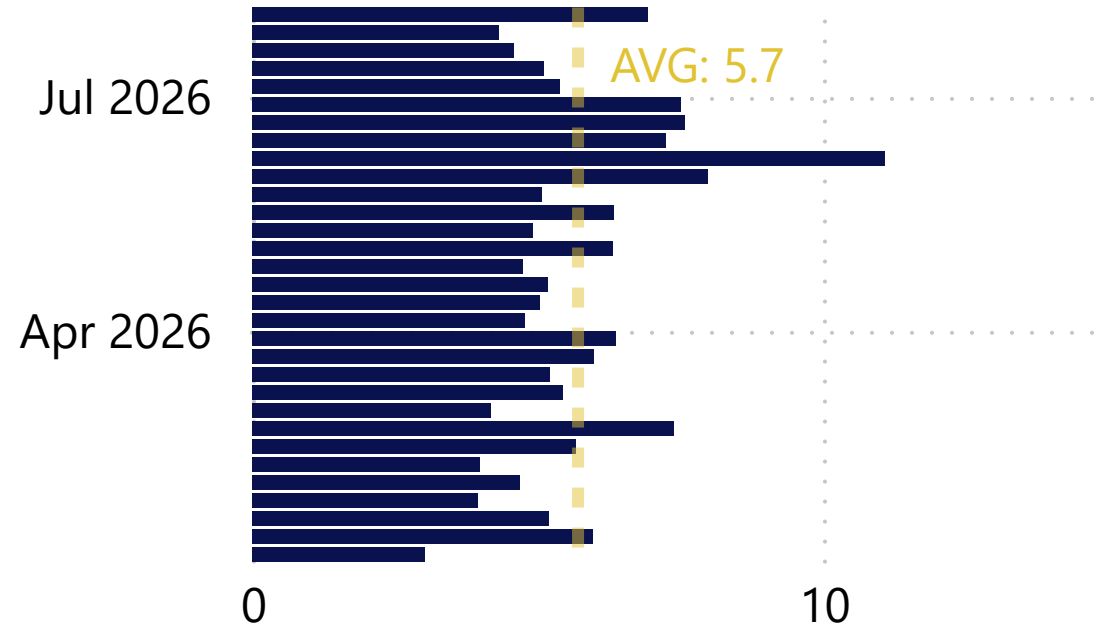
Reported Number of Traffic Incidents



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



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STATUS: CLEAR | Not a bad week on average, but a much less predictable one.

CLEAR

ANALYST OPINION

The gap between a fast and a slow transit on Walvis Bay/Cape Town widened sharply this week. Plan to the slow-day figure, not the average, until this settles.

Week on Week Change

▼ HMV Port Precinct
1 hr 29 min (-16 min)

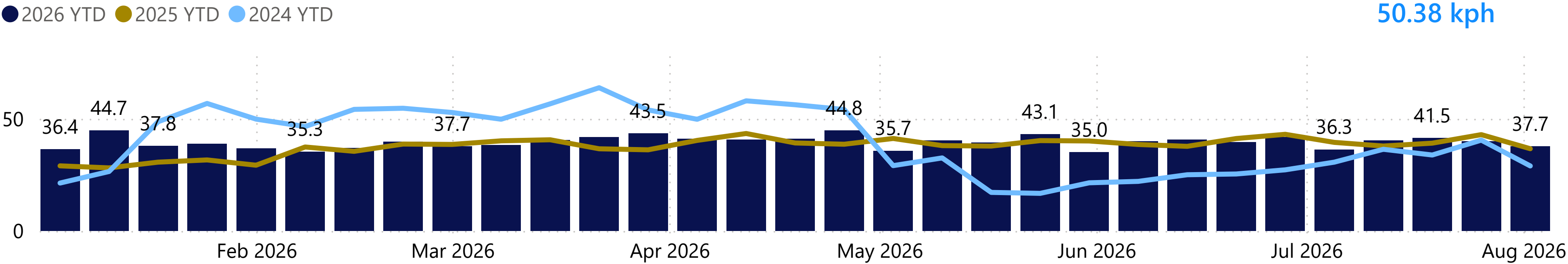
▶ HMV Border
6 hr 55 min (+2 min)

