

RSA CORRIDOR PULSE REPORT

EVERY CORRIDOR HAS A PULSE.
THIS IS YOURS.

REPORTING PERIOD

Mon 31 Aug 2026 - Sun 06 Sep 2026
Week 36



enquiries@crickmay.co.za | 033 343 1007

5 of 8

Corridors under pressure

Kuruman / Gqeberha

Best week in over a month

Watch:

Kuruman / Saldanha +47% YTD gap



LMS

Logistics Monitoring System

Risks

Four of eight corridors changed status this week. Most of the reversion was off an unusually calm prior week, with one exception: N4, where Lebombo's border crossing deteriorated across three metrics and pulled the corridor back into AT RISK.

Opportunities

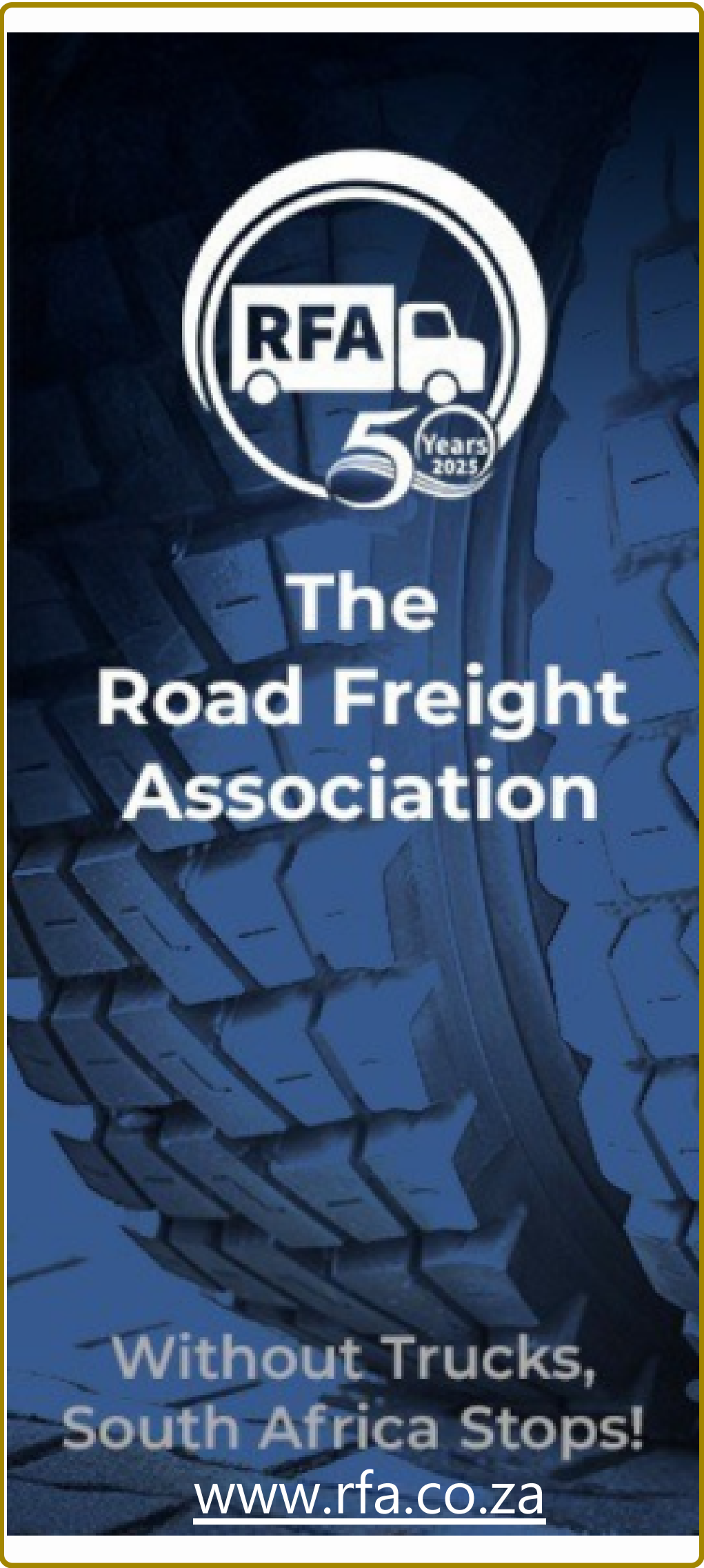
The network is performing well elsewhere. Kuruman / Gqeberha recorded its best week in over a month, running 22.6% below its own recent average. Operators with route flexibility should shift loads here while conditions hold.

Watch

Lebombo / R Garcia's typical crossing jumped to about 6 hours this week, a 14.8% rise that has pushed N4 back into AT RISK, with queues also building at the border. Monitor closely, if this holds or worsens through next week.

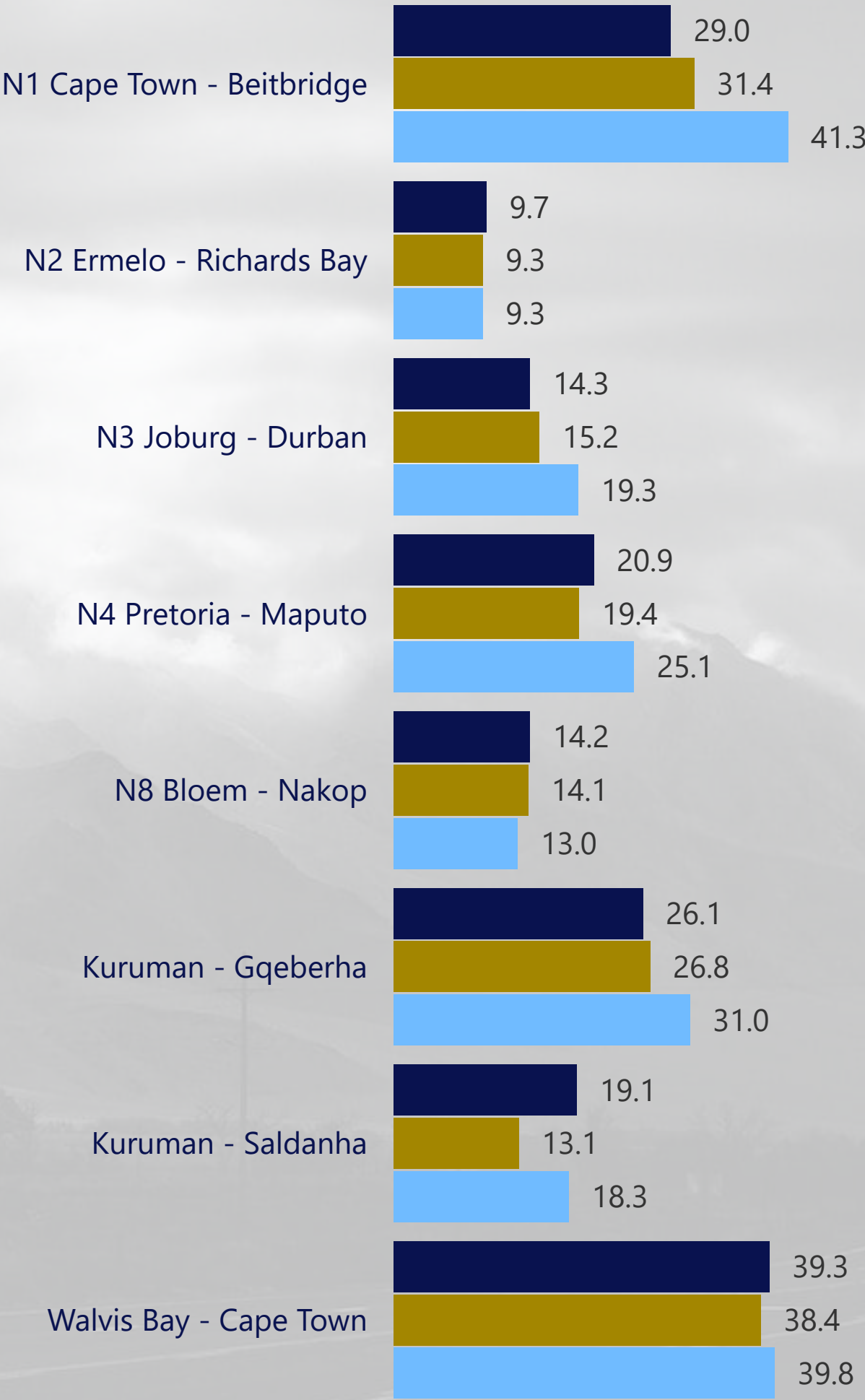
Overall Assessment

Five of eight corridors are under pressure this week, up from four last edition. N1 and N8 both moved to WATCH on border-specific builds while their own road segments improved. Walvis Bay / Cape Town dropped back to CLEAR entirely as last edition's Vioolsdrif spike dropped. Of the three items carried over from last week, the combined Martins Drift / Beitbridge watch did not materialise, Pioneer Gate/Skilpadshek's building trend paused and Richards Bay's vessel waiting time is now confirmed entrenched for a fourth straight week. HMT port precinct dwell times were broadly calm across the network, so this week's port-side pressure sits in vessel waiting times instead, both Richards Bay and Durban running well above normal. Watch whether N4's Lebombo build extends into a second week and whether Nakop's new border constraint on N8 proves to be more than a one-week spike.



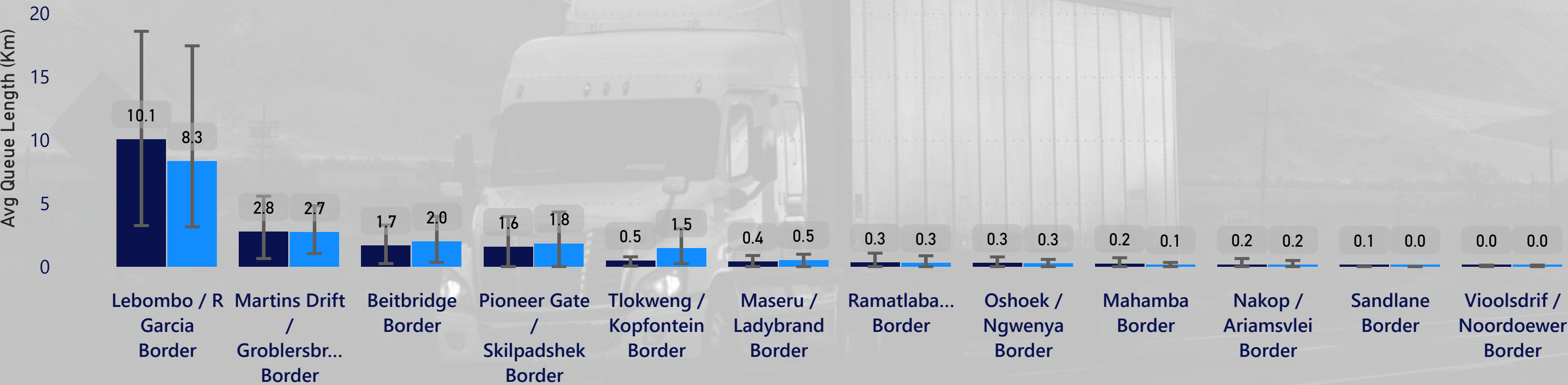
CORRIDOR	STATUS	WOW%	KEY INDICATOR THIS WEEK	OPERATOR ACTION	YTD VS 2025
N1 Cape Town – Beitbridge	WATCH	+13.6%	Beitbridge calm despite road time's 13.6% bounce	Dispatch northbound as usual this week	↓ Below
N2 Ermelo – Richards Bay	WATCH	-6.2%	Richards Bay vessel waiting time above four days	Add margin for Richards Bay vessel waits now	⇒ On par
N3 Joburg – Durban	WATCH	-3.1%	Durban vessel port call time hit a yearly high	Budget extra time for Durban vessel calls	↓ Below
N4 Pretoria – Maputo	AT RISK	+15.3%	Lebombo border crossing time jumped 14.8% this week	Allow extra hours at Lebombo this week	↑ Above
N8 Bloemfontein – Nakop	WATCH	-14.0%	Nakop border crossing time up 36% this week	Allow extra time crossing at Nakop now	⇒ On par
Kuruman – Gqeberha	CLEAR	-15.3%	Fastest corridor on the network again this week	Route flexible loads here while conditions hold	⇒ On par
Kuruman – Saldanha	AT RISK	-0.2%	Running 46% above last year for a 9th week	Plan around a persistent structural delay here	↑ Above
Walvis Bay – Cape Town	CLEAR	-2.2%	Vioolsdrif border back to its normal range now	Resume standard routing without extra time buffer	⇒ On par

