

RSA CORRIDOR PULSE REPORT

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REPORTING PERIOD

*Mon 10 Aug 2026 - Sun 16 Aug 2026
Week 33*



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4 of 8

Corridors under pressure

N3 Joburg - Durban

Calmer corridor on the network

Watch:

Richards Bay vessel port call +33% Week on Week



LMS

Logistics Monitoring System

Risks

Richards Bay's vessel port call time has jumped to nearly nine days this week, confirming the berth-side constraint flagged as building last week.

Opportunities

N3 Joburg - Durban recorded its calmest week in over a month, with incidents down 21% and every road metric easing, so operators there can run to the standard schedule with confidence.

Watch

Crossing time at Nakop/Ariamsvlei up 15.5% and its queue building rather than clearing. Monitor whether Nakop's crossing time holds above 7 hours through midweek.

Overall Assessment

Four of the network's eight corridors are now under some form of pressure, up from three last edition: N4 eased for a second straight week to a WATCH call, N8 turned sharply worse into a new AT RISK call, and Kuruman - Gqeberha's incident-driven WATCH from last edition cleared. All three of last edition's flagged watch items materialised this week: Richards Bay's vessel waiting time pushed well past the 3.5-day threshold that would confirm a genuine berth constraint, Martins Drift/Groblersbrug kept running hot on N1's overflow route, and Kuruman - Saldanha's structural gap to 2025 held near 48% for a sixth straight week. Elsewhere, ports and border crossings were mostly calm to improving, with Beitbridge's queue time collapsing even as its own queue length increased, and N3 posting the network's calmest reading. Watch Richards Bay and Nakop most closely over the coming week: if both keep building past this week's level, that would confirm two significant constraints rather than two rough weeks.



The Road Freight Association

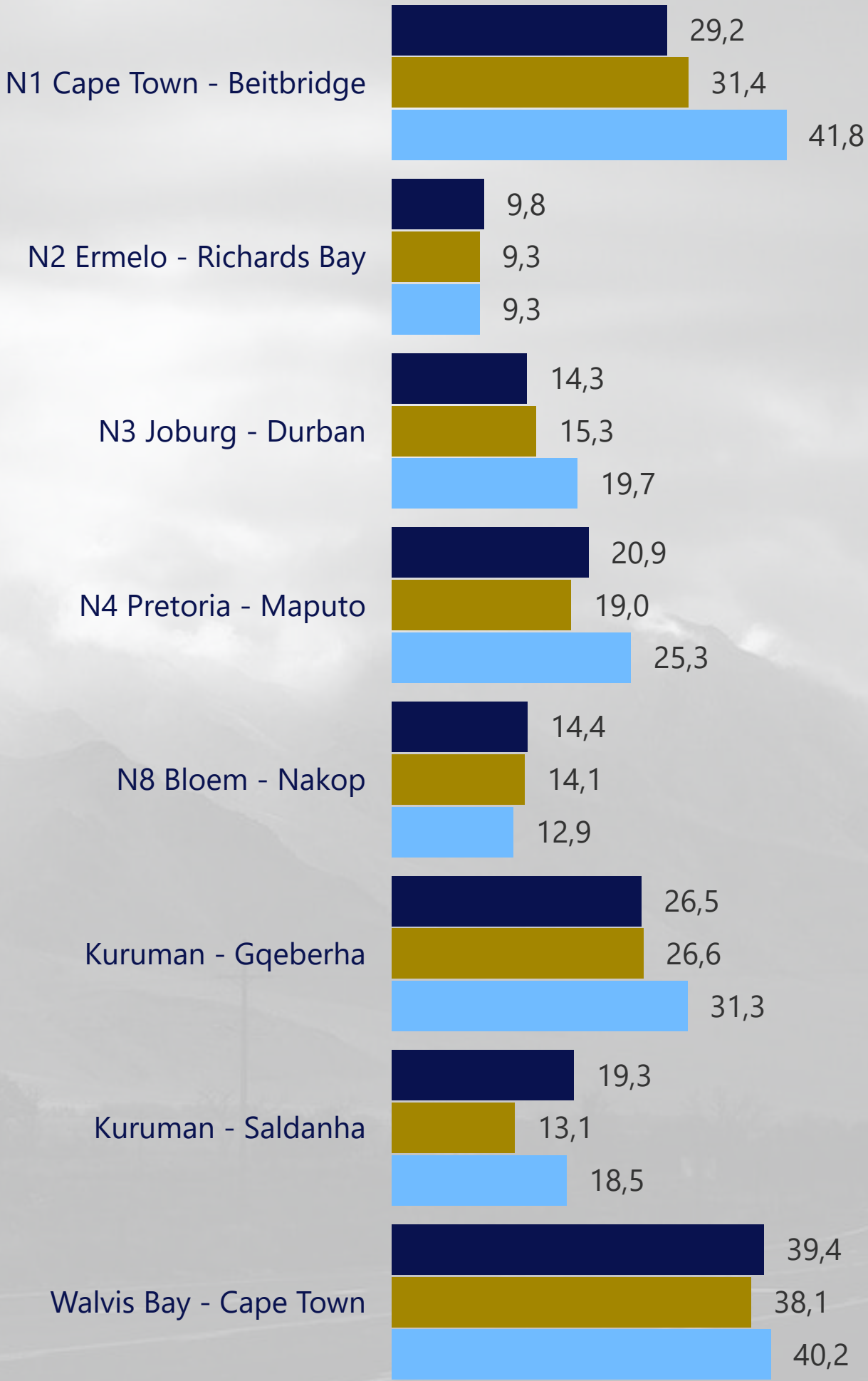
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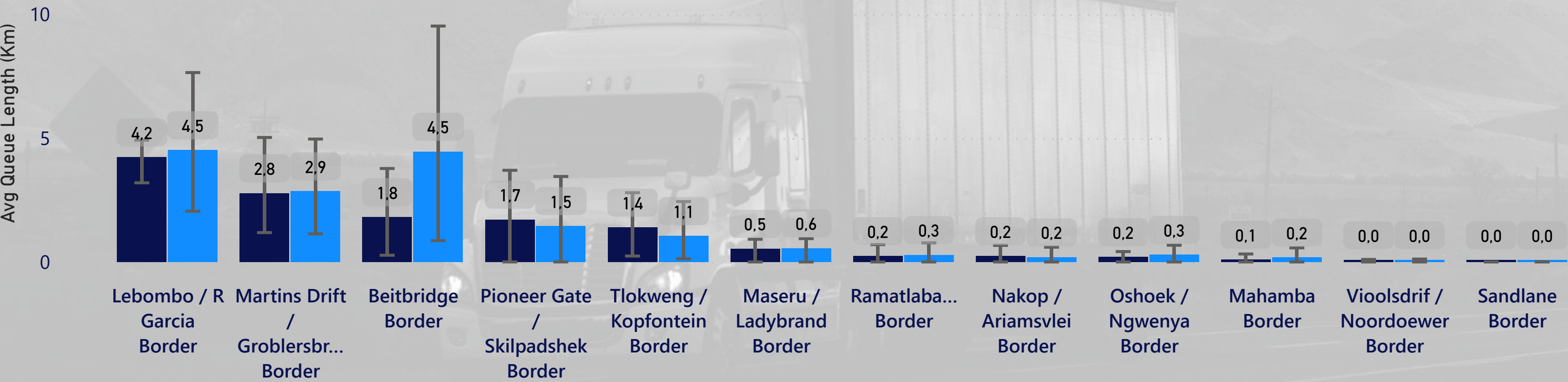
CORRIDOR	STATUS	WOW%	KEY INDICATOR THIS WEEK	OPERATOR ACTION	YTD VS 2025
N1 Cape Town – Beitbridge	CLEAR	+1.7%	Beitbridge queue clears fast, tail still long	Dispatch as planned, add buffer for delays	↓ Below
N2 Ermelo – Richards Bay	WATCH	+2.9%	Richards Bay vessel port call nears 9 days	Confirm berth slots, add real buffer	↑ Above
N3 Joburg – Durban	CLEAR	-3.1%	Calkest corridor this week, incidents down 21%	Keep current scheduling, no changes needed	↓ Below
N4 Pretoria – Maputo	WATCH	-2.8%	Second week of easing, still above 21 hours	Plan to 22 hours, re-check next week	↑ Above
N8 Bloemfontein – Nakop	AT RISK	+7.2%	Nakop queue and crossing time building together	Add real buffer at Nakop this week	↑ Above
Kuruman – Gqeberha	CLEAR	-3.6%	Corridor eased again, far more predictable now	Keep current routing, no change needed	⇒ On par
Kuruman – Saldanha	AT RISK	+2.6%	Gap to 2025 holds near 48%, sixth week	Plan to this corridor's slower 2026 pace	↑ Above
Walvis Bay – Cape Town	CLEAR	-0.8%	Vioolsdrif queue and wait times both easing	Keep current routing through Vioolsdrif this week	⇒ On par

Major Corridor Transit Times (hrs)



