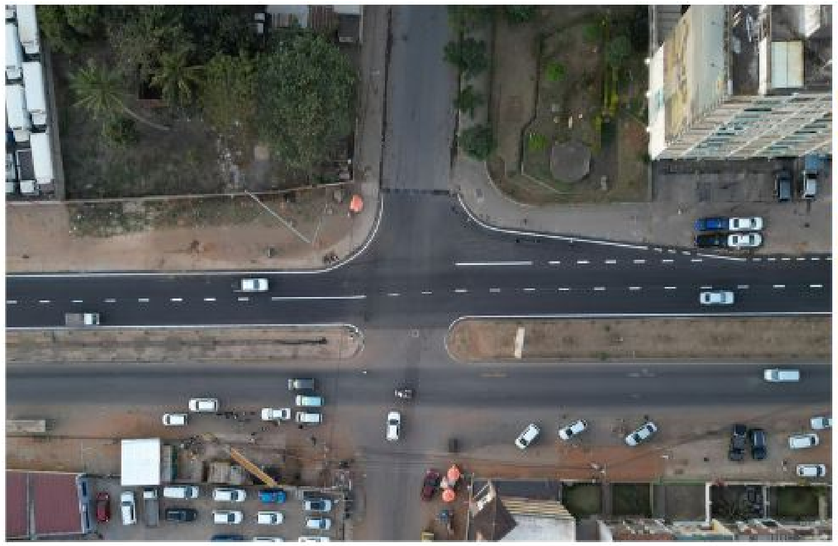



NACALA DEVELOPMENT CORRIDOR (NDC)

PERFORMANCE REPORT

Reporting Period : Mon 30 Mar 2026 - Sun 05 Apr 2026



NDC C.P.M.M.

Enhancing Trade and Logistics Efficiency Throughout the Supply Chain

Background:

The Governments of Malawi and Mozambique secured financing from the International Development Association (IDA) under the Southern Africa Trade and Connectivity Project (SATCP) to support efforts aimed at reducing trade costs and time, improving access to quality infrastructure, and enhancing value chain development along the Nacala and Beira corridors. The project is being implemented over a six-year period, ending on 30th June 2027.

Trade and regional integration remain critical drivers of economic recovery and resilience in Southern Africa, particularly in the context of recurring climate-related shocks and global disruptions such as the COVID-19 pandemic. Efficient transport and logistics systems are essential to sustaining trade flows and supporting economic transformation in the region.

The Nacala and Beira corridors serve as strategic trade routes linking central and northern Mozambique to land linked countries including Malawi, Zambia and Zimbabwe, and further extending to Botswana and the Democratic Republic of Congo. Enhancing the efficiency and reliability of these corridors has the potential to significantly boost regional trade, attract investment, and contribute to job creation and poverty reduction.

Despite their strategic importance, the corridors continue to face challenges related to transit delays, high transport costs, and procedural inefficiencies, particularly at border crossing points. Addressing these bottlenecks requires coordinated, data-driven approach to monitoring corridor performance.

In response, the Governments of Malawi and Mozambique have established the Nacala Development Corridor (NDC) Management Committee Secretariat, with regional offices in Tete, Mozambique, and developed a Corridor Performance Measurement and Monitoring (CPMM) system.

The CPMM system is designed to systematically track and analyse the movement of cargo along the Nacala and Beira corridors, identify sources of delays and inefficiencies, and provide evidence-based insights to inform policy and operational interventions. It also serves as a tool for assessing the effectiveness of regional cooperation initiatives and trade facilitation measures implemented along the corridors.

Reliable corridor performance data generated through the CPMM system is essential for policy makers and stakeholders to design targeted interventions, improve transit efficiency, and promote harmonization of trade and transport practices among member states (Malawi, Mozambique and Zambia). This report presents findings generated from the CPMM system.

Areas of interest:

As key indicators of the performance and overall health of the logistics network, the following dimensions are systematically measured and monitored:

• **Corridors**: Corridor performance is assessed through the average speed and total transit time required to traverse the corridor. Higher average speed, within legal and safety limits, correspond to shorter transit times and enable a greater number of trips within a given period. Accordingly, reduced transit time and optimal speeds are indicative of improved corridor efficiency, provided that compliance with road safety regulations is maintained.

• **Borders:** Border posts represent critical nodes along the corridor where export and import clearance processes, as well as bilateral coordination between countries, are undertaken. Performance at these points is measured by the time required to complete border crossing procedures and the length of vehicle queues. Shorter processing times and reduced queue lengths, while maintaining full compliance with regulatory requirements, indicate more efficient border operations. Improved border efficiency contributes significantly to reducing delays and minimizing bottlenecks along the corridor.

• **Ports:** Ports serve as key intermodal endpoints within the corridor, handling diverse cargo types including bulk, containerized goods, and bonded shipments. The primary indicator used is the average dwell time within the port precinct. While this metric does not directly measure port operational efficiency, it reflects the contribution of port-related processes to overall corridor performance. Increased dwell time within the port is associated with reduced corridor efficiency and is therefore monitored and reported as a critical performance factor.

Heavy Motor Vehicle (HMV) Movement in NDC

Pressure on the logistics network can have significant implications, including increased costs, delays in delivery times, reduced customer satisfaction, and disruptions to the overall flow of goods and services.

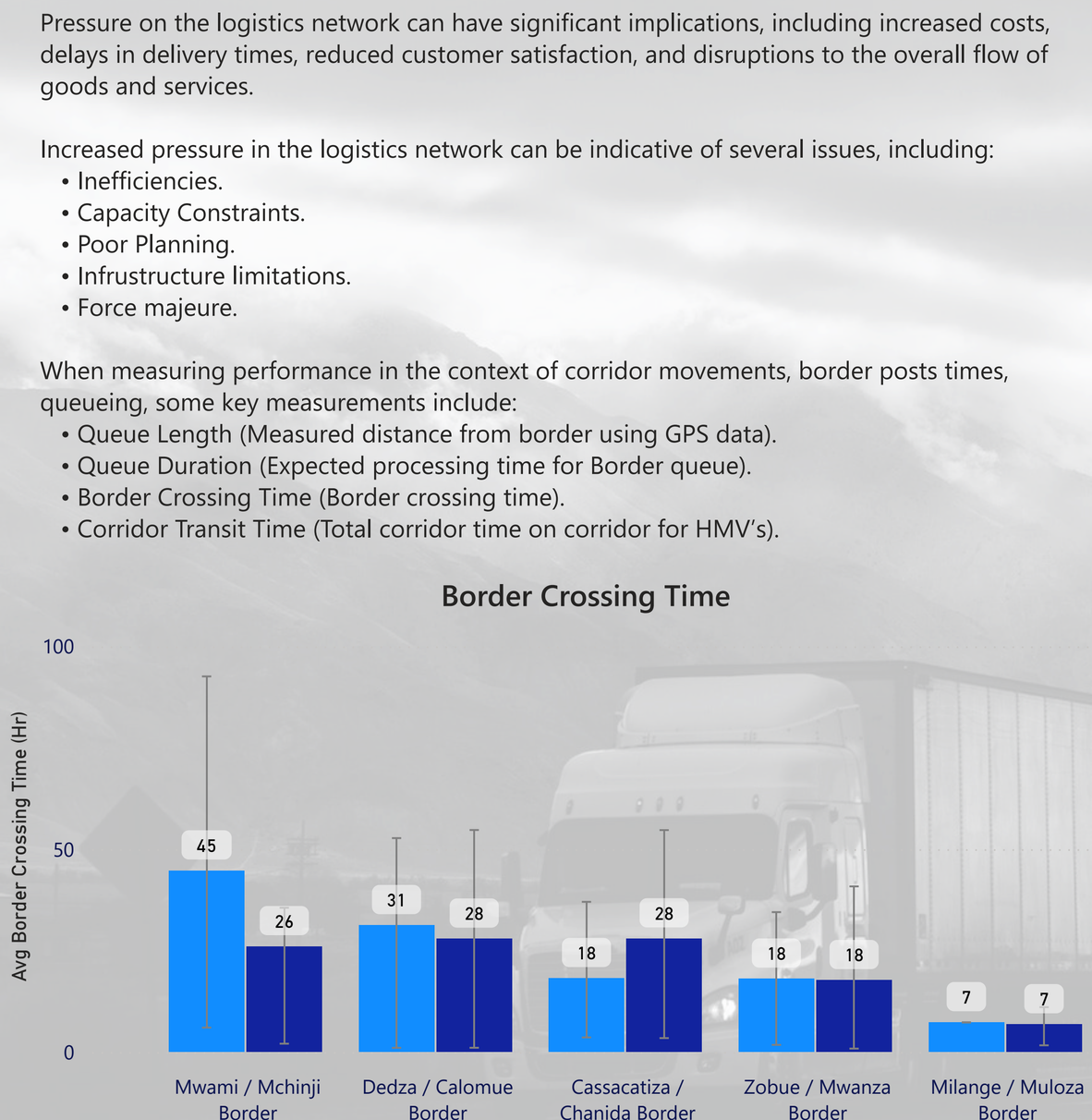
Increased pressure in the logistics network can be indicative of several issues, including:

- Inefficiencies.
- Capacity Constraints.
- Poor Planning.
- Infrustructure limitations.
- Force majeure.

When measuring performance in the context of corridor movements, border posts times, queueing, some key measurements include:

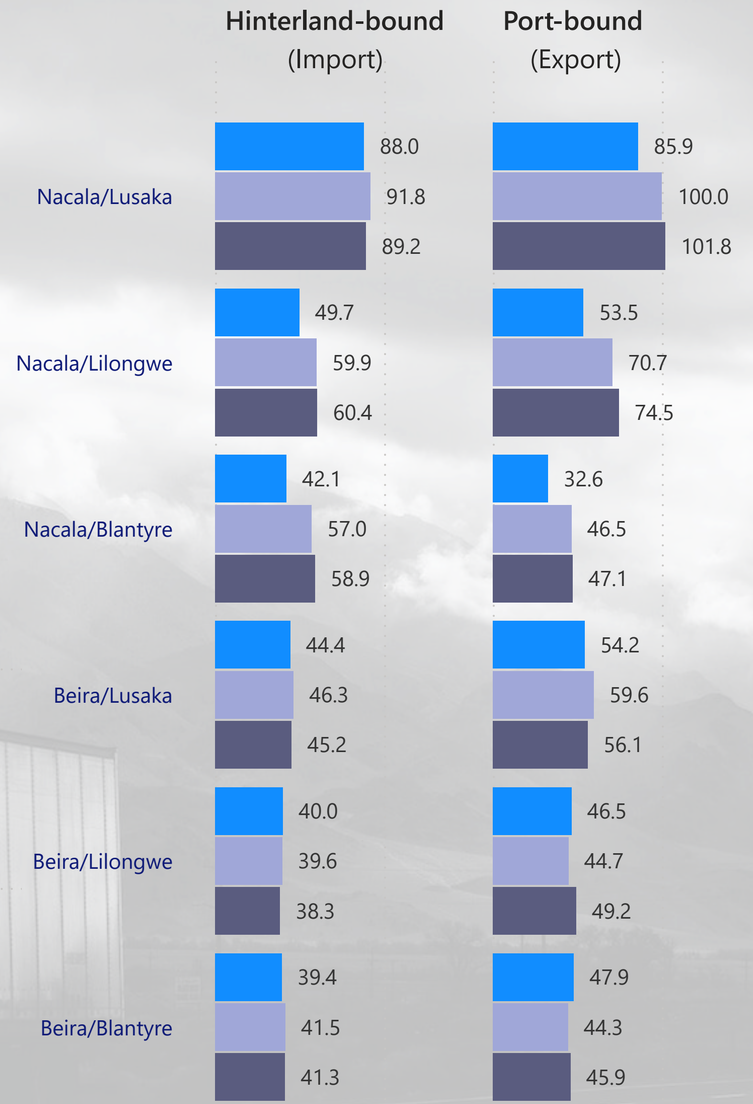
- Queue Length (Measured distance from border using GPS data).
- Queue Duration (Expected processing time for Border queue).
- Border Crossing Time (Border crossing time).
- Corridor Transit Time (Total corridor time on corridor for HMV's).

