

RSA CORRIDOR PULSE REPORT

EVERY CORRIDOR HAS A PULSE.
THIS IS YOURS.

REPORTING PERIOD

*Mon 17 Aug 2026 - Sun 23 Aug 2026
Week 34*



enquiries@crickmay.co.za | 033 343 1007

3 of 8

Corridors under pressure

Kuruman/Gqeberha

21% more volume, 11% faster

Watch:

Lebombo/R Garcia queue +180%



LMS
Logistics Monitoring System

Risks

N4's border queue at Lebombo nearly tripled this week, becoming the network's one real trouble spot, while pressure eased almost everywhere else. Durban's vessel waiting time has climbed for five straight weeks to its highest level since February.

Opportunities

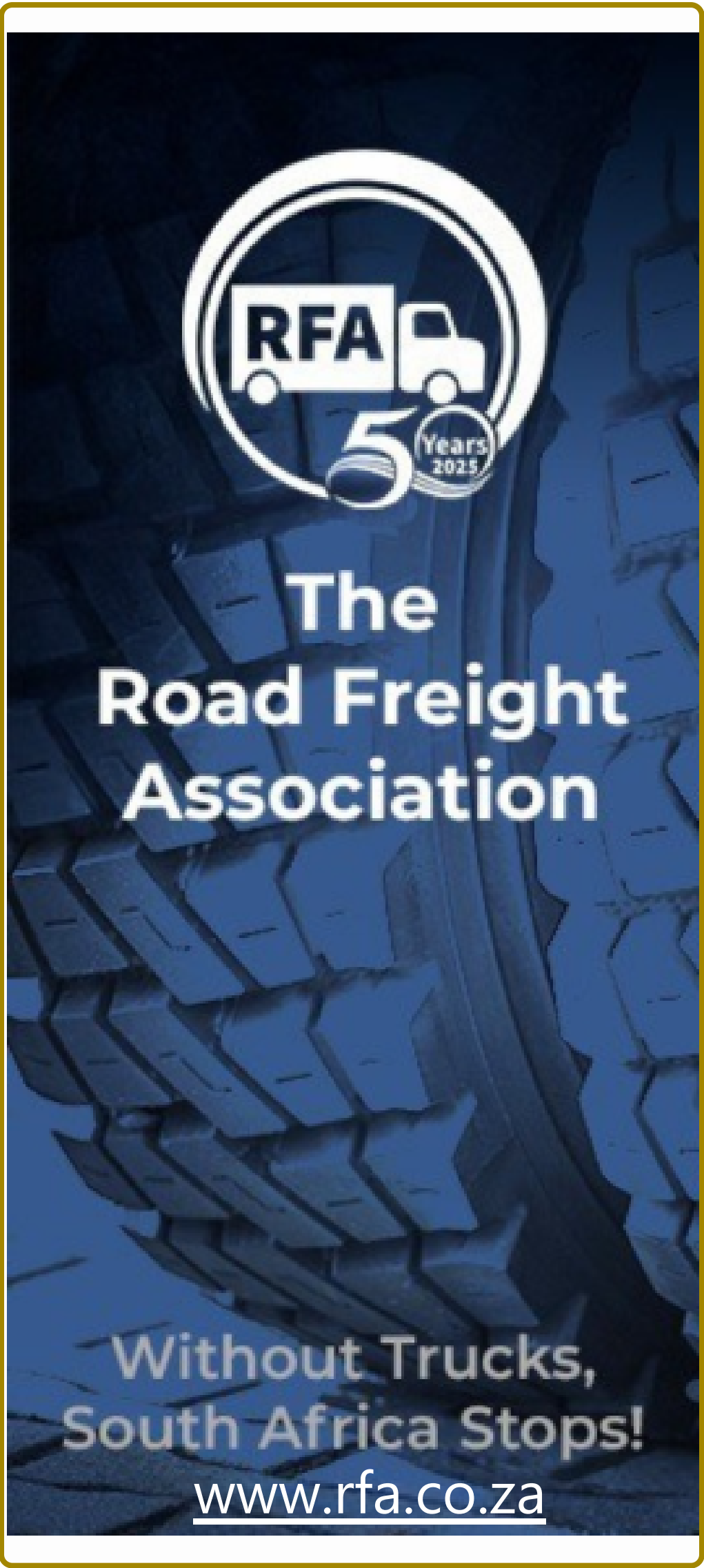
Kuruman/Gqeberha moved 21% more volume in 11% less time, its vessel waiting time at Port Elizabeth easing alongside it. Operators with flexible scheduling may move loads through this corridor while conditions hold.

Watch

Lebombo/R Garcia's queue length has nearly tripled this week to about 12 km, its highest level in over a month, while queue time is up 82% to almost 4 hours. If the queue keeps building past this week's level by next Tuesday, add real schedule margin for Maputo-bound loads.

Overall Assessment

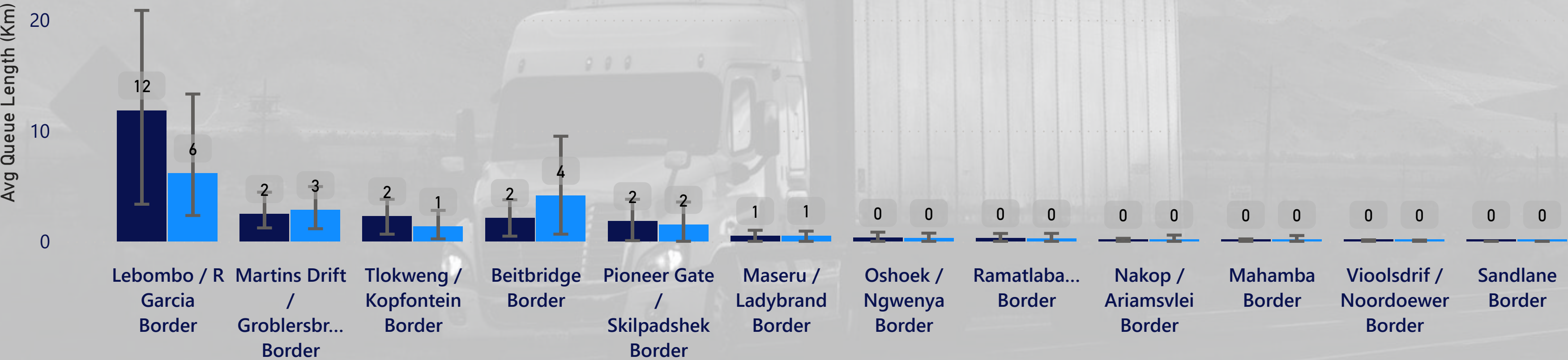
All three watch items flagged last week reversed rather than confirmed: Richards Bay's vessel port call time eased back from 8.8 days to just over 7, Nakop's typical crossing dropped back under 5 hours, and Martins Drift's crossing time fell more than 40%. Against that calming backdrop, Durban's vessel waiting time has been quietly building for over a month, climbing five straight weeks to its highest reading since February, well above its own early-summer norm, a trend that lines up with the Navis N4 migration and operational crisis reported at Durban Gateway Terminal. N4 was separately escalated to AT RISK after a sharp queue buildup at Lebombo. Network pressure sits at 3 of 8 corridors, still down from 4 last week. Watch both fronts into next week: whether Durban's climb continues or breaks, and whether Lebombo's queue holds.



CORRIDOR	STATUS	WOW%	KEY INDICATOR THIS WEEK	OPERATOR ACTION	YTD VS 2025
N1 Cape Town – Beitbridge	CLEAR	-4.5%	Beitbridge typical crossing eases to 19.6 hours	Dispatch northbound loads as planned this week	↓ Below
N2 Ermelo – Richards Bay	WATCH	-4.8%	Richards Bay vessel anchorage still above 3.5-day mark	Keep buffer for Richards Bay vessel waits	↑ Above
N3 Joburg – Durban	WATCH	-3.1%	Durban vessel time hits a six-month high	Build in heavy buffer for Durban vessel delays	↓ Below
N4 Pretoria – Maputo	AT RISK	+6.9%	Lebombo border queue nearly triples this week	Add two extra hours at Lebombo	↑ Above
N8 Bloemfontein – Nakop	CLEAR	-9.7%	Nakop typical crossing drops back under 5 hours	Resume normal scheduling through Nakop this week	⇒ On par
Kuruman – Gqeberha	CLEAR	-11.0%	21% more volume moved 11% faster this week	Keep current routing unchanged this week	⇒ On par
Kuruman – Saldanha	AT RISK	-0.7%	Gap to 2025 still near 48 percent	Budget for this corridor's slower 2026 pace	↑ Above
Walvis Bay – Cape Town	CLEAR	+2.4%	Cape Town port dwell time climbs this week	Add modest buffer at Cape Town port now	⇒ On par