*WOW% - Week on Week relative change

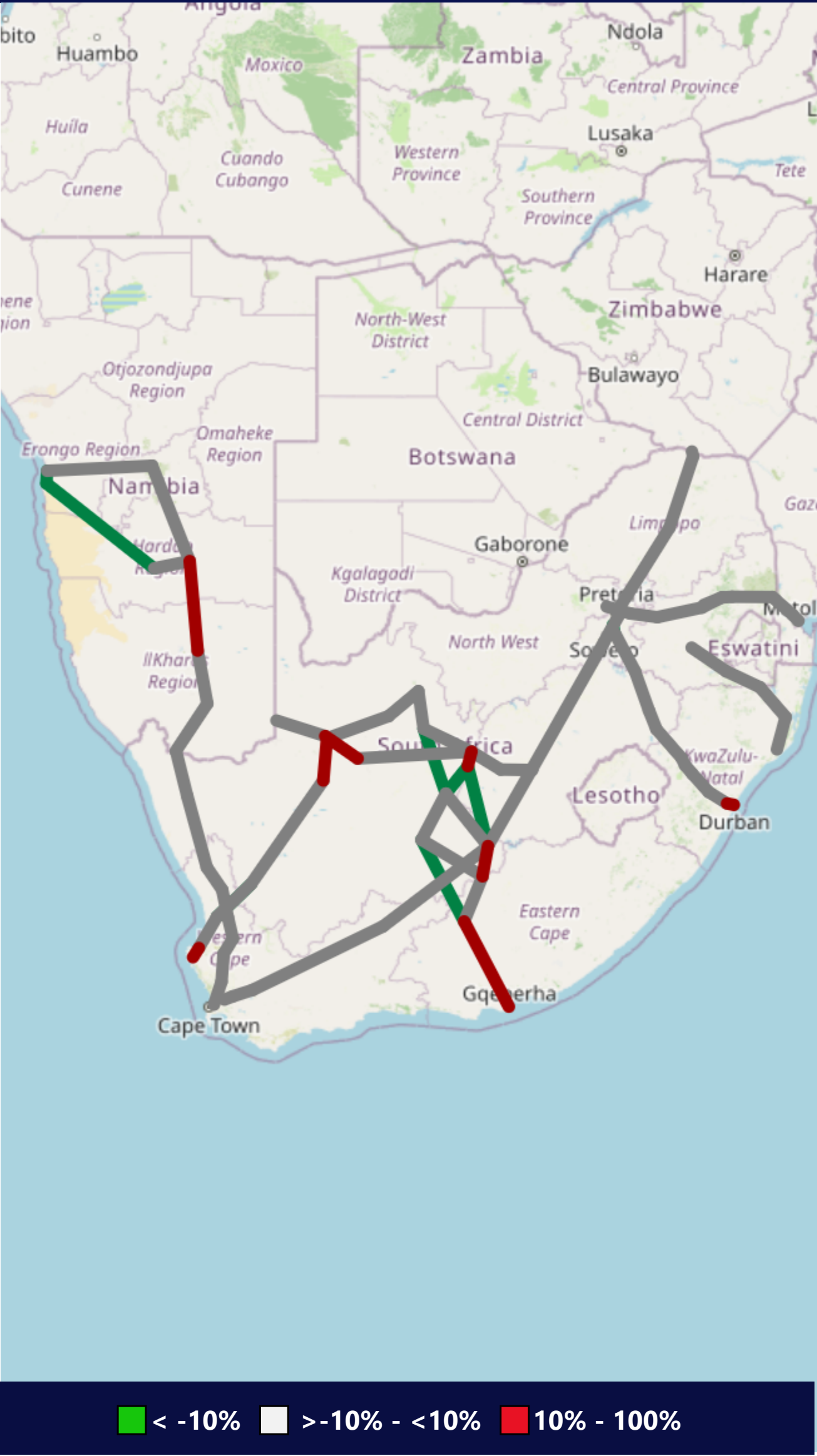
Border Queue Analysis



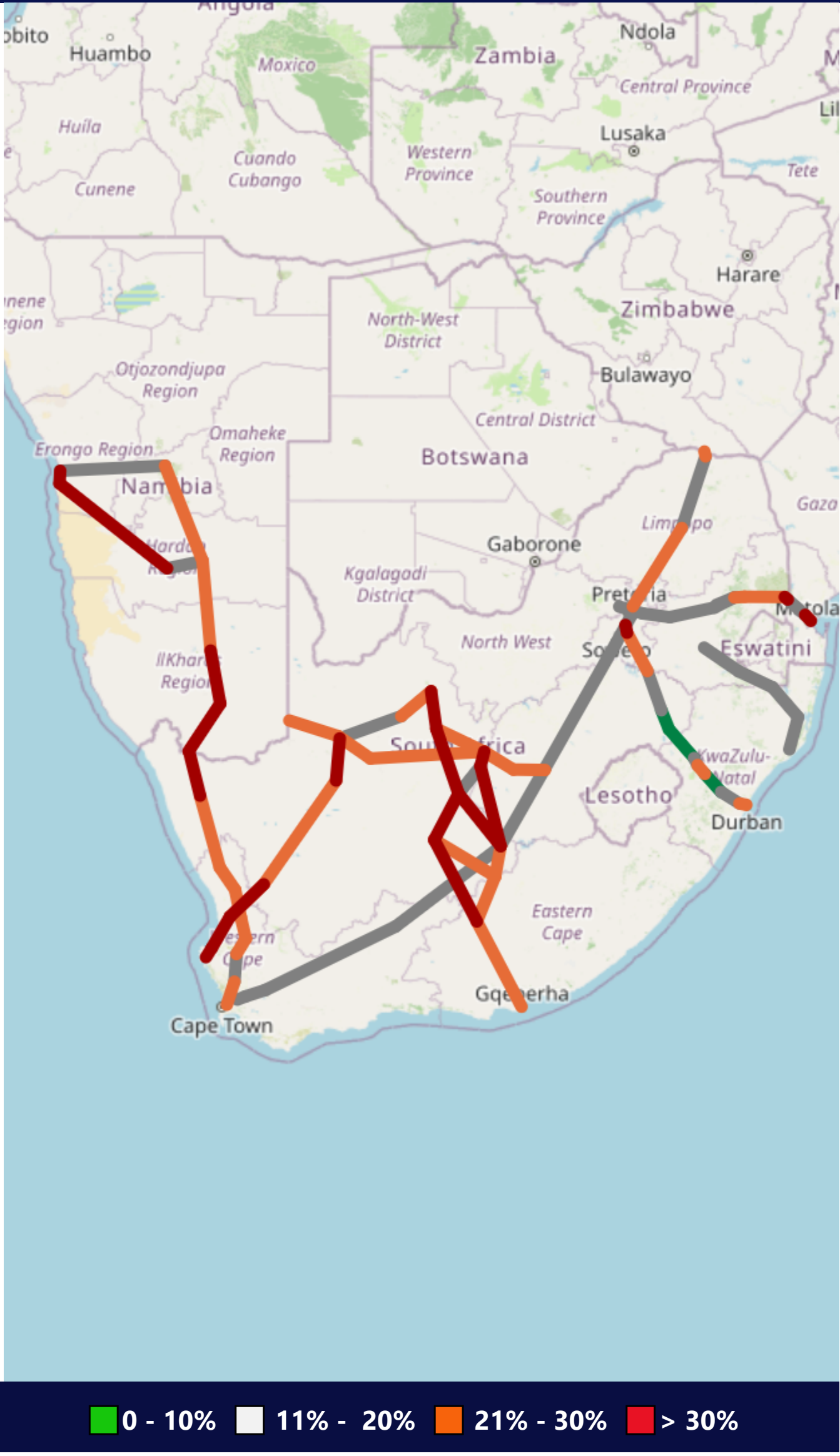
● Last 7 Days ● Last 30 Days *10th and 90th percentiles is represented by the grey band for each column.

● 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	114,6%	
R385/R31 split-Hopetown	91,2%	
Walvis Bay-Maltaholhe	83,7%	

3 Least Variable Road Segments for Travel Time

Road Segment	Coefficient of Variation	Avg Hrs Rolling 12 Months
Joburg-Bloemfontein	9,4%	
Harrismith-Winterton/Colenso	8,5%	
Warden-Harrismith	8,3%	

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

Road Segment	7 Day % Change	30 Days % Change	Avg Hrs Rolling 12 Months
Walvis Bay-Walvis Bay	226,1%	-16,1%	
Nakop Border-Nakop Border	62,9%	1,3%	
Colesburg-Middleburg	29,0%	6,7%	

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	-19,4%	-13,9%	
Walvis Bay-Swakopmund	-24,2%	-11,7%	
R385/R31 split-Hopetown	-48,6%	16,9%	

STATUS: CLEAR | Beitbridge's queue and wait times both fell sharply this week; the border's own slow-day figure widened, but this is an effect from earlier backlog not a fresh buildup.

CLEAR

ANALYST OPINION

Most vehicles cross Beitbridge in about 25 hours; a few face far longer delays, pulling the slow-day figure to 91 hours. Dispatch northbound loads as planned; allow extra time only if a load is already a day delayed.

Week on Week Change

HMV Port Precinct
1 hr 42 min (-1 min)

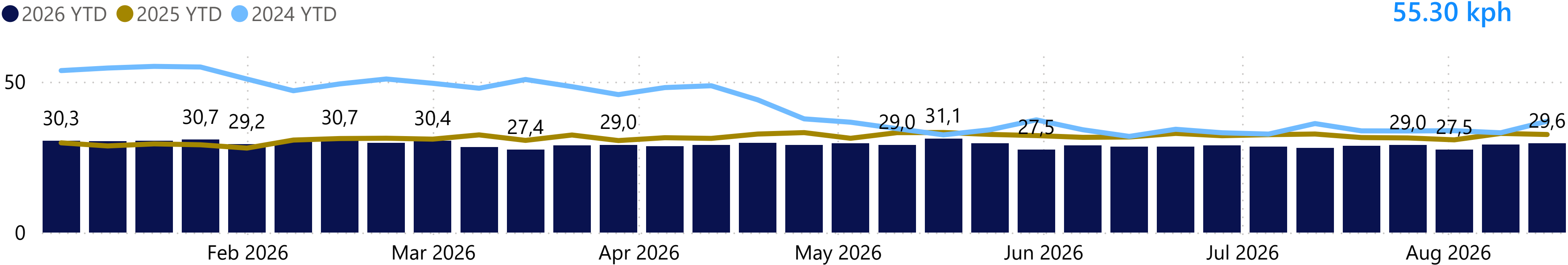
HMV Border
1 day 14 hr (+4 hr 16 min)

HMV Road
1 day 6 hr (+30 min)

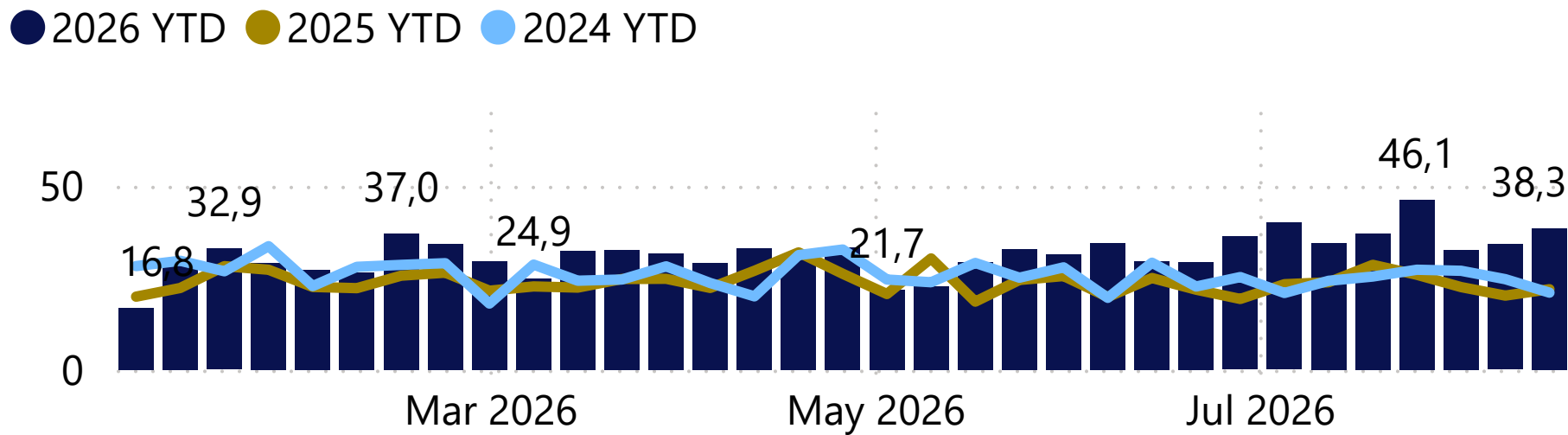
Vessel Anchorage
1 day 0 hr (-1 hr 46 min)

Vessel Berth
2 days 15 hr (+1 day 7 hr)

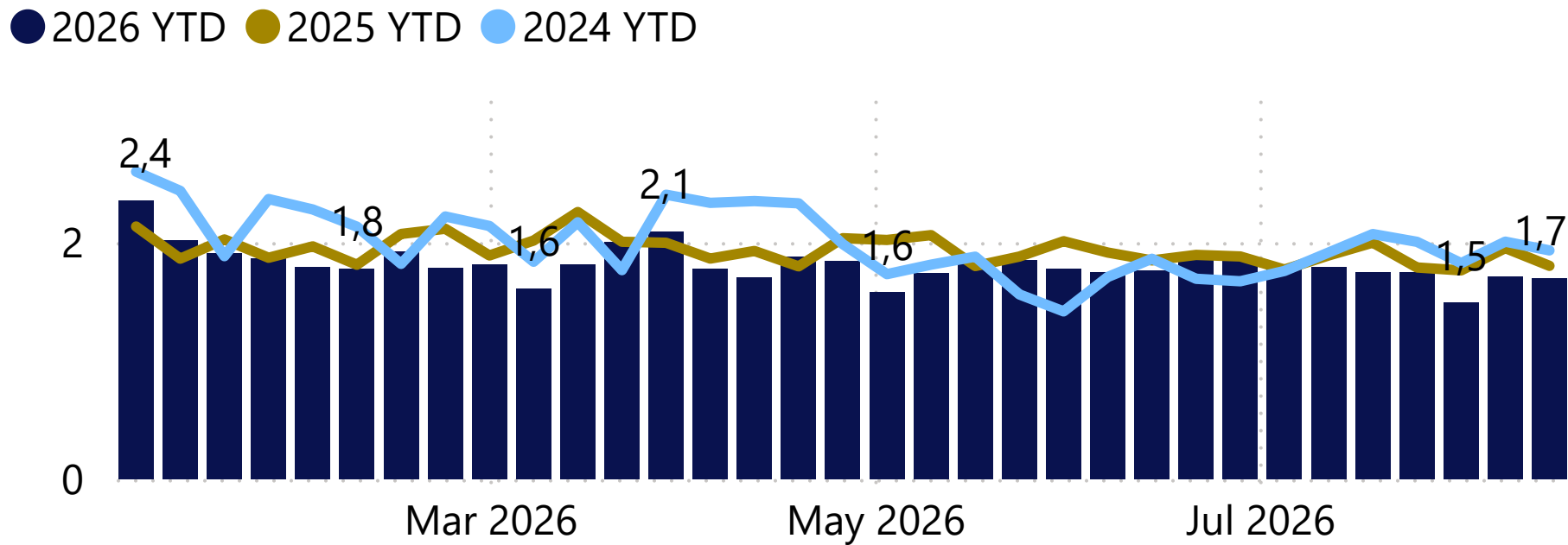
Corridor Average Transit Time (hrs)