Major Corridor Transit Times (hrs)



*WOW% - Week on Week relative change

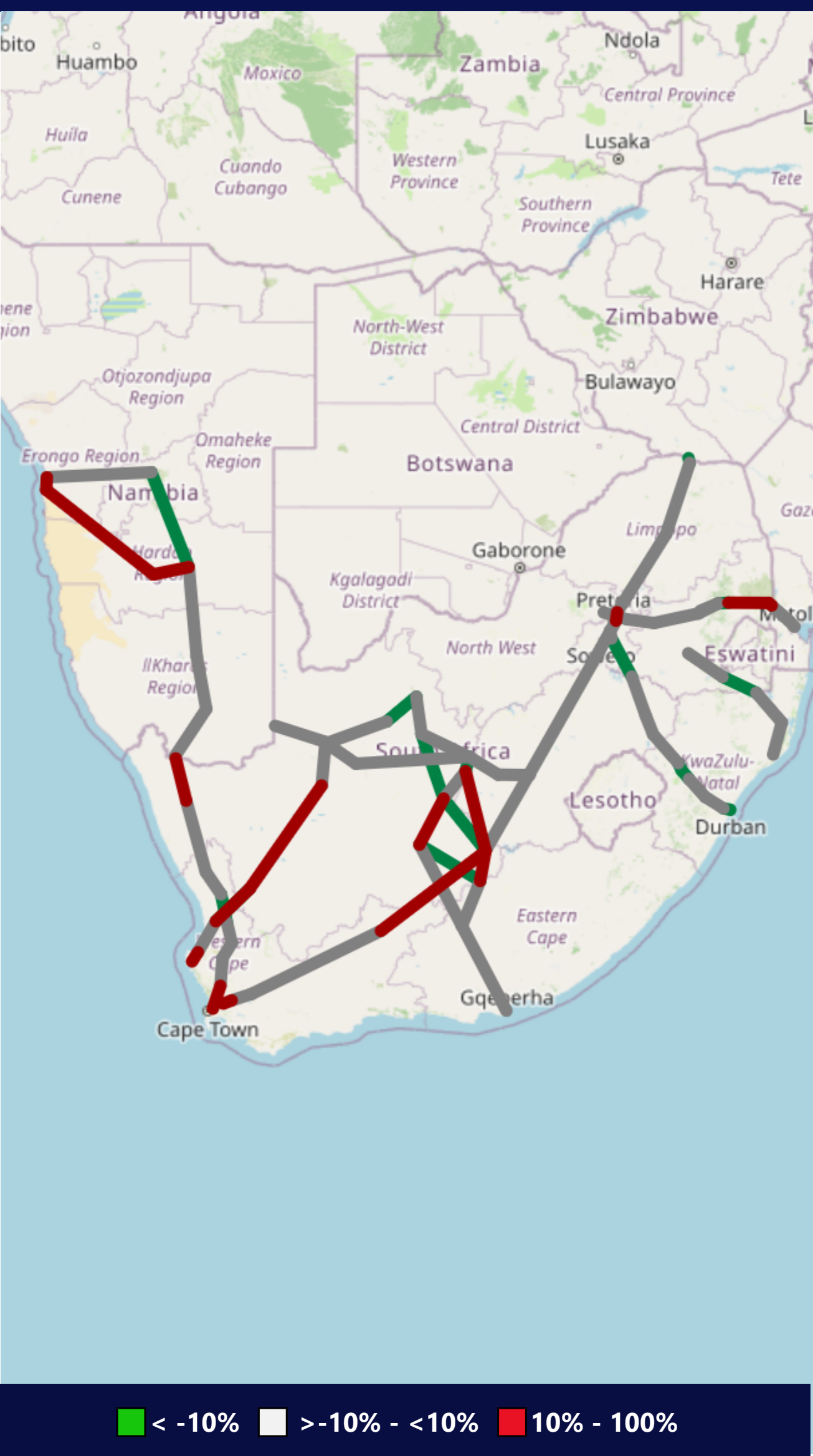
Border Queue Analysis



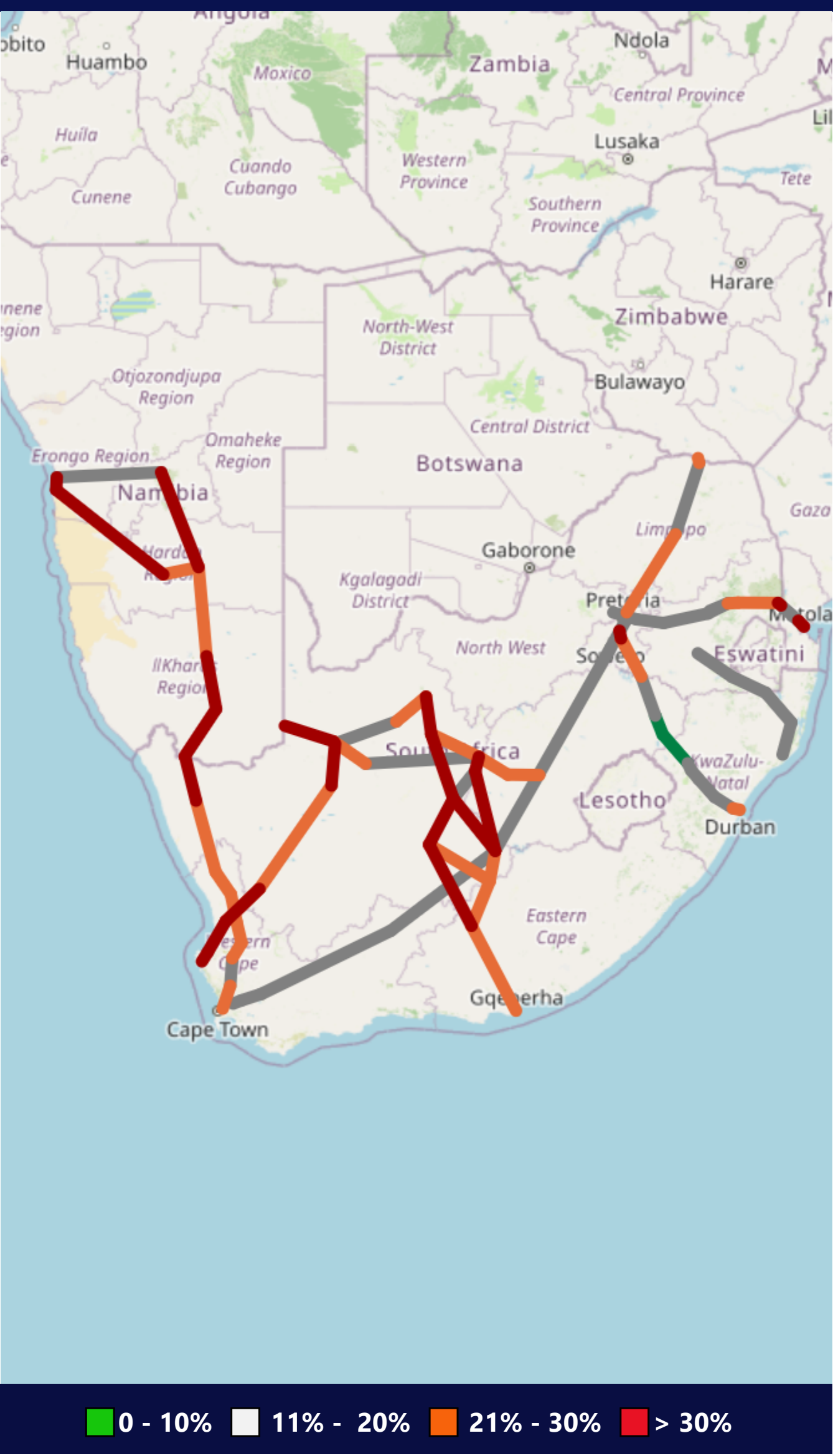
● Last 7 Days ● Last 30 Days *10th and 90th percentiles is represented by the grey band for each column.

● 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	115.9%	
R385/R31 split-Hopetown	91.8%	
Walvis Bay-Swakopmund	84.2%	

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	8.6%	
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
Beitbridge Border-Beitbridge Border	128.0%	31.3%	
Walvis Bay-Walvis Bay	122.5%	-8.6%	
Walvis Bay-Swakopmund	56.2%	37.0%	

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

Road Segment	7 Day % Change	30 Days % Change	Avg Hrs Rolling 12 Months
Vioolsdrif Border-Vioolsdrif Border	-21.9%	-0.7%	
R385/R31 split-Hopetown	-29.6%	-19.6%	
Bristown-Middleburg	-29.8%	-1.6%	

STATUS: WATCH | Road time bounced back to its normal band this week and Beitbridge remains relatively calm.

WATCH

ANALYST OPINION

Road time bounced back to its normal band this week while Beitbridge itself held at 30 hours typical. Dispatch northbound as usual this week.

Week on Week Change

▼ HMV Port Precinct
1 hr 43 min (-11 min)

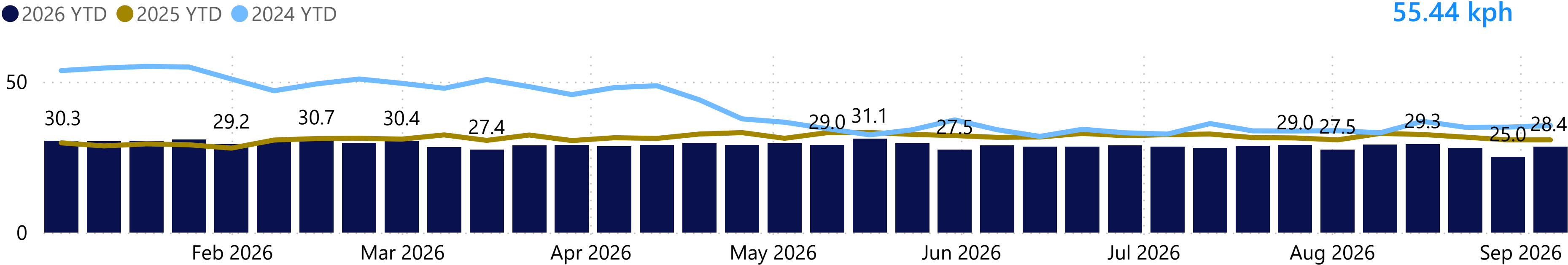
▼ HMV Border
1 day 6 hr (-32 min)

▲ HMV Road
1 day 4 hr (+3 hr 25 min)

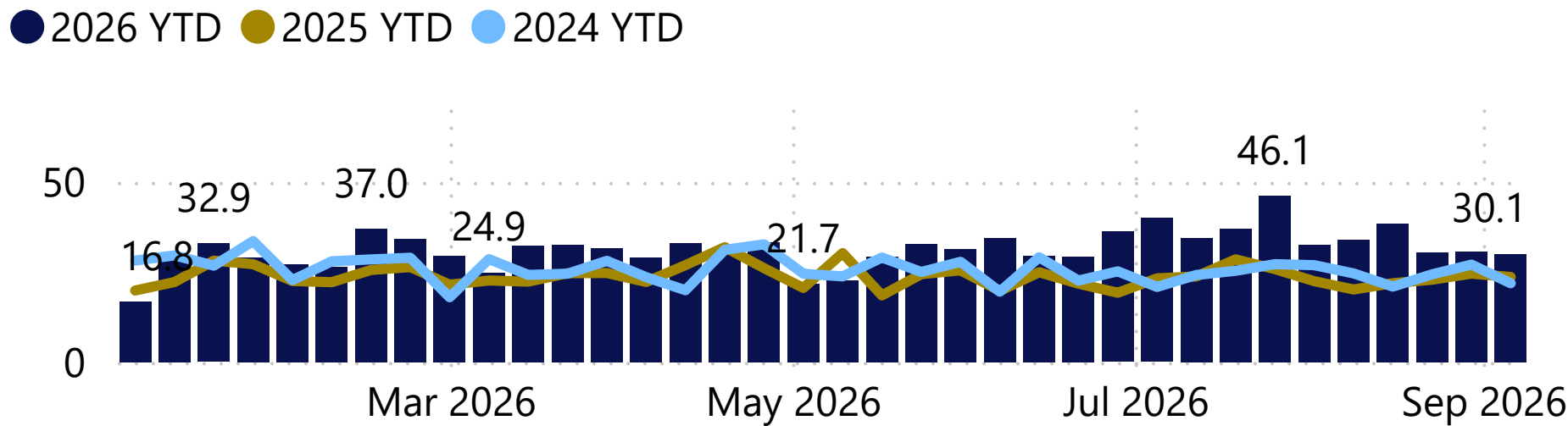
▼ Vessel Anchorage
21 hr (-4 hr 22 min)