▼ HMV Road
1 day 14 hr (-2 hr 16 min)

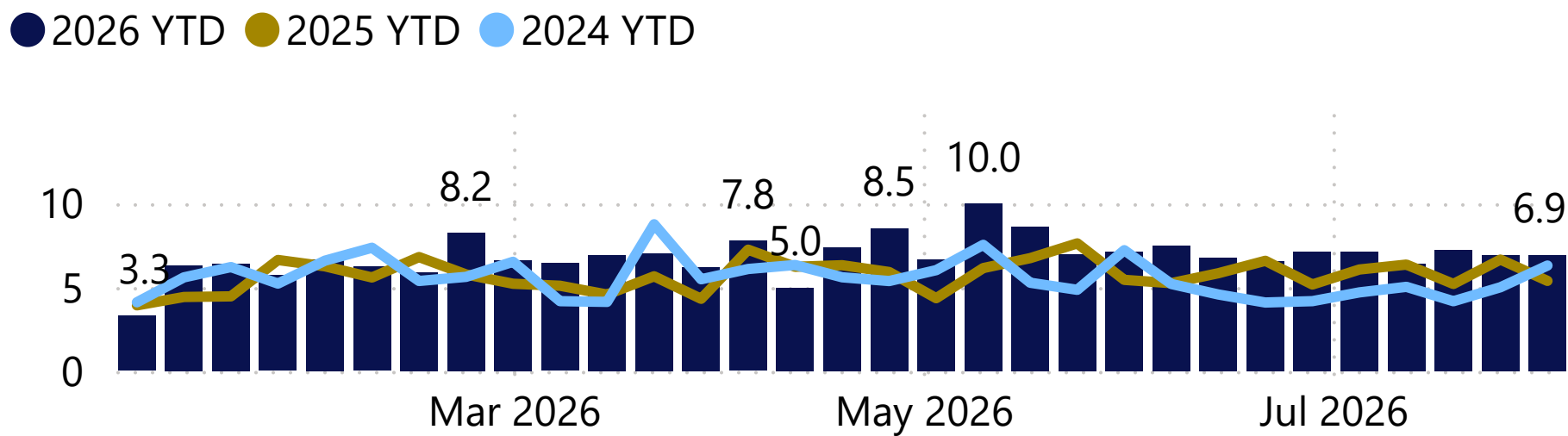
▲ Vessel Anchorage
23 hr (+2 hr 6 min)

▲ Vessel Berth
2 days 5 hr (+16 hr)

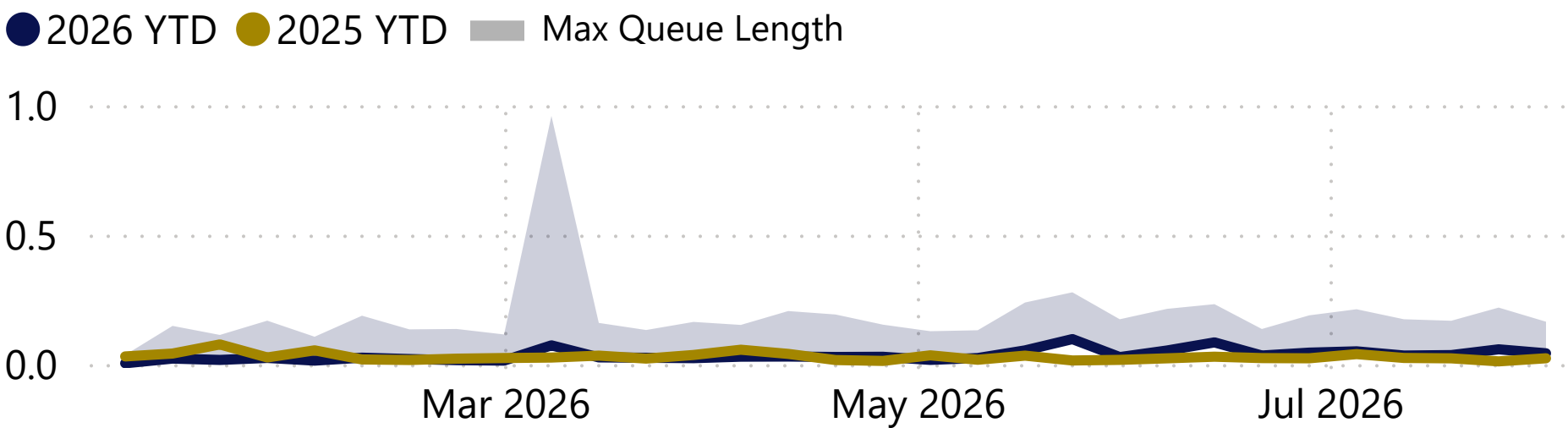
Corridor Average Transit Time (hrs)