Border Crossing Time



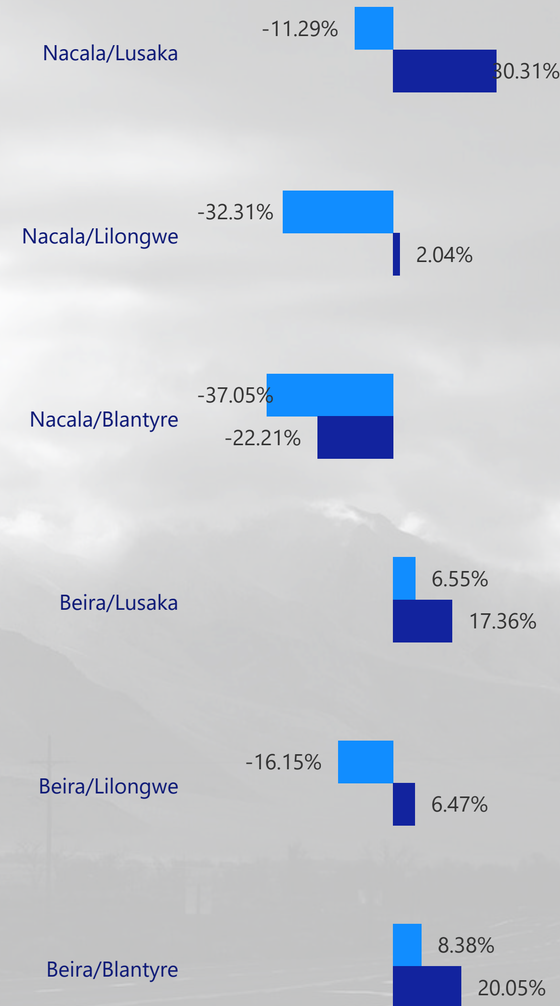
Last 7 Days Last 30 Days *10th and 90th percentiles is represented by the grey band for each column.

Major Corridor Transit Times (hrs)



2026 YTD 2025 YTD 2024 YTD

Week on Week Percentage Change in Corridor Time



Hinterland-bound Port-bound

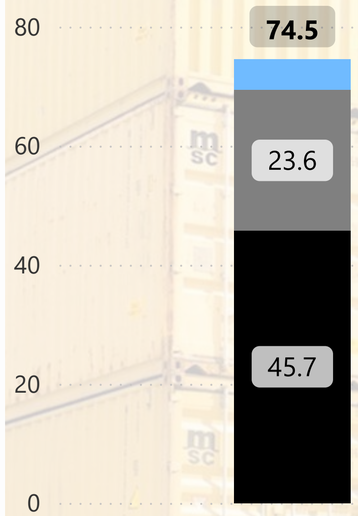
Nacala / Lusaka Northern Benchmark **Performance** -

Understanding the dynamics of transport corridors is crucial for optimizing supply chain operations and fostering seamless trade flows, driving economic growth and prosperity regionally and globally.

This is explored by unpacking key elements such as:

- Corridor Travel Time by Heavy Motor Vehicle (HMV)
- Modality Performance: e.g. Port Call = Time Vessel Spend at Port
- Key infrastructure or logistics hubs: e.g. HMV time through Border Post

HMV Previous Weekly Average Hours



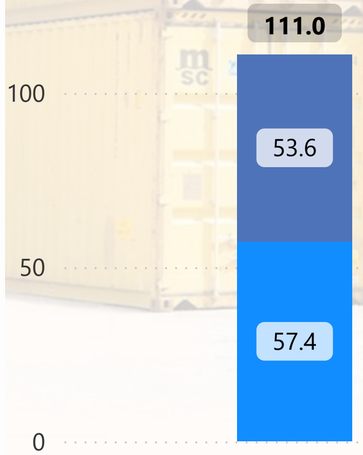
Week on Week Change

HMV Port Precinct
16 hr (+11 hr 12 min)

HMV Border
1 day 21 hr (+21 hr)

HMV Road
3 days 5 hr (+1 day 7 hr)

Vessel Previous Weekly Average Hours



Week on Week Change

Vessel Anchorage
3 days 19 hr (+42 min)

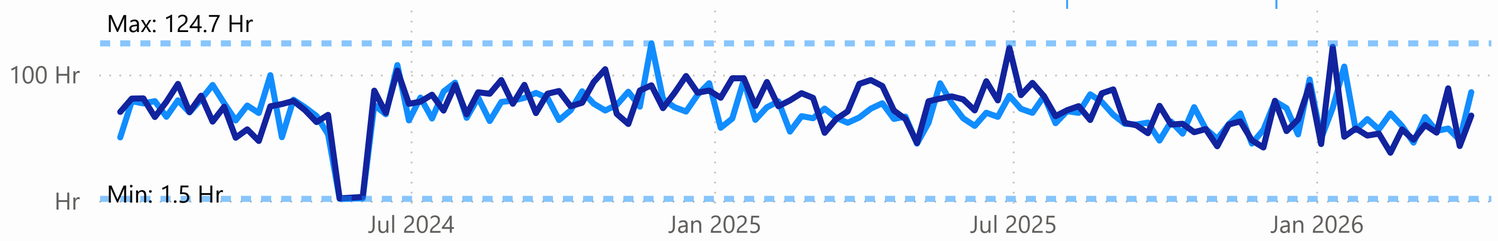
Vessel Berth
1 day 15 hr (-20 min)

Corridor Average Transit Time (hrs)

Inbound to Nacala · Outbound from Nacala

Week's AVG speed
36.11 kph

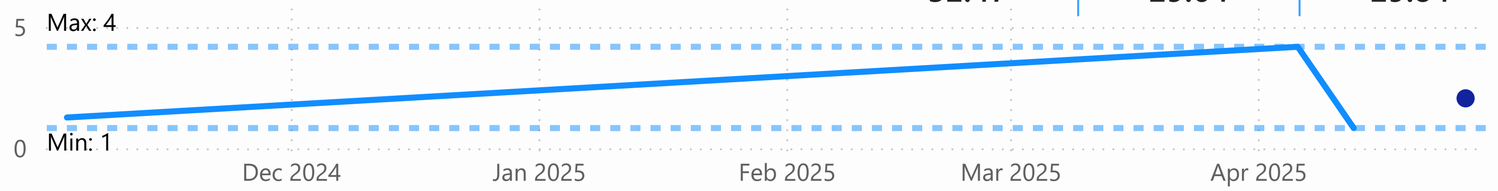
2024 YTD	2025 YTD	2026 YTD
68.83	72.93	68.02



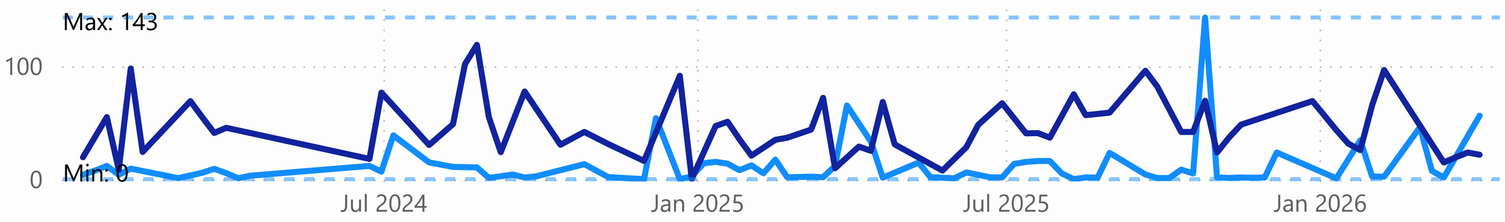
Border Crossing Time (hrs)

Chiponde / Mandimba · Malawi - Mozambique · Mozambique - Malawi

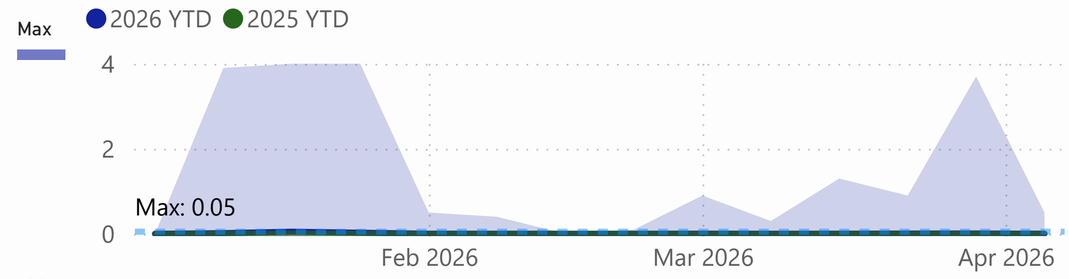
2024 YTD	2025 YTD	2026 YTD
32.47	29.64	29.84



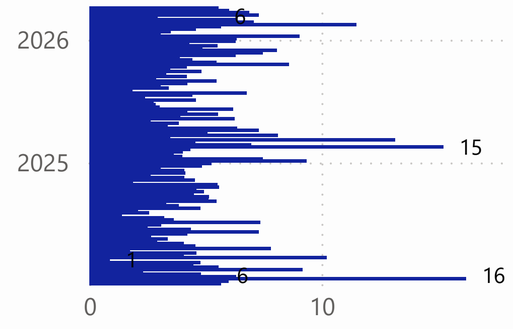
Mwami / Mchinji · Malawi - Zambia · Zambia - Malawi



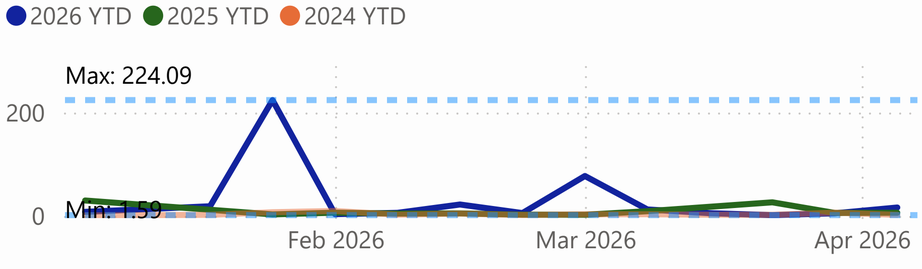
Border Average Queue Length (km)



Port Call Average Duration (days)



HMV Port Precinct Average Turn Around Time (hrs)



Vessel types included in analysis

- Bulk Carriers
- Chemical Tankers
- Oil Tankers
- Containers
- General Cargo
- Liquified Gas Carriers

Nacala / Lusaka Southern Benchmark **Performance** -

Understanding the dynamics of transport corridors is crucial for optimizing supply chain operations and fostering seamless trade flows, driving economic growth and prosperity regionally and globally.