▲ Vessel Berth
2 days 6 hr (+21 hr)

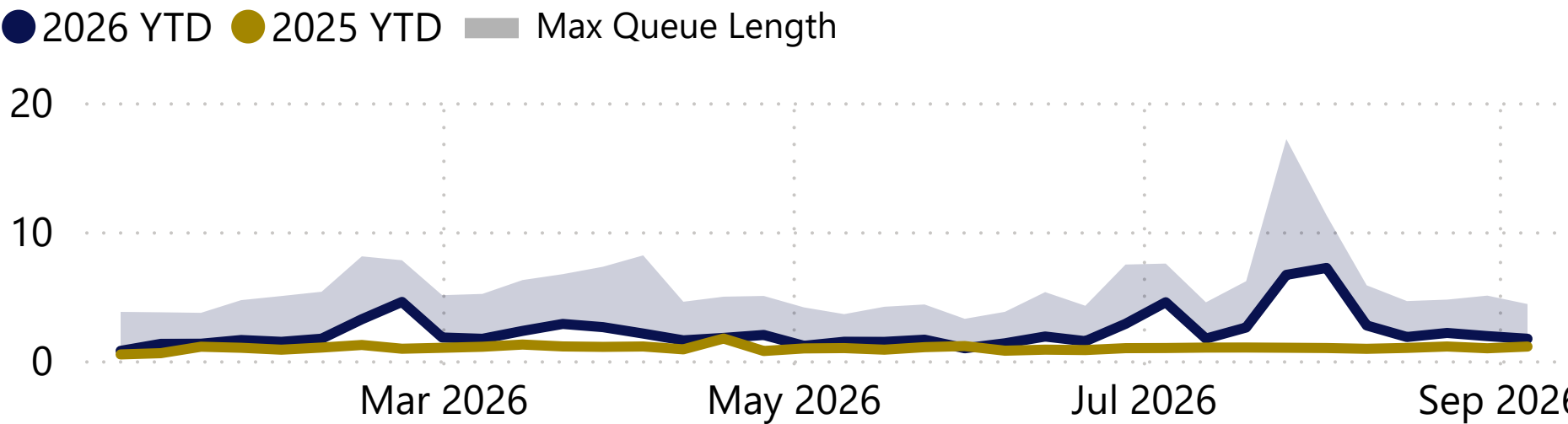
Corridor Average Transit Time (hrs)



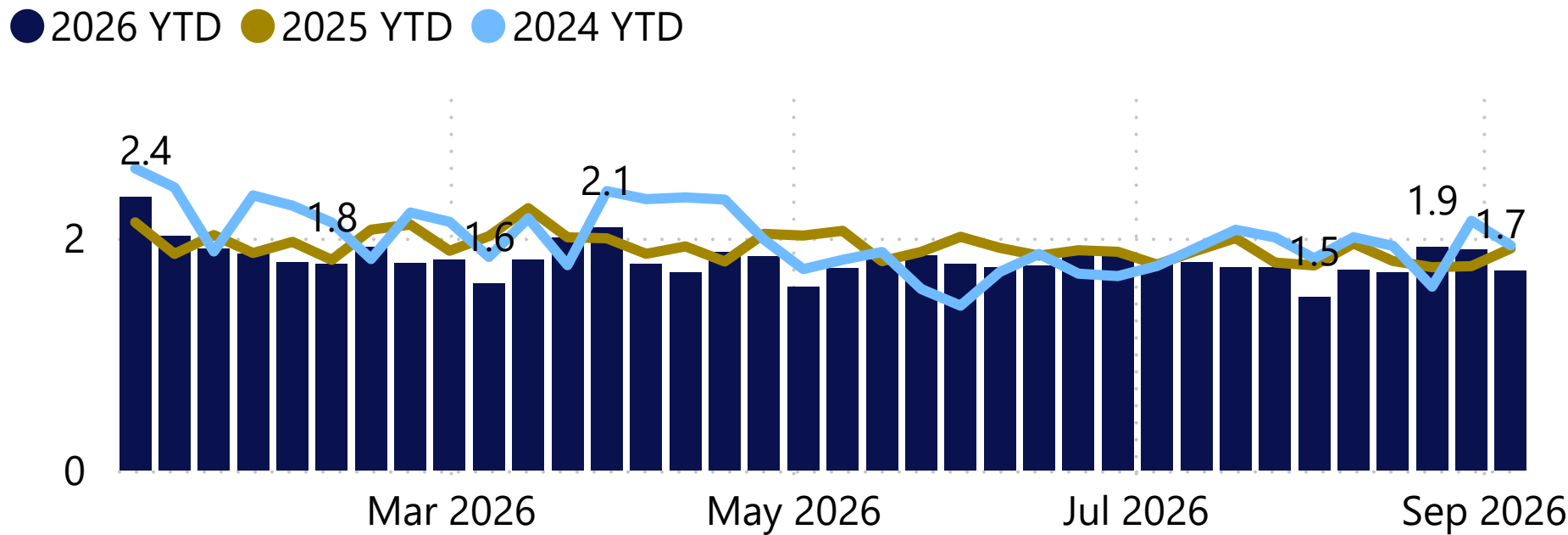
Border Crossing Time (hrs)



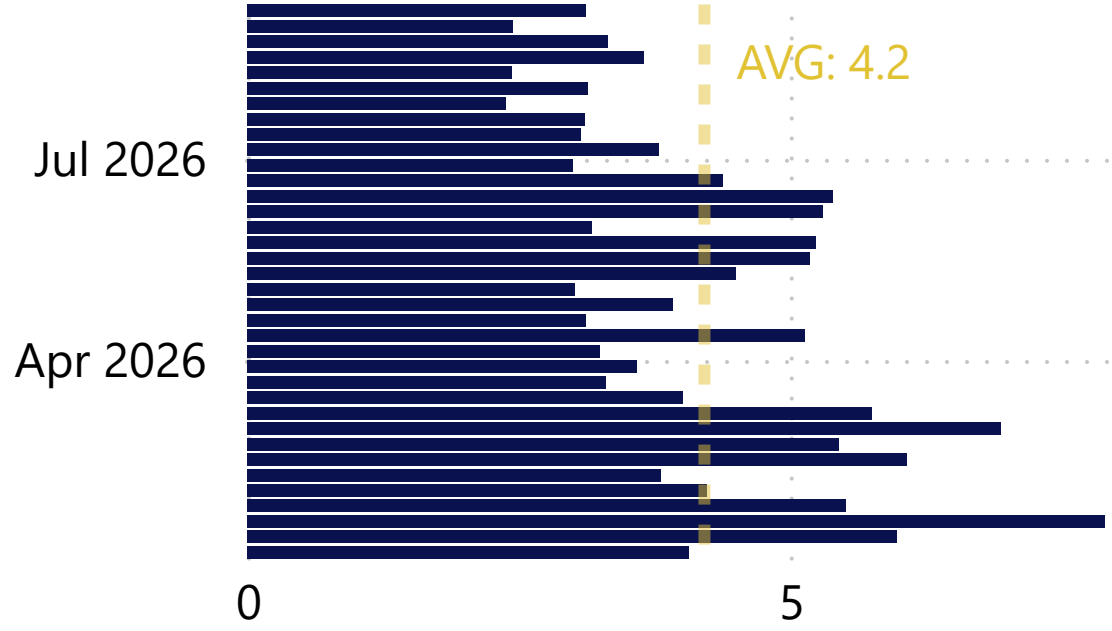
Border Average Queue Length (km)



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



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



STATUS: WATCH | Richards Bay's vessel waiting time remains the corridor's main constraint.

WATCH

ANALYST OPINION

Richards Bay's vessel waiting time has stayed above four days for a fourth straight week, now the corridor's only real constraint. Add extra time for vessel waits at Richards Bay.

Week on Week Change

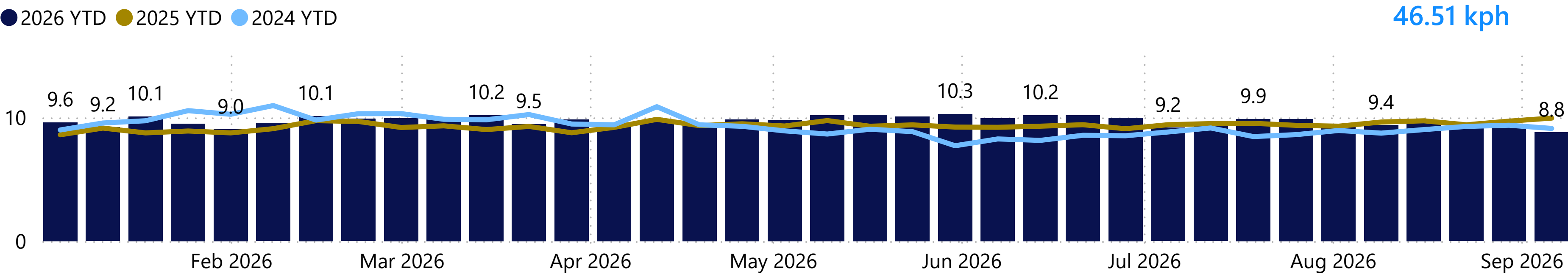
▼ HMV Port Precinct
3 hr 12 min (-57 min)

▼ HMV Road
8 hr 48 min (-35 min)

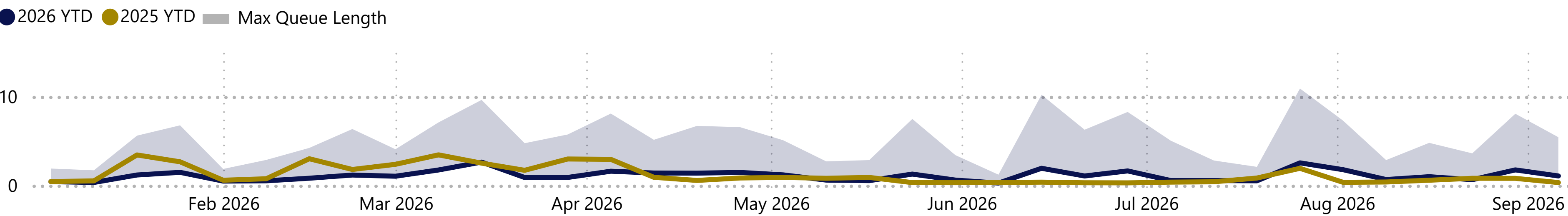
▲ Vessel Anchorage
4 days 9 hr (+3 hr 53 min)

▲ Vessel Berth
3 days 21 hr (+13 hr)