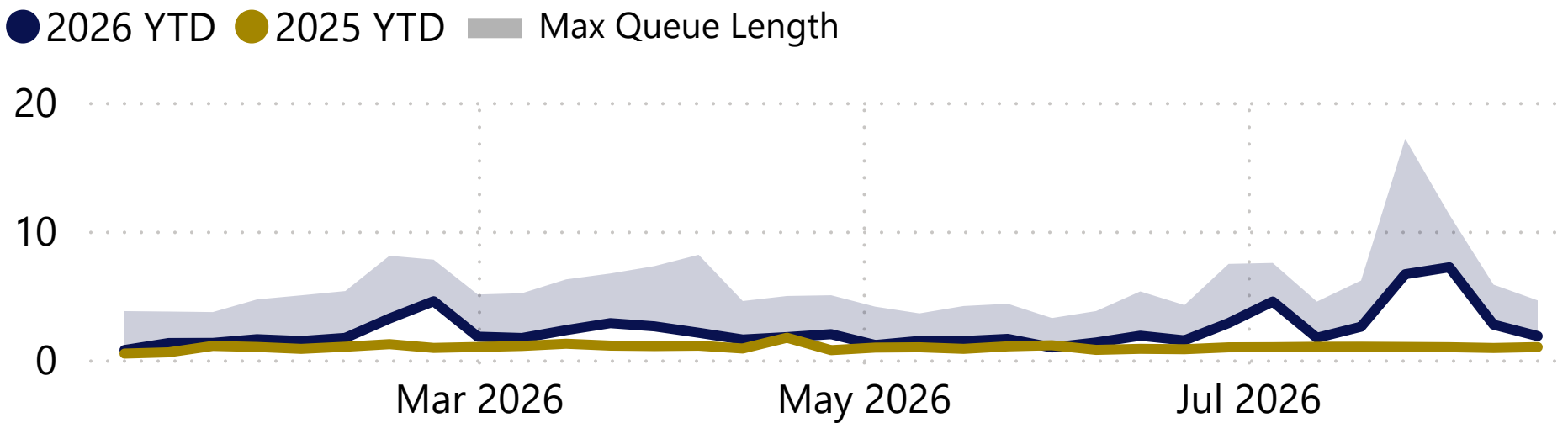
Border Crossing Time (hrs)



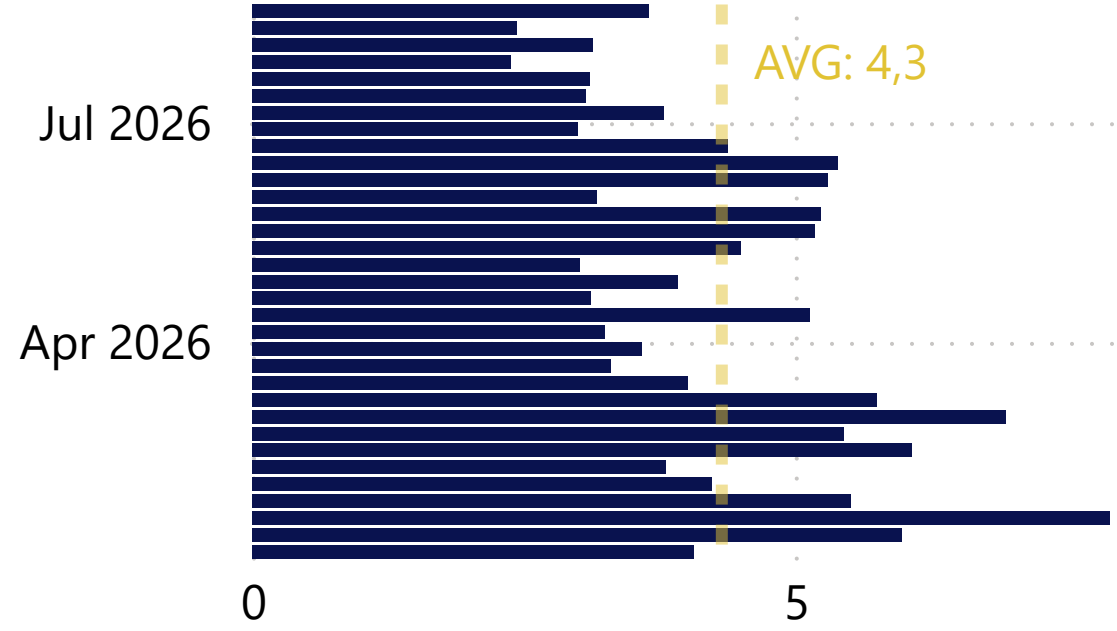
HMV Port Precinct Average Turn Around Time (hrs)



Border Average Queue Length (km)



Port Call Average Duration (days)



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STATUS: WATCH | Richards Bay's total vessel port call time has surged to nearly nine days, confirming the constraint flagged last week; the road and HVM port precinct dwell remain calm.

WATCH

ANALYST OPINION

Richards Bay's vessel port call time jumped to about 8.8 days this week, now confirmed as a genuine berth-side constraint. Confirm berth slots ahead of arrival; add three days of buffer at Richards Bay.

Week on Week Change

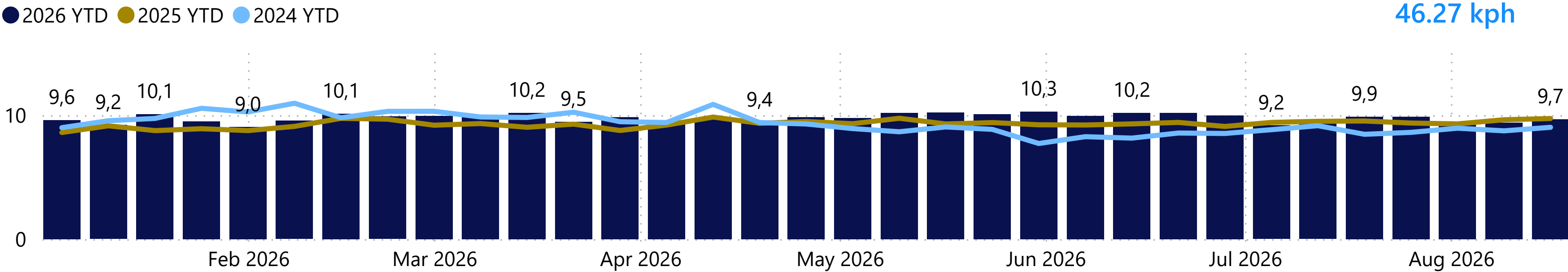
▲ HVM Port Precinct
3 hr 59 min (+25 min)

▲ HVM Road
9 hr 40 min (+17 min)

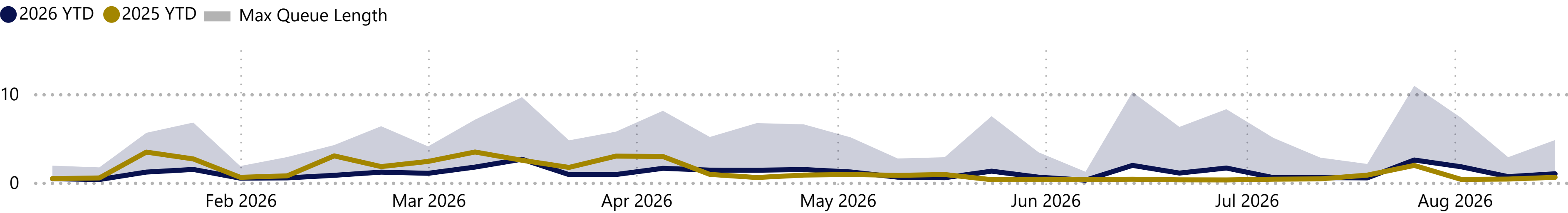
▲ Vessel Anchorage
4 days 12 hr (+1 day 7 hr)

▲ Vessel Berth
4 days 8 hr (+21 hr)

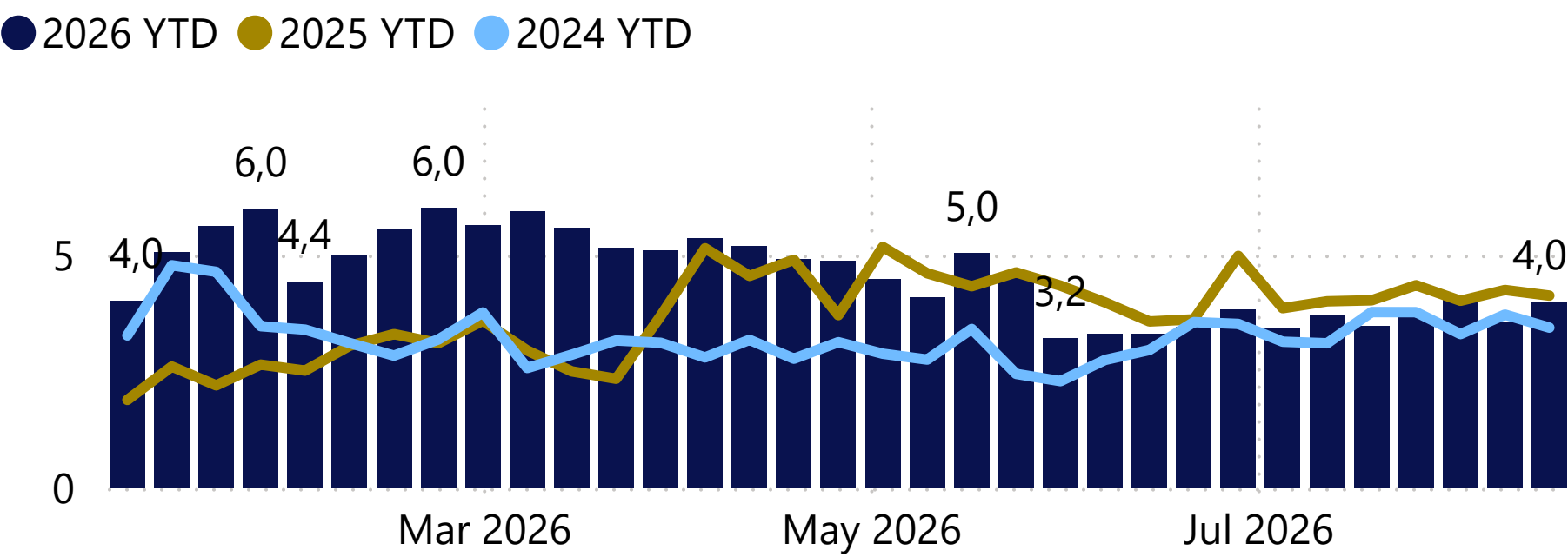
Corridor Average Transit Time (hrs)



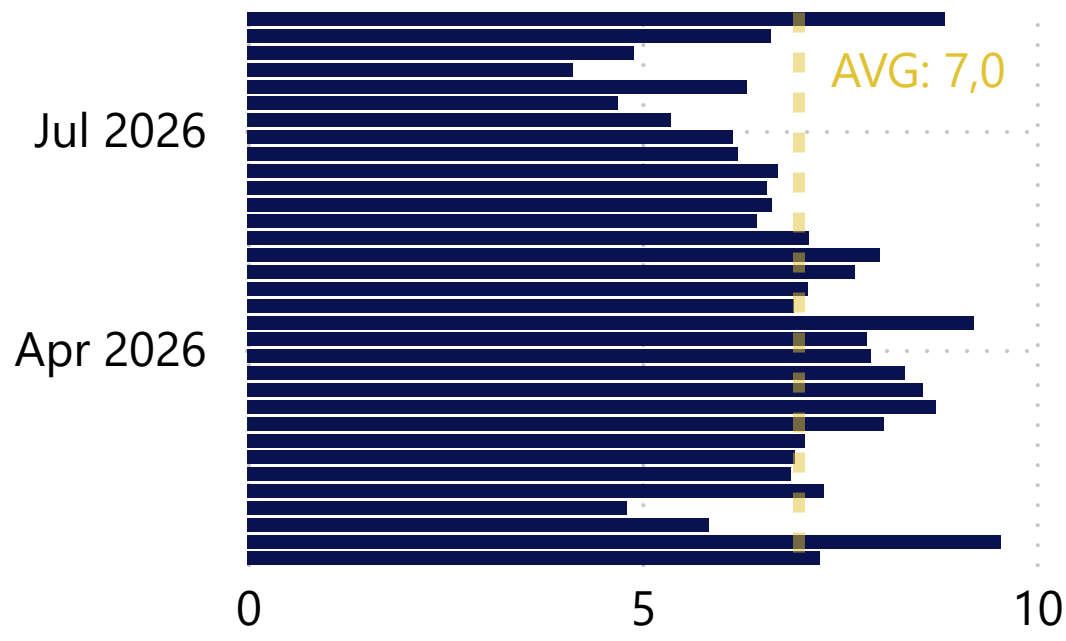
Southbound Inbound to Port Average Queue length (km)



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

Most vehicles cross in about 13.8 hours, incidents fell 21% from an already-reliable base. Keep current scheduling; this corridor supports confident planning right now.