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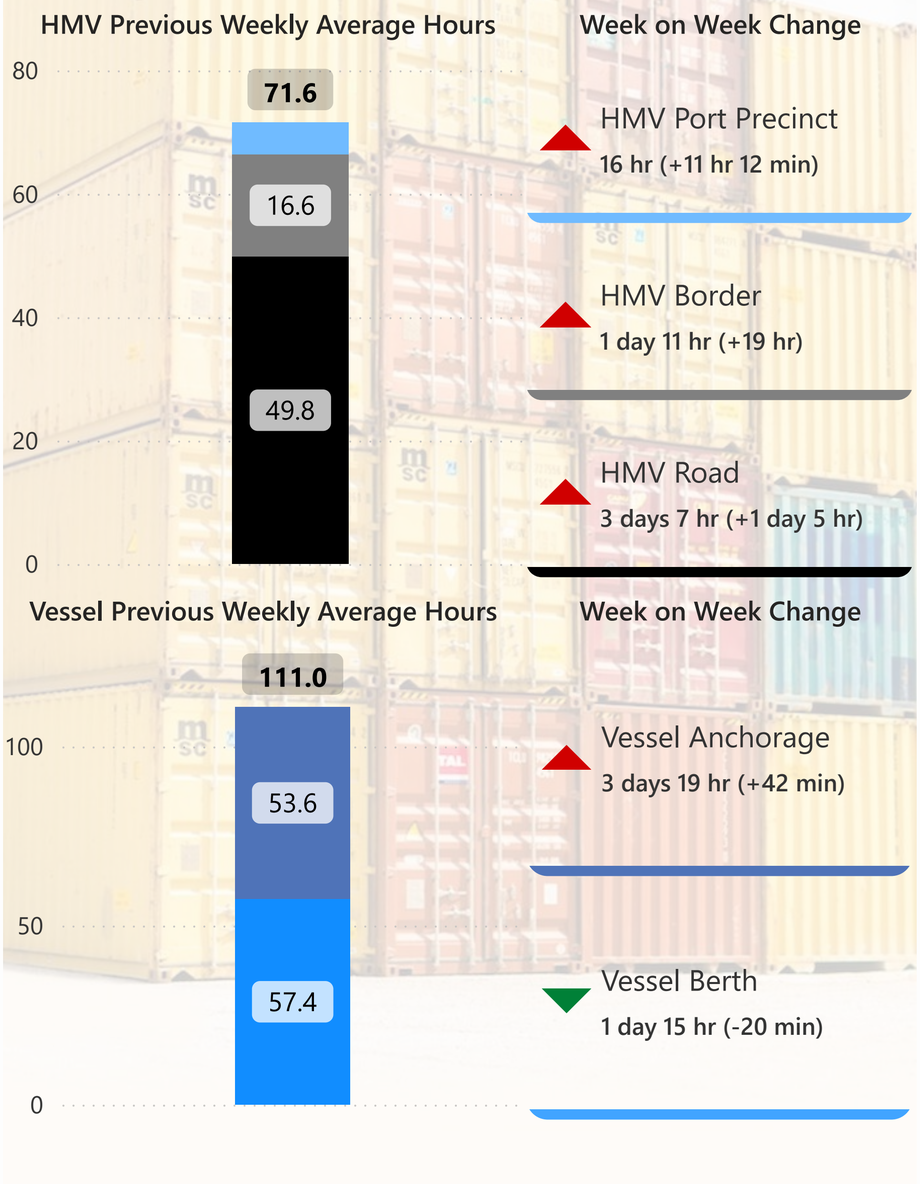
- Modality Performance: e.g. Port Call = Time Vessel Spend at Port
- Key infrastructure or logistics hubs: e.g. HMV time through Border Post

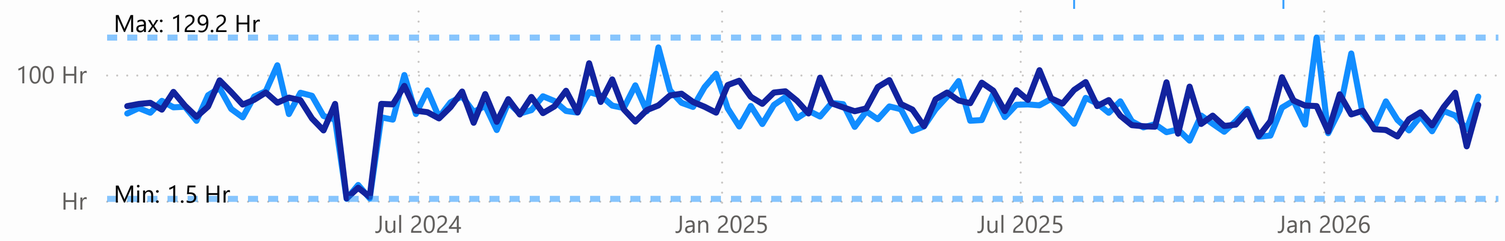


Corridor Average Transit Time (hrs)

Inbound to Nacala · Outbound from Nacala

Week's AVG speed: 38.50 kph

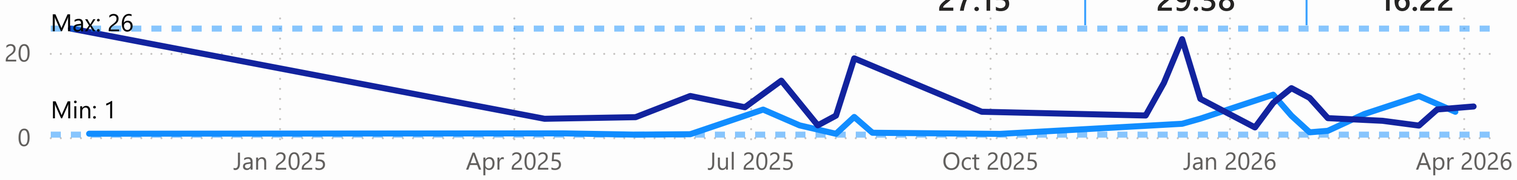
2024 YTD	2025 YTD	2026 YTD
70.96	71.47	68.33



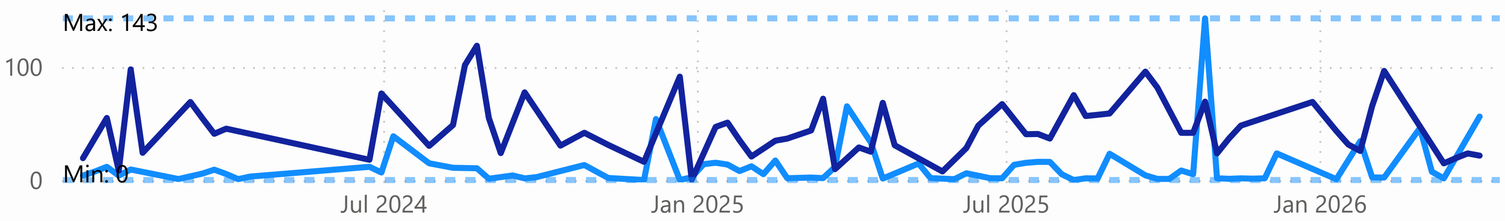
Border Crossing Time (hrs)

Milange / Mulozo · Malawi - Mozambique · Mozambique - Malawi

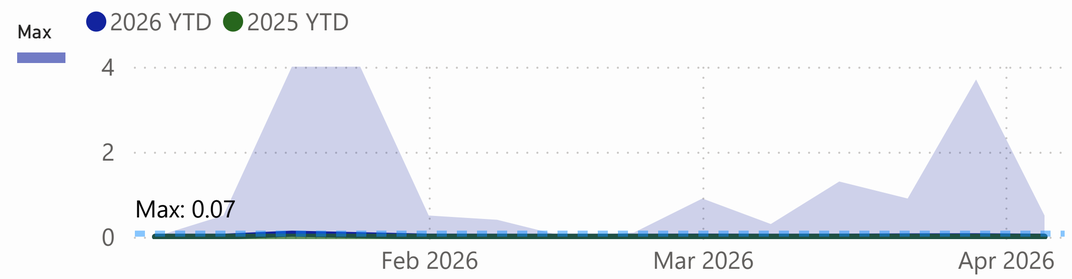
2024 YTD	2025 YTD	2026 YTD
27.15	29.38	16.22



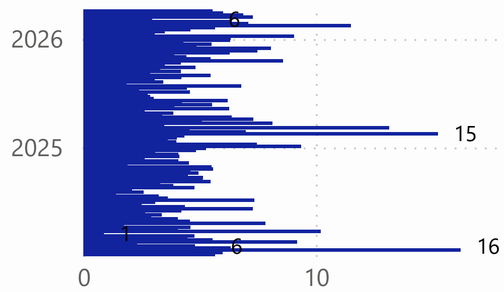
Mwami / Mchinji · Malawi - Zambia · Zambia - Malawi



Border Average Queue Length (km)

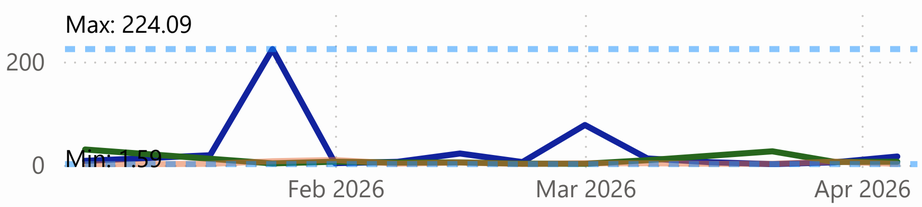


Port Call Average Duration (days)



HMV Port Precinct Average Turn Around Time (hrs)

2026 YTD · 2025 YTD · 2024 YTD



Vessel types included in analysis

- Bulk Carriers
- Chemical Tankers
- Oil Tankers
- Containers
- General Cargo
- Liquified Gas Carriers