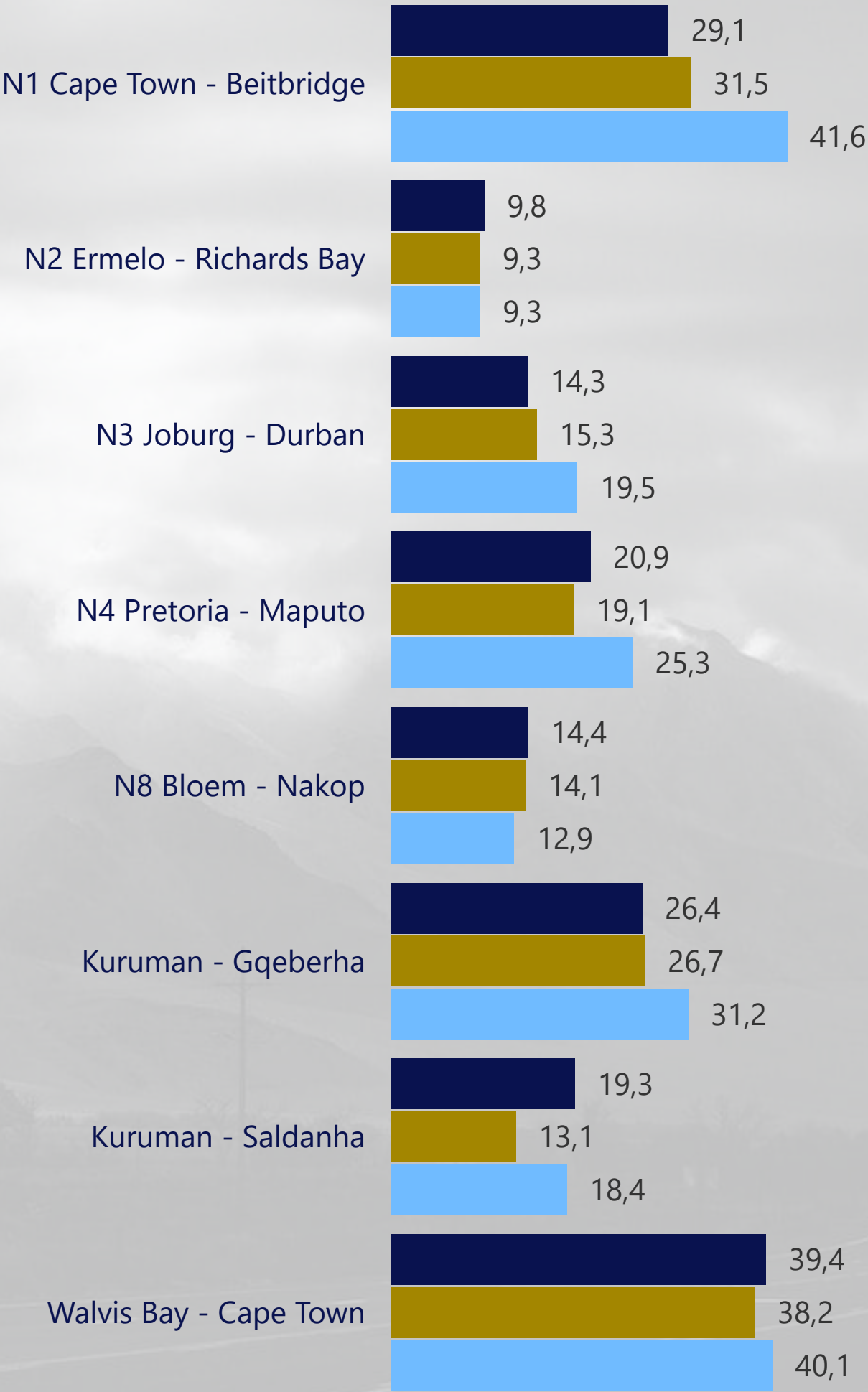
*WOW% - Week on Week relative change

Border Queue Analysis



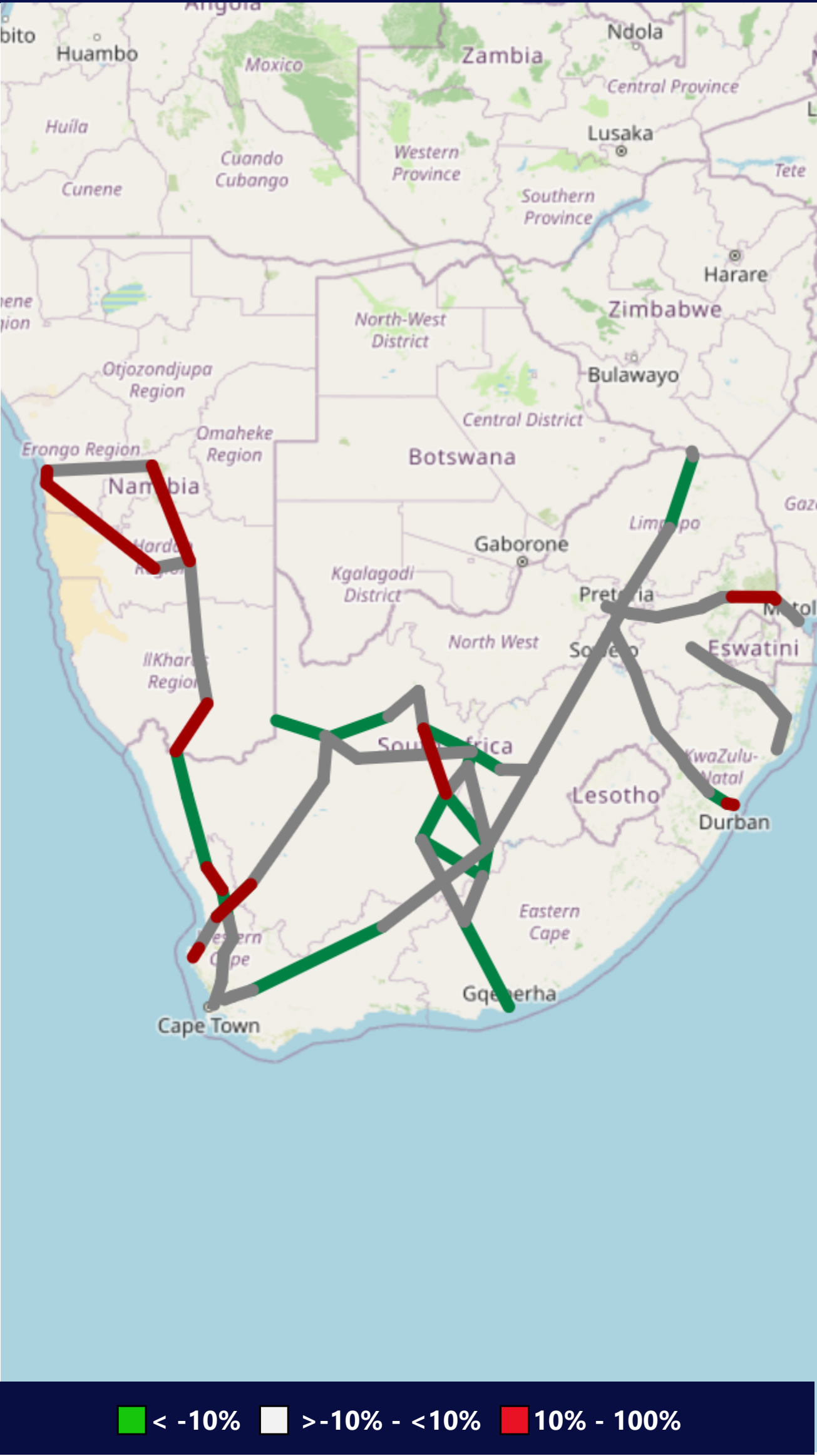
● Last 7 Days ● Last 30 Days *10th and 90th percentiles is represented by the grey band for each column.

Major Corridor Transit Times (hrs)

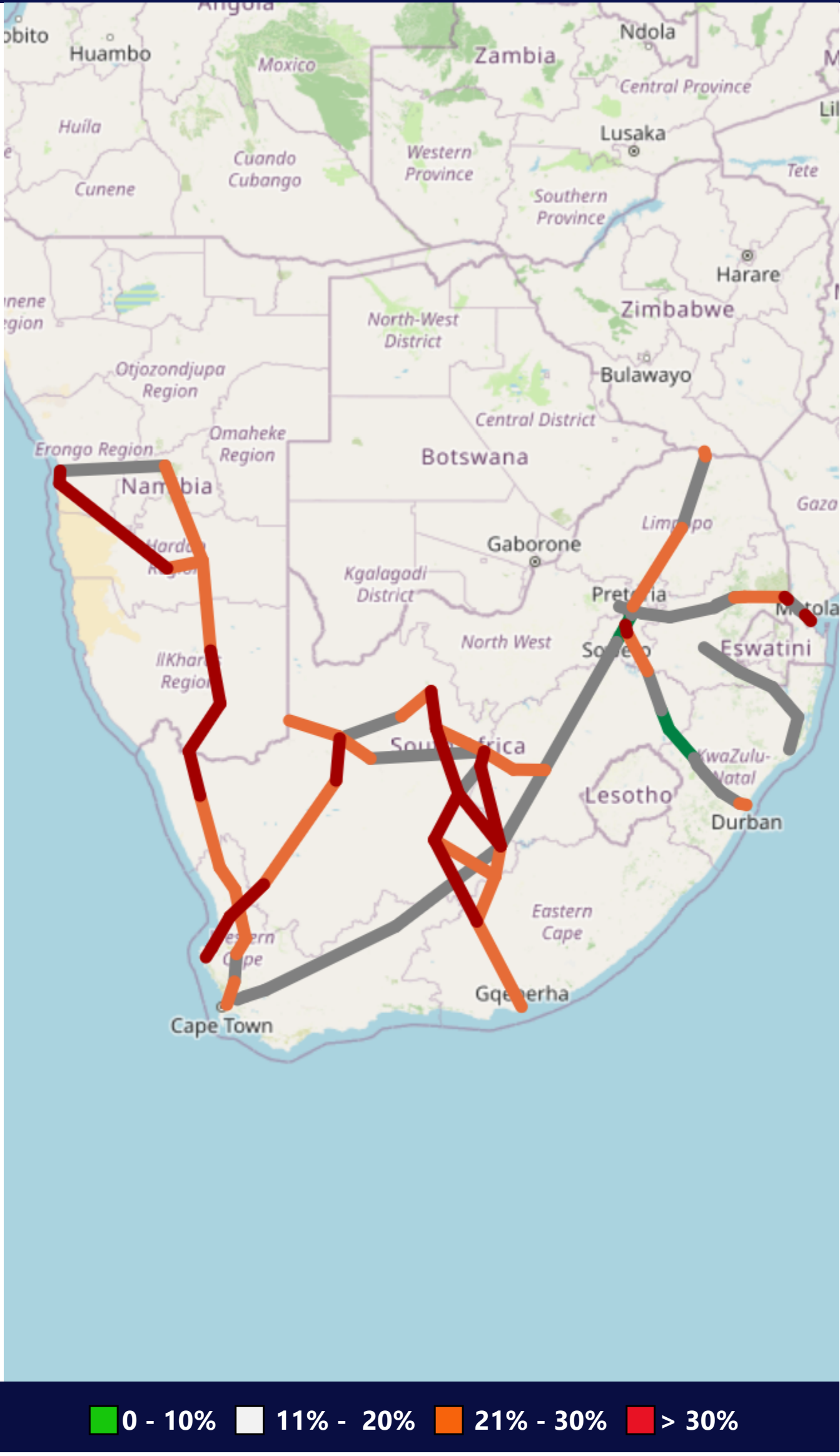


● 2026 YTD ● 2025 YTD ● 2024 YTD

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	115,1%	
R385/R31 split-Hopetown	91,4%	
Walvis Bay-Swakopmund	83,3%	

3 Least Variable Road Segments for Travel Time

Road Segment	Coefficient of Variation	Avg Hrs Rolling 12 Months
Joburg-Bloemfontein	9,3%	
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-Maltaholhe	38,6%	-10,3%	
Grunau-Vioolsdrif Border	36,0%	4,2%	
Saldanha Bay-Saldanha Bay	31,9%	-14,2%	

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-Walvis Bay	-25,3%	-23,8%	
Nakop Border-Nakop Border	-26,9%	3,7%	
Hopetown-Britstown	-39,9%	-8,8%	

STATUS: CLEAR | Beitbridge and the Martins Drift alternative both eased sharply this week.

CLEAR

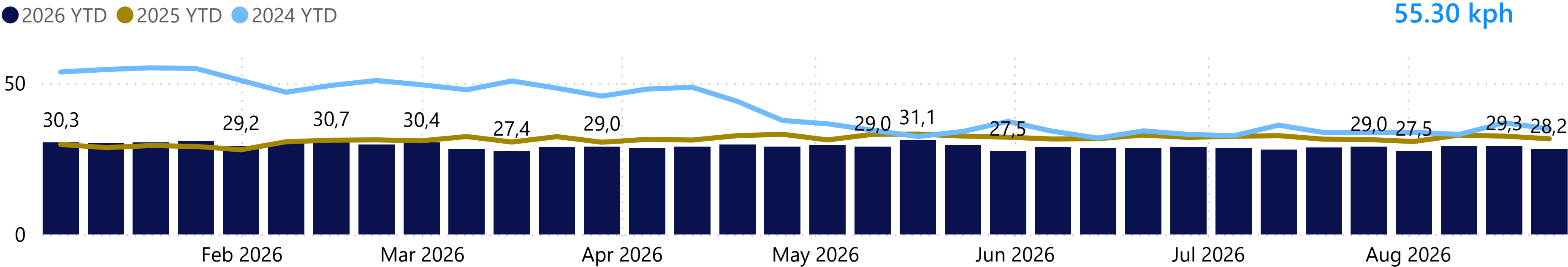
ANALYST OPINION

Beitbridge's typical crossing eased to about 30 hours, its calmest reading in weeks. Dispatch northbound loads as planned and allow extra time only for the slow-day tail.

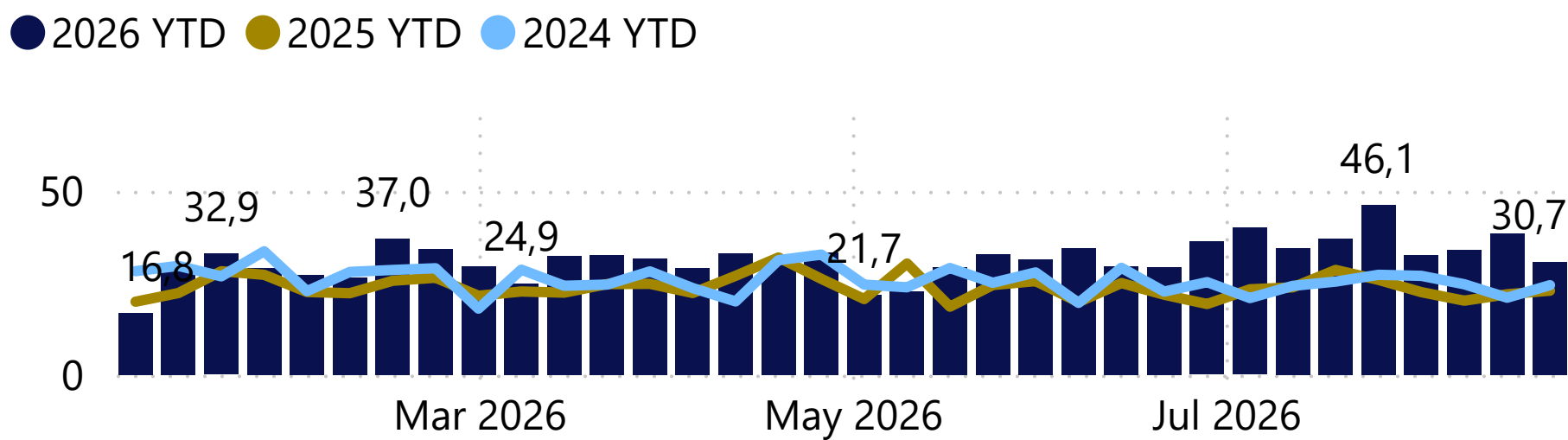
Week on Week Change

- ▲ HMV Port Precinct
1 hr 55 min (+13 min)
- ▼ HMV Border
1 day 7 hr (-7 hr 47 min)
- ▼ HMV Road
1 day 4 hr (-1 hr 2 min)
- ▼ Vessel Anchorage
19 hr (-5 hr 7 min)
- ▼ Vessel Berth
2 days 12 hr (-2 hr 44 min)