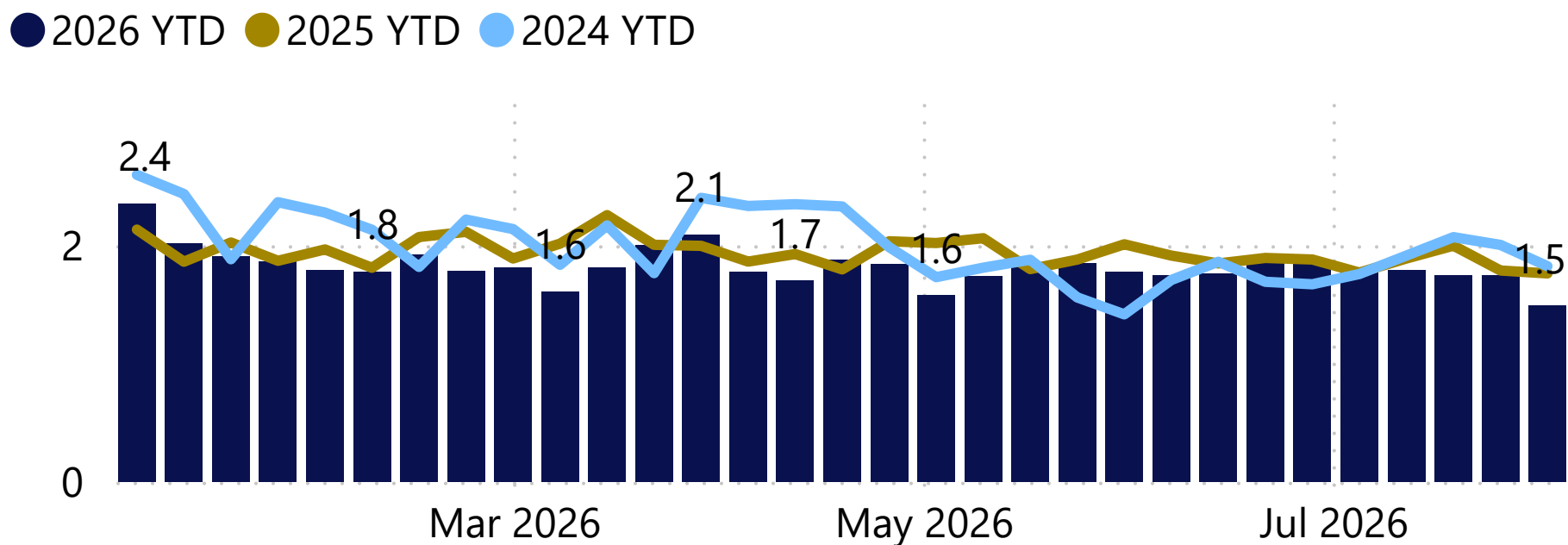
Border Crossing Time (hrs)