Nacala / Lilongwe Northern Benchmark **Performance** -

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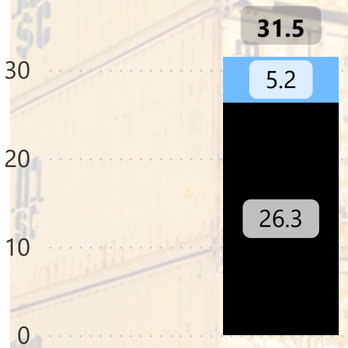
- Modality Performance: e.g. Port Call = Time Vessel Spend at Port
- Key infrastructure or logistics hubs: e.g. HMV time through Border Post

HMV Previous Weekly Average Hours



Week on Week Change

HMV Port Precinct
16 hr (+11 hr 12 min)

HMV Border
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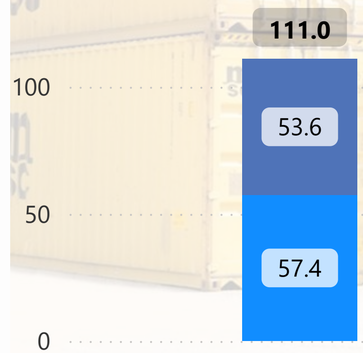
HMV Road
1 day 7 hr (+4 hr 25 min)

Vessel Previous Weekly Average Hours



Week on Week Change

Vessel Anchorage
3 days 19 hr (+42 min)

Vessel Berth
1 day 15 hr (-20 min)

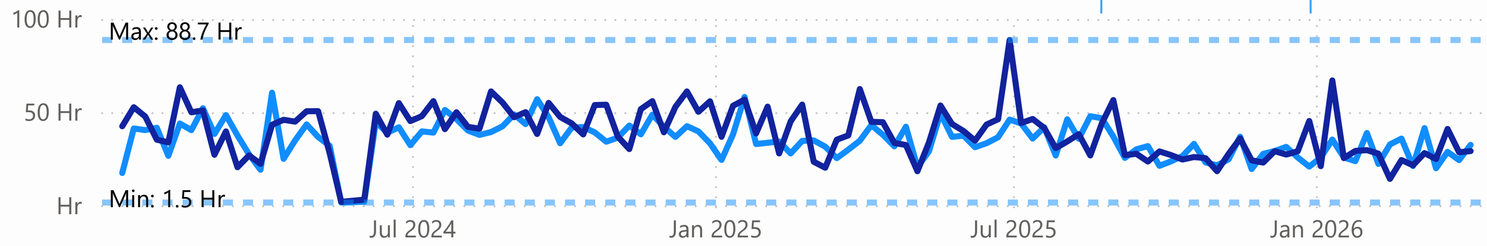
Enhancing trade and logistics efficiency throughout the supply chain

Corridor Average Transit Time (hrs)

Week's AVG speed
36.81 kph

2024 YTD	2025 YTD	2026 YTD
40.79	42.07	32.08

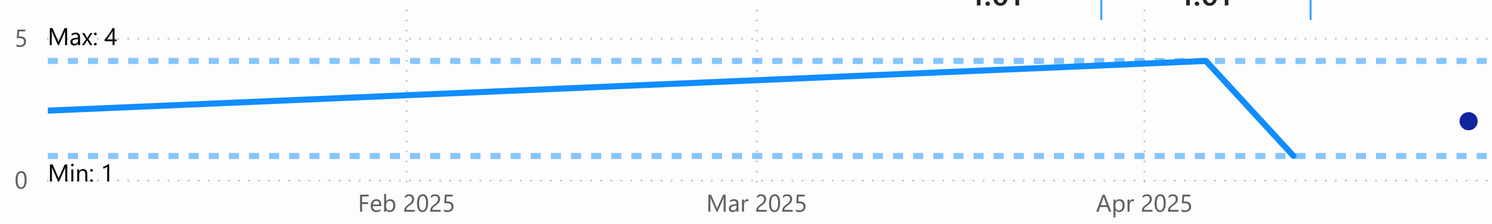
Direction Inbound to Nacala · Outbound from Nacala



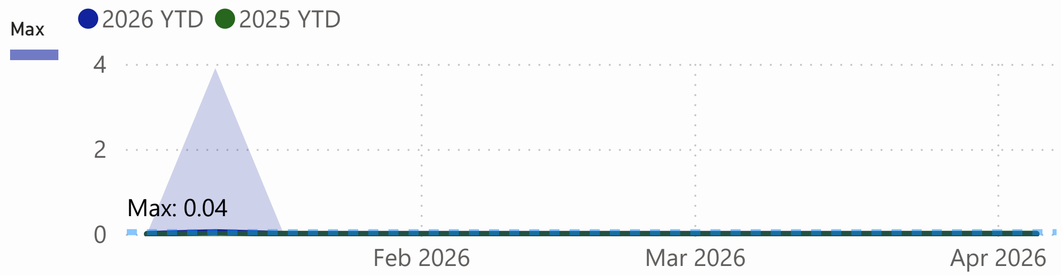
Border Crossing Time (hrs)

Chiponde / Mandimba Malawi - Mozambique · Mozambique - Malawi

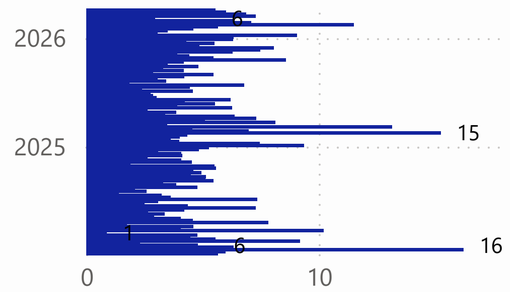
2024 YTD	2025 YTD	2026 YTD
1.01	1.01	--



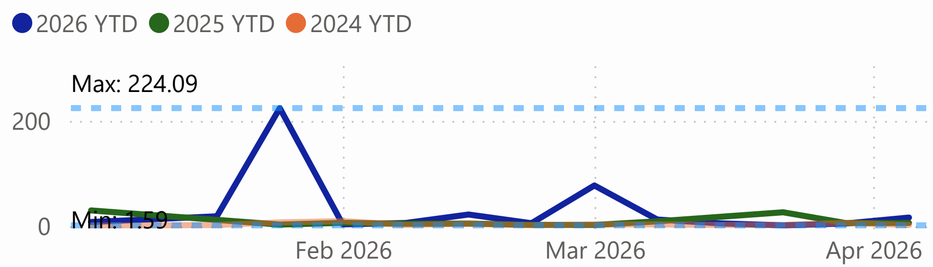
Border Average Queue Length (km)



Port Call Average Duration (days)



HMV Port Precinct Average Turn Around Time (hrs)



Vessel types included in analysis

- Bulk Carriers
- Chemical Tankers
- Oil Tankers
- Containers
- General Cargo
- Liquified Gas Carriers

Nacala / Lilongwe Southern Benchmark **Performance** -

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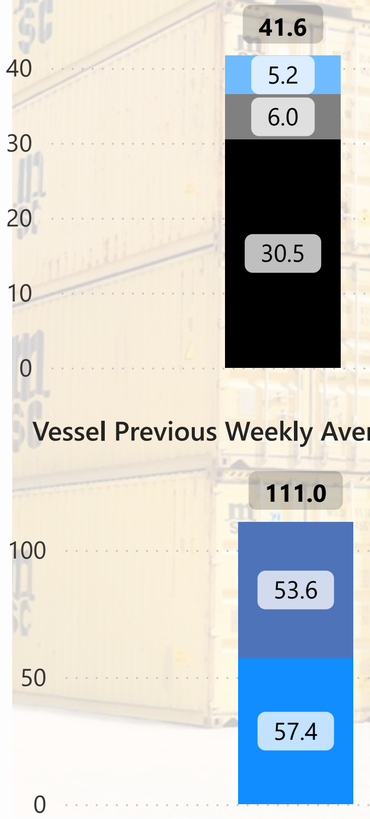
- Modality Performance: e.g. Port Call = Time Vessel Spend at Port
- Key infrastructure or logistics hubs: e.g. HMV time through Border Post

HMV Previous Weekly Average Hours



Week on Week Change

HMV Port Precinct
16 hr (+11 hr 12 min)

HMV Border
7 hr 17 min (+1 hr 16 min)

HMV Road
1 day 9 hr (+2 hr 47 min)

Vessel Previous Weekly Average Hours

Week on Week Change

Vessel Anchorage
3 days 19 hr (+42 min)

Vessel Berth
1 day 15 hr (-20 min)

NDC C.P.M.M.

Enhancing trade and logistics efficiency throughout the supply chain

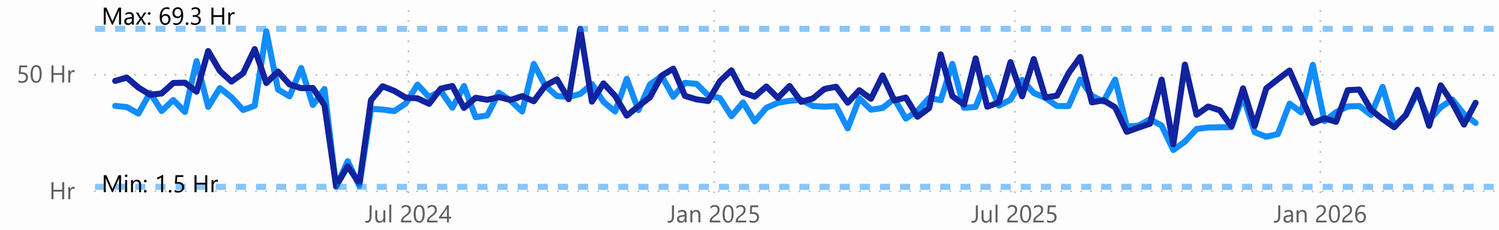
LMS

Corridor Average Transit Time (hrs)

Week's AVG speed
41.12 kph

2024 YTD	2025 YTD	2026 YTD
42.92	40.87	33.25

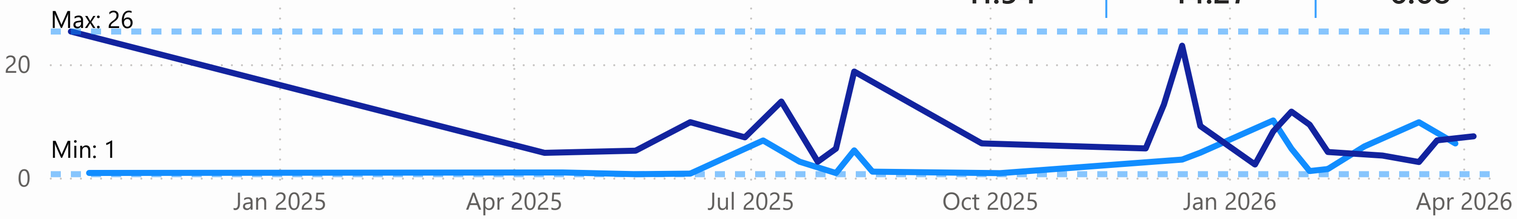
Direction Inbound to Nacala · Outbound from Nacala