Week on Week Change

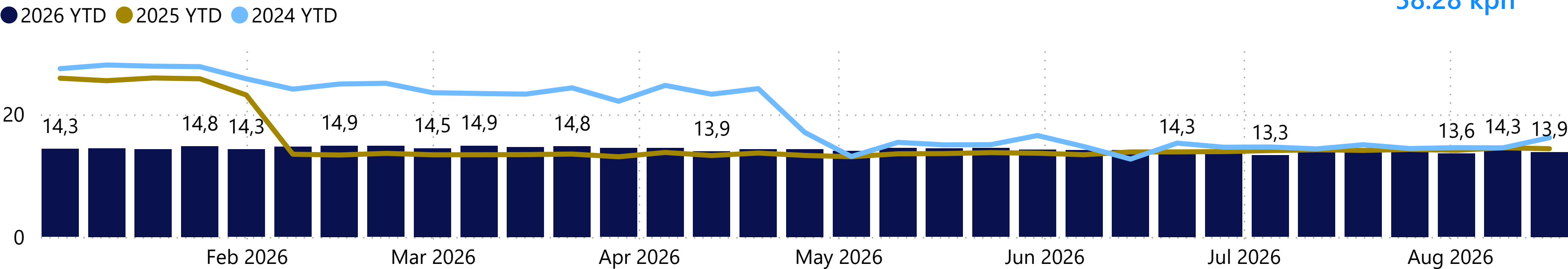
▼ HMV Port Precinct
2 hr 2 min (-11 min)

▼ HMV Road
14 hr (-27 min)

▼ Vessel Anchorage
2 days 21 hr (-17 min)

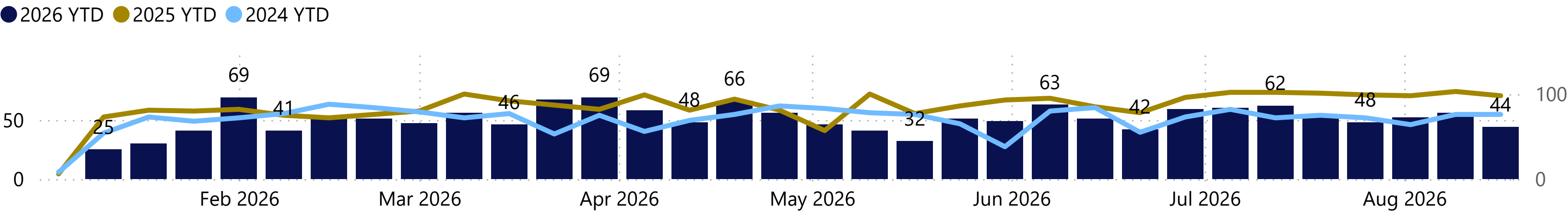
▲ Vessel Berth
4 days 10 hr (+13 hr)

Corridor Average Transit Time (hrs)

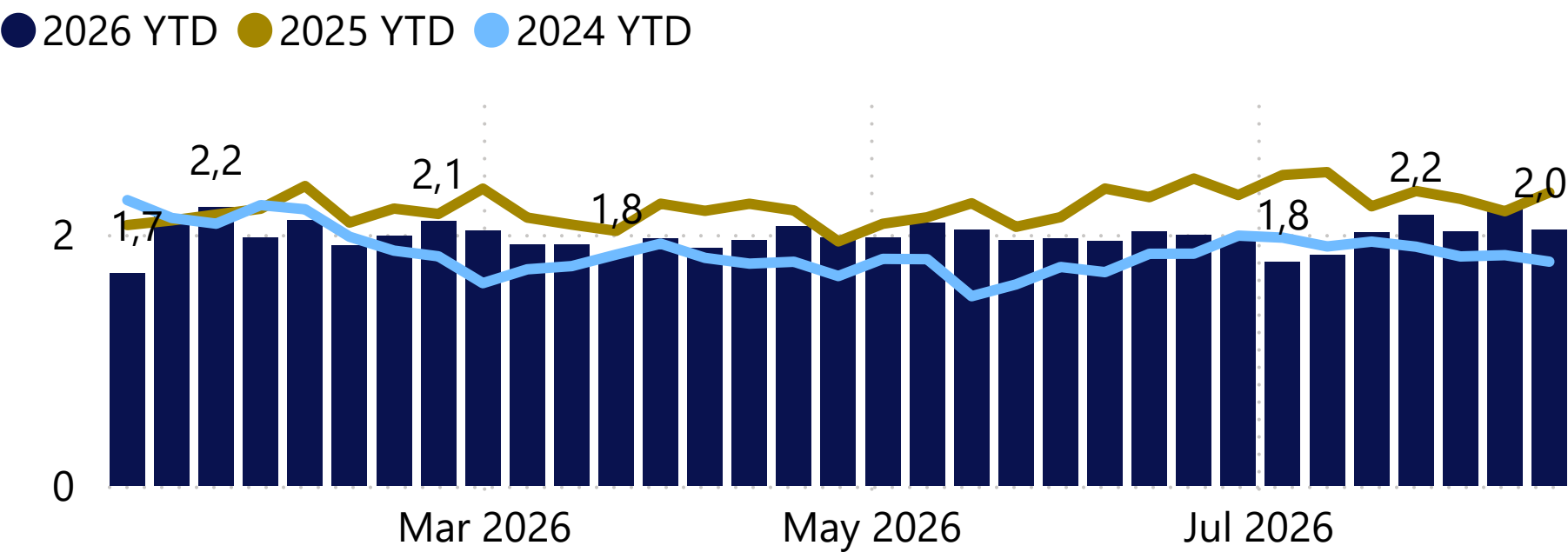


Week's AVG speed
58.28 kph

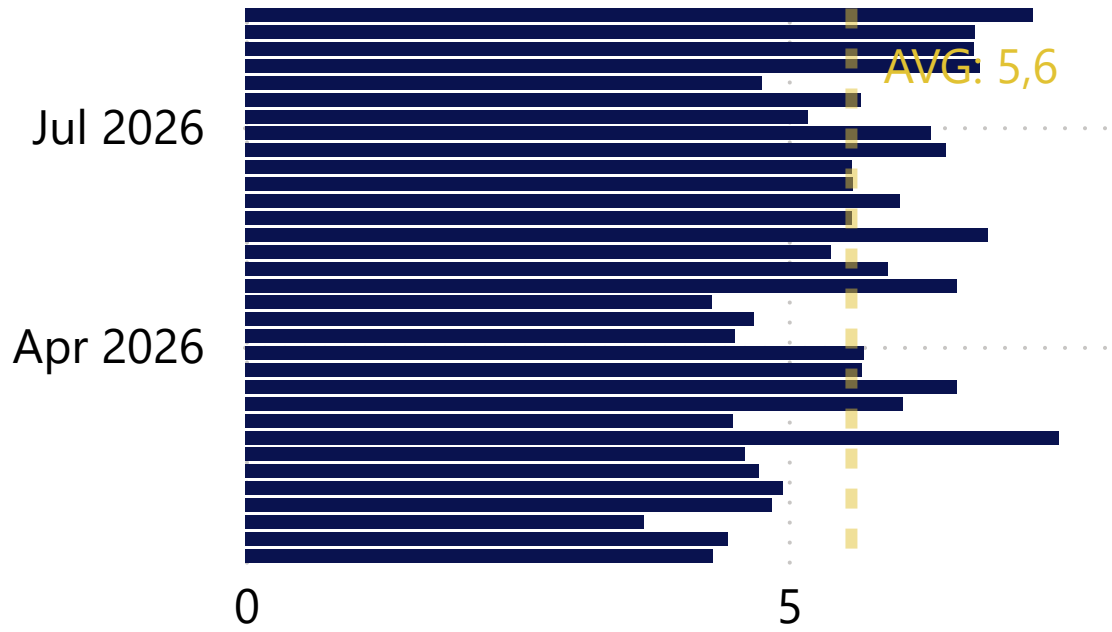
Reported Number of Traffic Incidents



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



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STATUS: WATCH | N4 eased and estimated volume is down, but the corridor has now spent six weeks above 21 hours and the gap to 2025 is still close to 10%

WATCH

ANALYST OPINION

N4 is easing: about 21.8 hours typical this week, the corridor's calmest reading in over a month. The gap to 2025 is still near 10%. Keep planning to 22 hours for now; re-check next week before easing that margin.

Week on Week Change

▶ HMV Port Precinct
2 hr 31 min (+1 min)

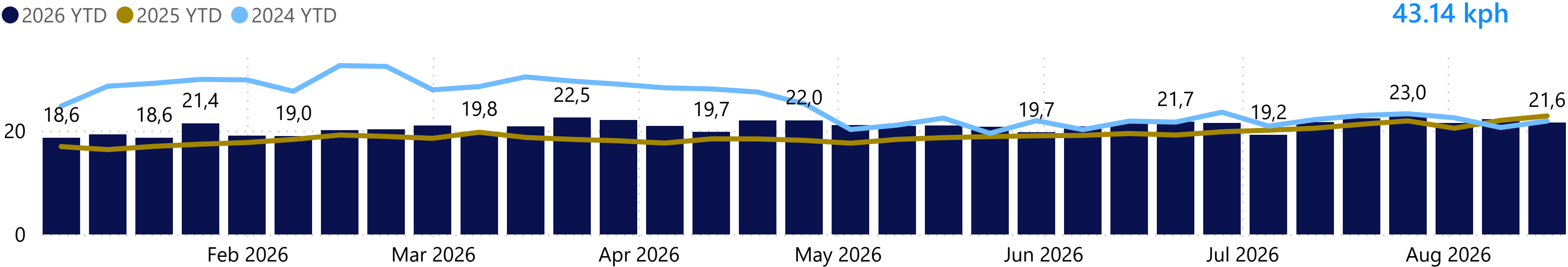
▶ HMV Border
7 hr 5 min (-3 min)

▼ HMV Road
22 hr (-38 min)