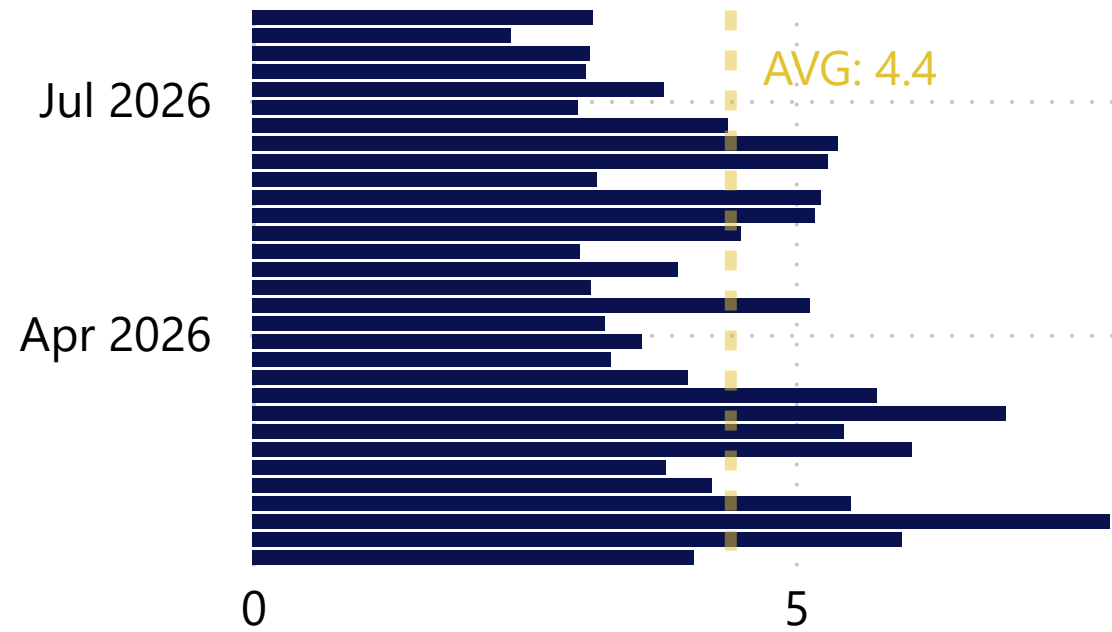
Border Average Queue Length (km)



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



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STATUS: AT RISK | The gap versus 2025 held near 49% for a fourth straight week; confirming this is a structural shift.

AT RISK

ANALYST OPINION
Kuruman/Saldanha's gap against 2025 so far this year is still near 49%, the same structural shortfall seen for weeks running now. Plan this corridor to its slower 2026 pace, not last year's benchmark.

Week on Week Change

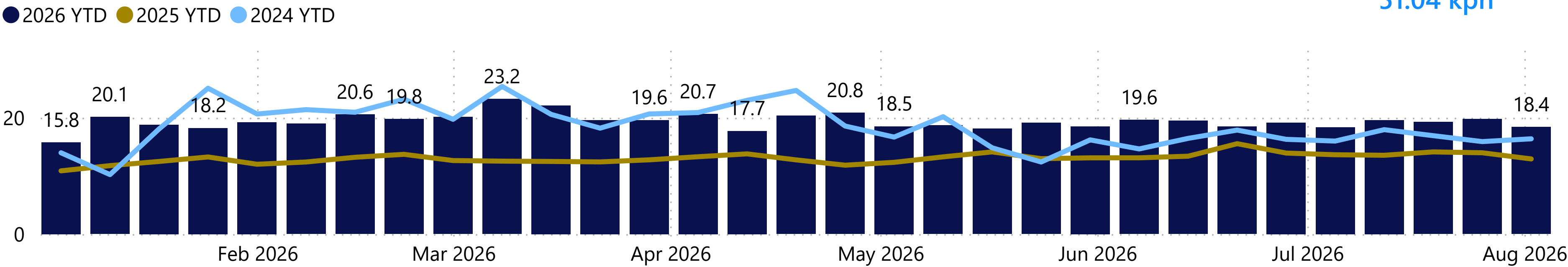
▼ HMV Port Precinct
1 hr 26 min (-21 min)