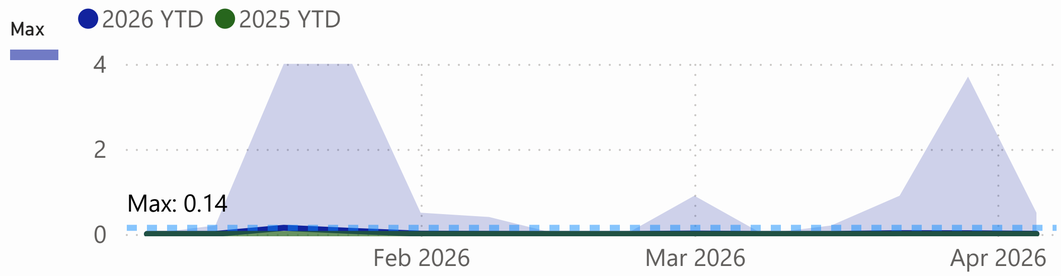
Border Crossing Time (hrs)

2024 YTD	2025 YTD	2026 YTD
11.54	14.27	6.68

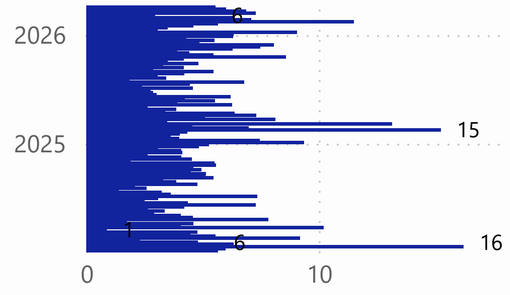
Milange / Muloza Malawi - Mozambique · Mozambique - Malawi



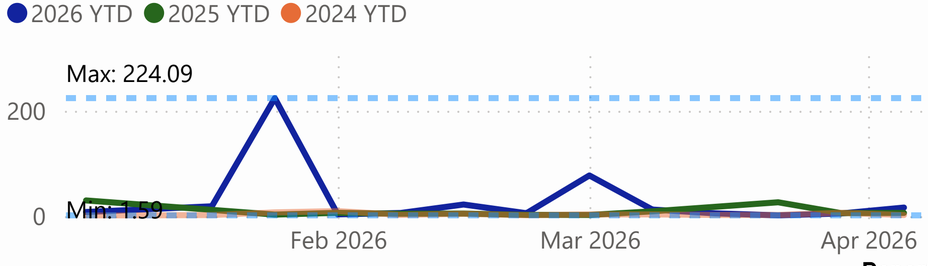
Border Average Queue Length (km)



Port Call Average Duration (days)



HMV Port Precinct Average Turn Around Time (hrs)



Vessel types included in analysis

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- Chemical Tankers
- Oil Tankers
- Containers
- General Cargo
- Liquified Gas Carriers

Nacala / Blantyre Northern Benchmark **Performance** -

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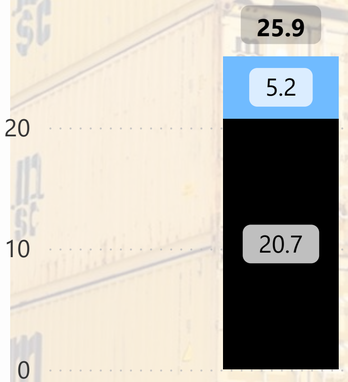
- Modality Performance: e.g. Port Call = Time Vessel Spend at Port
- Key infrastructure or logistics hubs: e.g. HMV time through Border Post

HMV Previous Weekly Average Hours



Week on Week Change

HMV Port Precinct
16 hr (+11 hr 12 min)

HMV Border
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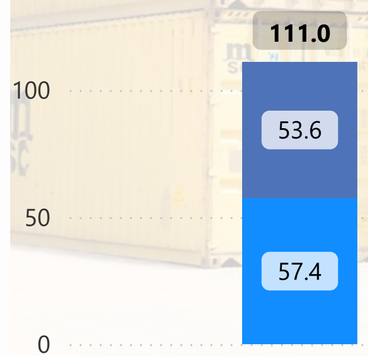
HMV Road
24 hr (+3 hr 12 min)

Vessel Previous Weekly Average Hours



Week on Week Change

Vessel Anchorage
3 days 19 hr (+42 min)

Vessel Berth
1 day 15 hr (-20 min)

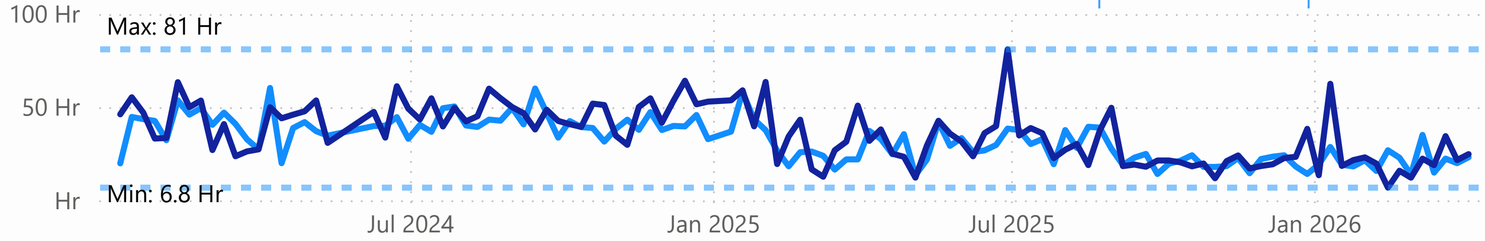
Enhancing trade and logistics efficiency throughout the supply chain

Border Crossing Time (hrs)

Week's AVG speed
36.57 kph

2024 YTD	2025 YTD	2026 YTD
42.75	42.83	31.19

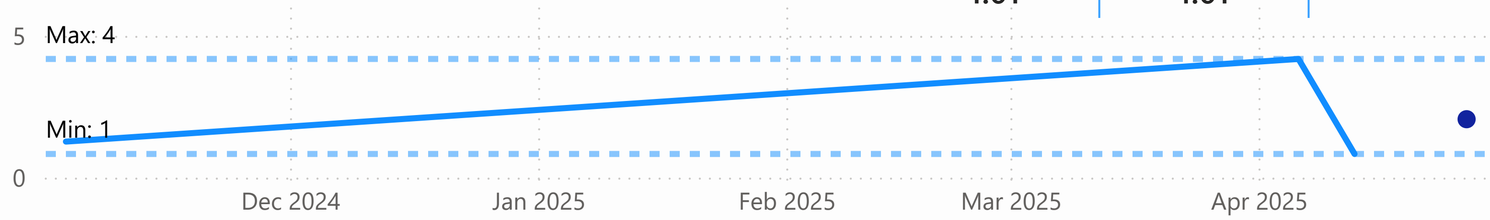
Direction Inbound to Nacala · Outbound from Nacala



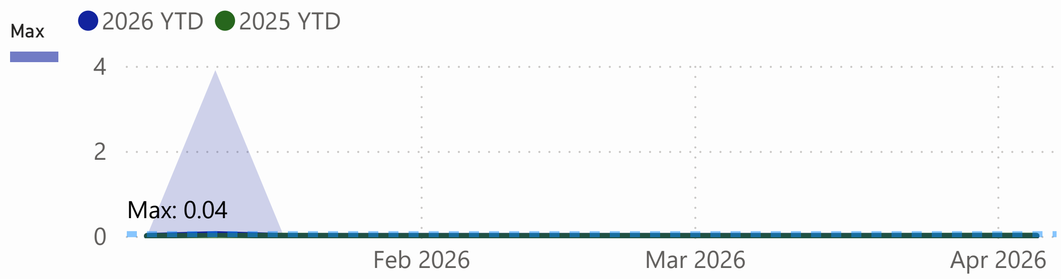
Border Crossing Time (hrs)

Chiponde / Mandimba Malawi - Mozambique · Mozambique - Malawi

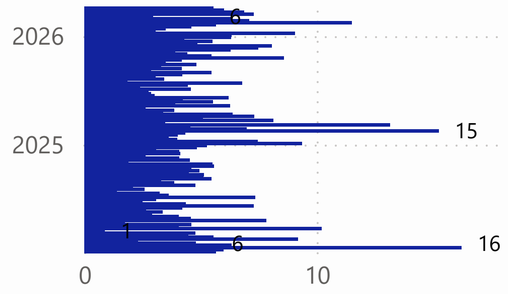
2024 YTD	2025 YTD	2026 YTD
1.01	1.01	--



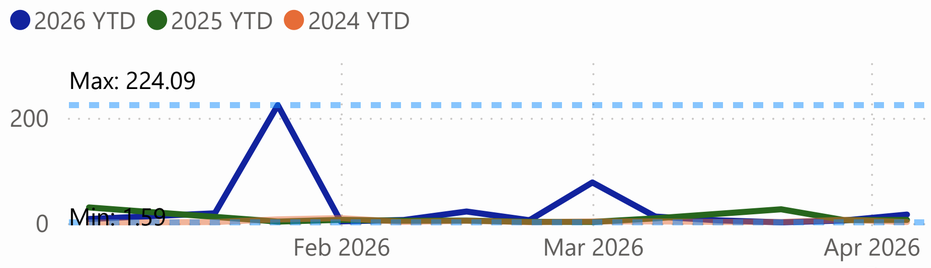
Border Average Queue Length (km)



Port Call Average Duration (days)



HMV Port Precinct Average Turn Around Time (hrs)



Vessel types included in analysis

- Bulk Carriers
- Chemical Tankers
- Oil Tankers
- Containers
- General Cargo
- Liquified Gas Carriers

Reporting Period : Mon 30 Mar 2026 - Sun 05 Apr 2026

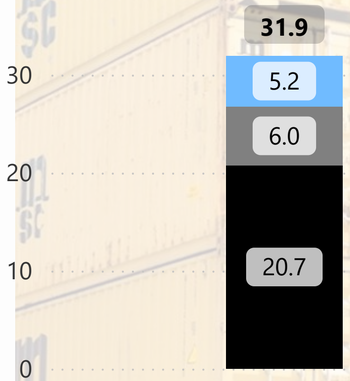
Nacala / Blantyre Southern Benchmark **Performance** -

Understanding the dynamics of transport corridors is crucial for optimizing supply chain operations and fostering seamless trade flows, driving economic growth and prosperity regionally and globally.