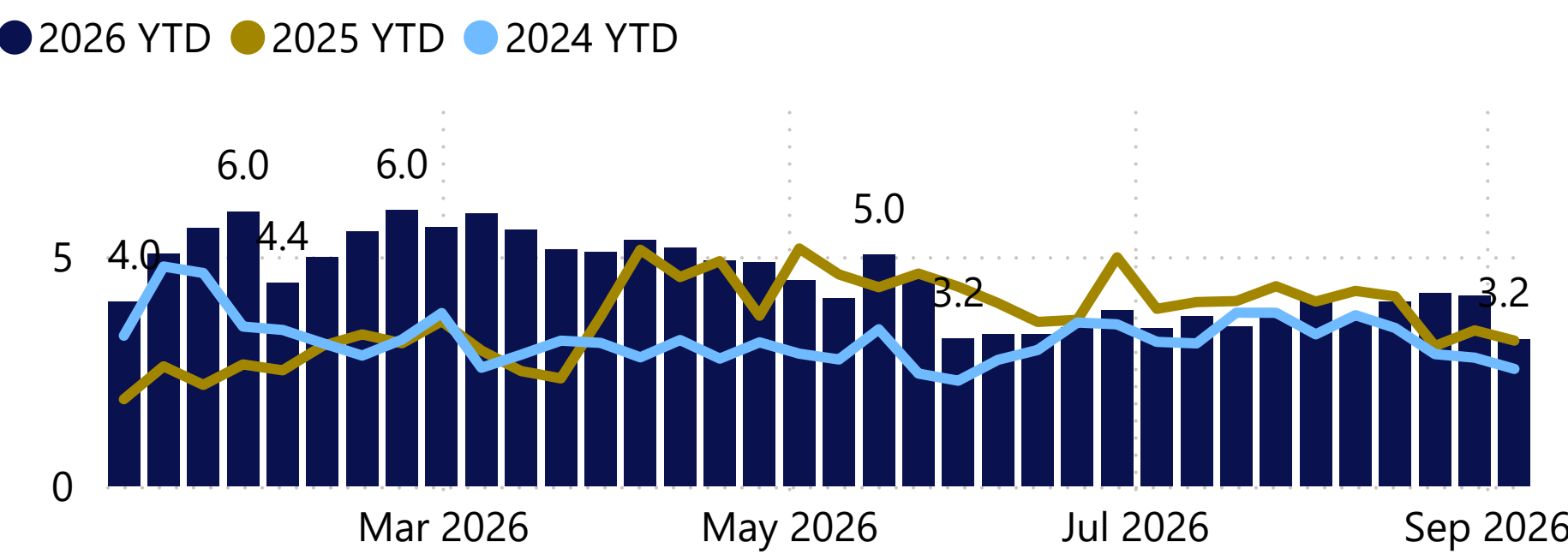
Corridor Average Transit Time (hrs)



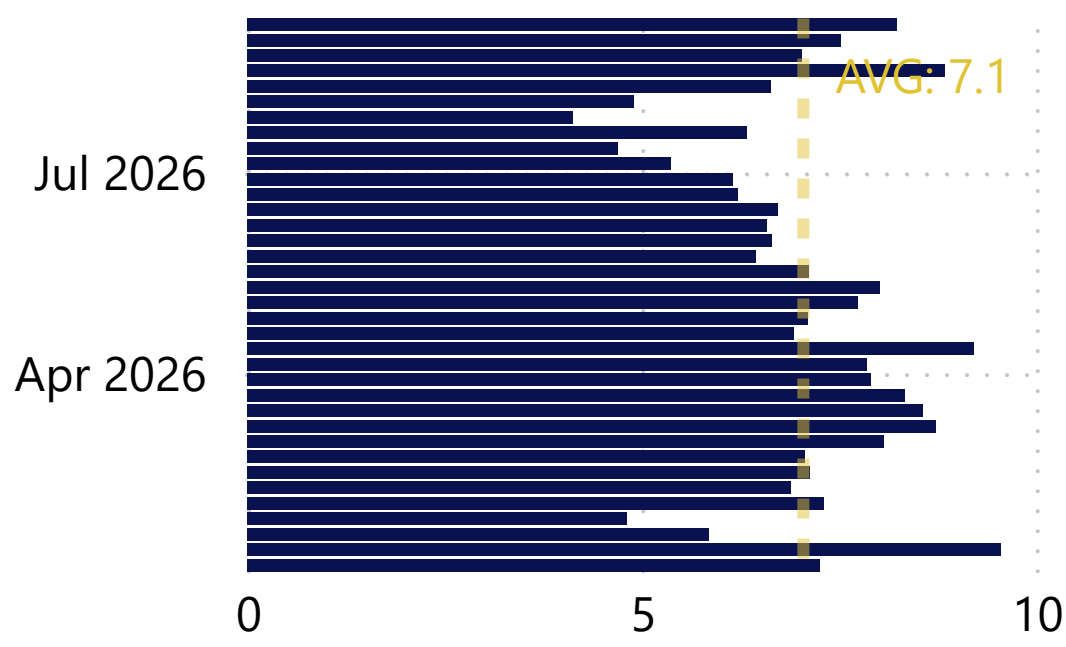
Southbound Inbound to Port Average Queue length (km)



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 port call time hit a yearly high this week, even as the road and port precinct stayed calm.

CLEAR

ANALYST OPINION

Durban's vessel port call time reached 8 days week, its highest reading this year while the road and HVM port precinct dwell stayed calm. Budget an extra day for Durban vessel port calls this week.

Week on Week Change

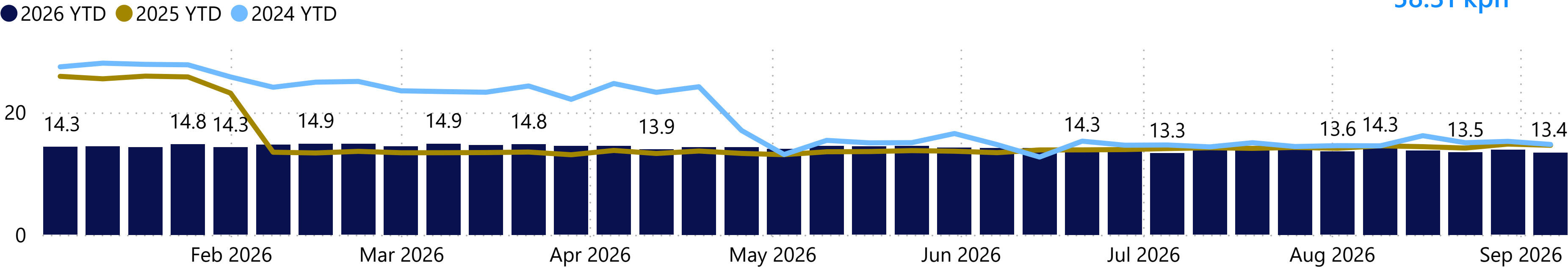
▼ HVM Port Precinct
2 hr 12 min (-4 min)

▼ HVM Road
13 hr (-26 min)

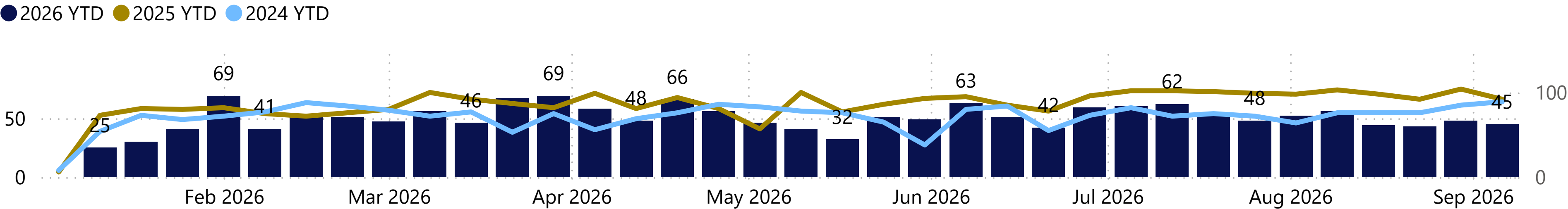
▲ Vessel Anchorage
4 days 11 hr (+1 day 17 hr)

▲ Vessel Berth
4 days 6 hr (+2 hr 30 min)

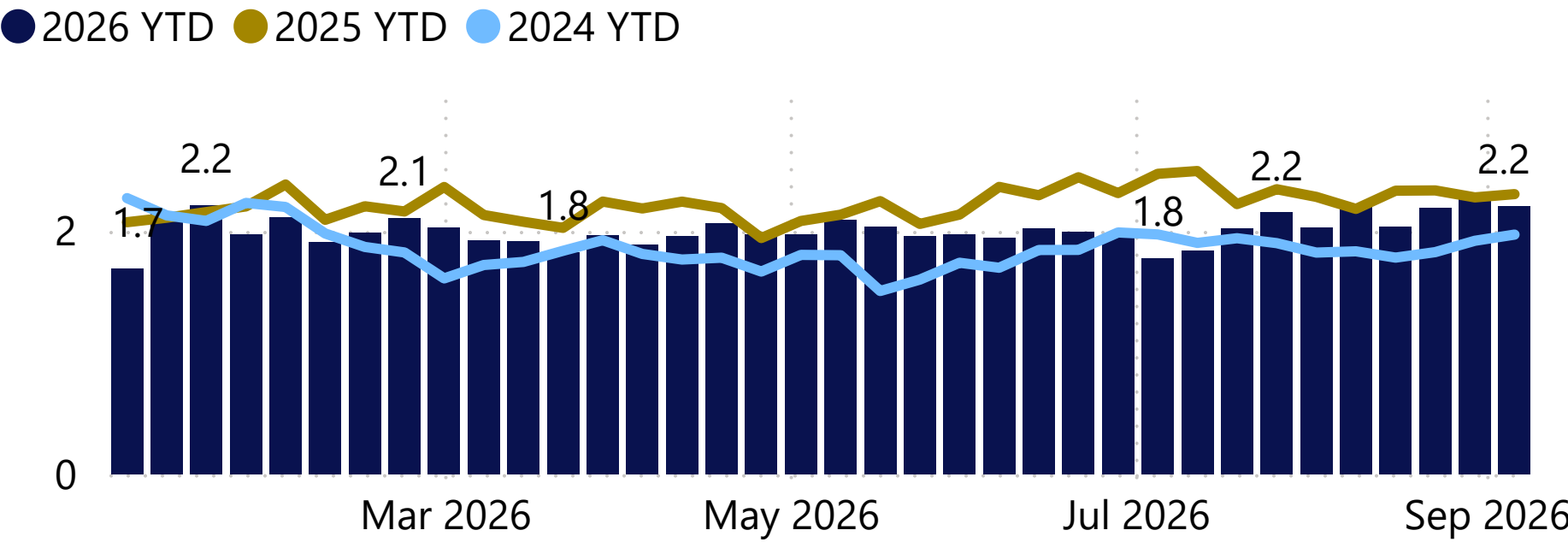
Corridor Average Transit Time (hrs)



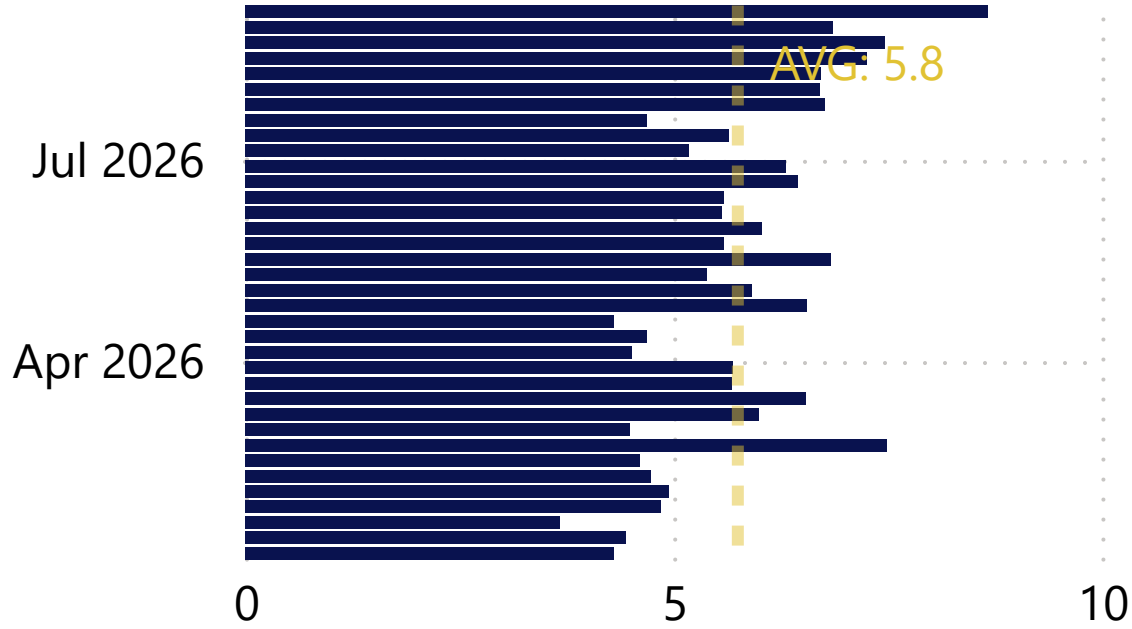
Reported Number of Traffic Incidents



HVM Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



SCT Supply Chain Solutions (Pty) Ltd

GGO

Experience supply chain management,
built around you.

sctsolutions.co.za

STATUS: AT RISK | Corridor time, border performance and variability all increased this week.