▼ HMV Road
18 hr (-1 hr 21 min)

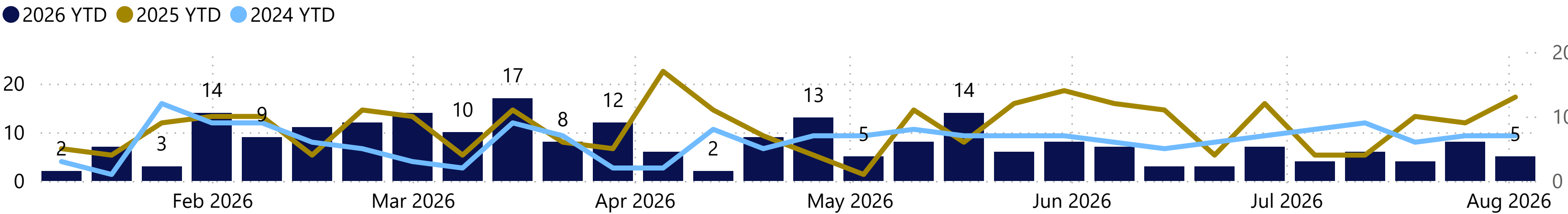
▼ Vessel Anchorage
1 day 13 hr (-13 hr)

▼ Vessel Berth
2 days 19 hr (-2 hr 7 min)

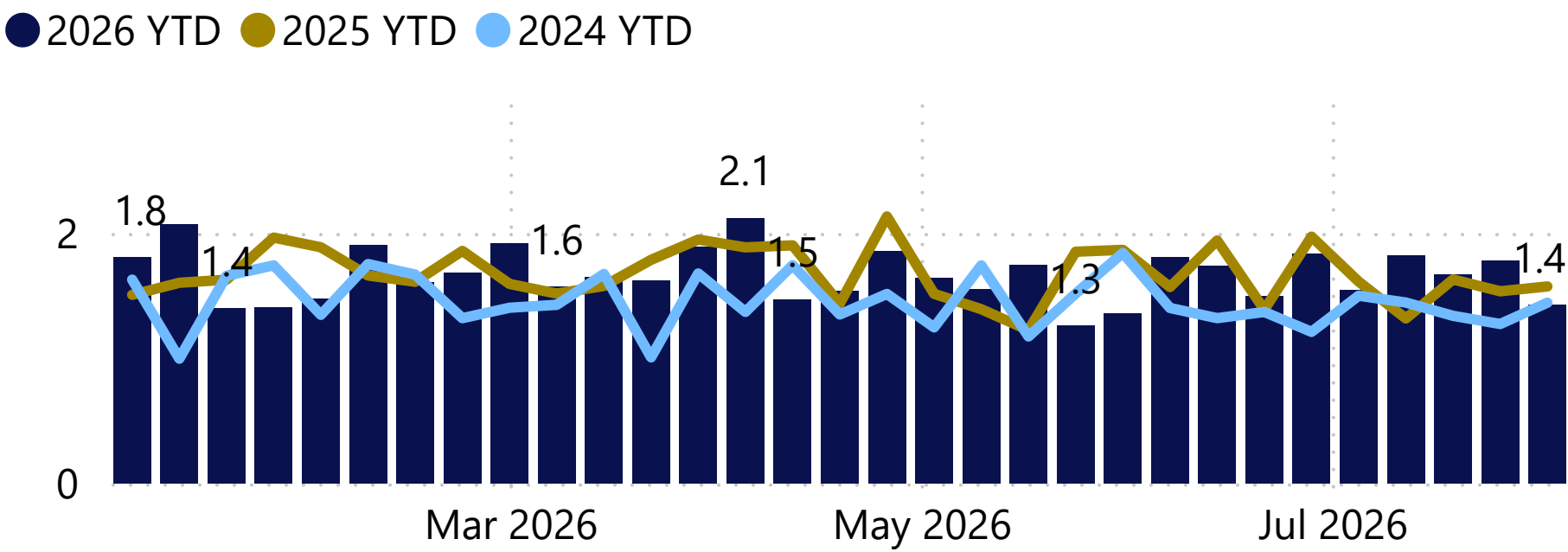
Corridor Average Transit Time (hrs)