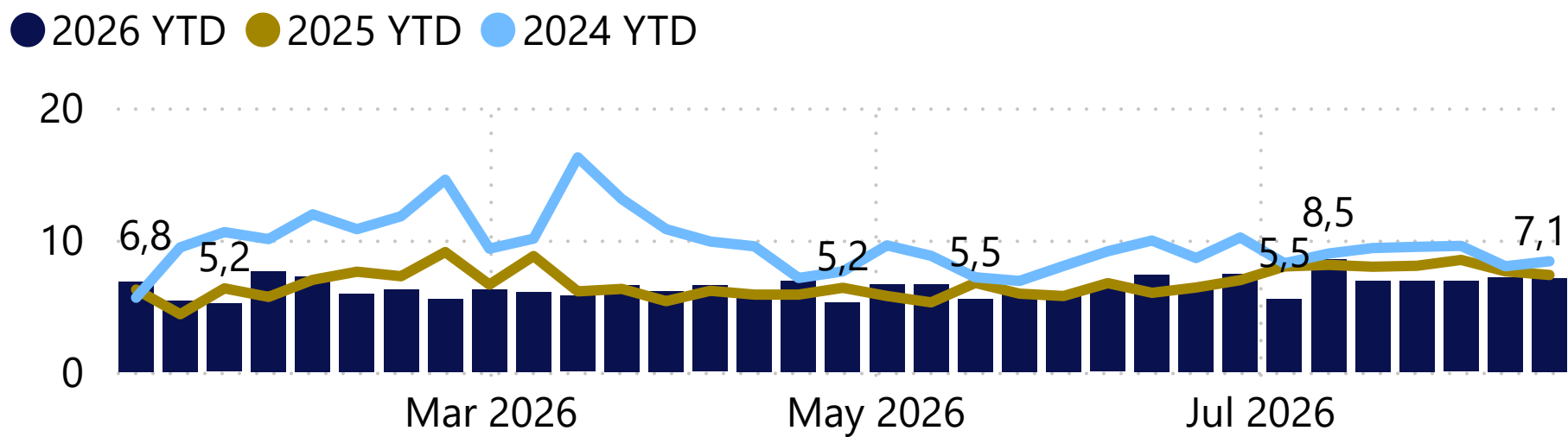
▼ Vessel Anchorage
1 day 20 hr (-11 hr 43 min)

▲ Vessel Berth
3 days 5 hr (+9 hr 2 min)

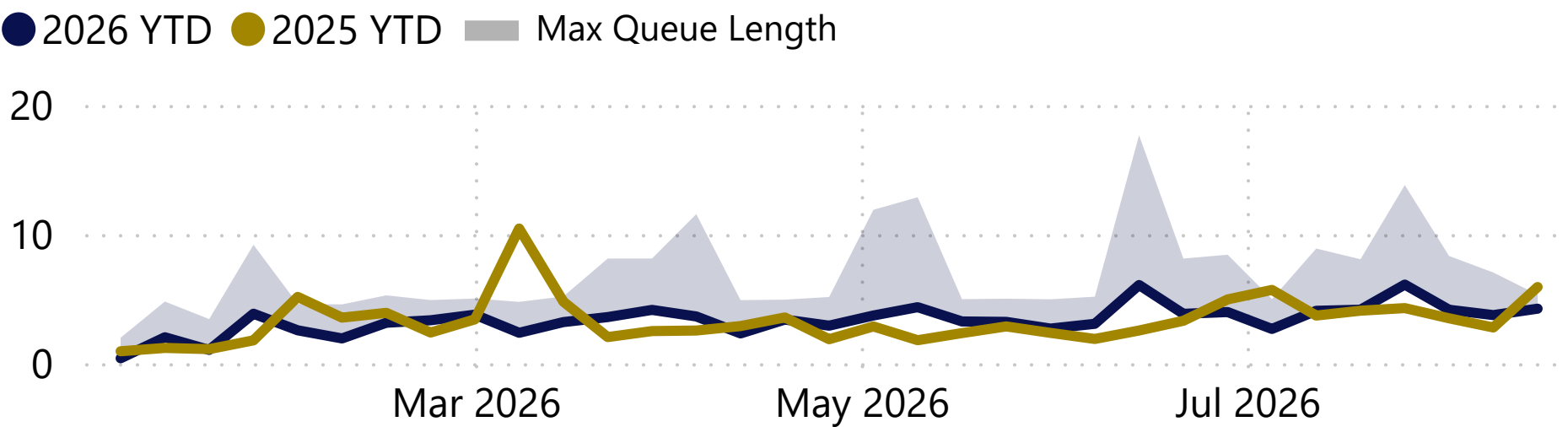
Corridor Average Transit Time (hrs)



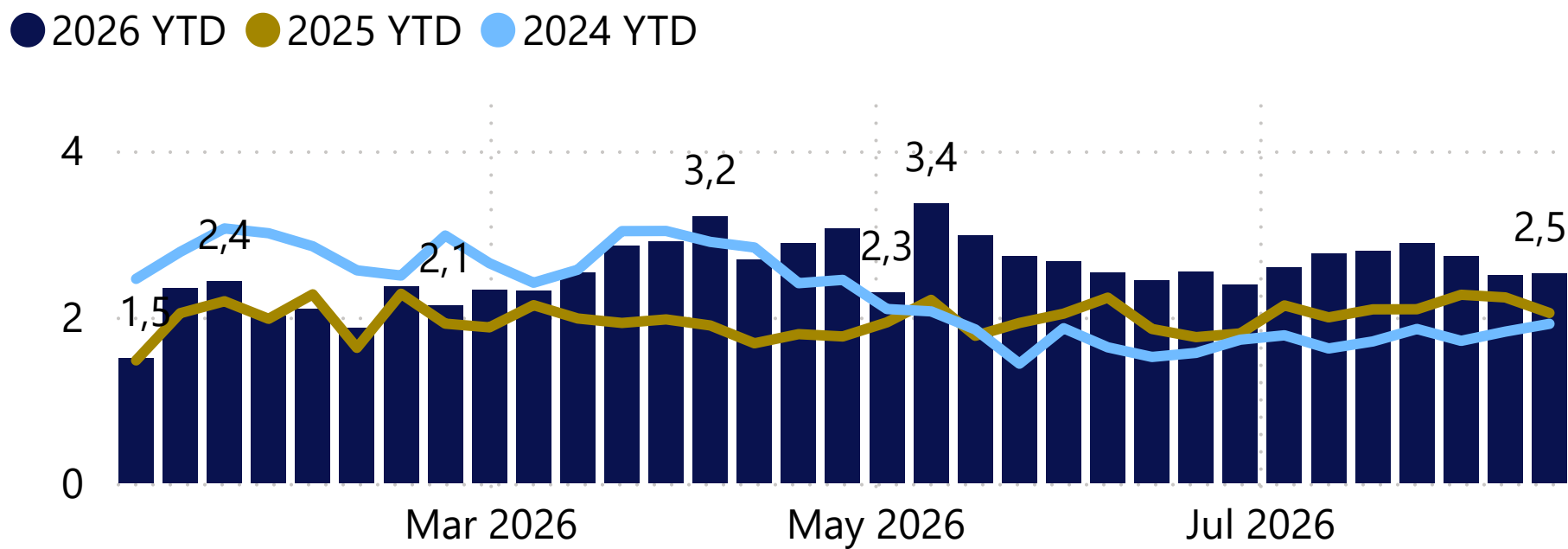
Border Crossing Time (hrs)



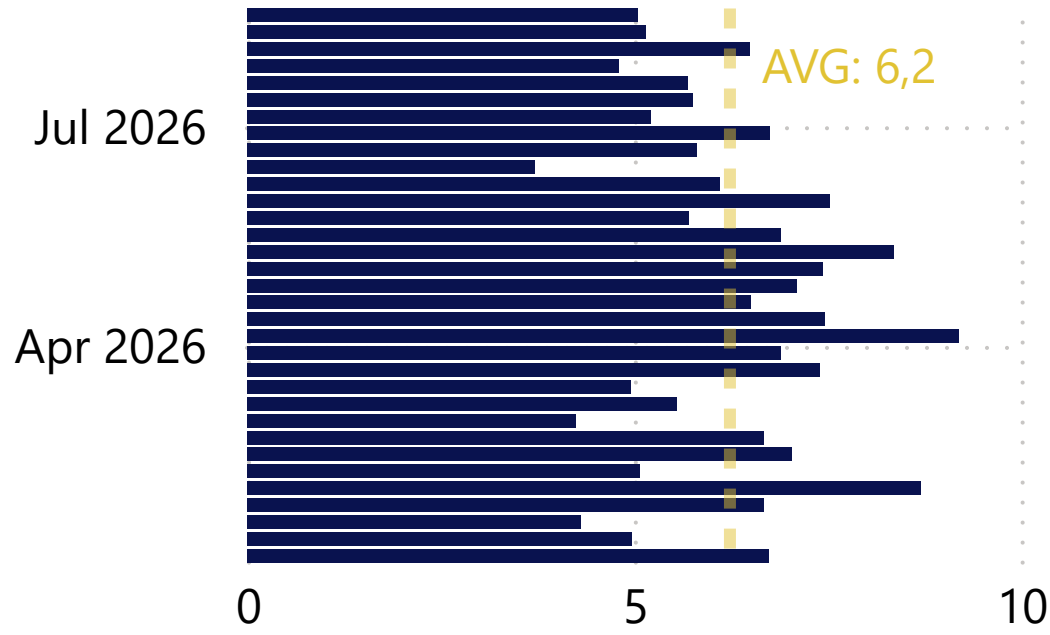
Border Average Queue Length (km)



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



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STATUS: AT RISK | N8 turned this week, with the average, the slow-day figure, and the corridor's variability all increasing, while Nakop's own queue builds at the same time.

CLEAR

ANALYST OPINION

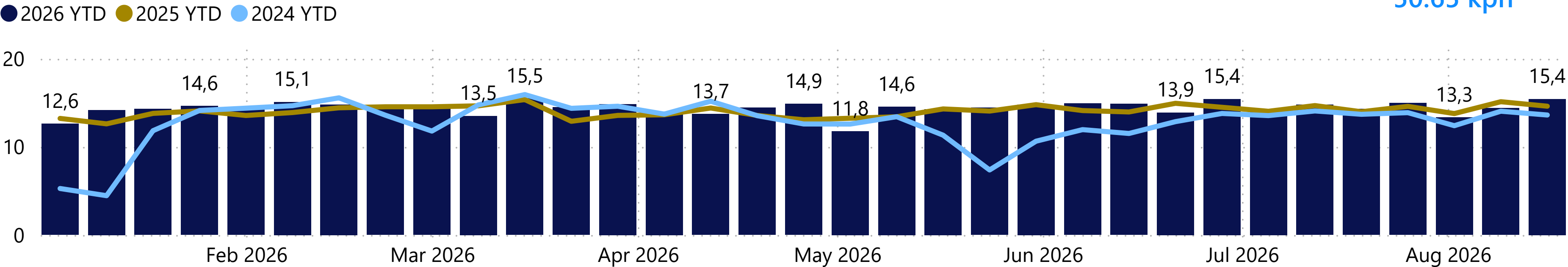
N8 moved the wrong way on every metric, and Nakop's own crossing time and queue are both building, not clearing. Add real buffer at Nakop this week and watch whether this holds into next week.