AT RISK

ANALYST OPINION

Lebombo's typical crossing jumped to about 9 hours this week, with queues building at the border. Allow extra hours at Lebombo and dispatch loads early this week.

Week on Week Change

▼ HMV Port Precinct
2 hr 30 min (-20 min)

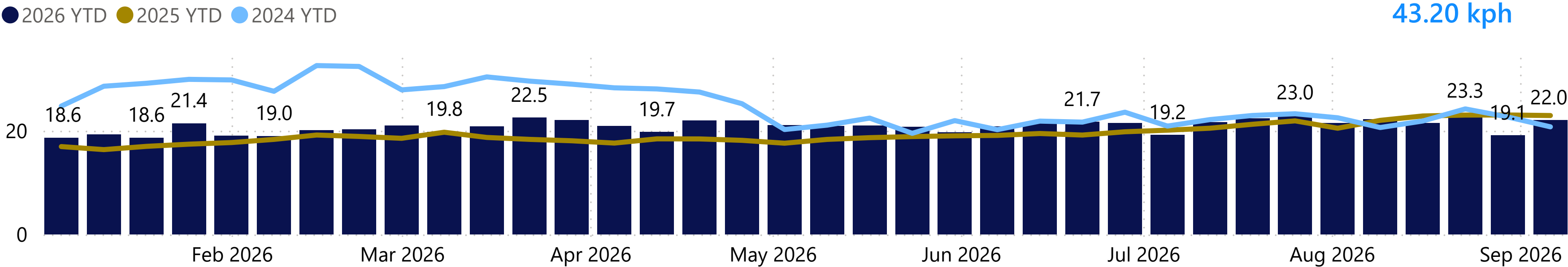
▲ HMV Border
9 hr 31 min (+1 hr 14 min)

▲ HMV Road
22 hr (+2 hr 56 min)

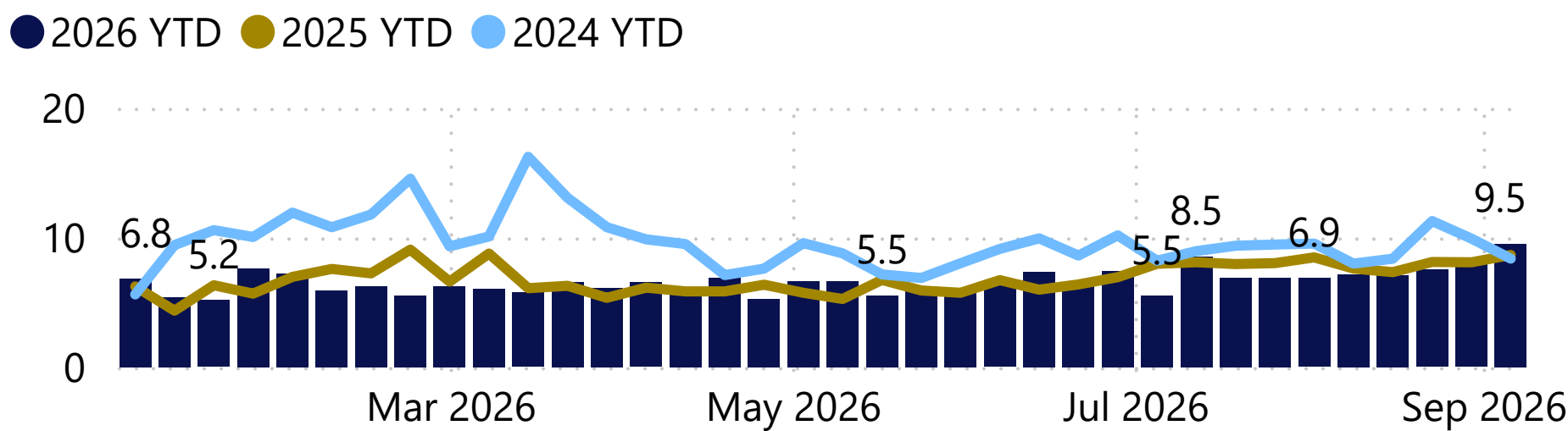
▲ Vessel Anchorage
3 days 17 hr (+17 hr)

▲ Vessel Berth
3 days 12 hr (+11 hr 56 min)

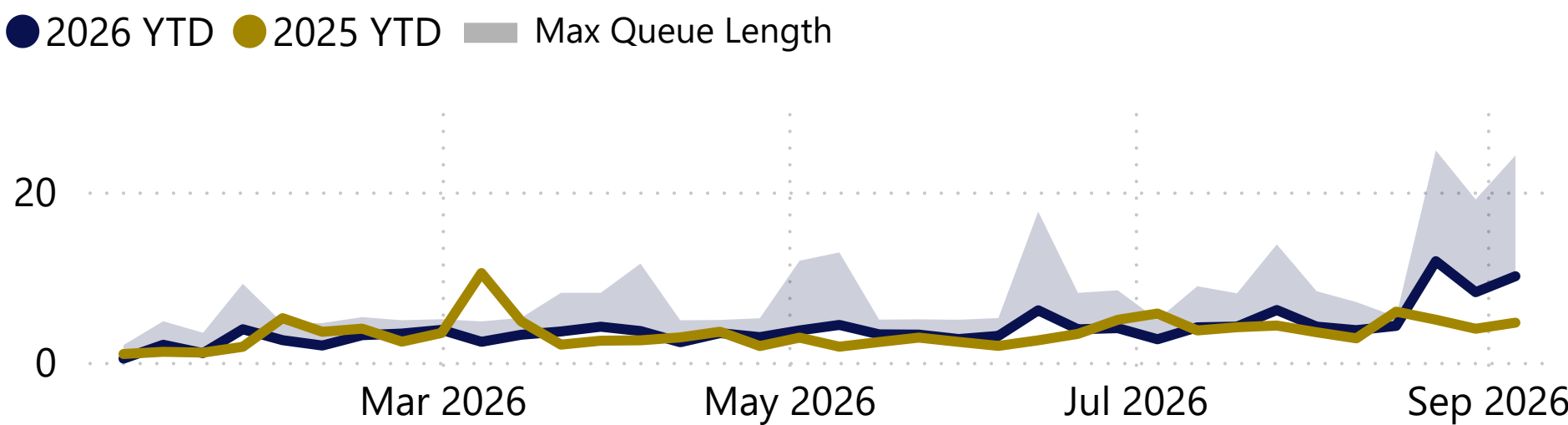
Corridor Average Transit Time (hrs)



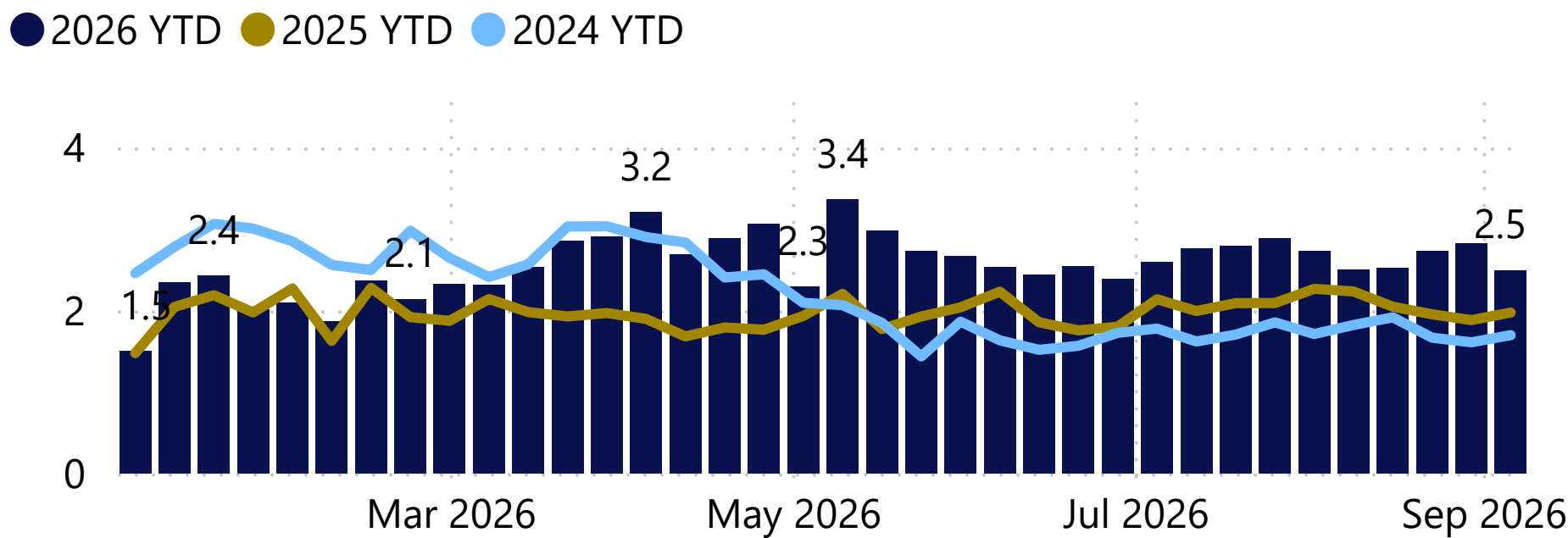
Border Crossing Time (hrs)



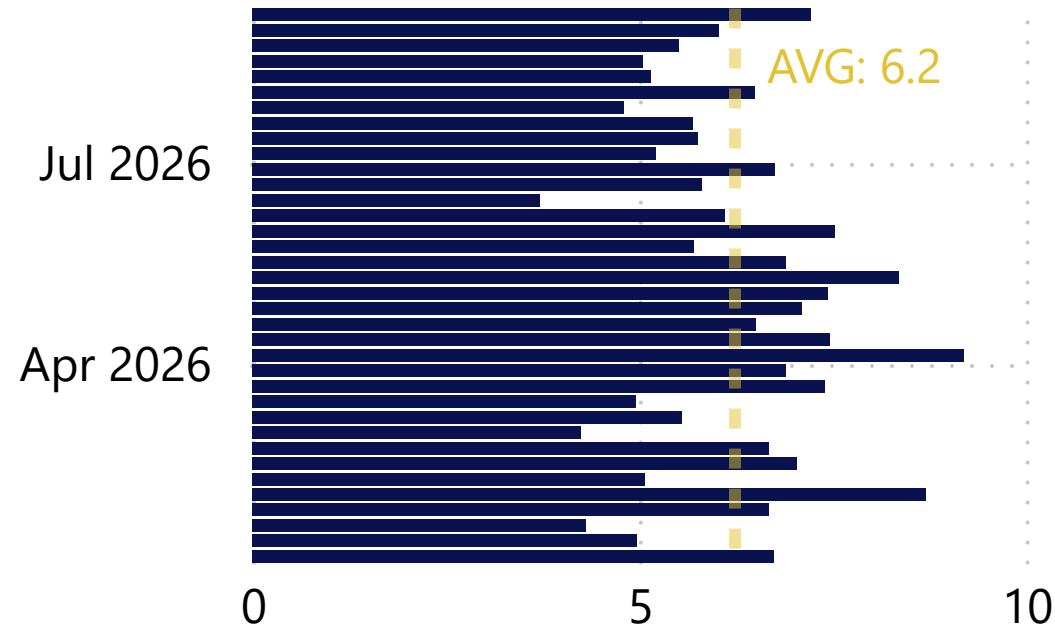
Border Average Queue Length (km)



HMV Port Precinct Average Turn Around Time (hrs)



Port Call Average Duration (days)



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

turnerandtowntsend.com



STATUS: WATCH | Corridor performance is strong this week, but Nakop is building into a real border constraint

WATCH

ANALYST OPINION

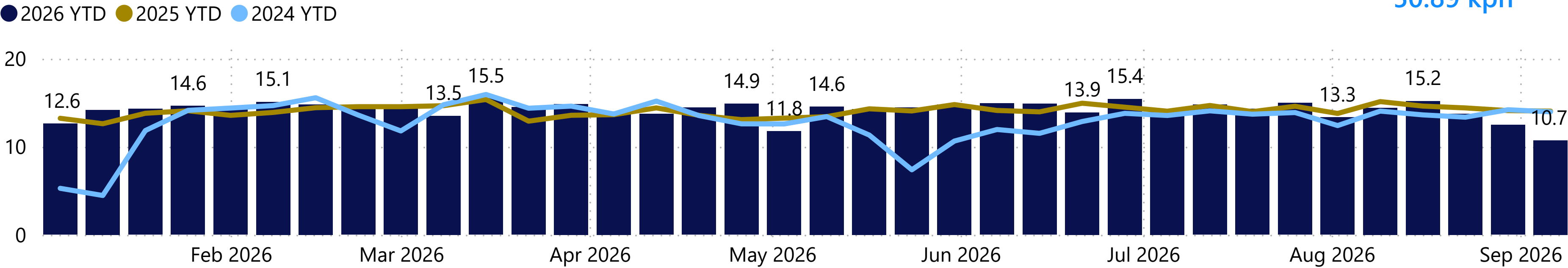
The road itself is calm, but Nakop's typical crossing jumped to about 8 hours this week as queue times also lengthen. Allow extra time crossing at Nakop.