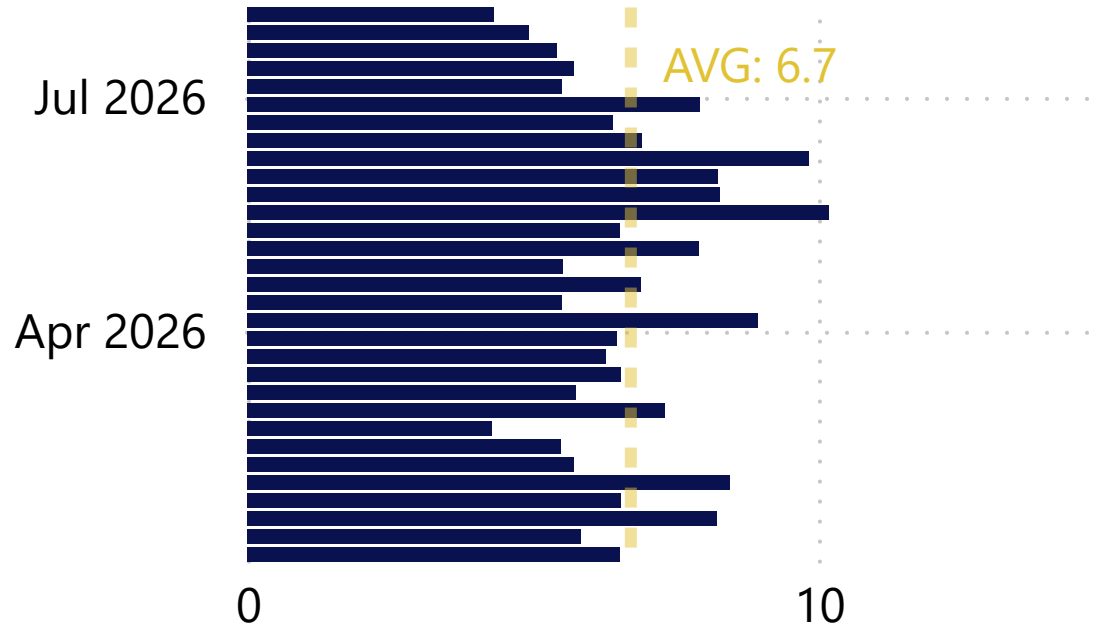
Reported Number of Traffic Incidents



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)





LMS
Logistics Monitoring System

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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

Richards Bay HMV port precinct dwell time

Running 15% above its own last-month average and 17% above 2025 so far this year, and has shown genuine forward persistence. If it holds above its own last-month average again through the week ending 9 Aug 2026, treat the extra turnaround as N2's new normal, not a passing spike.

N4's gap against 2025

Crossed 10% this week even as the weekly average eased back toward 21 hours. If that gap keeps widening past 10.5% through the week ending 9 Aug 2026, that would point toward genuine structural slippage against last year.

Walvis Bay/Cape Town's fast-to-slow-day spread

Widened to nearly 21 hours this week even though the average barely moved. If that spread stays this wide or widens further through the week ending 9 Aug 2026, treat the corridor as newly unpredictable and plan to the slow-day figure as standard practice.

OPPORTUNITIES

Beitbridge Border, right now

Typical crossing eased to about 23 hours, its calmest read in several weeks, though this border's week-to-week level isn't predictable, so treat this as a right-now opportunity, not a lasting trend. Northbound operators with flexible timing should move loads through this week while the typical crossing is short.