This is explored by unpacking key elements such as:

- Corridor Travel Time by Heavy Motor Vehicle (HMV)
- Modality Performance: e.g. Port Call = Time Vessel Spend at Port
- Key infrastructure or logistics hubs: e.g. HMV time through Border Post

HMV Previous Weekly Average Hours



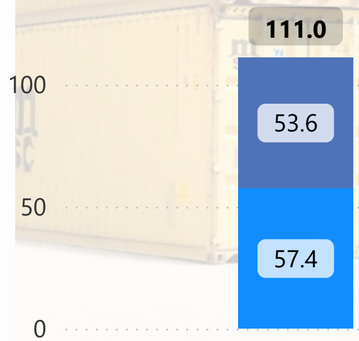
Week on Week Change

HMV Port Precinct
16 hr (+11 hr 12 min)

HMV Border
7 hr 17 min (+1 hr 16 min)

HMV Road
24 hr (+3 hr 12 min)

Vessel Previous Weekly Average Hours



Week on Week Change

Vessel Anchorage
3 days 19 hr (+42 min)

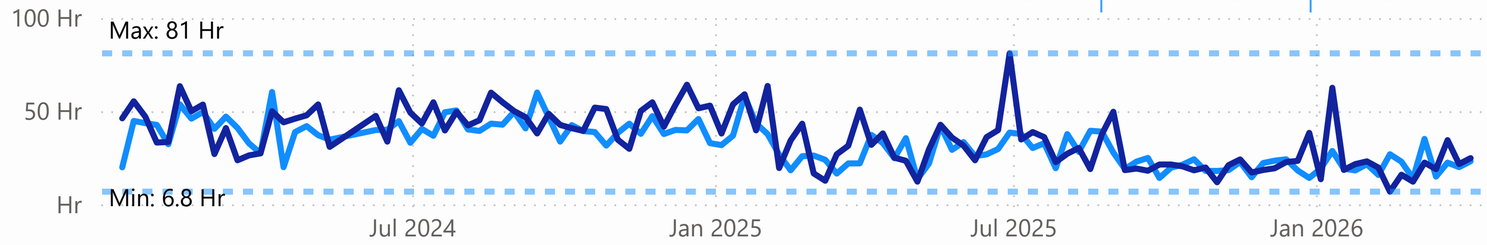
Vessel Berth
1 day 15 hr (-20 min)

Border Crossing Time (hrs)

Week's AVG speed
36.57 kph

2024 YTD	2025 YTD	2026 YTD
42.75	42.83	31.19

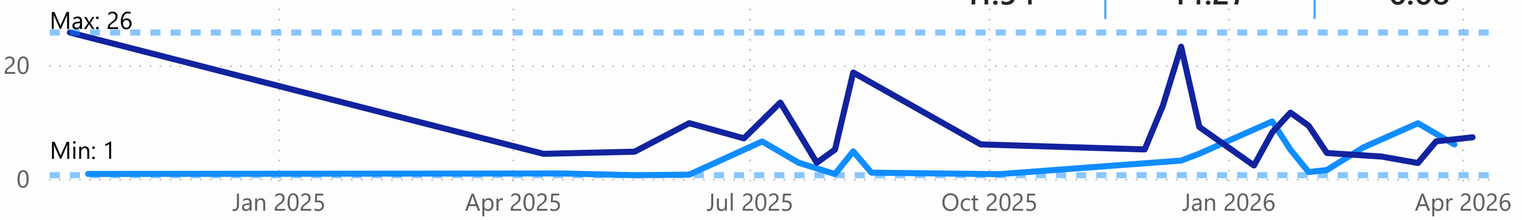
Direction Inbound to Nacala Outbound from Nacala



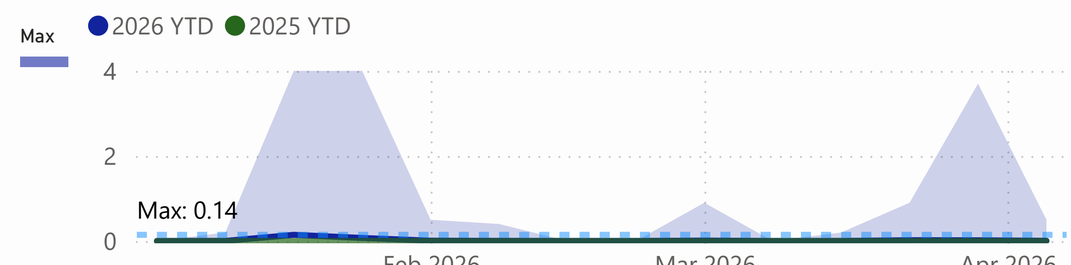
Border Crossing Time (hrs)

2024 YTD	2025 YTD	2026 YTD
11.54	14.27	6.68

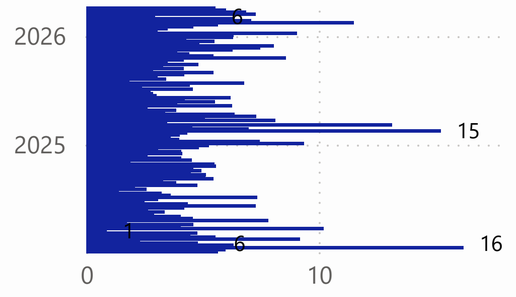
Milange / Muloza Malawi - Mozambique Mozambique - Malawi



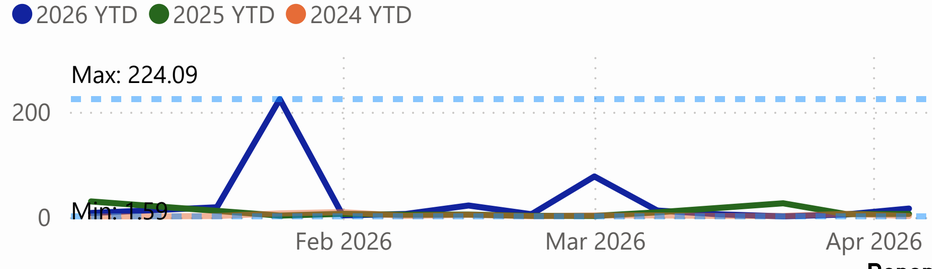
Border Average Queue Length (km)



Port Call Average Duration (days)



HMV Port Precinct Average Turn Around Time (hrs)



Vessel types included in analysis

- Bulk Carriers
- Chemical Tankers
- Oil Tankers
- Containers
- General Cargo
- Liquified Gas Carriers

NDC C.P.M.M.

Enhancing trade and logistics efficiency throughout the supply chain

LMS

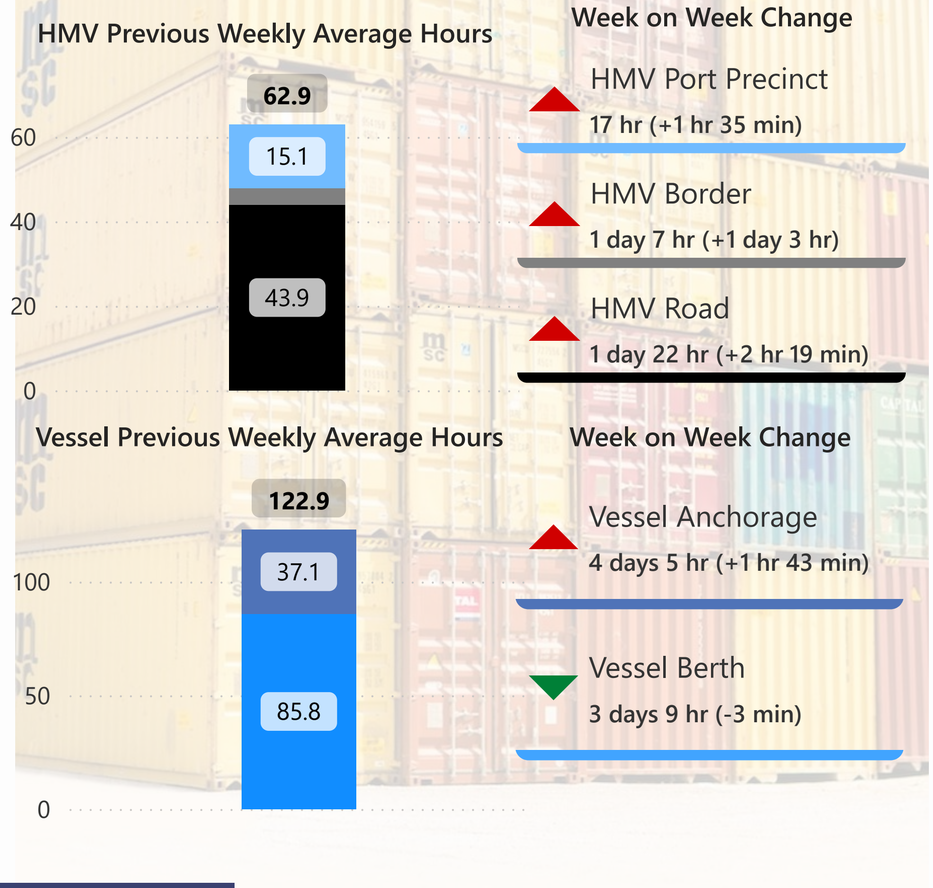
Reporting Period : Mon 30 Mar 2026 - Sun 05 Apr 2026

Beira/ Lilongwe Benchmark **Performance** -

Understanding the dynamics of transport corridors is crucial for optimizing supply chain operations and fostering seamless trade flows, driving economic growth and prosperity regionally and globally.

This is explored by unpacking key elements such as:

- Corridor Travel Time by Heavy Motor Vehicle (HMV)
- Modality Performance: e.g. Port Call = Time Vessel Spend at Port
- Key infrastructure or logistics hubs: e.g. HMV time through Border Post

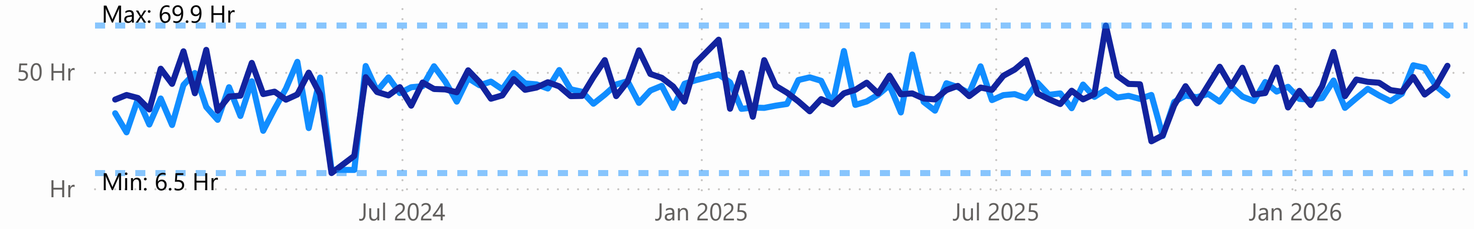


Corridor Average Transit Time (hrs)