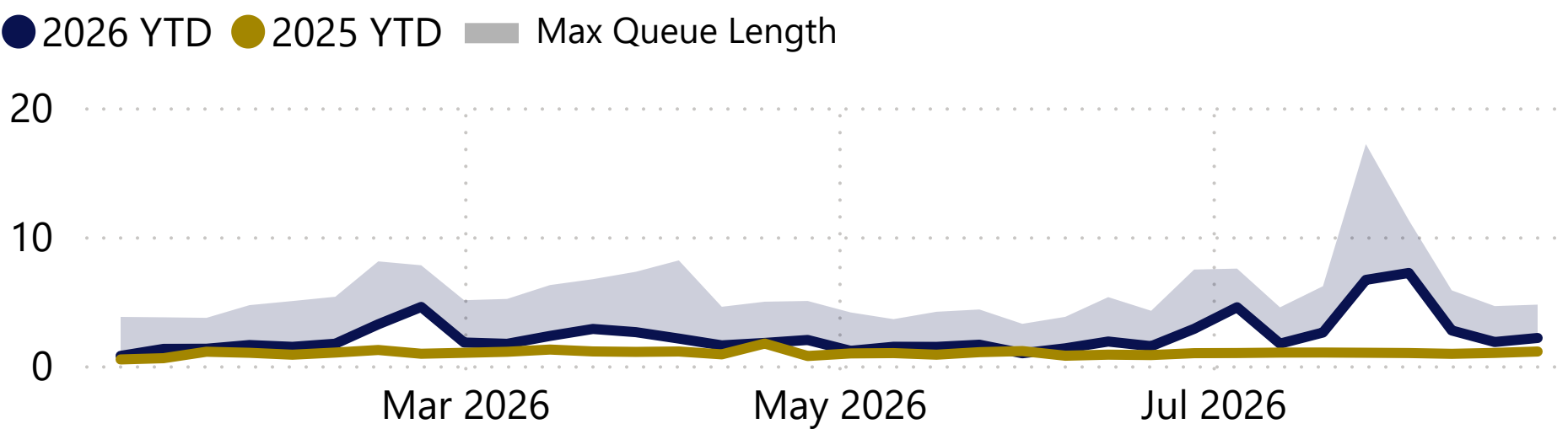
Corridor Average Transit Time (hrs)



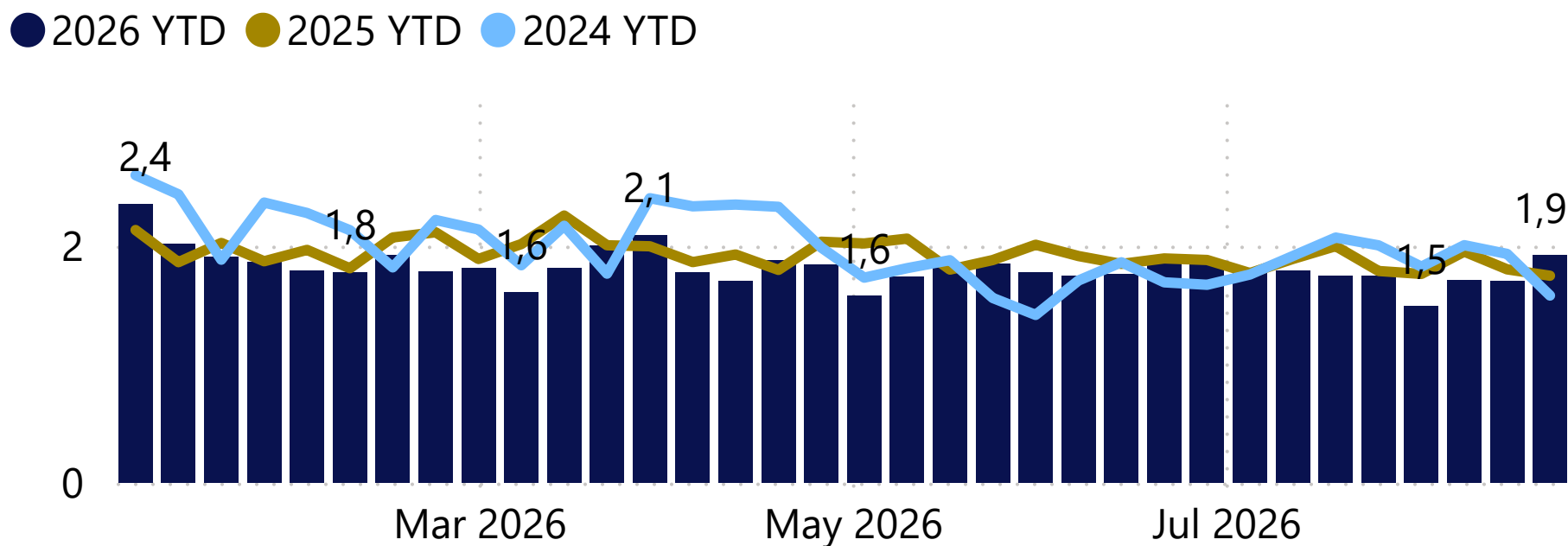
Border Crossing Time (hrs)



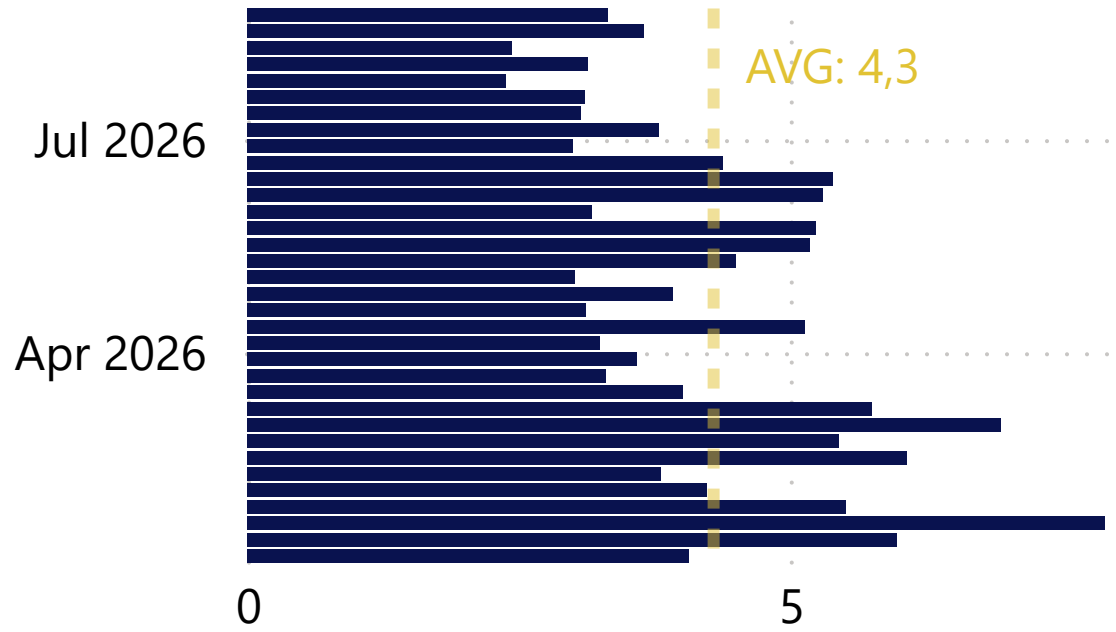
Border Average Queue Length (km)



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



Our experts provide personalised solutions for your logistics requirements.
autoforce.co.za



STATUS: WATCH | Road and HMV port precinct dwell time are calm; the vessel-side constraint eased but hasn't cleared its own threshold.

WATCH

ANALYST OPINION

Richards Bay's vessel anchorage is easing but still holds near 4 days. Confirm berth slots ahead of arrival and keep some schedule buffer at Richards Bay.

Week on Week Change

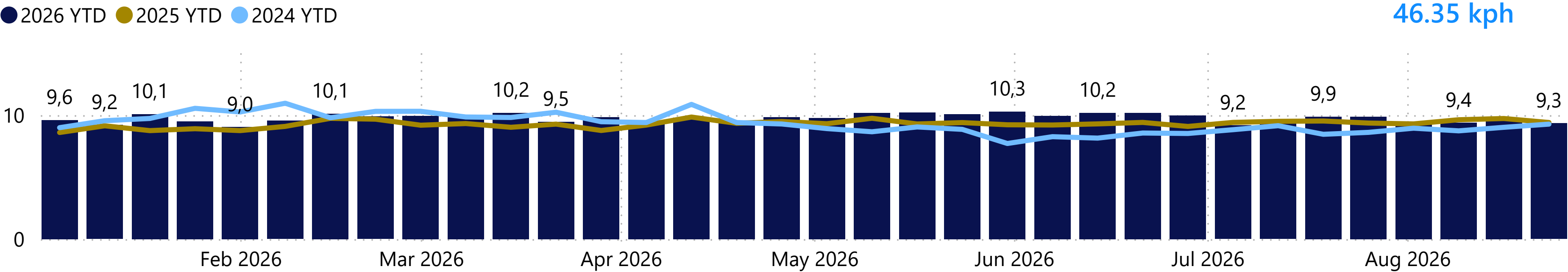
▲ HMV Port Precinct
4 hr 12 min (+13 min)

▼ HMV Road
9 hr 20 min (-20 min)

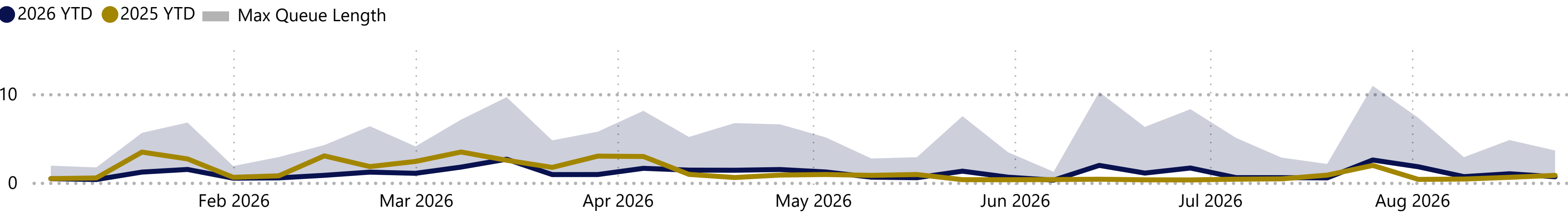
▼ Vessel Anchorage
4 days 5 hr (-6 hr 60 min)

▼ Vessel Berth
2 days 20 hr (-1 day 13 hr)

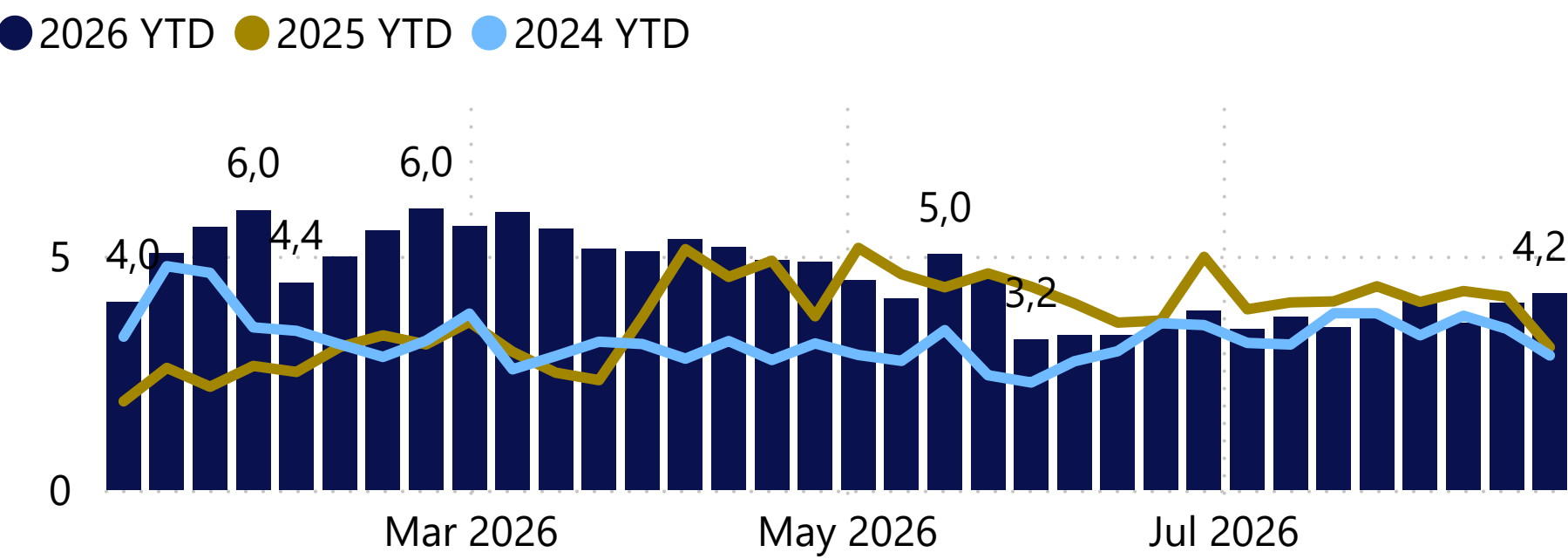
Corridor Average Transit Time (hrs)