Pioneer Gate/Skilpadshek, this week and next

Eased for a second consecutive week, down to under 10 hours typical crossing on N4's western Botswana leg. Operators routing westbound via Botswana should use this window now; this border's pattern is well evidenced, so the calm is likely to hold a little longer.

Maseru/Ladybrand, before conditions firm up again

Eased sharply this week, down to a typical crossing of under two hours from a much slower recent pattern. Operators using this border as an alternative route should act now; this pattern is suggestive of the calm holding a little longer, though not a certainty.



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Corridor Comparison - (Hours) End to End Travel Time

Corridor	Prior Week	Reporting Week	% Change	
Luderitz - Keetsmanshoop	4.6	5.5	↑	20.6%
Central Corridor	83.6	82.3	↓	-1.5%
N3 Joburg - Durban	14.1	13.6	↓	-3.5%
N1 Cape Town - Beitbridge	29.0	27.8	↓	-4.2%
N2 Ermelo - Richards Bay	9.9	9.4	↓	-5.1%
Walvis Bay - Cape Town	39.9	37.7	↓	-5.7%
Kuruman - Saldanha	19.8	18.4	↓	-6.8%
N8 Bloem - Nakop	15.0	13.9	↓	-7.0%
N4 Pretoria - Maputo	23.0	21.1	↓	-8.4%
Beira - Lusaka	17.4	15.8	↓	-9.2%
Trans-Kalahari	22.8	19.8	↓	-13.1%
Kuruman - Gqeberha	25.9	22.2	↓	-14.4%
Nacala - Lilongwe	19.2	16.4	↓	-14.8%
Walvis Bay - Lubambashi via Lusaka	43.2	36.3	↓	-15.8%
North South Corridor	100.0	83.9	↓	-16.2%
Nacala - Blantyre	13.1	10.6	↓	-19.2%
Beira - Blantyre	22.4	17.6	↓	-21.7%
Beira - Lilongwe	90.3	70.5	↓	-21.9%

Total Port Call Comparison - (Days) Arrival to Depature

Port	Prior Week	Reporting Week	% Change	
Dar es Salaam	5.71	9.82	↑	71.8%
Gqeberha	4.31	6.92	↑	60.5%
Maputo	4.80	6.49	↑	35.2%
Cape Town	2.38	3.14	↑	32.0%
Richards Bay	4.13	4.89	↑	18.5%
Durban	6.58	6.71	↑	2.0%
Walvis Bay	8.08	8.08	↓	-0.0%
Beira	9.05	8.99	↓	-0.6%
Coega-Ngqura	4.88	4.63	↓	-5.1%
Saldanha	4.94	4.32	↓	-12.5%
Nacala	5.01	3.21	↓	-35.9%

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-Capriivi 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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20
Corridors

51+
Border Posts

12
Ports

10yr+
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Find out how your corridor transit times, border crossing performance, and port turnaround compare to the industry picture in this report. Available to all operators, freight forwarders, and logistics decision-makers. Subscribers see what lies beneath the public view.

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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.