Week on Week Change

HMV Border
7 hr 41 min (+1 hr 2 min)

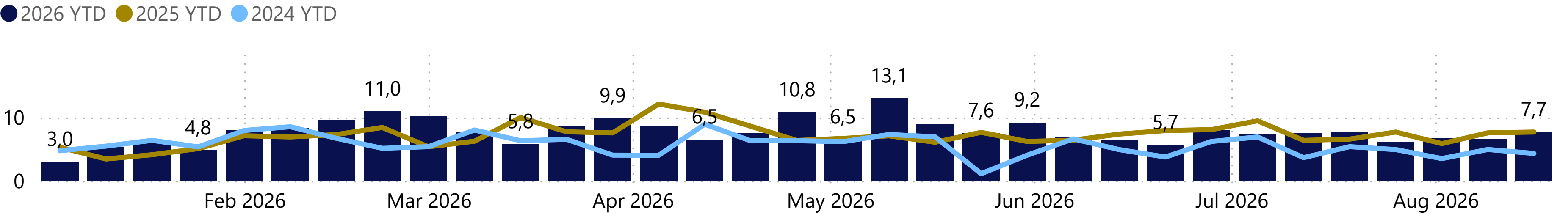
HMV Road
15 hr (+1 hr 2 min)

Corridor Average Transit Time (hrs)

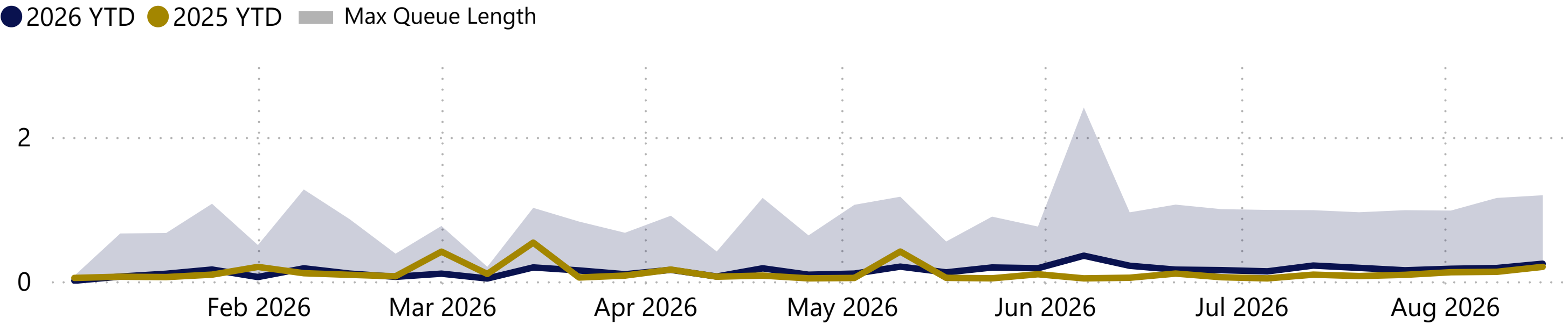


Week's AVG speed
50.65 kph

Border Crossing Time (hrs)



Border Average Queue Length (km)



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STATUS: CLEAR | The corridor eased on almost every metric this week.

CLEAR

ANALYST OPINION

This corridor is calmer this week, with typical transit steady at about 26.6 hours and incidents down to 21. Keep current routing and scheduling; nothing here needs a planning change this week.

Week on Week Change

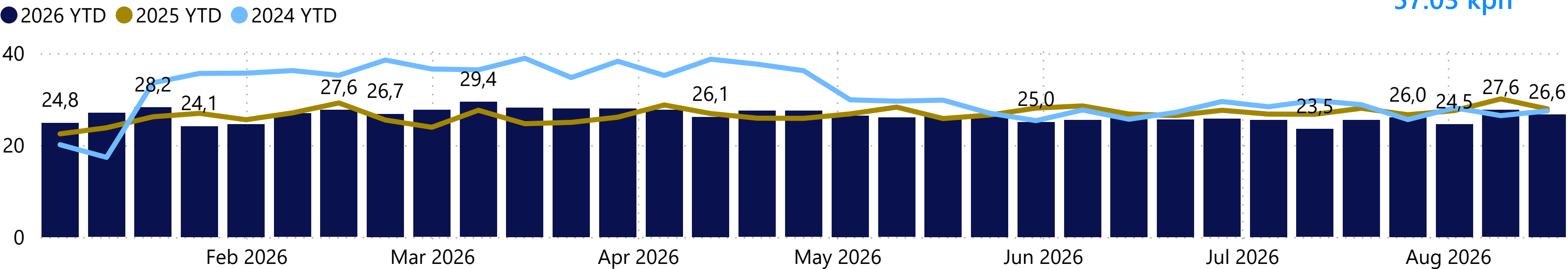
▼ HMV Port Precinct
1 hr 13 min (-20 min)

▼ HMV Road
1 day 3 hr (-60 min)

▼ Vessel Anchorage
1 day 7 hr (-1 day 6 hr)

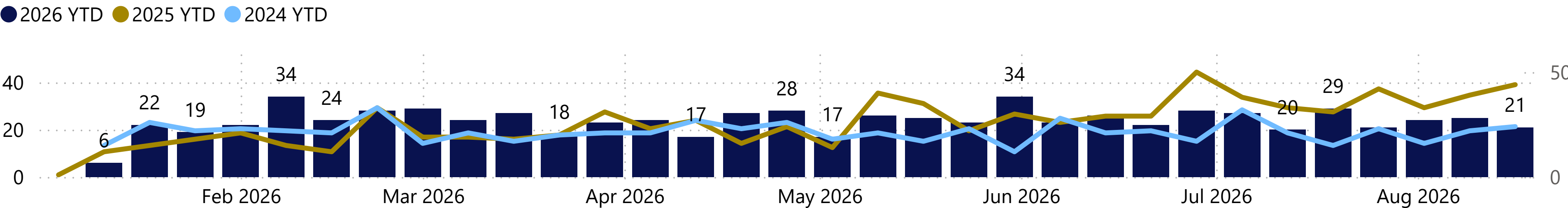
▲ Vessel Berth
3 days 5 hr (+1 day 7 hr)

Corridor Average Transit Time (hrs)

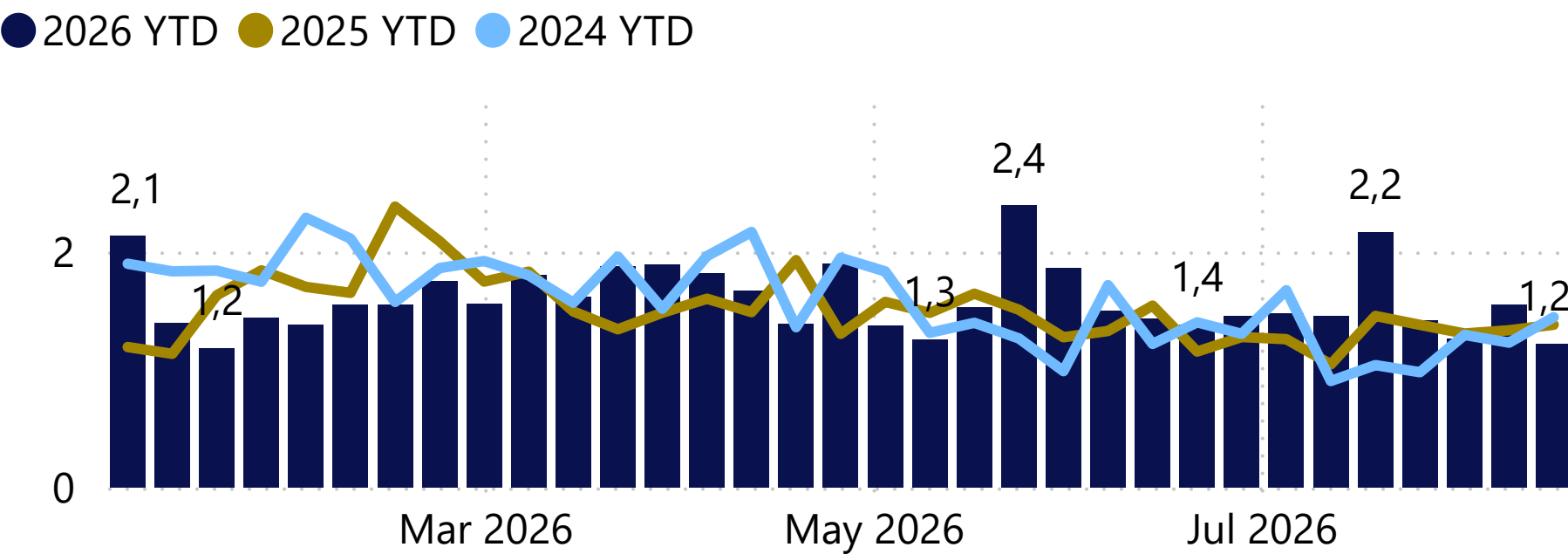


Week's AVG speed
57.03 kph

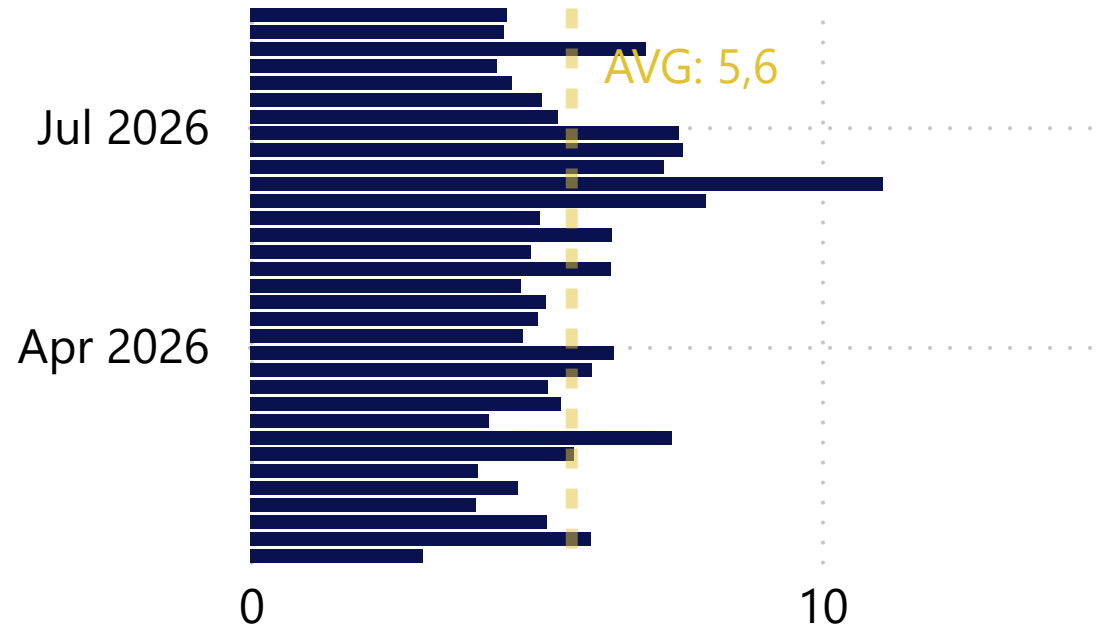
Reported Number of Traffic Incidents



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



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STATUS: CLEAR | Vioolsdrif's queue and wait times both eased again this week, and the corridor's own year-to-date pace stayed close to 2025.

CLEAR

ANALYST OPINION

The corridor held steady at about 37 hours typical this week, and Vioolsdrif's queue length and times both kept easing at the border. Keep current routing; this is a stable week for planning through Vioolsdrif.