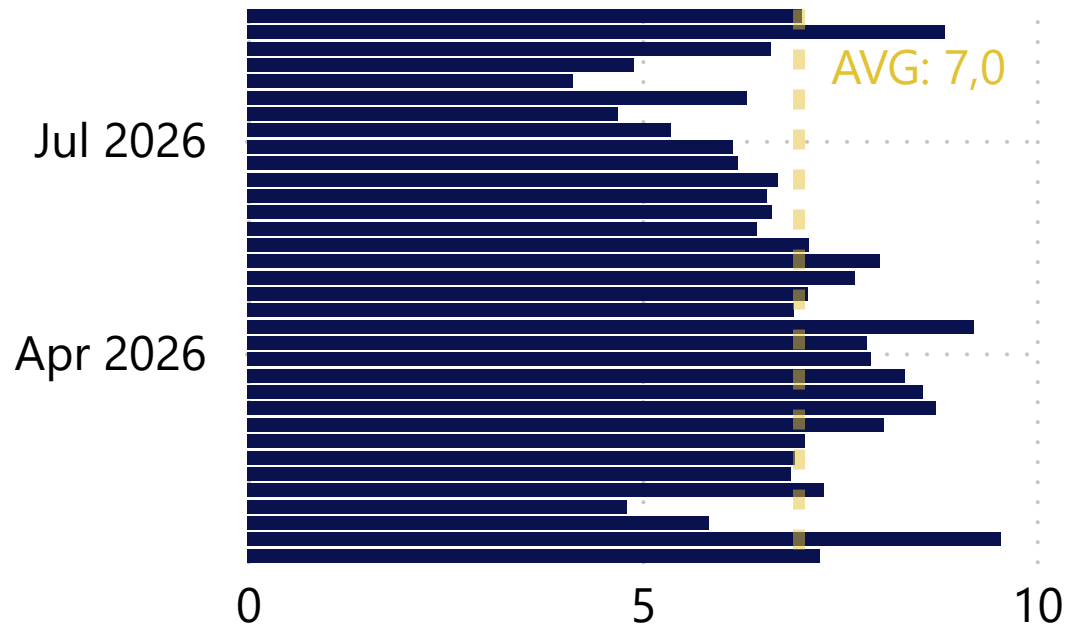
Southbound Inbound to Port Average Queue length (km)



HMV 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: WATCH | Durban's vessel waiting time has climbed and just hit a six-month high, even though this week's own road and incident data are calm.

WATCH

ANALYST OPINION

Durban's vessel waiting time has climbed to 7.5 days, its highest reading since February. Build in heavy buffer for Durban vessel moves and confirm bookings early.

Week on Week Change

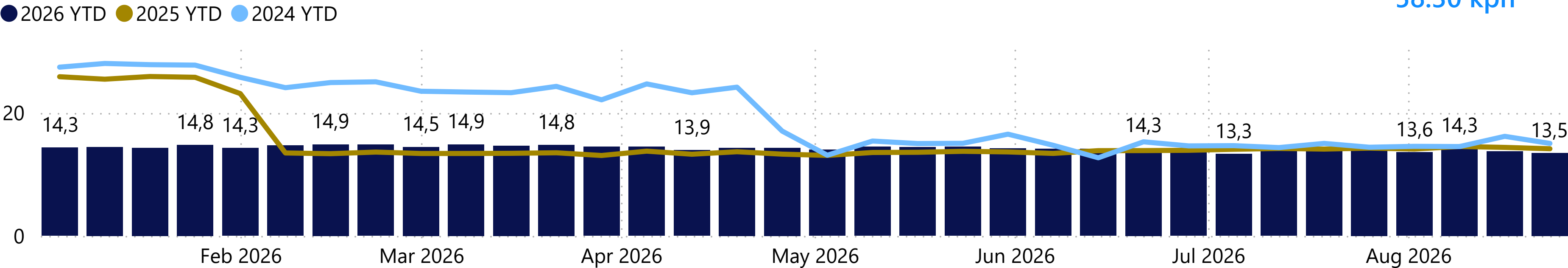
▲ HMV Port Precinct
2 hr 11 min (+9 min)

▼ HMV Road
13 hr (-17 min)

▼ Vessel Anchorage
2 days 11 hr (-9 hr 39 min)

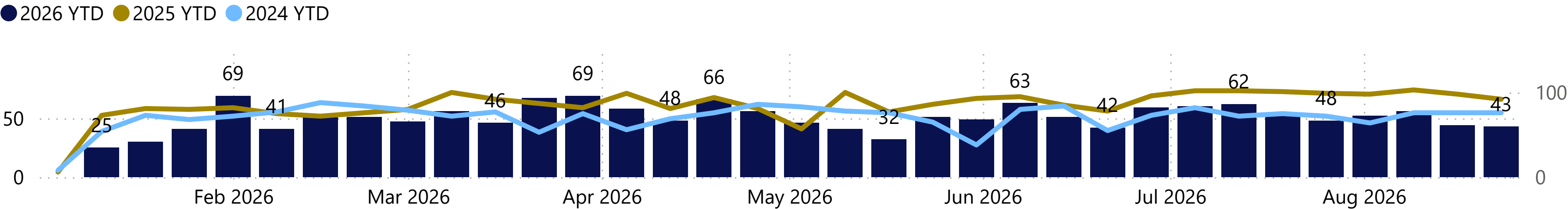
▲ Vessel Berth
5 days 0 hr (+15 hr)

Corridor Average Transit Time (hrs)

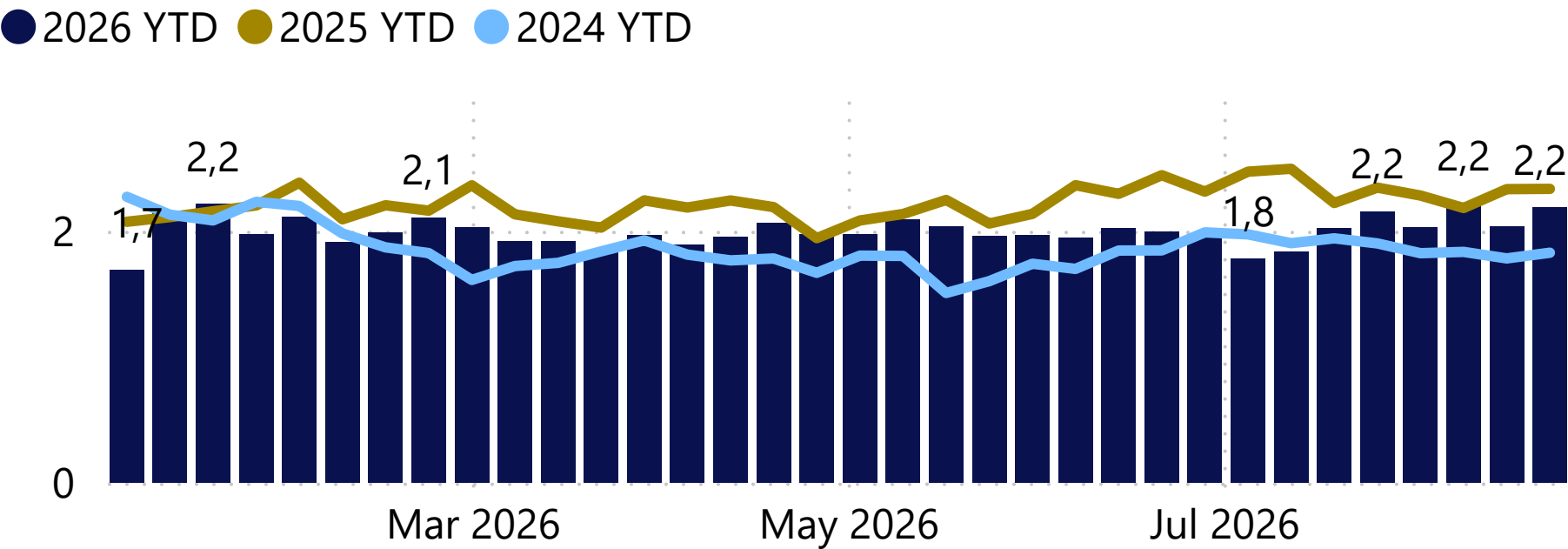


Week's AVG speed
58.30 kph

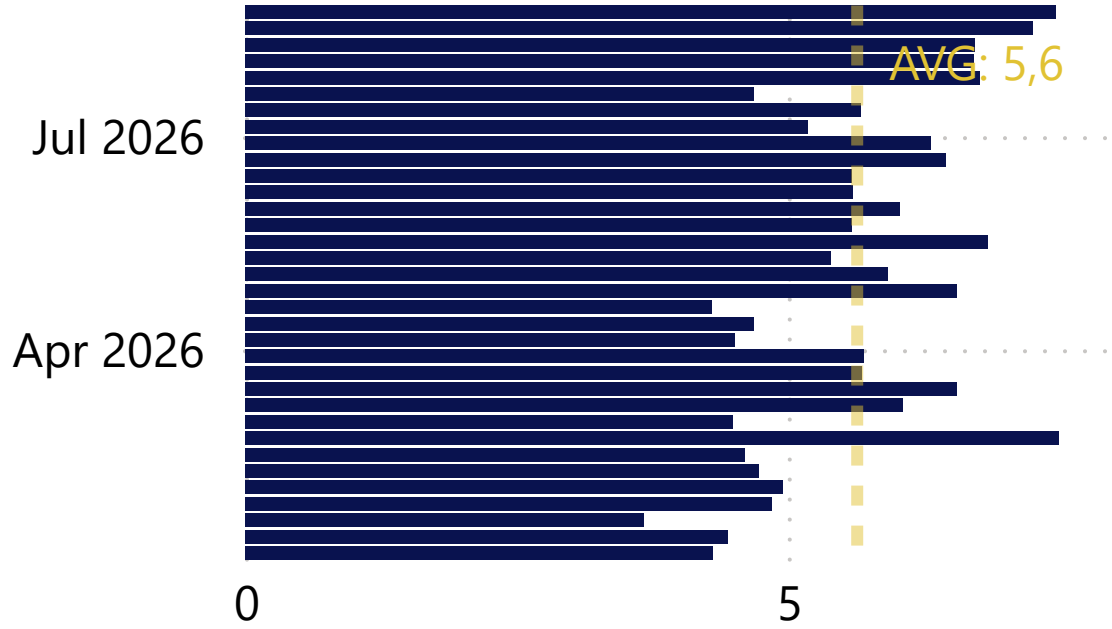
Reported Number of Traffic Incidents



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



SCT Supply Chain Solutions (Pty) Ltd

Experience supply chain management,
built around you.

sctsolutions.co.za

STATUS: AT RISK | Deterioration on the road is being driven by a border queue spike, not new corridor volume.

AT RISK

ANALYST OPINION

Lebombo's queue length nearly tripled to about 12 km. Add real margin at Lebombo now and watch whether the queue holds.