Direction Inbound to Beira · Outbound from Beira

Week's AVG speed: 37.33 kph

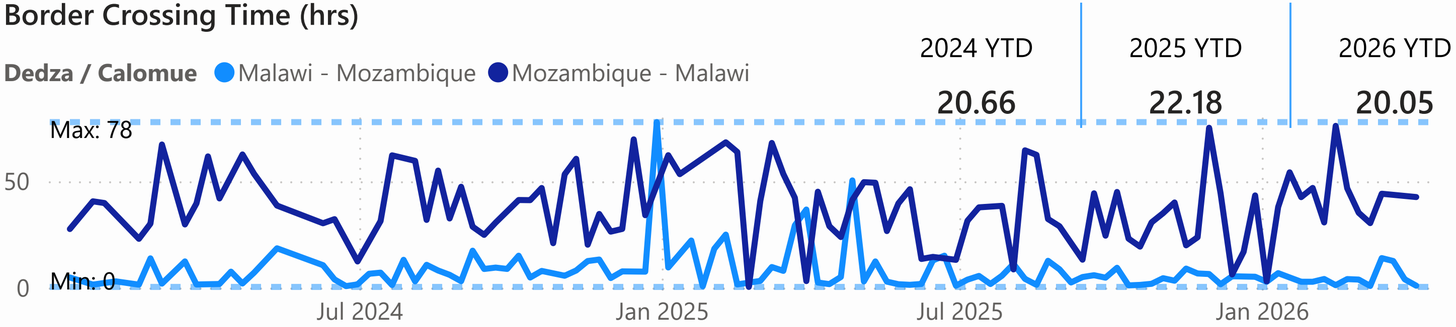
2024 YTD	2025 YTD	2026 YTD
43.77	42.15	43.06



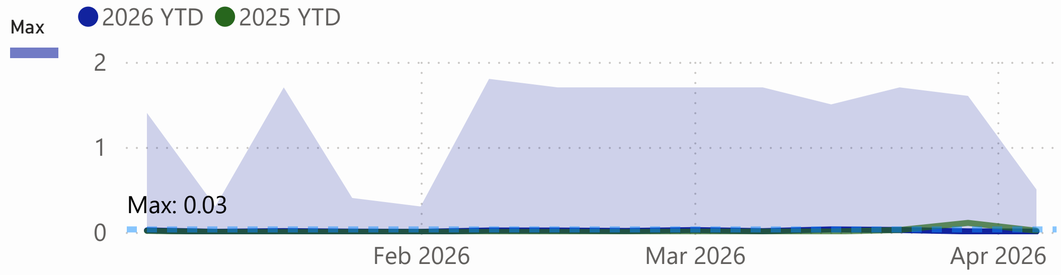
Border Crossing Time (hrs)

Dedza / Calomue Malawi - Mozambique · Mozambique - Malawi

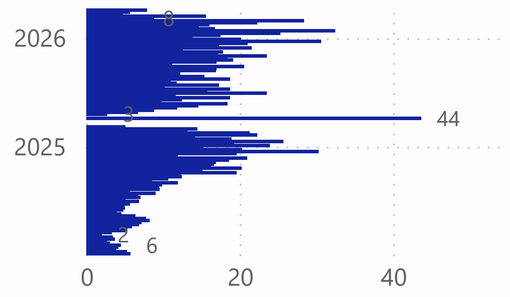
2024 YTD	2025 YTD	2026 YTD
20.66	22.18	20.05



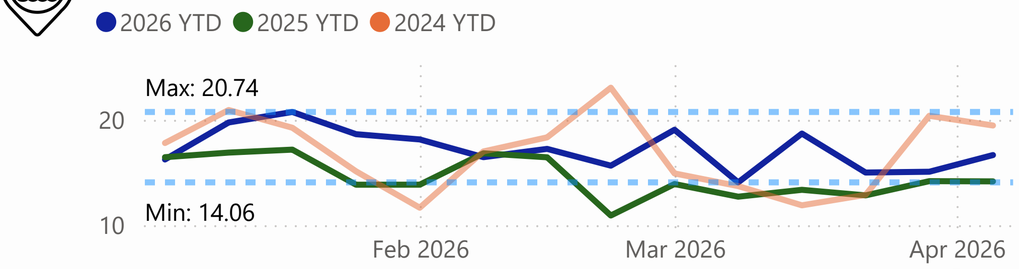
Border Average Queue Length (km)



Port Call Average Duration (days)



HMV Port Precinct Average Turn Around Time (hrs)



Vessel types included in analysis

- Bulk Carriers
- Chemical Tankers
- Oil Tankers
- Containers
- General Cargo
- Liquified Gas Carriers

NDC C.P.M.M.

Enhancing trade and logistics efficiency throughout the supply chain

LMS Logistics Monitoring System

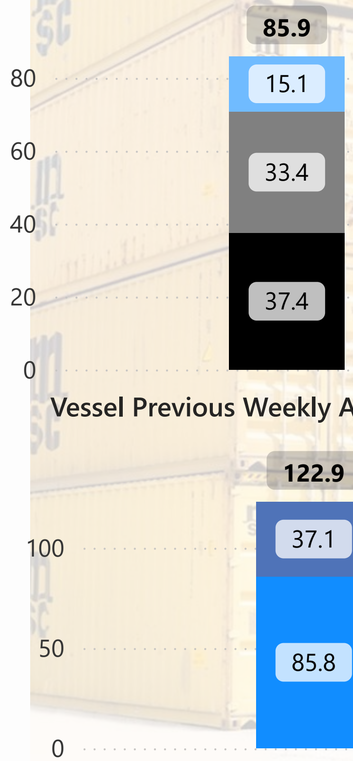
Beira/ Lusaka Benchmark **Performance** -

Understanding the dynamics of transport corridors is crucial for optimizing supply chain operations and fostering seamless trade flows, driving economic growth and prosperity regionally and globally.

This is explored by unpacking key elements such as:

- Corridor Travel Time by Heavy Motor Vehicle (HMV)
- Modality Performance: e.g. Port Call = Time Vessel Spend at Port
- Key infrastructure or logistics hubs: e.g. HMV time through Border Post

HMV Previous Weekly Average Hours



Week on Week Change

HMV Port Precinct
17 hr (+1 hr 35 min)

HMV Border
18 hr (-15 hr)

HMV Road
1 day 24 hr (+10 hr 31 min)

Vessel Previous Weekly Average Hours

Week on Week Change

Vessel Anchorage
4 days 5 hr (+1 hr 43 min)

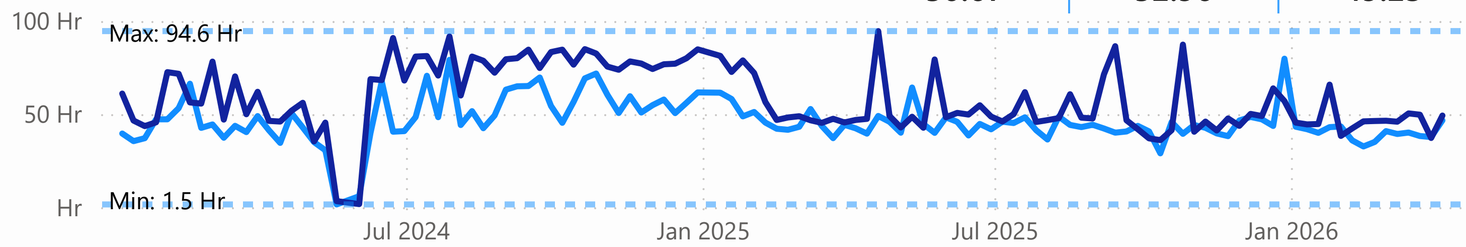
Vessel Berth
3 days 9 hr (-3 min)

Corridor Average Transit Time (hrs)

Week's AVG speed
35.67 kph

2024 YTD	2025 YTD	2026 YTD
50.67	52.96	49.23

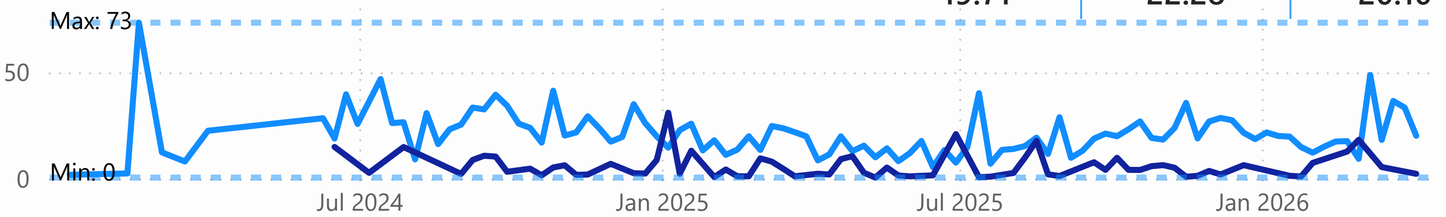
Direction Inbound to Beira · Outbound from Beira



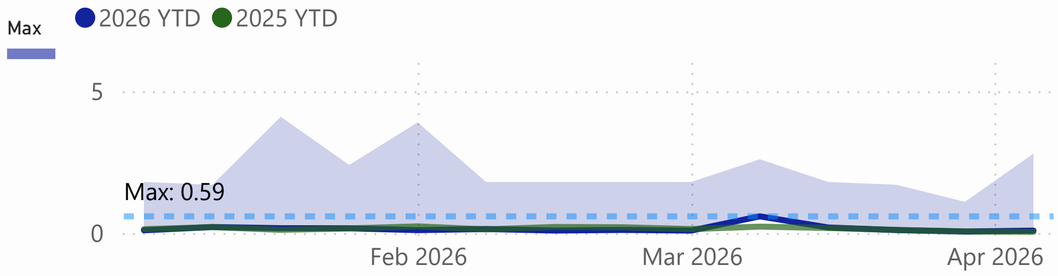
Border Crossing Time (hrs)

2024 YTD	2025 YTD	2026 YTD
19.71	22.28	20.10

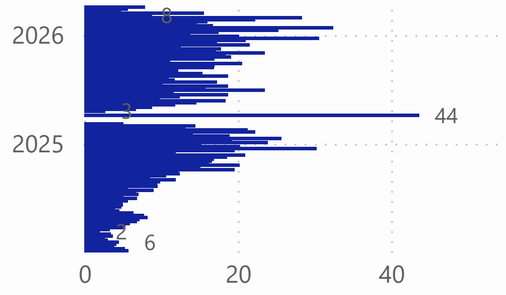
Cassacatiza / Chanida Mozambique - Zambia · Zambia - Mozambique



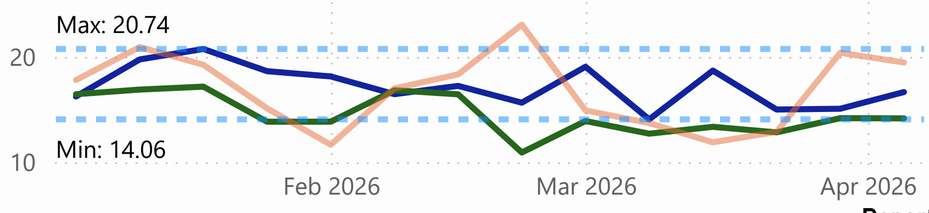
Border Average Queue Length (km)



Port Call Average Duration (days)



HMV Port Precinct Average Turn Around Time (hrs)



Vessel types included in analysis

- Bulk Carriers
- Chemical Tankers
- Oil Tankers
- Containers
- General Cargo
- Liquified Gas Carriers

NDC C.P.M.M.