Week on Week Change

HMV Port Precinct
1 hr 42 min (-1 min)

HMV Border
6 hr 19 min (+26 min)

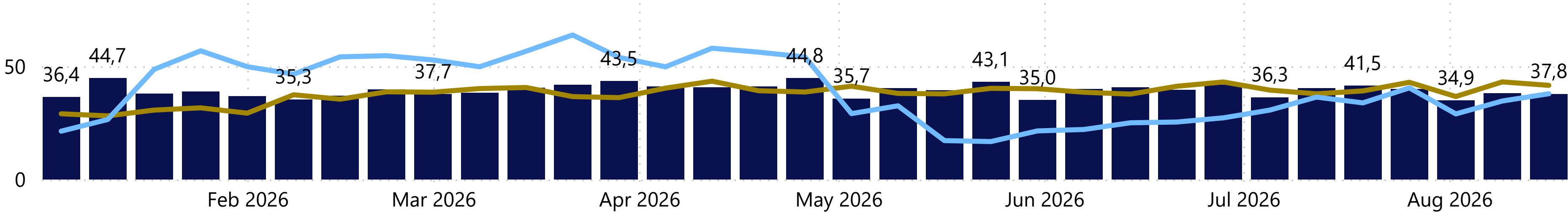
HMV Road
1 day 14 hr (-17 min)

Vessel Anchorage
1 day 0 hr (-1 hr 46 min)

Vessel Berth
2 days 15 hr (+1 day 7 hr)

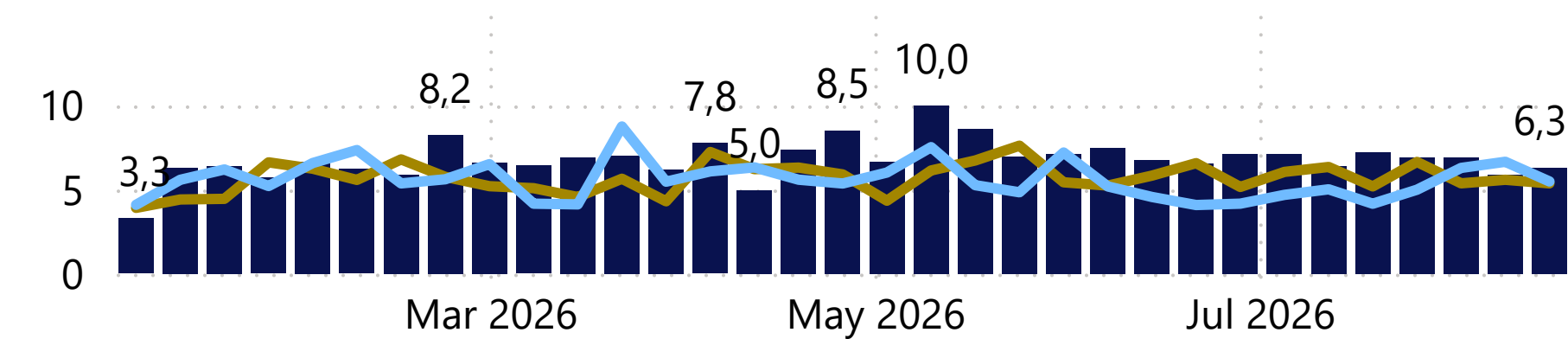
Corridor Average Transit Time (hrs)

2026 YTD 2025 YTD 2024 YTD



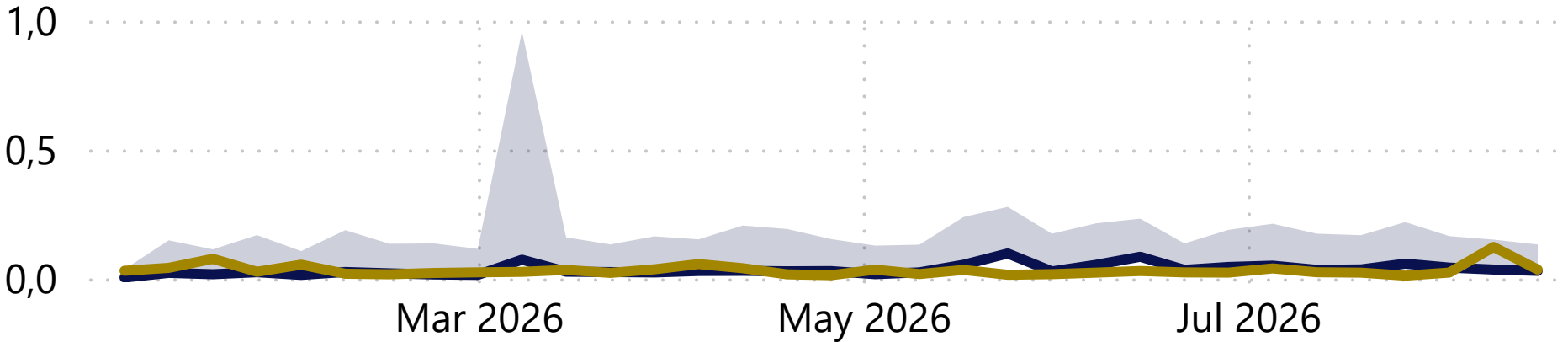
Border Crossing Time (hrs)

2026 YTD 2025 YTD 2024 YTD



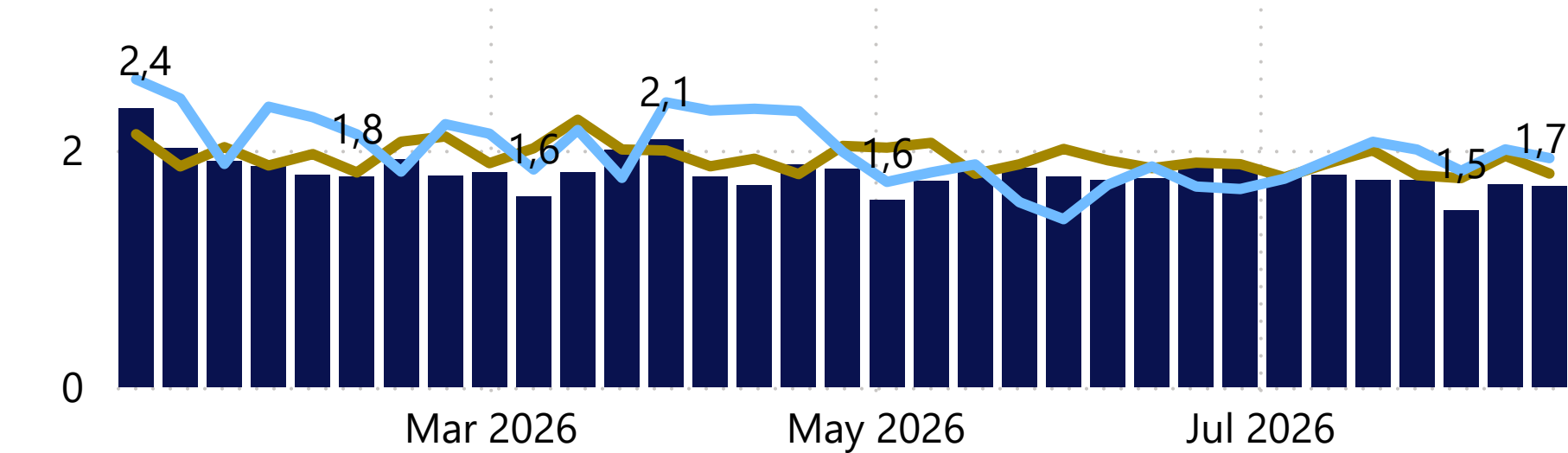
Border Average Queue Length (km)

2026 YTD 2025 YTD Max Queue Length

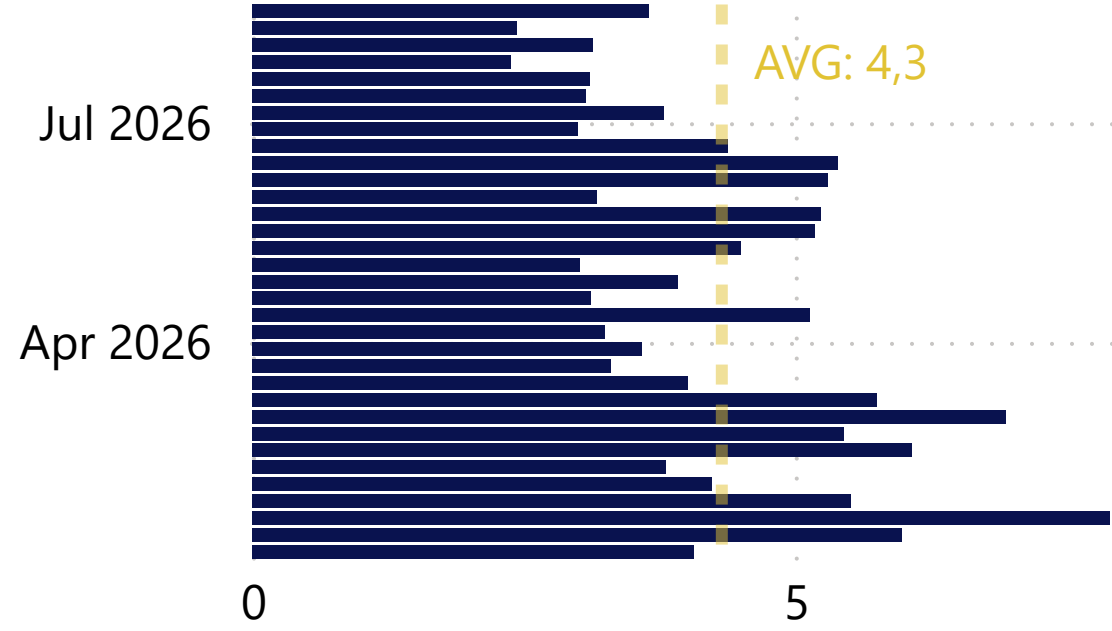


HMV Port Precinct Average Turn Around Time (hrs)

2026 YTD 2025 YTD 2024 YTD



Port Call Average Duration (days)



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STATUS: AT RISK | Saldanha's gap against last year has held near 48% for a sixth straight week.

AT RISK

ANALYST OPINION

This corridor is now running 48% above 2025 so far this year, holding at that level for a sixth straight week. Plan to this corridor's slower 2026 pace.

Week on Week Change

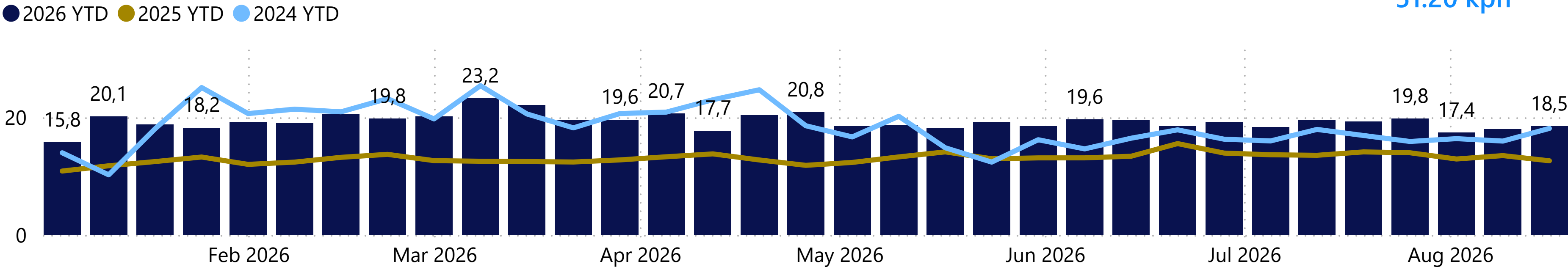
▲ HMV Port Precinct
1 hr 28 min (+11 min)

▲ HMV Road
18 hr (+28 min)

▲ Vessel Anchorage
1 day 22 hr (+12 hr)

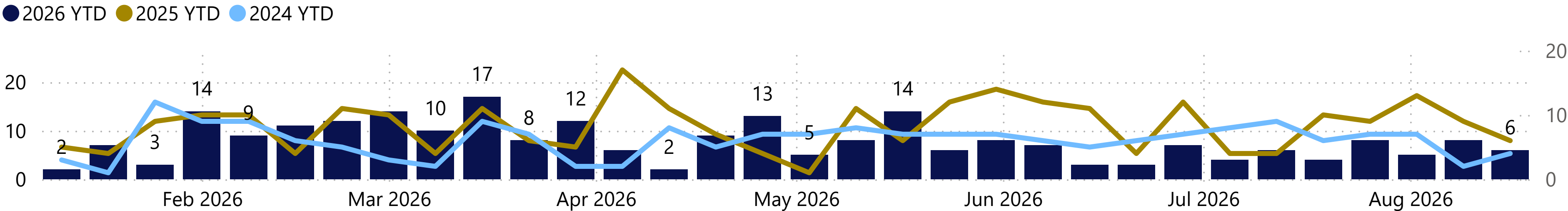
▼ Vessel Berth
3 days 3 hr (-2 hr 40 min)

Corridor Average Transit Time (hrs)