Week on Week Change

▲ HMV Port Precinct
2 hr 44 min (+13 min)

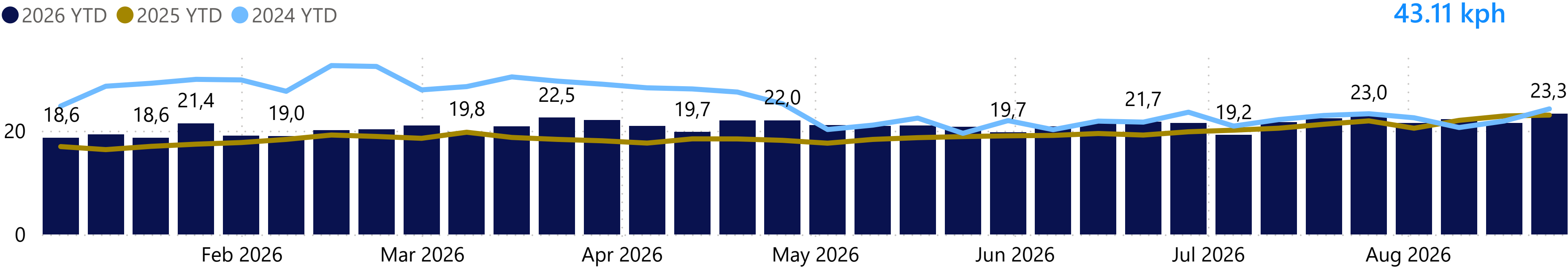
▲ HMV Border
7 hr 35 min (+29 min)

▲ HMV Road
23 hr (+1 hr 49 min)

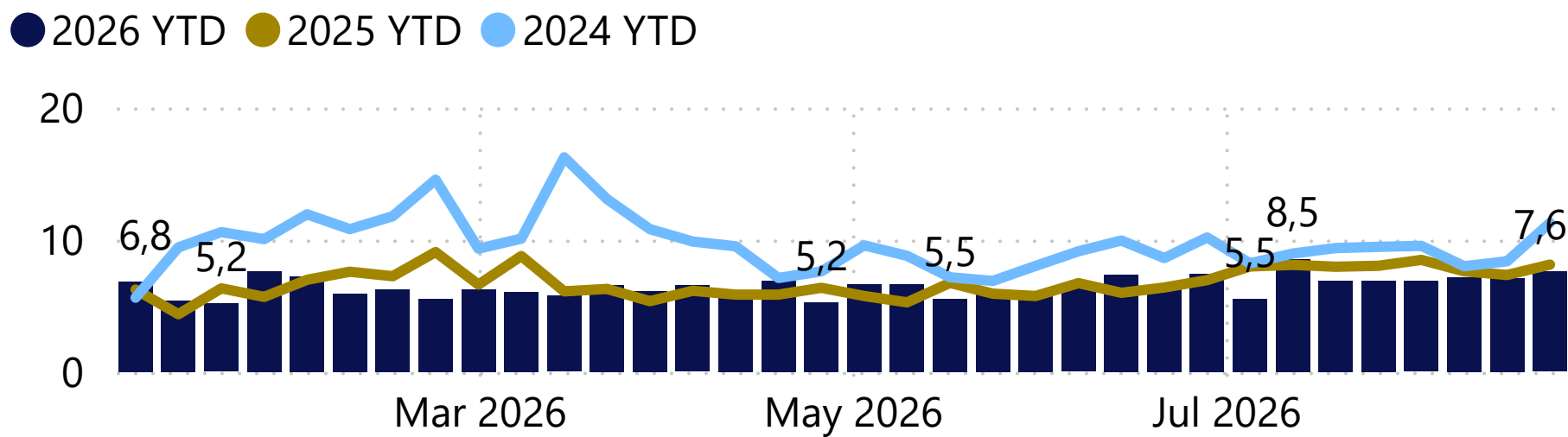
▲ Vessel Anchorage
2 days 23 hr (+1 day 3 hr)

▼ Vessel Berth
2 days 14 hr (-15 hr)

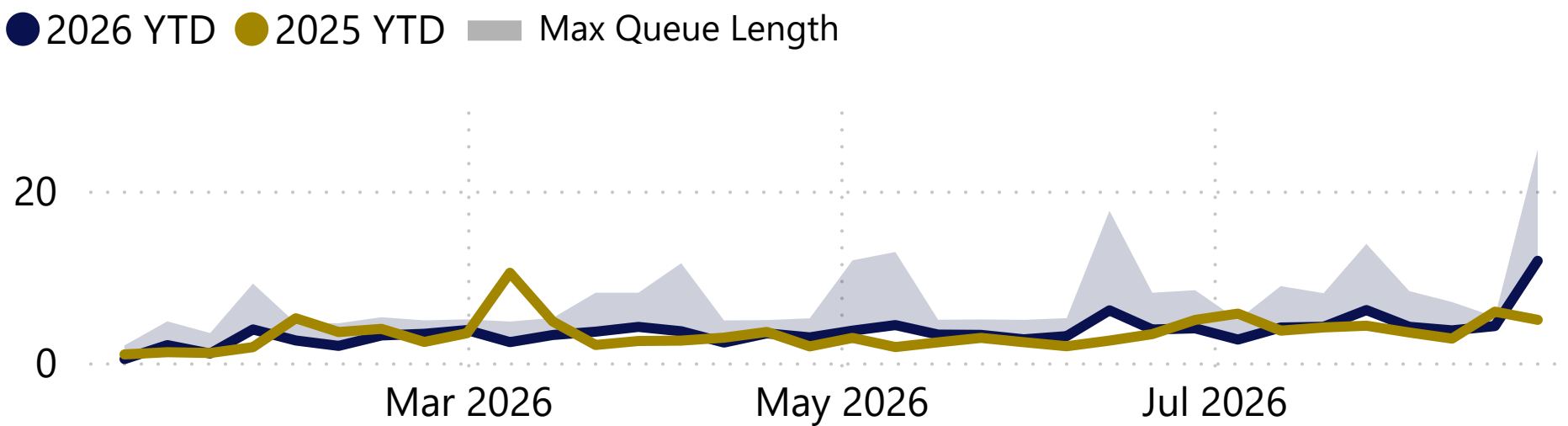
Corridor Average Transit Time (hrs)



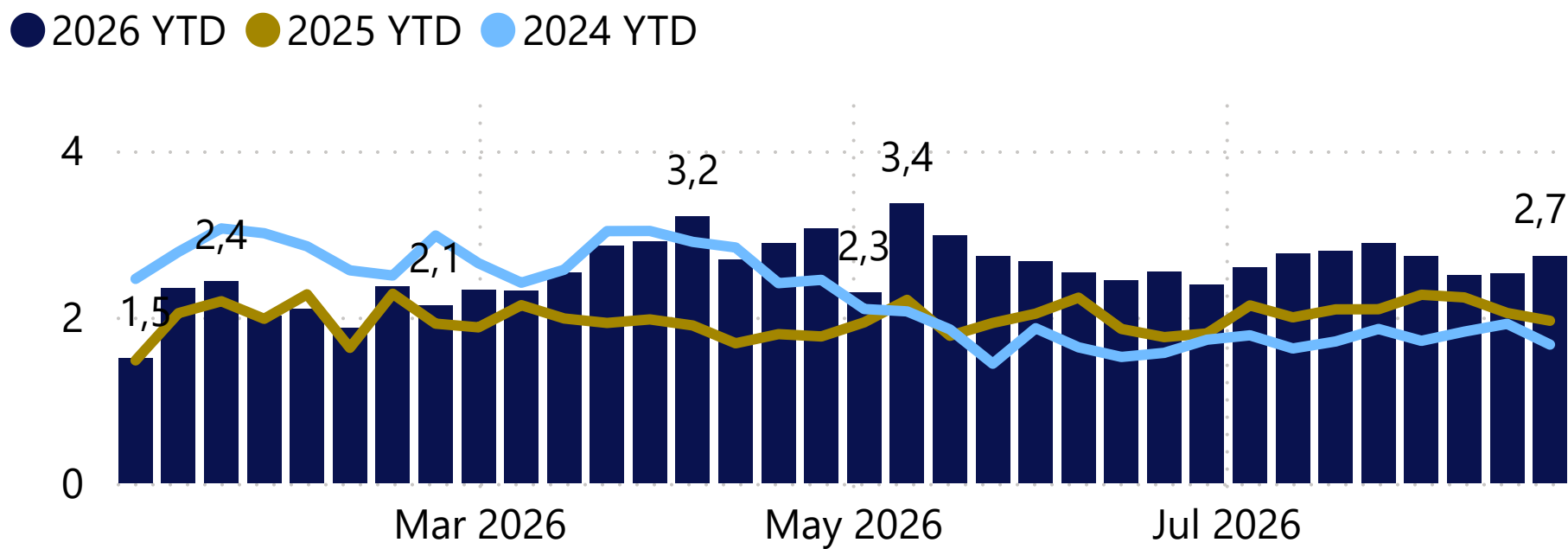
Border Crossing Time (hrs)



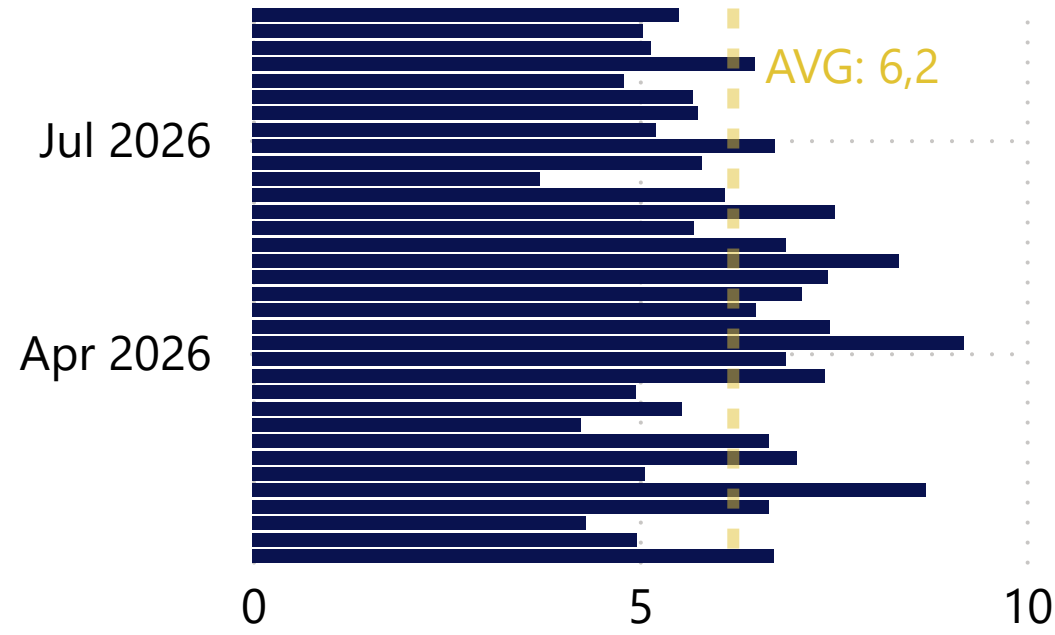
Border Average Queue Length (km)



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



Leading global programme manager, transforming Africa's transport corridors and setting the standard for the industry

turnerandtowntsend.com

STATUS: CLEAR | The border constraint that triggered last week's escalation has genuinely unwound

CLEAR

ANALYST OPINION

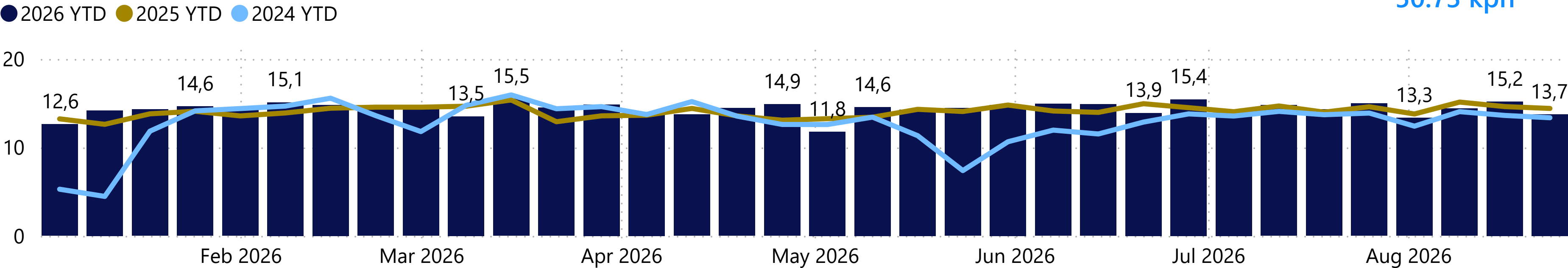
Nakop's typical crossing fell back under 8 hours this week as its queue length collapsed, easing the constraint flagged last week. Resume normal scheduling through Nakop and Bloemfontein this week.