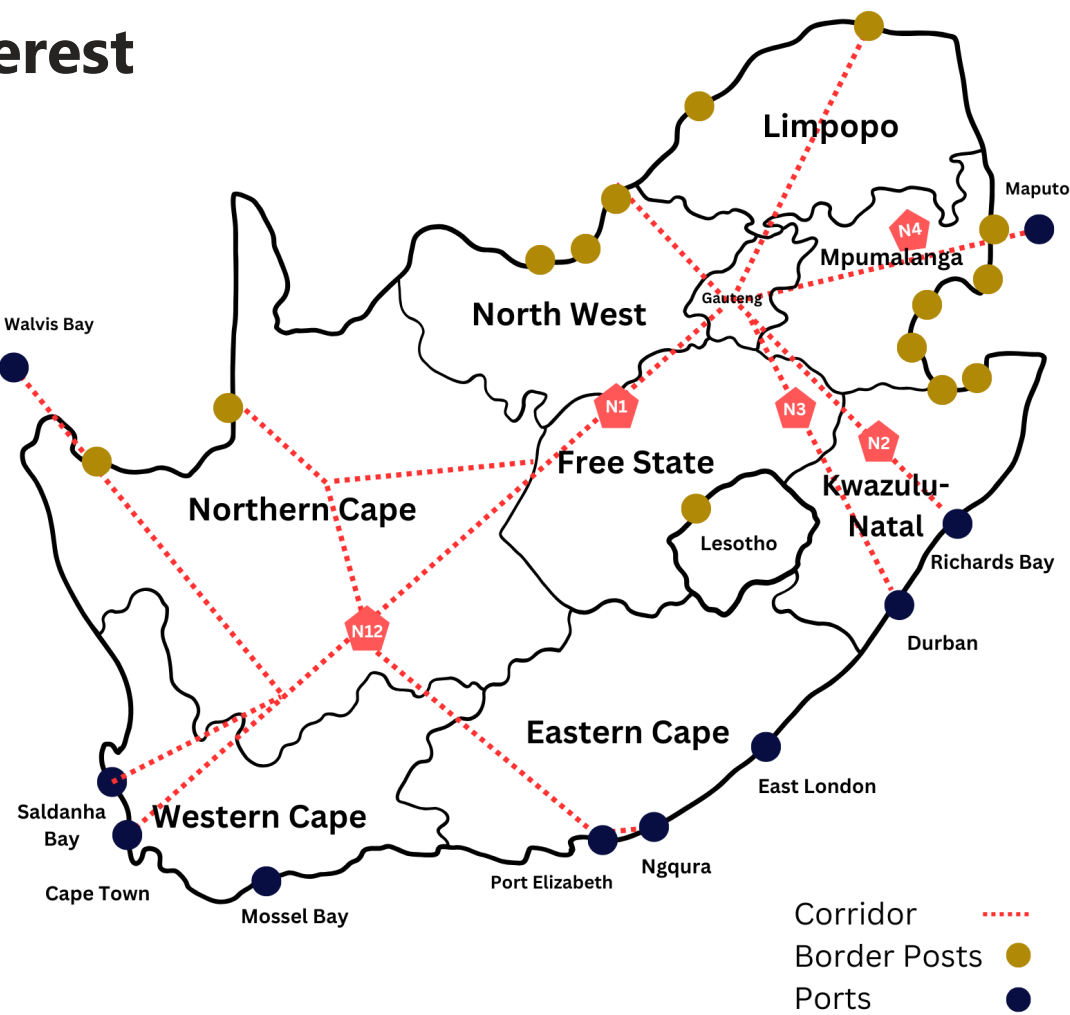
The CSIR has conducted an external data process audit to assess and validate the accuracy of the process that produces the underlying data and enhance the usefulness of the information published in the report. The overall finding was “The Pulse Report provides near real-time-based indicators that are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

- CSIR**
Independent data process audit & validation
- Mix-Telematics**
HMV geo-positioning data provider
- N4 Trac**
Corridor tracking & data contribution
- NetStar**
Fleet intelligence & data contribution
- Soltrack**
HMV geo-positioning & data contribution

HISTORICAL FUNDERS & STRATEGIC SUPPORTERS

- TradeMark SA**
Logistics Monitoring System funding partner
- The World Bank**
LMS funding partnership
- SSATP**
Sub-Saharan Africa Transport Policy Program
- BUSA**
Business Unity South Africa
- NLCC Working Group**
Contributors to the Road Transport & Border Transit Workstream

INDUSTRY ASSOCIATIONS

- SAAFF**
South African Association of Freight Forwarders
- RFA**
Road Freight Association — voice of SA road freight

DETAILED DATA ACCESS

- Corridor-level detail**
Full performance breakdowns on request
- Border-level detail**
Queue, crossing time & subcomponent data
- Port-level detail**
HMV precinct & vessel call breakdowns
- enquiries@crickmay.co.za**
For subscriber analytics & tailored reports



- **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.

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