Week on Week Change

▲ HMV Border
8 hr 36 min (+2 hr 18 min)

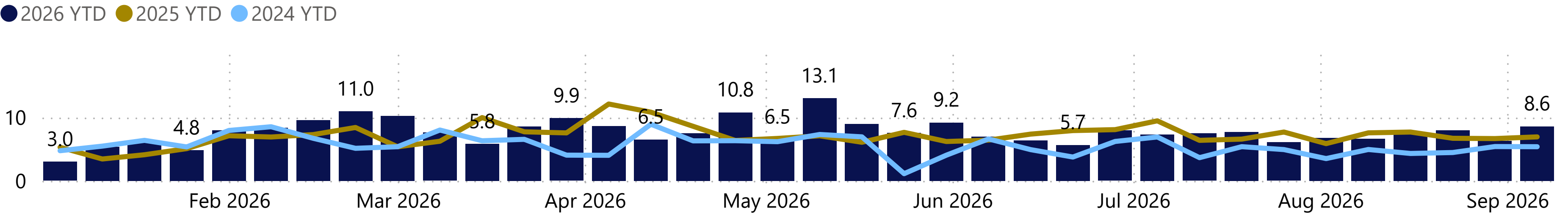
▼ HMV Road
10 hr 43 min (-1 hr 45 min)

Corridor Average Transit Time (hrs)

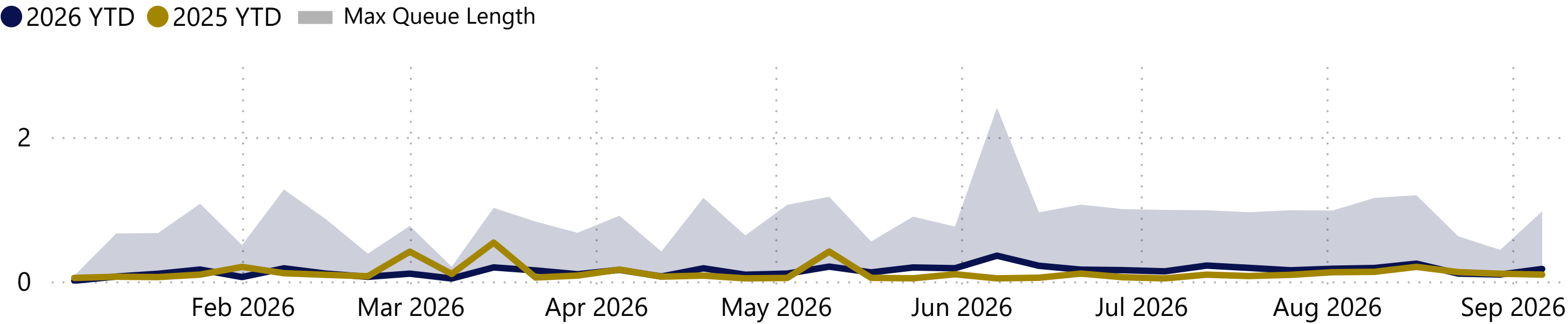


Week's AVG speed
50.89 kph

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 in the network this week, with incidents up but no track record of predicting next week's transit times.

CLEAR

ANALYST OPINION
This corridor is running well below its usual pace this week, with HVM port precinct dwell calm too. Route flexible loads here while capacity allows this week.

Week on Week Change

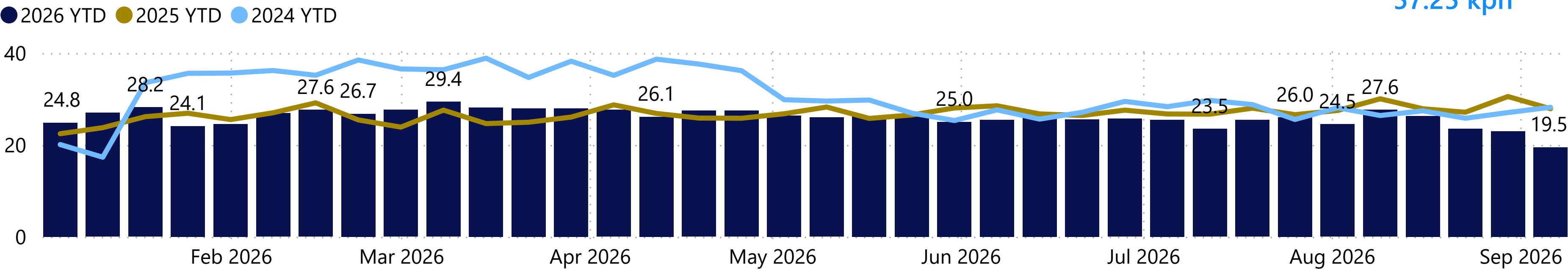
▼ HVM Port Precinct
1 hr 23 min (-11 min)

▼ HVM Road
19 hr (-3 hr 30 min)

▼ Vessel Anchorage
1 day 3 hr (-5 hr 38 min)

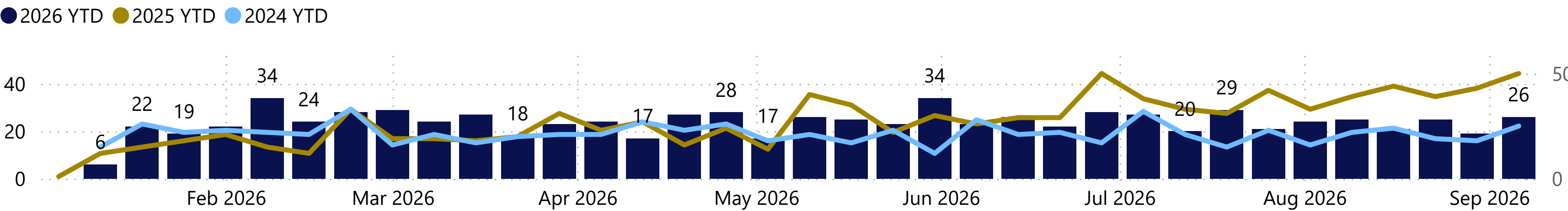
▼ Vessel Berth
1 day 18 hr (-15 hr)

Corridor Average Transit Time (hrs)

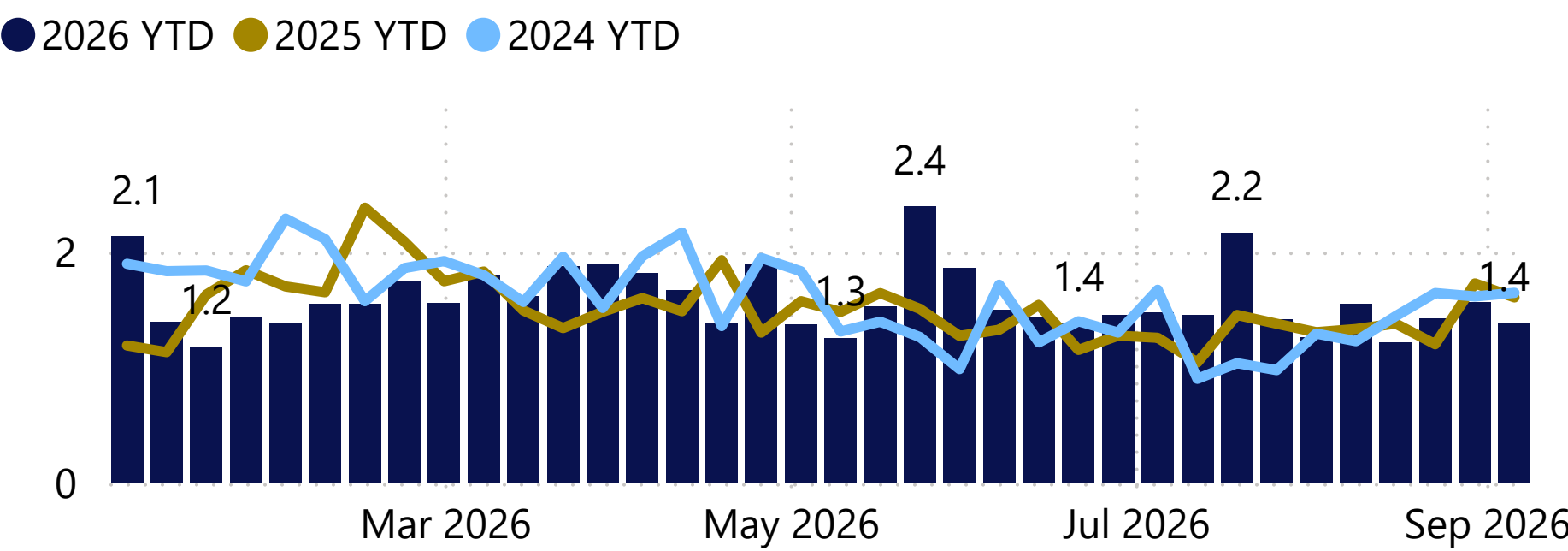


Week's AVG speed
57.25 kph

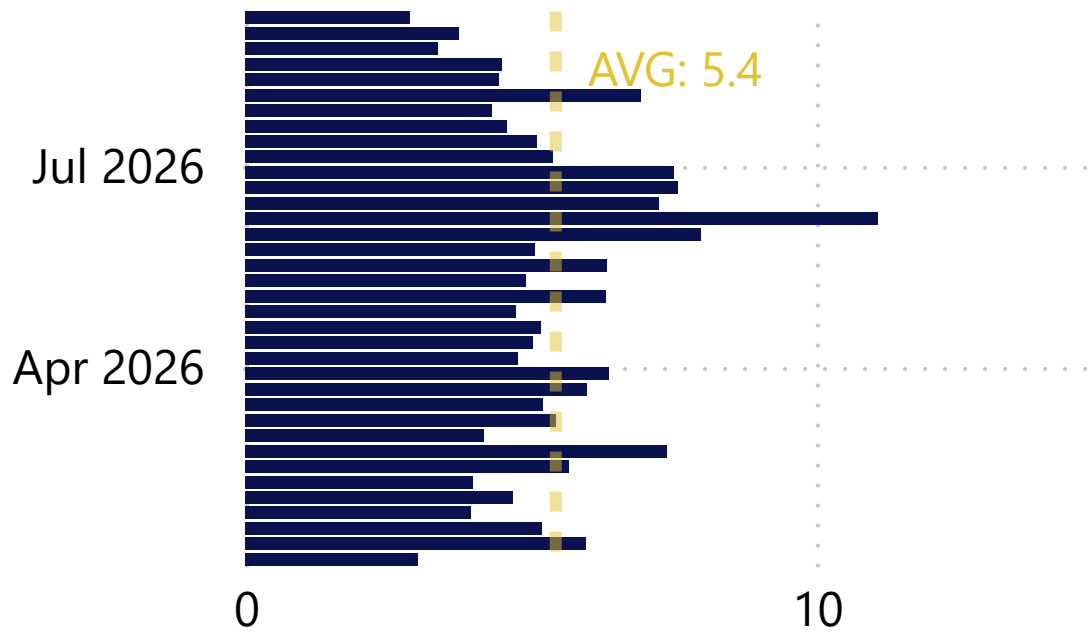
Reported Number of Traffic Incidents



HVM 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



STATUS: CLEAR | Last week's border spike has dropped, and almost every metric on the corridor is calm again.

CLEAR

ANALYST OPINION

Vioolsdrif's typical crossing eased back to about 6 hours this week, and the corridor's own road and Cape Town HVM port precinct dwell both stayed calm. Resume standard routing.