Week on Week Change

▲ HMV Border
8 hr 11 min (+31 min)

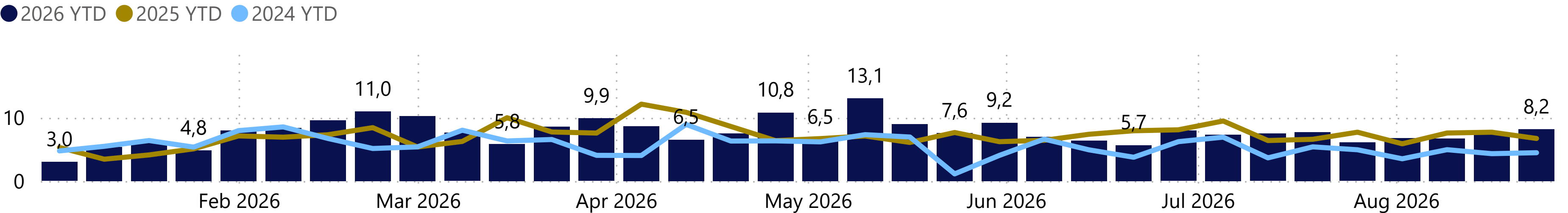
▼ HMV Road
14 hr (-1 hr 27 min)

Corridor Average Transit Time (hrs)

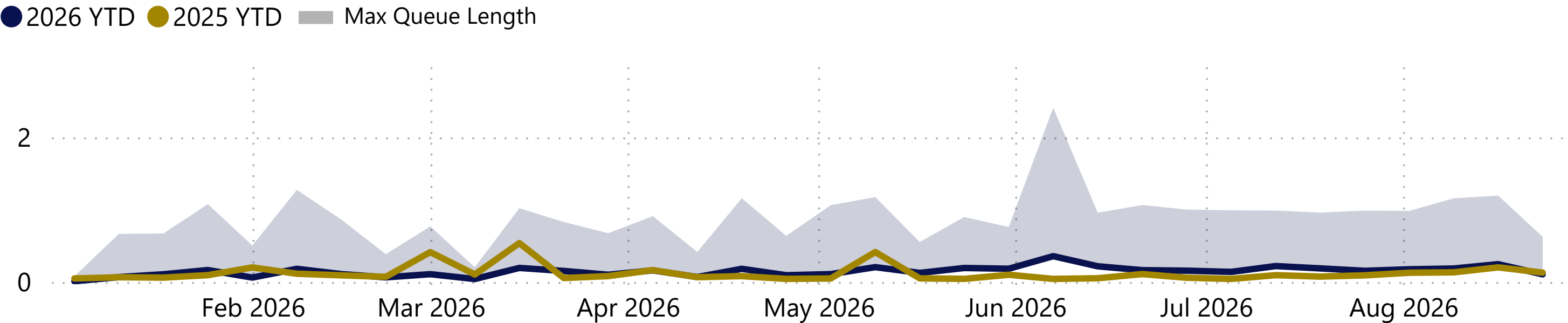


Week's AVG speed
50.73 kph

Border Crossing Time (hrs)



Border Average Queue Length (km)



Transform your **shipment data** into
real-time operational intelligence
www.cargointelligence.biz



STATUS: CLEAR | Best-performing corridor this week: more freight moved, faster, with no new risk showing.

CLEAR

ANALYST OPINION

This corridor moved 21% more volume in 11% less time, with vessel waiting time easing at Port Elizabeth. Keep current routing and scheduling unchanged this week.

Week on Week Change

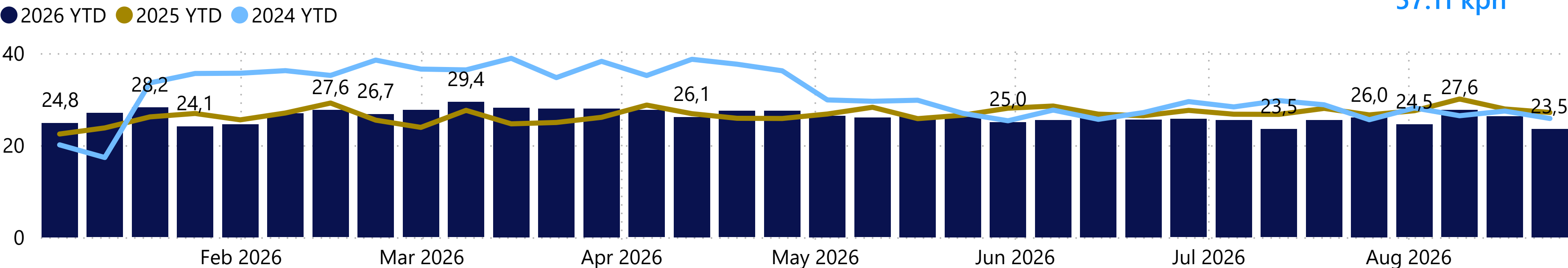
▲ HMV Port Precinct
1 hr 25 min (+12 min)

▼ HMV Road
24 hr (-2 hr 46 min)

▼ Vessel Anchorage
1 day 0 hr (-6 hr 5 min)

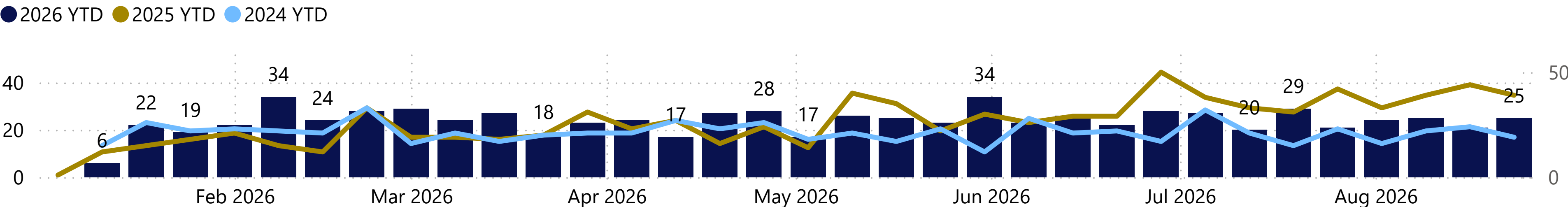
▼ Vessel Berth
2 days 8 hr (-21 hr)

Corridor Average Transit Time (hrs)

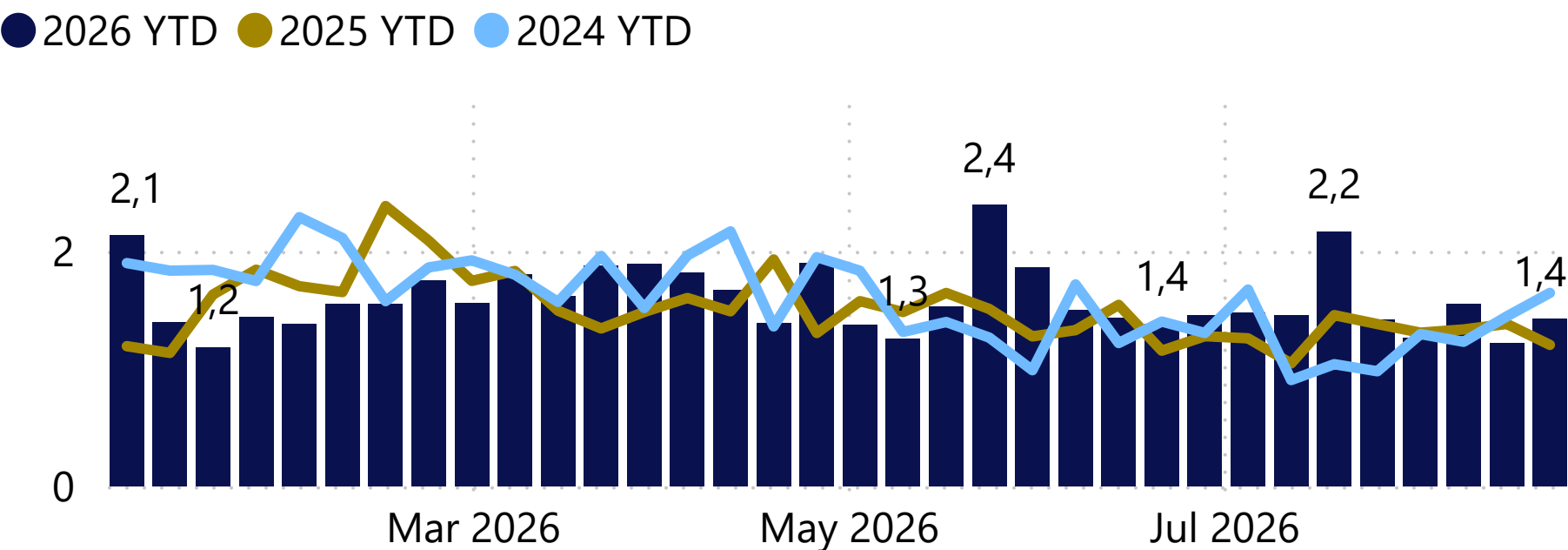


Week's AVG speed
57.11 kph

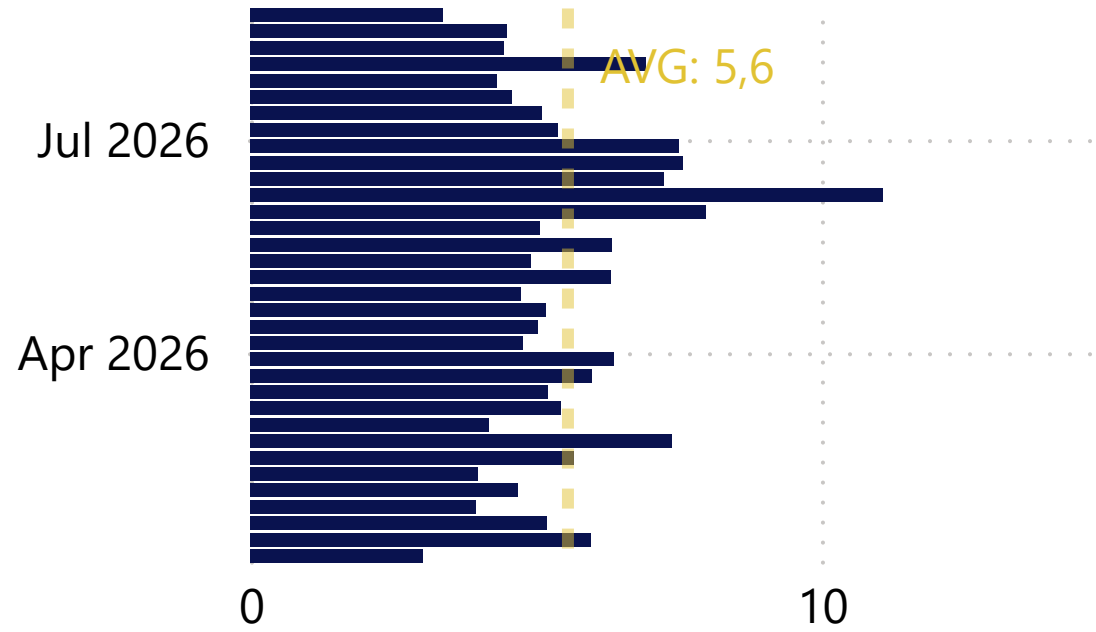
Reported Number of Traffic Incidents



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



VPJ is a cognitive Risk Management platform that addresses blind spots from the boardroom to the cab
driverib.com



CLEAR

Cape Town's port precinct dwell time ticked up this week while Vioolsdrif stayed calm and volume grew 8%. Add a modest buffer at Cape Town's port precinct for now.

Week on Week Change

▲ HMV Port Precinct
1 hr 55 min (+13 min)

▼ HMV Border
5 hr 55 min (-24 min)

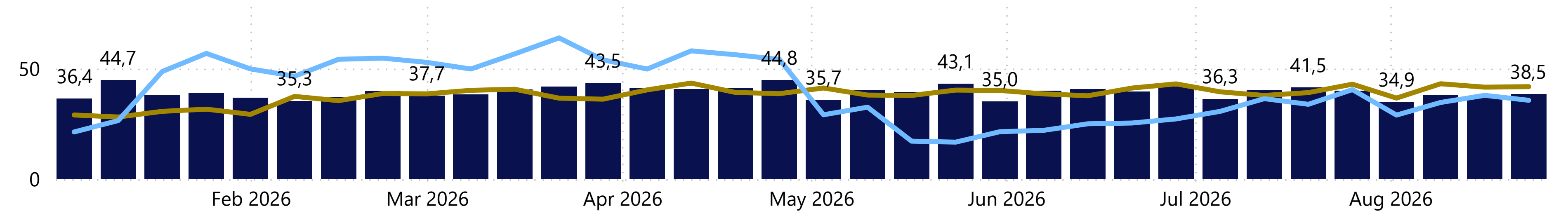
▲ HMV Road
1 day 14 hr (+54 min)

▼ Vessel Anchorage
19 hr (-5 hr 7 min)

▼ Vessel Berth
2 days 12 hr (-2 hr 44 min)

Corridor Average Transit Time (hrs)