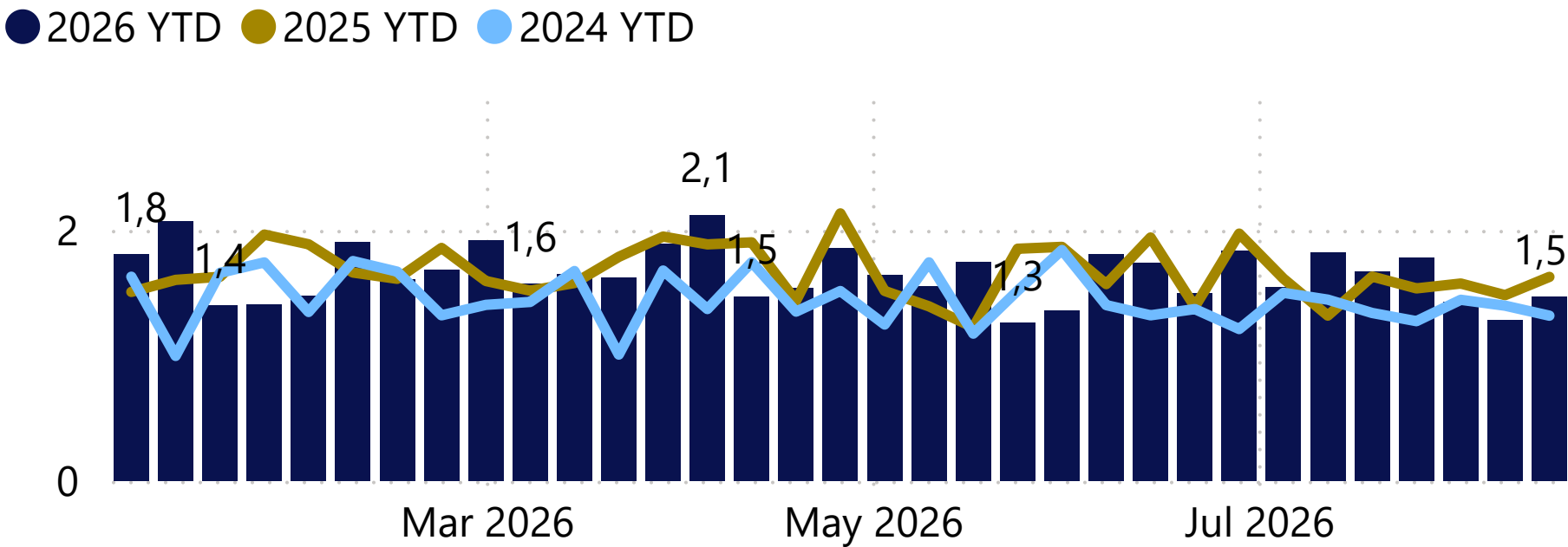


Week's AVG speed
51.20 kph

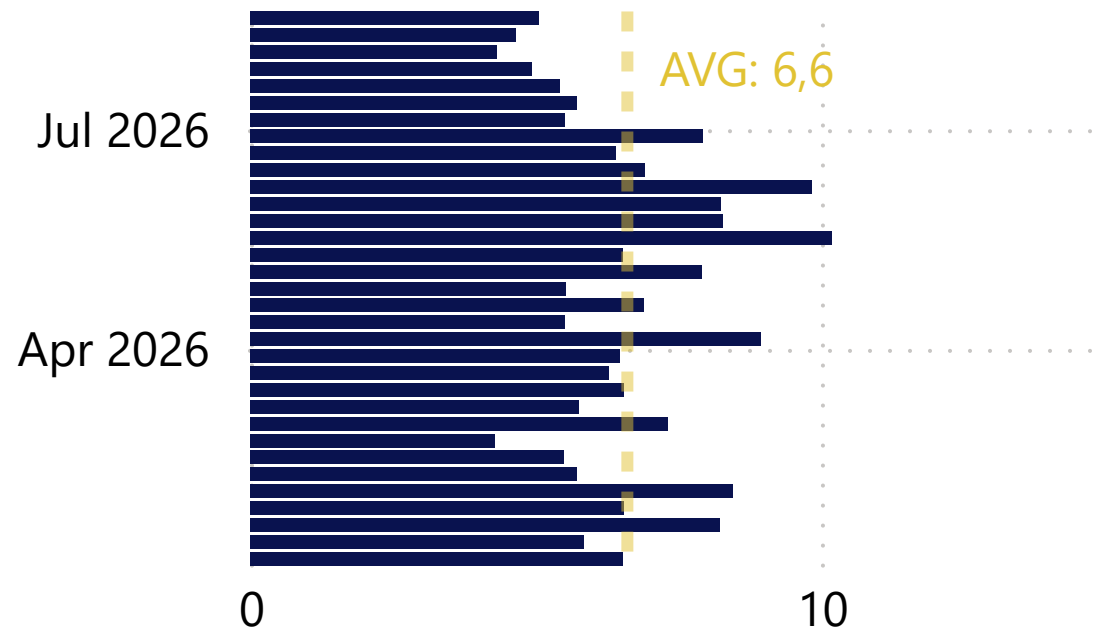
Reported Number of Traffic Incidents



HMV Port Precinct Average Turn Around Time (hrs)



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

Richards Bay's vessel port call time

Richards Bay's total vessel port call time is now averaging 8.8 days, having pushed well past the 3.5-day anchorage threshold flagged last week. If berth and anchorage times keep building past this week's level through midweek, that would point toward a lasting berth-side constraint rather than a temporary backlog.

Martins Drift/Groblersbrug running hot

Martins Drift/Groblersbrug is now running 19% above its own last-month average, with its slow-day figure widening sharply to 83 hours. If this keeps climbing through next week, N1 operators using this as a Beitbridge alternative would want to add real planning time.

Nakop/Ariamsvlei's building queue

Nakop/Ariamsvlei's crossing time and queue both built together this week. If Nakop's crossing time stays above 7 hours typical through next week, that would point toward a genuine processing constraint at the border.

OPPORTUNITIES

Beitbridge's queue clearing

Beitbridge's queue length and queue time both fell sharply this week, even as the border's own average crossing figure looked worse on paper. Use Beitbridge now while congestion is at a multi-week low.

N3's calm week

N3 posted its calmest week on the network, with every road metric easing and incidents down 21% from an already-reliable base. Run to the standard schedule this week and next, this corridor supports confident planning right now.

Kuruman - Gqeberha's improving volatility

Kuruman - Gqeberha became far more consistent this week, with the port dwell time at Gqeberha easing 20%. Take advantage of tighter scheduling on this corridor now, before its naturally noisier pattern reasserts itself.



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Corridor Comparison - (Hours) End to End Travel Time

Corridor	Prior Week	Reporting Week	% Change	
Luderitz - Keetsmanshoop	4,5	5,0	↑	11,0%
N8 Bloem - Nakop	14,4	15,4	↑	7,2%
N2 Ermelo - Richards Bay	9,4	9,7	↑	2,9%
Trans-Kalahari	22,3	23,0	↑	2,9%
Kuruman - Saldanha	18,0	18,5	↑	2,6%
N1 Cape Town - Beitbridge	29,1	29,6	↑	1,7%
Walvis Bay - Lubambashi via Lusaka	39,0	39,2	↑	0,4%
Central Corridor	82,3	82,0	↓	-0,3%
Beira - Lusaka	17,1	17,0	↓	-0,3%
Beira - Lilongwe	84,2	83,9	↓	-0,4%
Walvis Bay - Cape Town	38,1	37,8	↓	-0,8%
North South Corridor	100,2	97,5	↓	-2,7%
N4 Pretoria - Maputo	22,2	21,6	↓	-2,8%
N3 Joburg - Durban	14,3	13,9	↓	-3,1%
Kuruman - Gqeberha	27,6	26,6	↓	-3,6%
Beira - Blantyre	20,1	19,2	↓	-4,5%
Nacala - Lilongwe	19,5	18,2	↓	-6,5%
Nacala - Blantyre	12,9	11,8	↓	-9,2%

Total Port Call Comparison - (Days) Arrival to Depature

Port	Prior Week	Reporting Week	% Change	
Cape Town	2,44	3,65	↑	49,8%
Richards Bay	6,64	8,84	↑	33,2%
Walvis Bay	7,29	8,00	↑	9,8%
Saldanha	4,65	5,06	↑	8,7%
Durban	6,72	7,25	↑	7,9%
Dar es Salaam	7,69	7,88	↑	2,6%
Gqeberha	4,44	4,49	↑	1,2%
Maputo	5,15	5,04	↓	-2,2%
Nacala	3,64	3,41	↓	-6,4%
Coega-Ngqura	5,17	3,79	↓	-26,7%
Beira	17,64	8,32	↓	-52,8%

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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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.

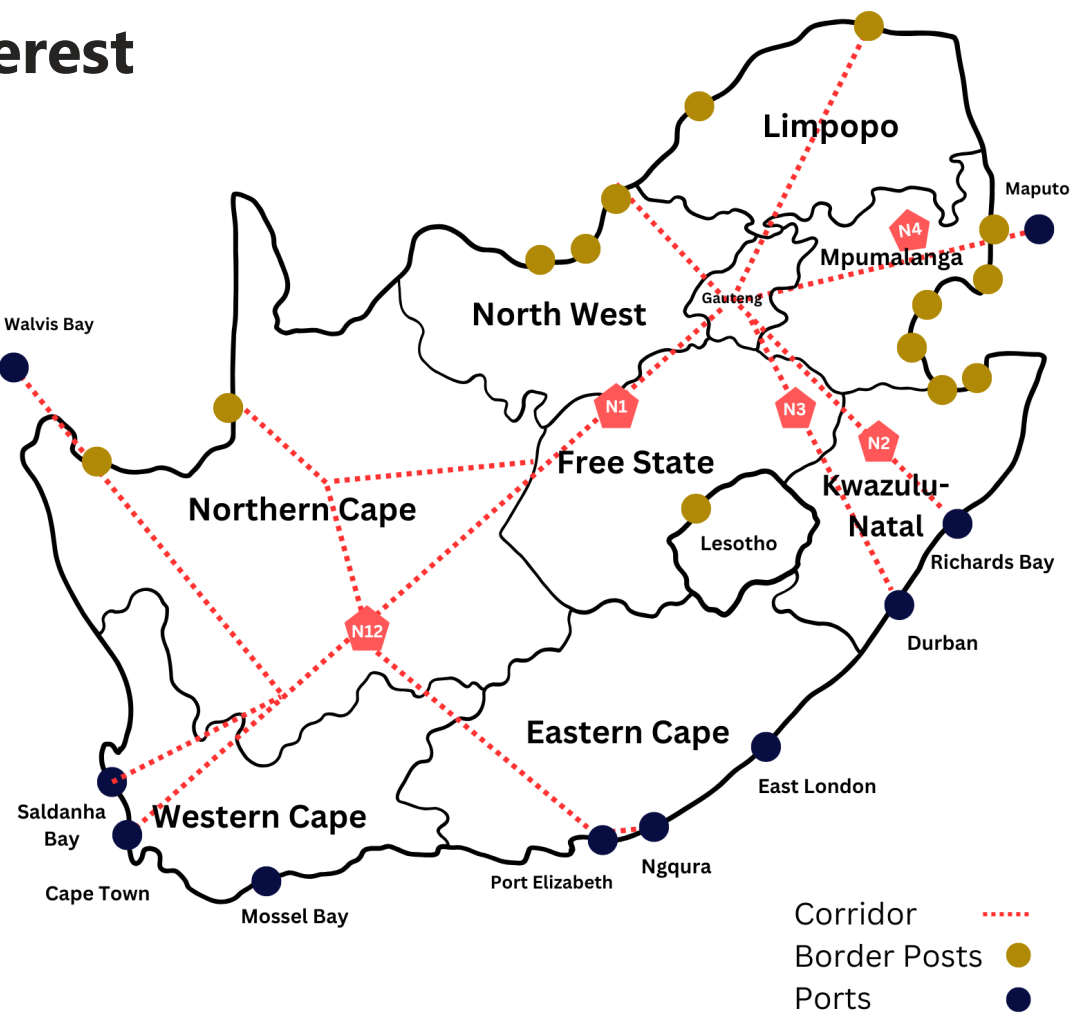
The CSIR has conducted an external data process audit to assess and validate the accuracy of the process that produces the underlying data and enhance the usefulness of the information published in the report. The overall finding was “The Pulse Report provides near real-time-based indicators that are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