

ADAPTIVE **PORT SYSTEMS** by ADAPTIVE RECOGNITION



THE GATE IS THE BOTTLENECK

Automating the vehicle journey from approach road to car deck.

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Every minute at the gate has a cost. The manual gate caps your capacity.

45–90 s

per vehicle, manual booth

Every car and truck stops while someone finds the booking.

1 person

in every lane, every shift

Hardest and most expensive to staff exactly when peak hits.

3–5×

traffic at peak season

Queues back onto the public road. Ships sail with empty deck space.

Booking mismatches and misloads add the rest: every exception is a manual override and a vessel held at the berth.

THE OUTCOME

Automate the gate. Same terminal, more sailings.

UP TO

68%

less boarding time per
sailing

UP TO

600

vehicles per hour, per
lane

UP TO

82%

fewer manifest
exceptions

AS LITTLE AS

35 s

to check in a car, no
agent needed

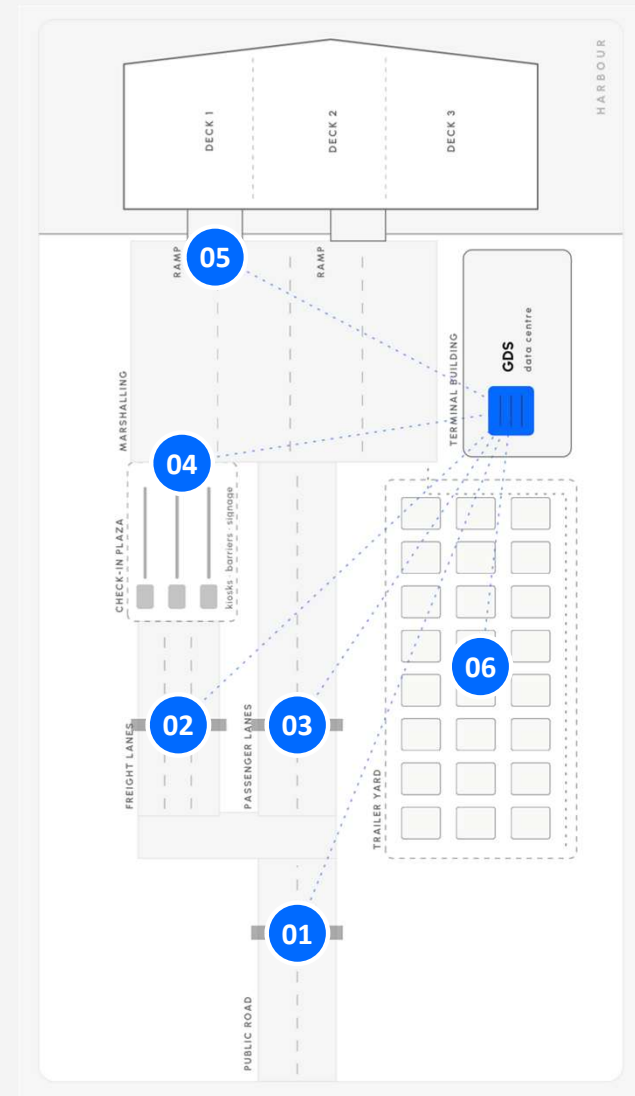
Best results measured at reference deployments. Actual performance depends on port layout, traffic mix, lane design and the port's own integration.

WHAT WE DELIVER

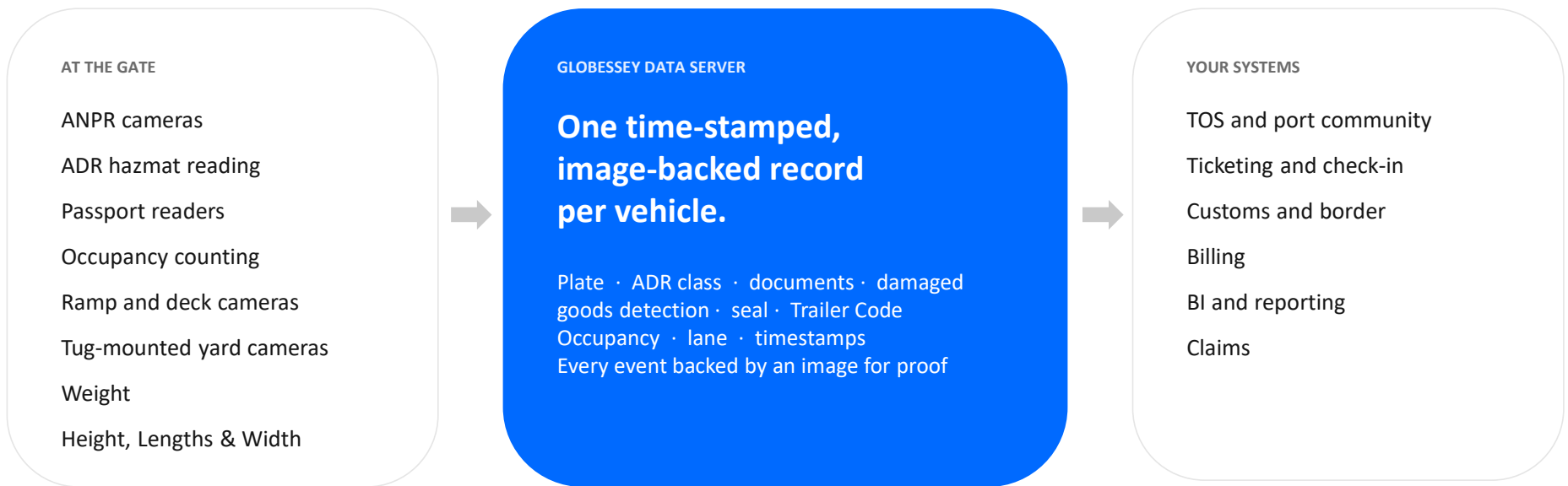
No two ports are the same. Six subsystems, one platform.