● 2026 YTD ● 2025 YTD ● 2024 YTD

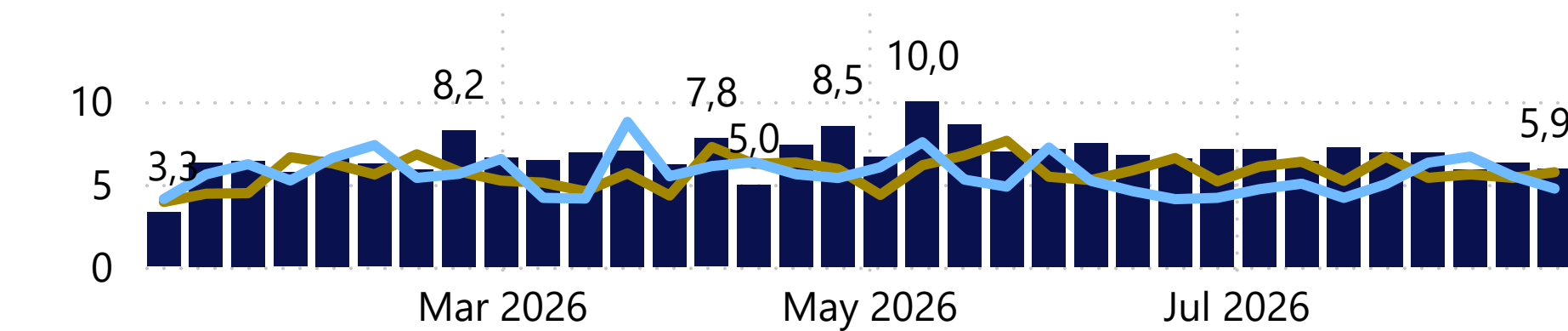


Week's AVG speed

51.04 kph

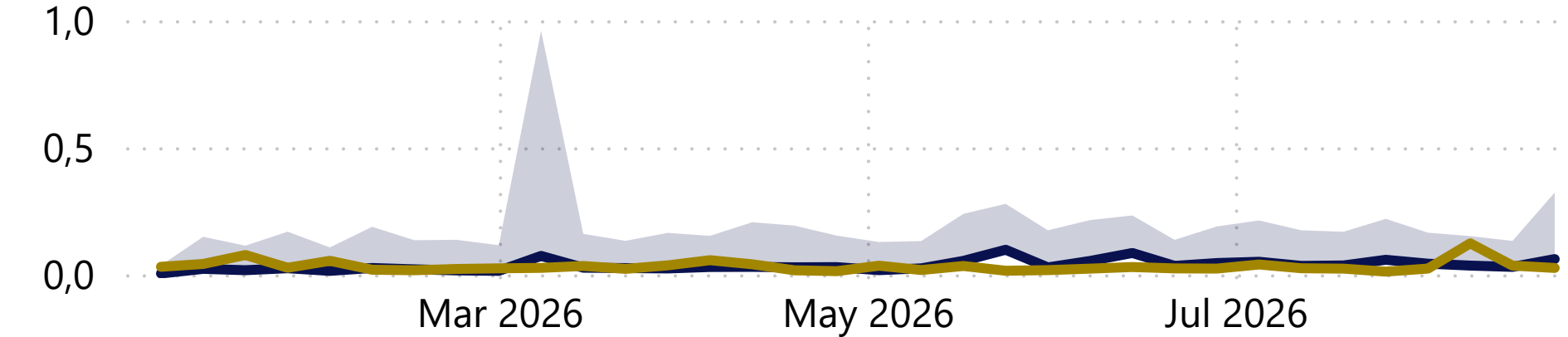
Border Crossing Time (hrs)

● 2026 YTD ● 2025 YTD ● 2024 YTD



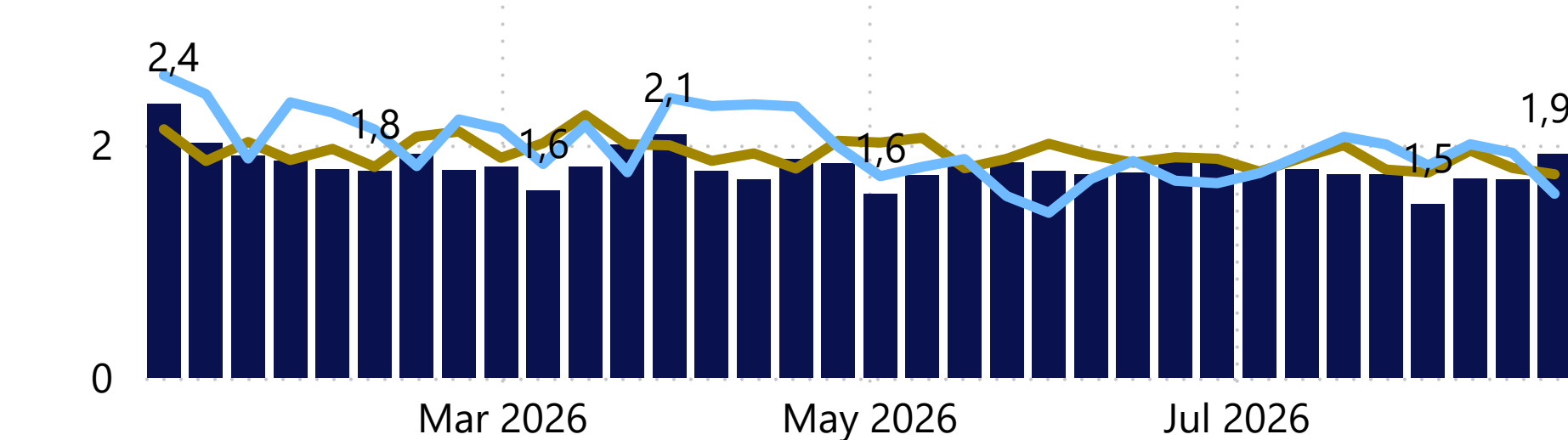
Border Average Queue Length (km)

● 2026 YTD ● 2025 YTD ■ Max Queue Length

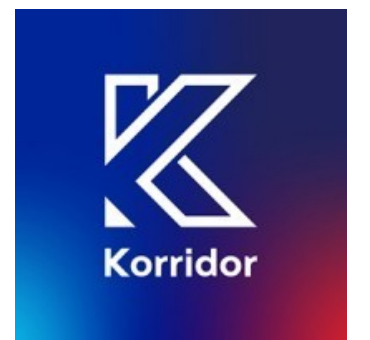
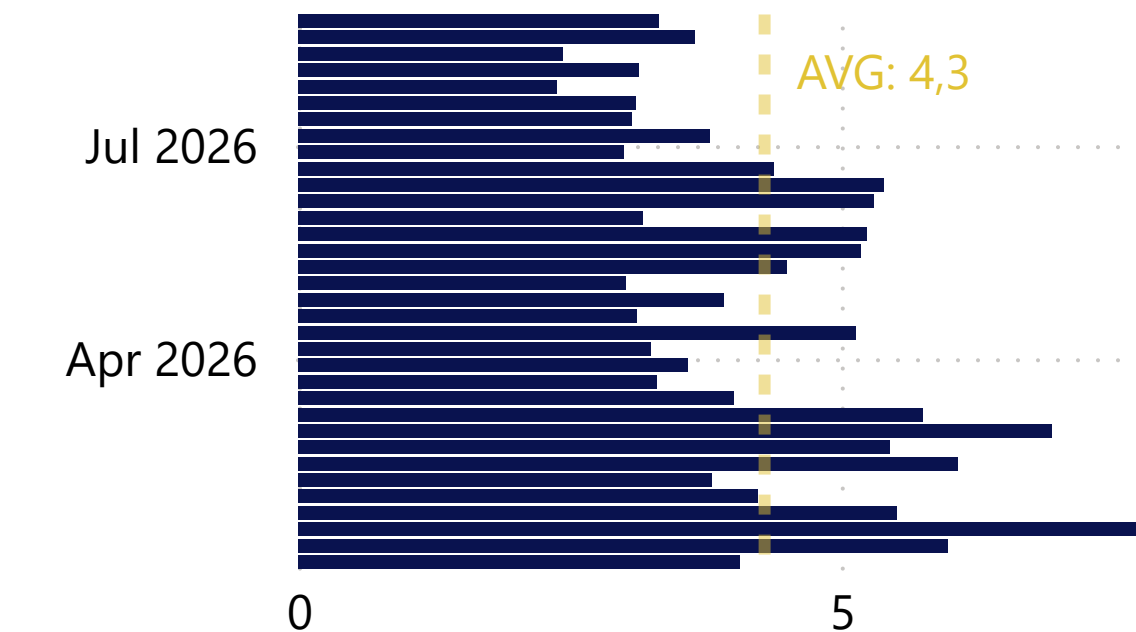


HMV Port Precinct Average Turn Around Time (hrs)

● 2026 YTD ● 2025 YTD ● 2024 YTD



Port Call Average Duration (days)



Digital procurement and real-time tracking for all en route expenses on one platform
korridor.com

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

AT RISK

ANALYST OPINION

The gap against 2025 sits near 48% for a seventh straight week. Budget for this corridor's slower 2026 pace, not last year's.

Week on Week Change

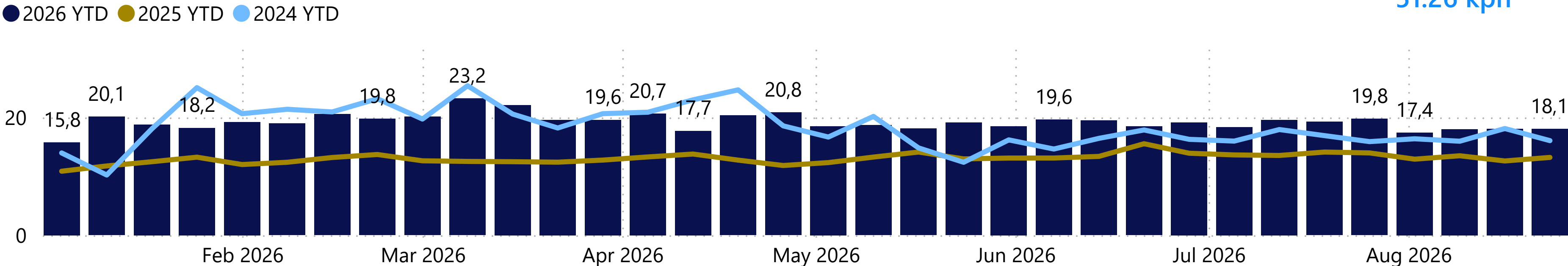
▲ HMV Port Precinct
1 hr 53 min (+25 min)

▶ HMV Road
18 hr (-1 min)

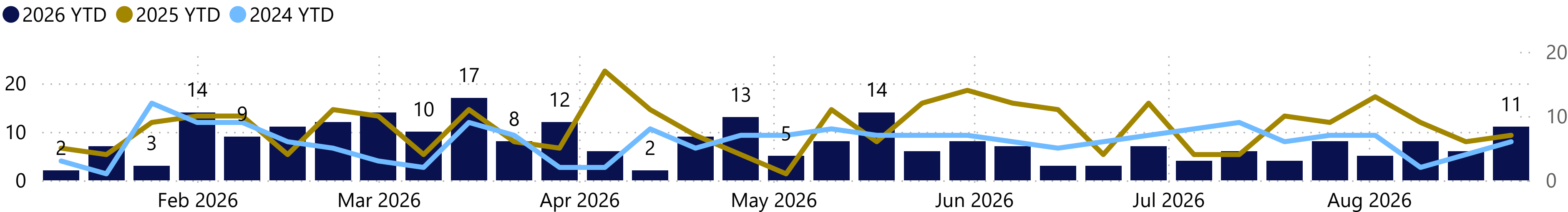
▲ Vessel Anchorage
2 days 5 hr (+7 hr 3 min)

▼ Vessel Berth
2 days 24 hr (-3 hr 31 min)

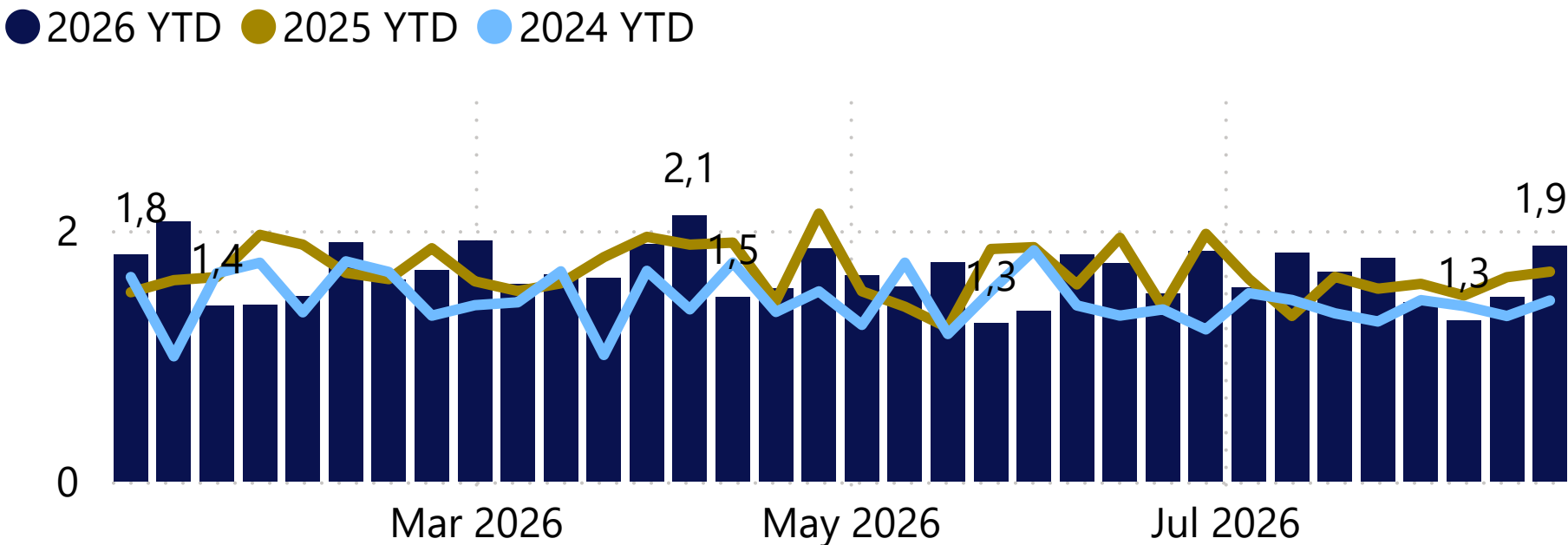
Corridor Average Transit Time (hrs)