Week on Week Change

▼ HVM Port Precinct
1 hr 43 min (-11 min)

▼ HVM Border
6 hr 28 min (-1 hr 38 min)

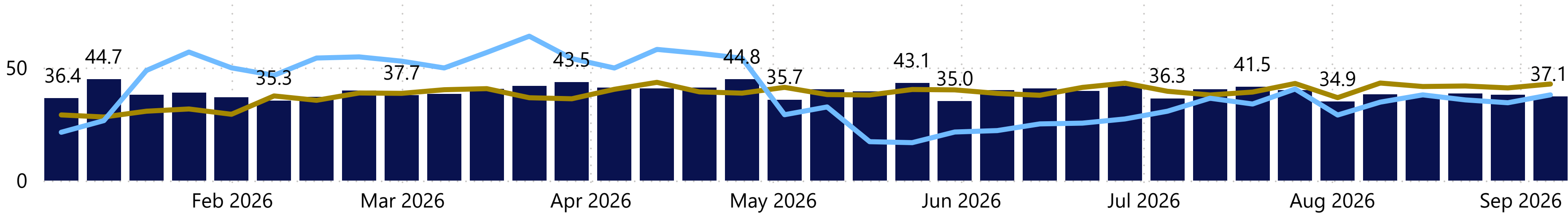
▼ HVM Road
1 day 13 hr (-51 min)

▼ Vessel Anchorage
21 hr (-4 hr 22 min)

▲ Vessel Berth
2 days 6 hr (+21 hr)

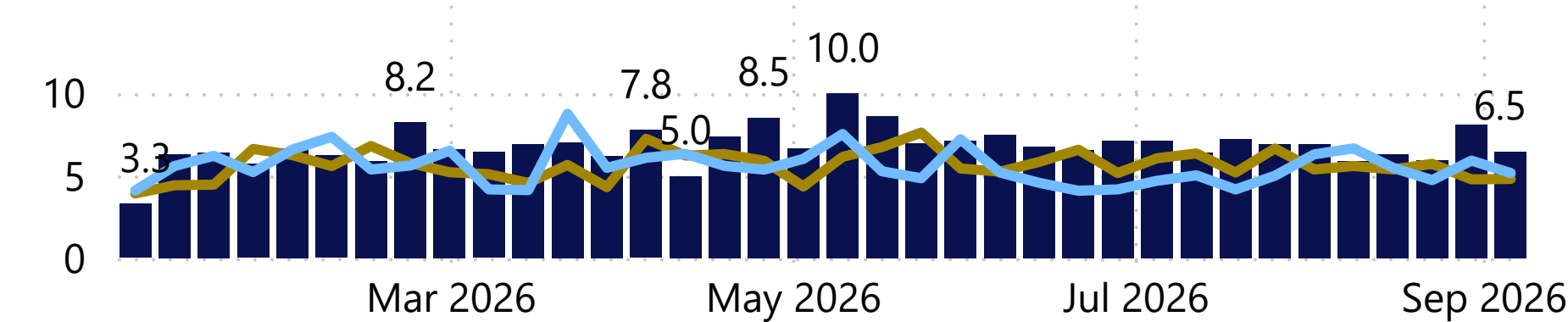
Corridor Average Transit Time (hrs)

2026 YTD 2025 YTD 2024 YTD



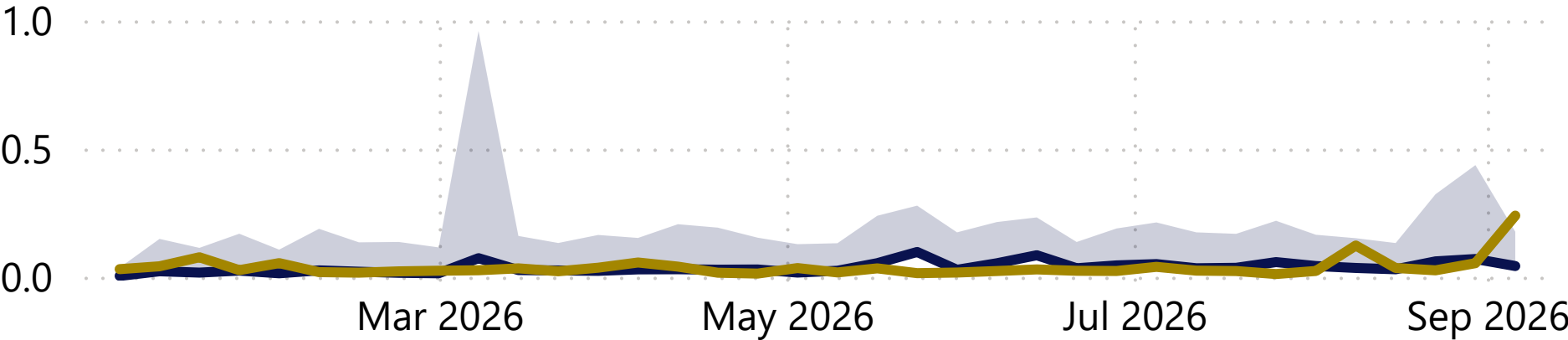
Border Crossing Time (hrs)

2026 YTD 2025 YTD 2024 YTD



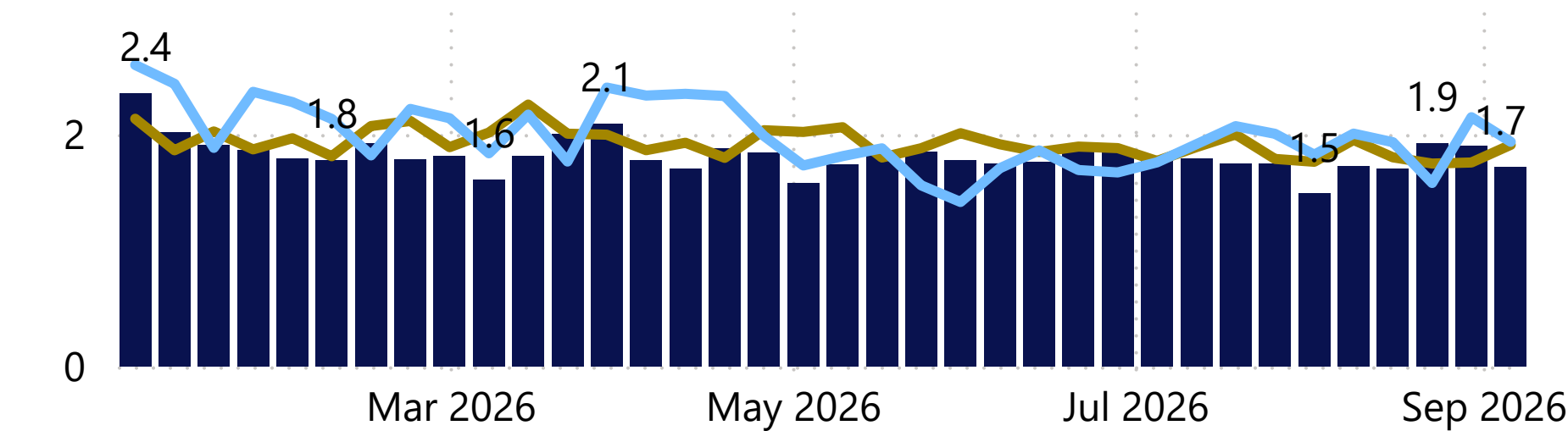
Border Average Queue Length (km)

2026 YTD 2025 YTD Max Queue Length

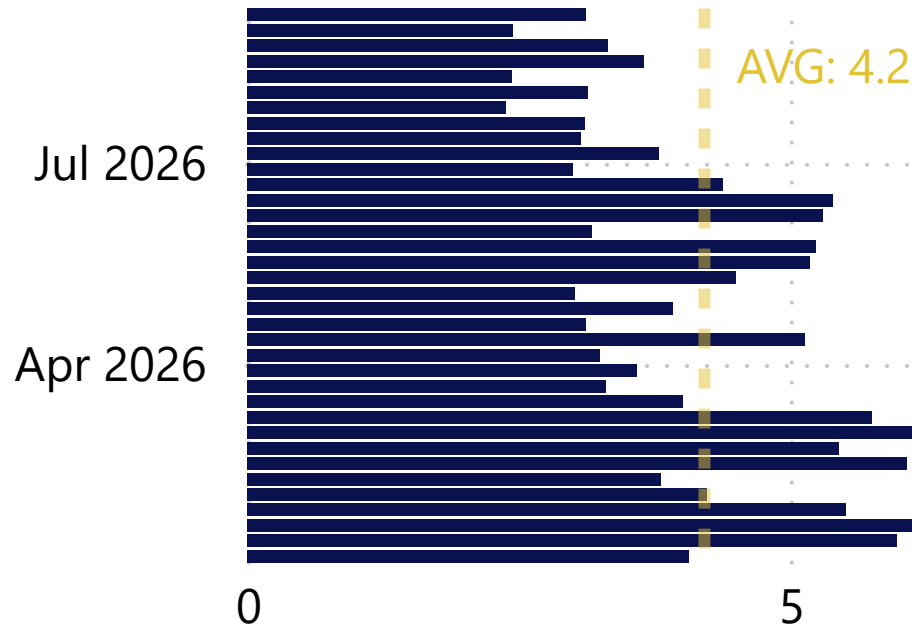


HVM Port Precinct Average Turn Around Time (hrs)

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 2025 holds for a ninth straight week, while Saldanha's vessel wait dropped significantly.

AT RISK

ANALYST OPINION

This corridor is running 46% above last year so far, a structural gap that has now held for nine straight weeks. Plan around a persistently slower pace on this corridor.

Week on Week Change

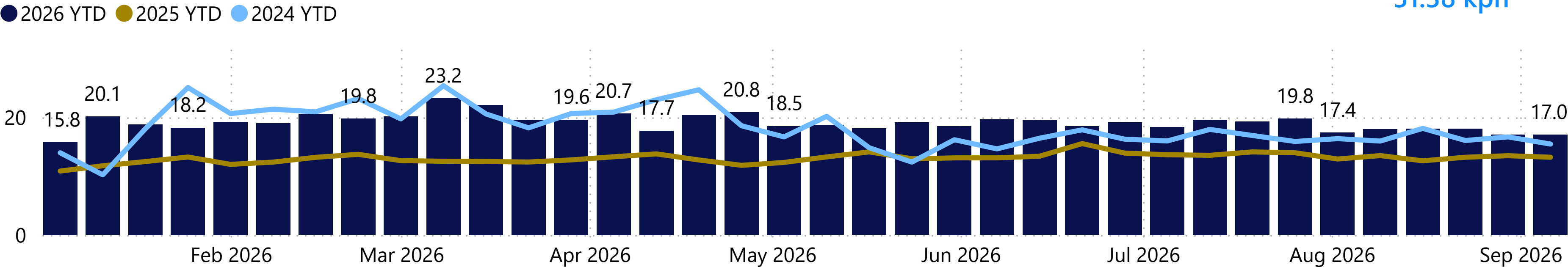
▼ HMV Port Precinct
1 hr 29 min (-12 min)

▶ HMV Road
17 hr (-2 min)

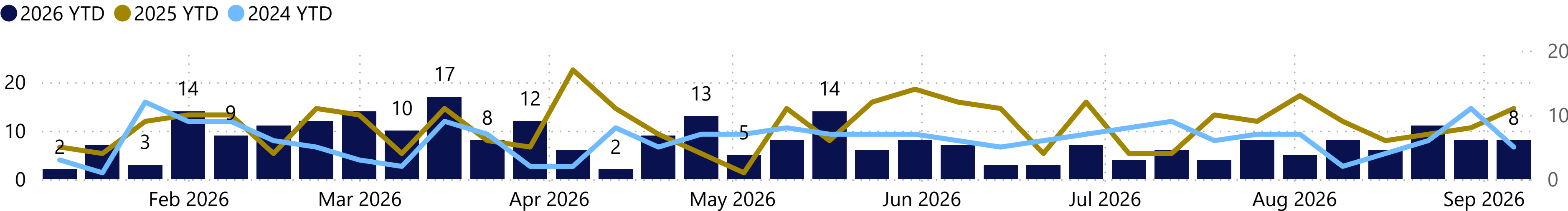
▼ Vessel Anchorage
2 days 3 hr (-2 days 15 hr)