Enhancing trade and logistics efficiency throughout the supply chain

LMS

Beira/ Blantyre Benchmark **Performance** -

Understanding the dynamics of transport corridors is crucial for optimizing supply chain operations and fostering seamless trade flows, driving economic growth and prosperity regionally and globally.

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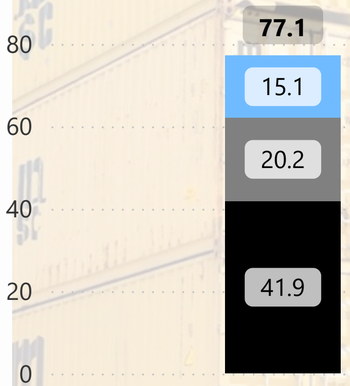
- Corridor Travel Time by Heavy Motor Vehicle (HMV)
- Modality Performance: e.g. Port Call = Time Vessel Spend at Port
- Key infrastructure or logistics hubs: e.g. HMV time through Border Post

HMV Previous Weekly Average Hours



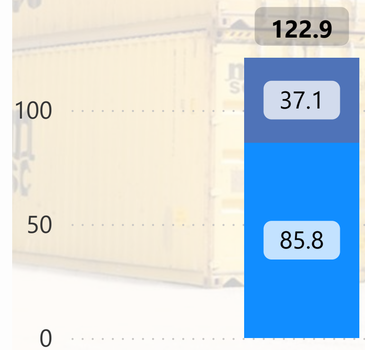
Week on Week Change

HMV Port Precinct
17 hr (+1 hr 35 min)

HMV Border
19 hr (-1 hr 31 min)

HMV Road
2 days 2 hr (+8 hr 26 min)

Vessel Previous Weekly Average Hours



Week on Week Change

Vessel Anchorage
4 days 5 hr (+1 hr 43 min)

Vessel Berth
3 days 9 hr (-3 min)

NDC C.P.M.M.

Enhancing trade and logistics efficiency throughout the supply chain

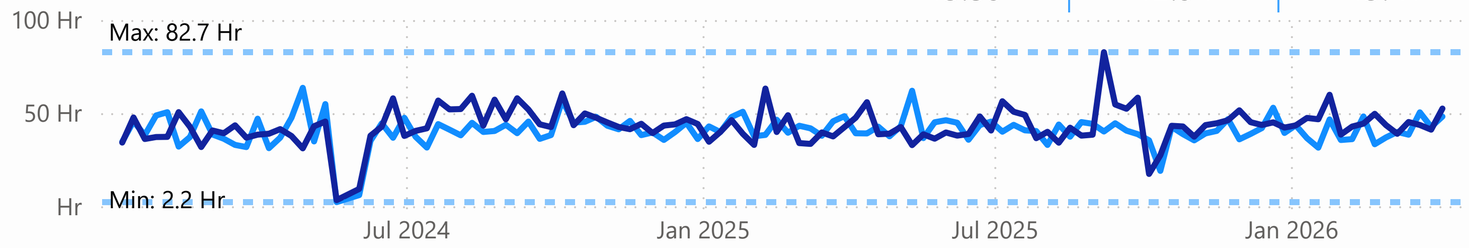
LMS

Corridor Average Transit Time (hrs)

Week's AVG speed
33.71 kph

2024 YTD	2025 YTD	2026 YTD
43.59	42.94	43.41

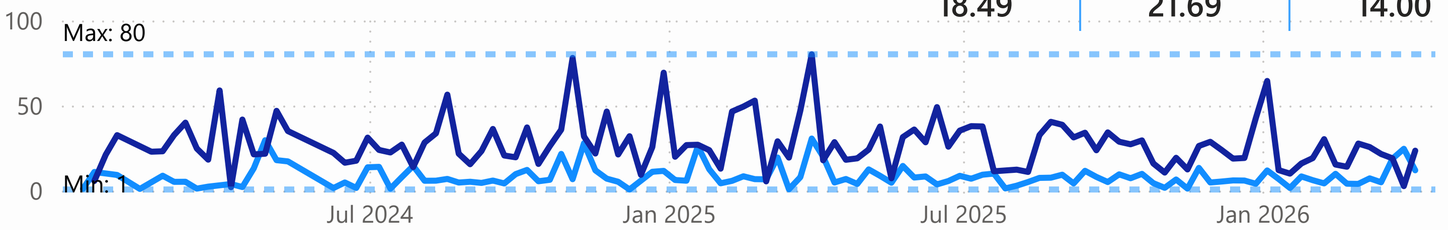
Direction Inbound to Beira · Outbound from Beira



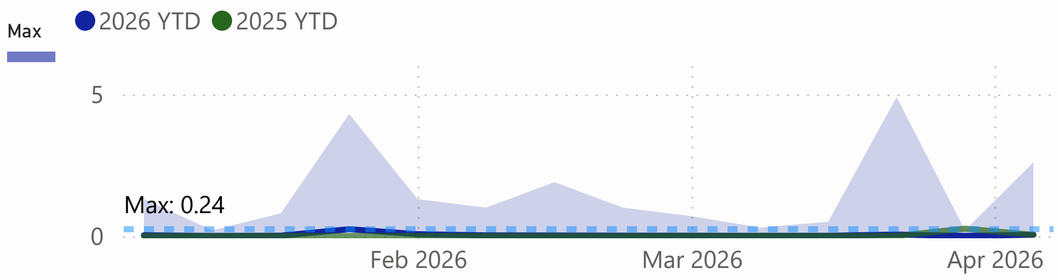
Border Crossing Time (hrs)

2024 YTD	2025 YTD	2026 YTD
18.49	21.69	14.00

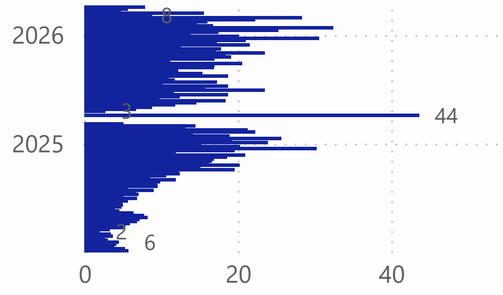
Zobue / Mwanza Malawi - Mozambique · Mozambique - Malawi



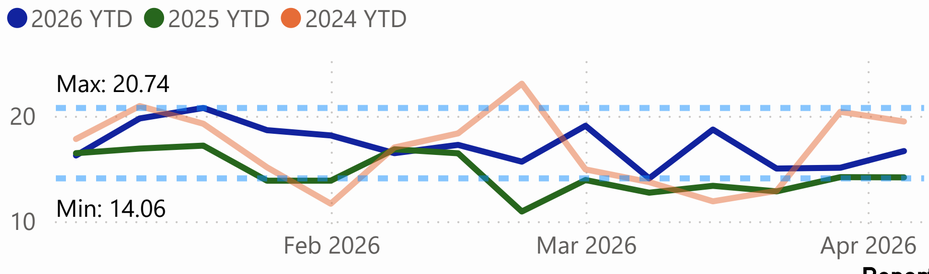
Border Average Queue Length (km)



Port Call Average Duration (days)



HMV Port Precinct Average Turn Around Time (hrs)



Vessel types included in analysis

- Bulk Carriers
- Chemical Tankers
- Oil Tankers
- Containers
- General Cargo
- Liquified Gas Carriers

Definitions and Glossary

- **Baselines:** Benchmarks established from corridor performance data recorded in 2023 . These serve as reference points against which current and future performance is measured.
- **Border Queue Length:** The total distance, measure in kilometres (km), of the Heavy Motor Vehicle (HMV) queue waiting to cross at a border post. This is estimated using sampled HMV GPS data and represents the distance from the border post to the point where vehicles are stationary due to congestion. 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:** The total time taken for a HMV to complete the border crossing processes, measured from arrival at the border queue to exit the border post.
- **Corridor Incidents:** Reported events along the corridor that may affect traffic flow and operations, including protests, road accidents and congestion.
- **Corridor Segment:** A defined section of a corridor between commonly observed entry and exit points used for performance analysis. For example, a segment of the Beira Corridor runs from Beira to Dondo.
- **Corridor Travel Time:** The total time a HMV spends travelling within the defined segments of a corridor, taking into account that vehicles may enter or exit the corridor at different point along the route.
- **HMV (Heavy Motor Vehicle):** A large commercial vehicle used for transporting goods or materials by road, typically including heavy trucks and freight carriers.
- **Ninetieth Percentile (90th Percentile):** A statistical measure representing the value below which 90 percent of observations fall. It is used to capture higher-end variations in performance while minimizing the influence of extreme outliers.
- **OBC/GPS Data:** Data collected from On-Board Computers (OBC) and Global Positioning System (GPS) devices installed in vehicles or equipment, used to track location, movement, and operational performance.
- **Percentage Change (Last 7 Days vs Previous 7 Days):** The percentage difference between the value of an indicator recorded over the most recent 7-day period and that of the preceding 7-day period.
- **Primary Flow/ Primary Roads**: Major transport routes or main arterial roads within a corridor network that carry the majority of freight traffic for example M1 in Malawi and N1 in Mozambique.
- **Port Precinct:** The broader area surrounding a port where maritime trade and logistics activities occur, including terminals, warehouses, storage yards, and associated road and rail infrastructure.
- **Port Call/Total Days at Port:** The total duration a vessel spends at the port, from arrival at anchorage to departure from berth. This excludes time spent at anchorage if the vessel does not proceed to berth.
- **Tenth Percentile (10th Percentile):** A statistical measure representing the value below which 10 percent of observations fall. It is often used to identify lower-end performance levels or slower movements within a dataset.
- **Terminal Time:** The time a Heavy Motor Vehicle (HMV) spends within a designated terminal or operational zone, measured using sampled GPS data that records vehicle entry and exit times.
- **Vessel Anchorage:** The duration a vessel remains at anchor within a designated anchorage area before proceeding to berth or departing the port.
- **Vessel Berth:** The duration a vessel spends moored at the quayside during cargo loading, unloading, or other port operations.
- **YTD:** YTD: The period starting from 1 January of the referenced year up to the latest reporting date. For example, YTD for 2026 as of 20th March 2026 covers 1st January 2026 to 20th March 2026.

How can you participate?

The Nacala Development Corridor Management Committee (NDCMC) invites all corridor stakeholders to actively participate in strengthening the Corridor Performance Measurement and Monitoring (CPMM) system, with the objective of unlocking the full potential of the Nacala and Beira Corridors. Stakeholders are encouraged to contribute through collaboration, as well as by providing monitoring data and feedback.

To express interest in collaboration, submit monitoring data, or share feedback, please contact the Nacala Development Management Committee (NDCMC) via:
Email: info@satcp.mw or mozcpmm22@gmail.com

For technical enquiries, please contact:
Email : enquiries@crickmay.co.za
Telephone : +27 33 343 1007