- 01 Adaptive Approach Gate**
Every vehicle identified at the port boundary.
- 02 Adaptive Freight Gate**
ANPR, container OCR and ADR hazmat in one pass.
- 03 Adaptive Passenger Gate**
Counts every occupant, even through tinted glass.
- 04 Adaptive Check-In Gate**
Plate and passport read at the lane, as one record.
- 05 Adaptive Deck Loading Monitor**
What drove aboard, and where it was parked.
- 06 Adaptive Mobile Yard Scanner**
Tug-mounted cameras keep the trailer yard counted.

Confidential — property of Adaptive Recognition



Everything writes into one place. Your systems pull it from there.



REST and SDKs for Java, Python, C#, C++ and PHP · On-premise by default · ISO 27001 aligned, NIS2-ready, GDPR · The data stays yours

Your requirement is different. Someone in our own house can build it.

35+

Years of ANPR

Recognising vehicles since 1991, now pointed at the port.

99.7%

ANPR accuracy

Day and night, at 10–70 km/h free-flow.

EU

Built in Budapest

Cameras, readers and engines designed and tested in-house.

24/7

ARGS support

Monitoring, spares and incident response from Copenhagen

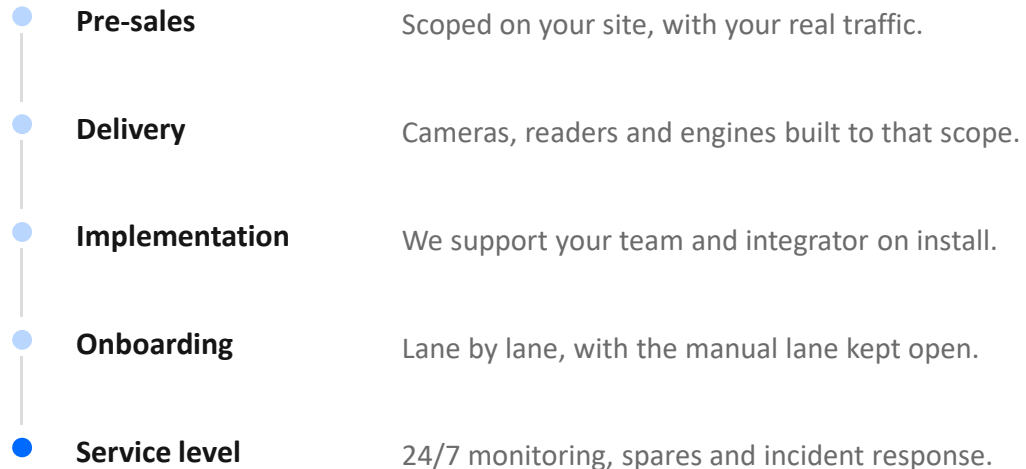
We supply the recognition layer and the data. Kiosks, barriers and civil works stay with you or your integrator.

Most port automation dies after handover. That is the part we changed.

WHAT WE OFTEN SEE

**Equipment delivered.
Invoice paid.
Nobody owns the rest.**

The gate never goes live.



Typically, 3–6 months from contract to go-live. Then we stay on it.

Not a concept. Running at ferry ports today.

UK

United Kingdom

- Busiest ferry port in Europe.
- Vidar cameras read plate, make and model, and ADR placards.
- Coverage expanding as the port digitises.

IR

Ireland

- Adaptive Freight Gates and Adaptive Check-In Gates in service.
- Adaptive Mobile Yard Scanner working the trailer yard.
- 20/7 SLA support through ARGs.

DK / DE

Denmark & Germany

- Our largest deployment.
- 250+ devices reporting into one Globessey Data Server at each port.
- Five of our six subsystems in service.

**No project is too small,
and none is too large.**

If I cannot deliver it, or the timeline is not realistic,
you hear it from me on day one.

Open, honest and transparent communication — before the order, not at acceptance testing.

Start with one lane.

Your traffic, your baseline.

01

Site walk

We come to your terminal and look at the flow you actually have.

02

Scoped pilot

One lane, one subsystem, with the manual lane kept open.

03

Business case

Measured against your own numbers, before and after.

ADAPTIVE PORT SYSTEMS



Thank you.

Tell us about your terminal, traffic volumes and goals. We will scope the right configuration and walk you through what deployment looks like.



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