▲ Vessel Berth
3 days 5 hr (+2 hr 30 min)

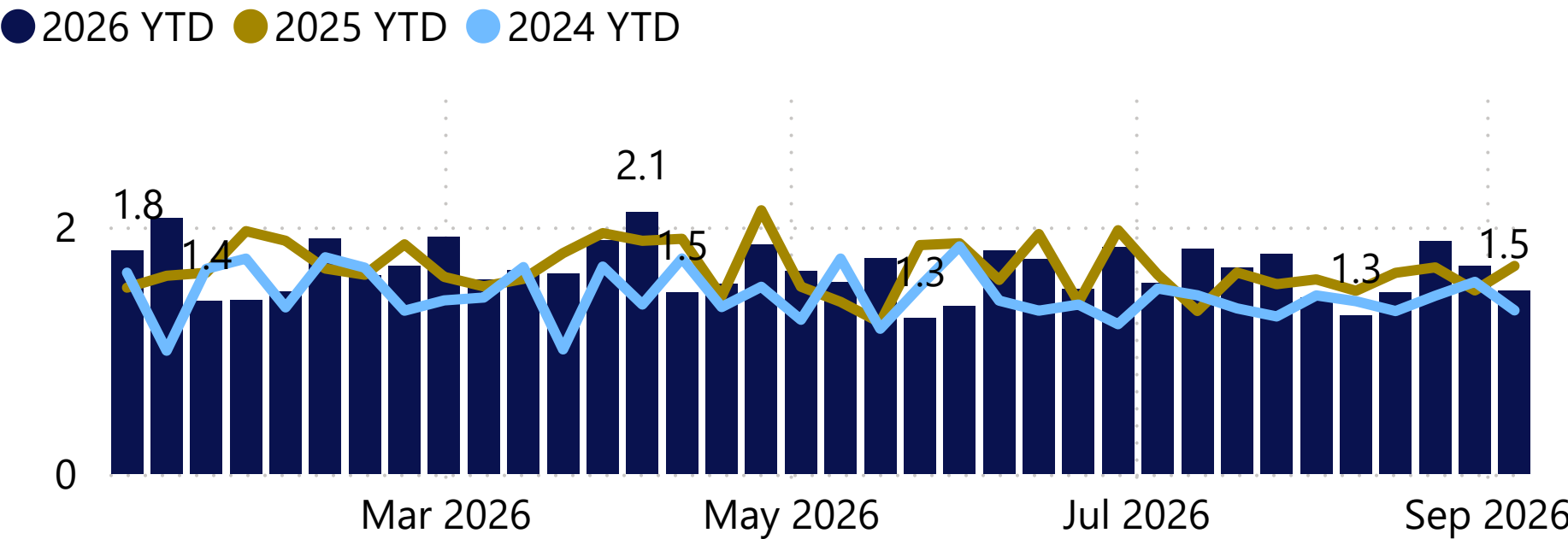
Corridor Average Transit Time (hrs)



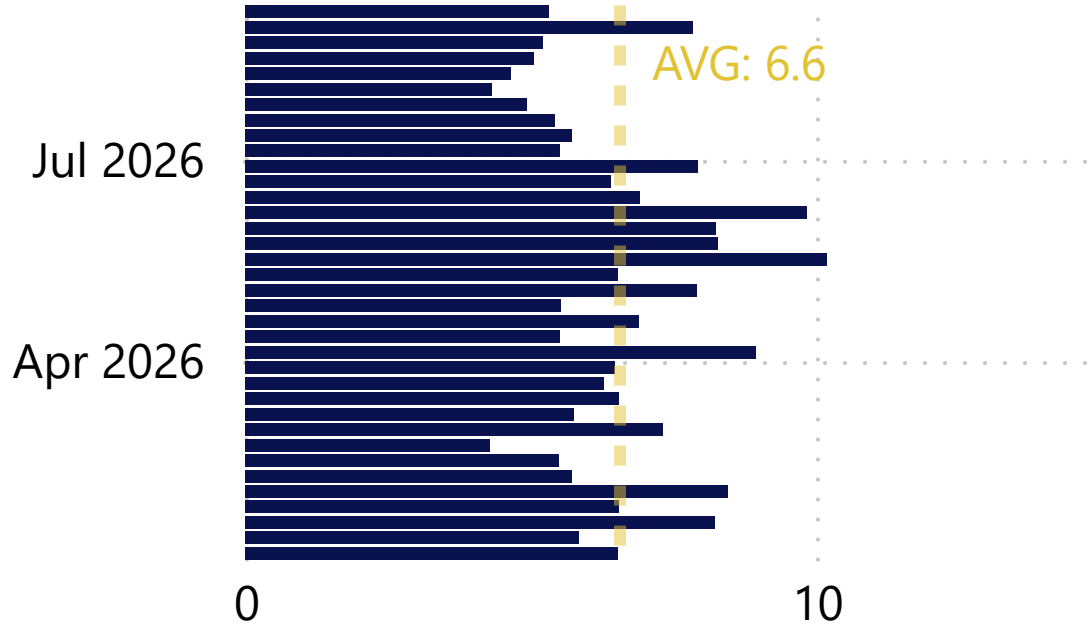
Reported Number of Traffic Incidents



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

Above 3.5 days for a fourth straight week, now 4 days 9 hours. If it hasn't dropped under 3.5 days by W37 (Sun 13 Sep 2026), plan around this as a standing berth-side constraint.

Pioneer Gate / Skilpadshek, easing off its peak

Running 27.4% above its own last-month average, down from 44.0% last week. If it keeps easing toward normal by W37 (Sun 13 Sep 2026), that would suggest the westbound build is resolving; if it stalls at this level or climbs back up, treat it as a paused build.

Nakop / Ariamsvlei building border

Nakop's crossing time jumped 36.3% this week and is running 18.6% above its own last-month average, a reliable forward indicator for this entity. If it holds at or above this level through W37 (Sun 13 Sep 2026), that would point toward a N8 border constraint next week, separate from the road's own good numbers.

OPPORTUNITIES

Kuruman / Gqeberha, fastest lane on the network right now

Running 22.6% below its own recent average with a calm port picture behind it. Operators with route flexibility should shift loads here this week while N4 works through its own build.

Both N1 routes are calm at once

Beitbridge itself never left its normal range this week, and Martins Drift, the alternate routing option, eased sharply too. This is a good week to dispatch northbound via either route without adding extra buffer time.

Walvis Bay / Cape Town cleared

Almost every metric on this corridor came back to normal this week. Operators who added margin for the Vioolsdrif border last week can drop it now.



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	
N4 Pretoria - Maputo	19.1	22.0	↑	15.3%
N1 Cape Town - Beitbridge	25.0	28.4	↑	13.6%
Luderitz - Keetsmanshoop	5.2	5.4	↑	5.2%
Nacala - Blantyre	11.1	11.3	↑	2.4%
Nacala - Lilongwe	18.4	18.4	↑	0.4%
Kuruman - Saldanha	17.1	17.0	↓	-0.2%
Walvis Bay - Cape Town	37.9	37.1	↓	-2.2%
N3 Joburg - Durban	13.9	13.4	↓	-3.1%
Walvis Bay - Lubambashi via Lusaka	36.1	34.5	↓	-4.4%
North South Corridor	90.6	86.6	↓	-4.5%
N2 Ermelo - Richards Bay	9.4	8.8	↓	-6.2%
Trans-Kalahari	22.4	20.8	↓	-7.2%
N8 Bloem - Nakop	12.5	10.7	↓	-14.0%
Kuruman - Gqeberha	23.0	19.5	↓	-15.3%
Beira - Blantyre	19.0	16.0	↓	-15.9%
Beira - Lilongwe	78.2	59.8	↓	-23.4%
Central Corridor	76.8	56.6	↓	-26.4%
Beira - Lusaka	16.0	11.5	↓	-27.8%

Total Port Call Comparison - (Days) Arrival to Depature

Port	Prior Week	Reporting Week	% Change	
Cape Town	2.44	3.12	↑	27.7%
Durban	6.86	8.67	↑	26.5%
Nacala	3.31	4.08	↑	23.5%
Coega-Ngqura	4.49	5.52	↑	22.9%
Maputo	6.03	7.22	↑	19.7%
Dar es Salaam	7.76	8.68	↑	11.9%
Richards Bay	7.52	8.24	↑	9.5%
Gqeberha	3.74	2.89	↓	-22.8%
Beira	8.14	5.66	↓	-30.4%
Saldanha	7.83	5.31	↓	-32.2%
Walvis Bay	7.73	4.84	↓	-37.4%

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.

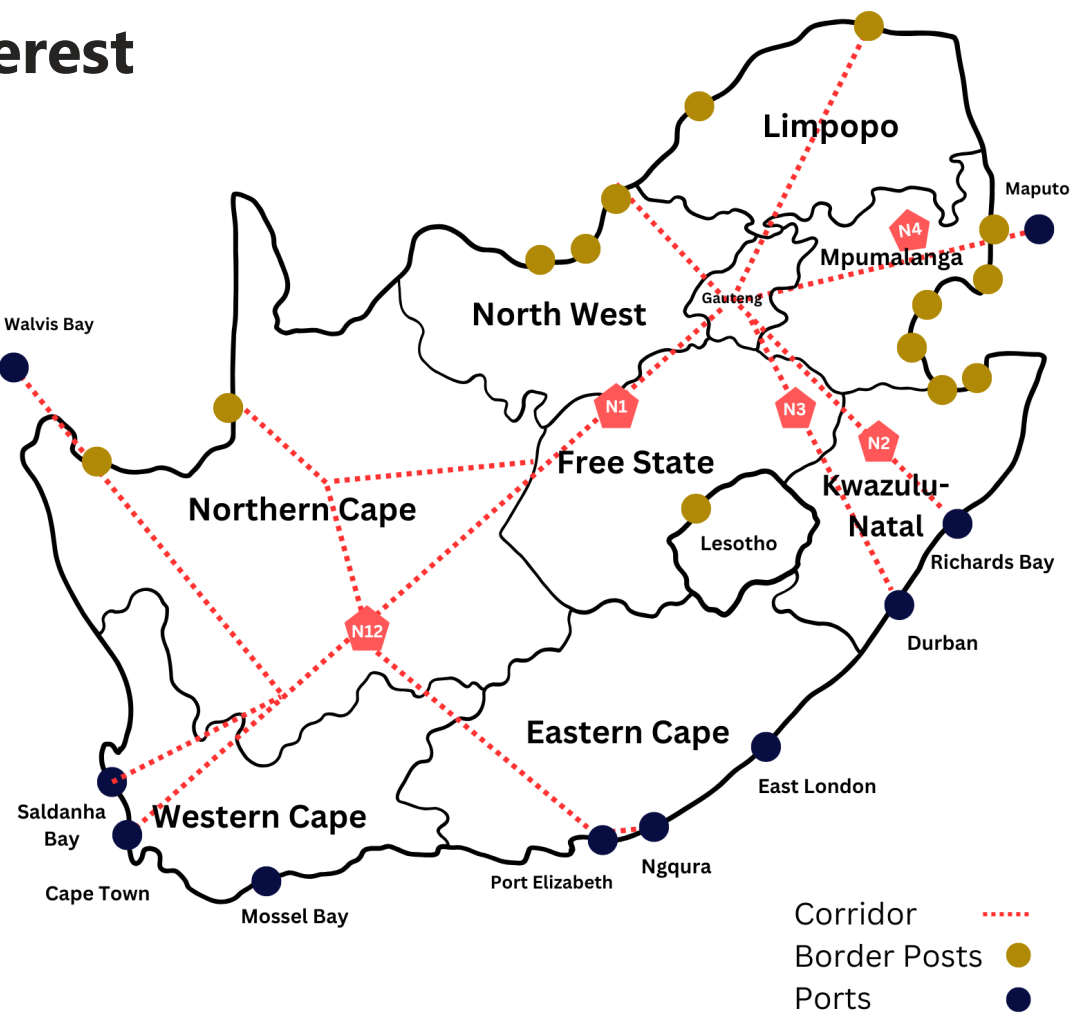
The CSIR has conducted an external data process audit to assess and validate the accuracy of the process that produces the underlying data and enhance the usefulness of the information published in the report. The overall finding was “The Pulse Report provides near real-time-based indicators that are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