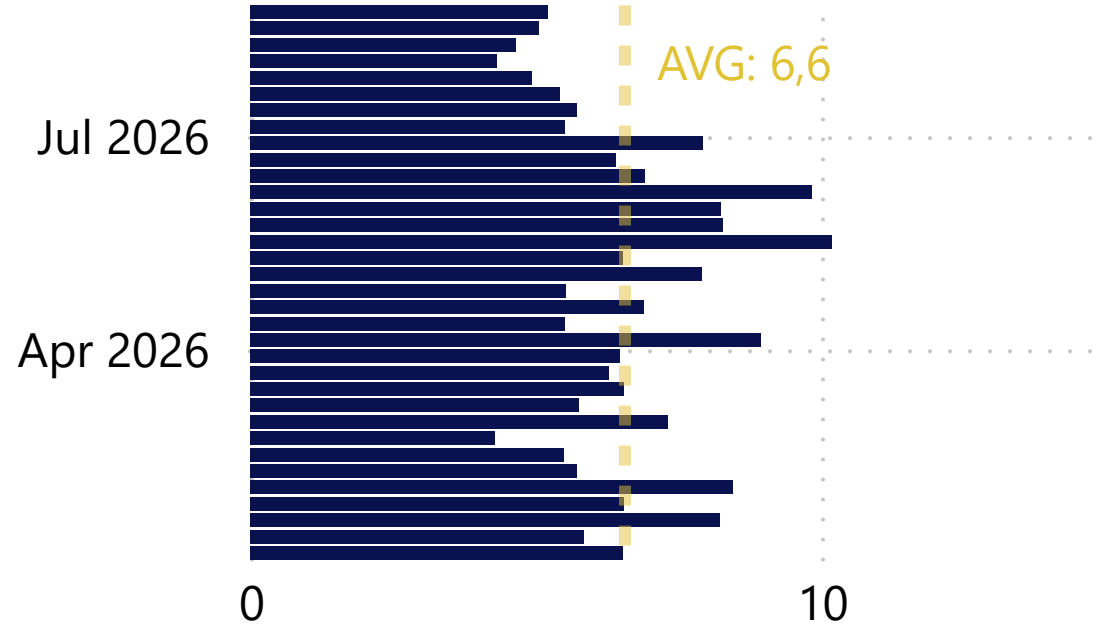
Reported Number of Traffic Incidents



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)





LMS
Logistics Monitoring System

See what you have not been seeing.
logistics-monitoring.com



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 Vessel Anchorage Still Elevated

Richards Bay's vessel anchorage time eased slightly this week but still sits near 4 days, above the 3.5-day mark that first flagged a genuine constraint. If it fails to drop under 3.5 days by W35 (Sun 30 Aug 2026), then this can be treated as an unresolved berth-side issue.

Pioneer Gate Queue Time Building for N4 Westbound

Pioneer Gate's queue time is running well above its own last-month average, relevant to operators routing N4 traffic westbound into Botswana. If queue time typical stays above current levels through W35 (Sun 30 Aug 2026), plan around a sustained westbound delay.

Maseru/Ladybrand Crossing Time Surges

Maseru/Ladybrand's crossing time jumped well above its own recent average this week even as its queue eased, an unusual pattern worth confirming. If crossing time typical stays elevated through W35 (Sun 30 Aug 2026), treat this as a genuine new constraint.

OPPORTUNITIES

Kuruman/Gqeberha Moving More Freight, Faster

This corridor absorbed 21% more volume while cutting transit time 11% this week, with vessel waiting time at Port Elizabeth easing too. Operators with flexible scheduling could move loads through this corridor while conditions hold.

Tlokweng/Kopfontein Calmer Than Pioneer Gate Right Now

While Pioneer Gate builds pressure for N4 westbound traffic, Tlokweng/Kopfontein's crossing time eased 18% this week and remains comparatively calm, though its own queue length ticked up from a small base. Operators routing into Botswana have a window to use this alternative now, before conditions at either border shift again.

Beitbridge Calm Enough to Dispatch Now

Beitbridge's typical crossing eased to about 30 hours this week, its calmest reading in some time, with N1's overall volume up even as transit time fell. Dispatch northbound loads this week while the border holds this calmer pace.



SUPPLY CHAIN SOLUTIONS
TAILORED TO YOUR NEEDS

Delivering efficient, reliable, and cost-effective services by connecting every link in the extended value chain.

lcsgroup.co.za



Corridor Comparison - (Hours) End to End Travel Time

Corridor	Prior Week	Reporting Week	% Change	
Nacala - Lilongwe	18,2	20,5	↑	12,9%
Luderitz - Keetsmanshoop	5,0	5,5	↑	10,4%
N4 Pretoria - Maputo	21,5	23,3	↑	8,4%
Nacala - Blantyre	11,6	12,2	↑	4,9%
Walvis Bay - Cape Town	37,6	38,5	↑	2,4%
Walvis Bay - Lubambashi via Lusaka	37,7	38,1	↑	1,1%
Central Corridor	82,0	82,8	↑	1,0%
Kuruman - Saldanha	18,1	18,1	↓	-0,1%
Beira - Lusaka	16,9	16,8	↓	-0,6%
N3 Joburg - Durban	13,8	13,5	↓	-2,1%
Trans-Kalahari	22,9	22,3	↓	-2,4%
North South Corridor	96,6	93,5	↓	-3,2%
N2 Ermelo - Richards Bay	9,7	9,3	↓	-3,4%
N1 Cape Town - Beitbridge	29,3	28,2	↓	-3,5%
Beira - Lilongwe	83,3	79,0	↓	-5,1%
Beira - Blantyre	19,1	17,7	↓	-7,4%
N8 Bloem - Nakop	15,2	13,7	↓	-9,5%
Kuruman - Gqeberha	26,3	23,5	↓	-10,5%

Total Port Call Comparison - (Days) Arrival to Depature

Port	Prior Week	Reporting Week	% Change	
Dar es Salaam	7,88	10,96	↑	39,0%
Nacala	3,72	4,87	↑	30,9%
Maputo	5,04	5,52	↑	9,5%
Coega-Ngqura	3,79	4,13	↑	8,9%
Durban	7,25	7,47	↑	3,0%
Saldanha	5,06	5,21	↑	2,9%
Beira	8,32	8,13	↓	-2,3%
Cape Town	3,65	3,32	↓	-8,9%
Richards Bay	8,84	7,03	↓	-20,5%
Gqeberha	4,49	3,36	↓	-25,1%
Walvis Bay	8,00	5,61	↓	-29,9%

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.

NEAR REAL-TIME
LOGISTICS INSIGHTS
FOR CONFIDENT
DECISION-MAKING



See Your Supply Chain
Like Never Before

Unlock Valuable Insights



THE BENCHMARK ADVANTAGE

Your operations. Industry context.
One honest comparison.

LMS captures movement across 20 corridors, 51+ border posts, and 12 ports, the same network you operate on. Subscribe and we benchmark your performance directly against the industry picture you have been reading in this report.



HOW TO PARTICIPATE

- 01 Report incidents on the network

Record accidents, protests, congestion, or delays via the LMS app or WhatsApp. Your input strengthens the intelligence picture for every operator on the network.
- 02 Access subscriber-level analytics

Move beyond the weekly summary. Corridor, border, and port data in full depth - with the ability to layer in your own fleet data for direct benchmarking against industry.
- 03 Get tailored reporting

Custom reports for your specific routes, borders, and ports. Delivered in the formats your team uses, on your schedule.

ACCESS CHANNELS

- LMS Mobile App

app.logisticsmonitoring.com

Register on any device
- WhatsApp Channel

072 195 0714

Report & receive live updates
- Subscriber Enquiries

enquiries@crickmay.co.za

Benchmarking & detailed data access
- Direct Line

033 343 1007

Technical & product queries

Benchmark your operations against the network - enquire today.

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.

REQUEST BENCHMARKING

ACCESS LMS PLATFORM

PARTNER WITH THE PULSE

REACH THE CORRIDOR DECISION MAKER

Where the industry reads. Where your brand belongs.

The person who just read this report runs freight, manages fleets, or makes logistics decisions on the same corridors you operate in. Every week, without fail, they open this report. Brands that appear in the Pulse Report aren't advertising to the corridor. They're part of it.



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.

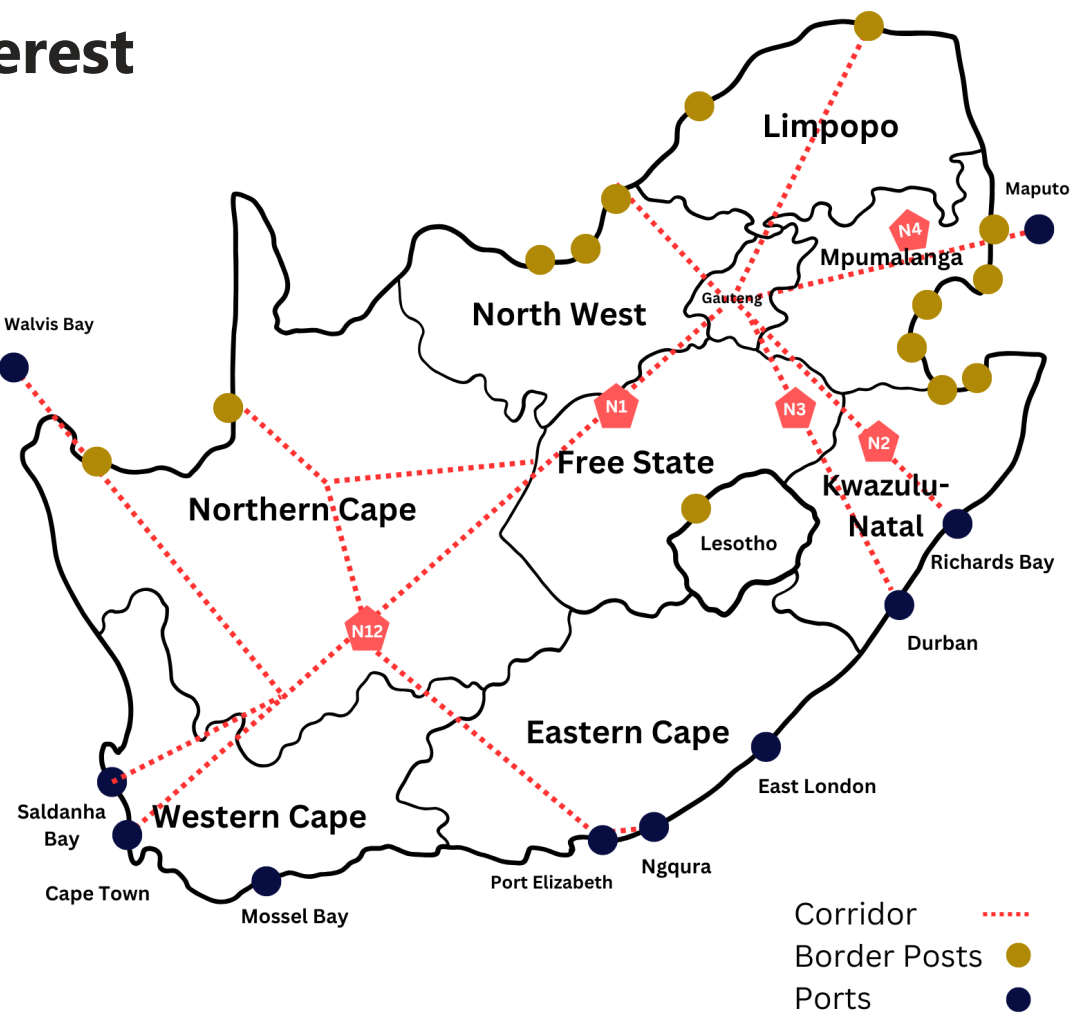
The CSIR has conducted an external data process audit to assess and validate the accuracy of the process that produces the underlying data and enhance the usefulness of the information published in the report. The overall finding was “The Pulse Report provides near real-time-based indicators that are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

© Crickmay and Associates (Pty) Ltd, 2026. By using this Report in any manner you accept the Terms at www.crickmay.co.za/pulsereportterms. Report is informative and we provide no warranty, reliance at your own risk. No reproduction, extraction, or derivative product or model creation permitted without our prior written consent.

