

The gate you run today with emails, logbooks and phone calls — running itself.

Drivers self-register from the phone. The barrier rises on a confirmed plate read. Every gate, dock and weighing event lands in one append-only audit trail — edits and deletions are refused by the database itself.

What changes on Monday morning

YOUR MORNING TODAY	WITH GATEREV
Drivers email arrival requests; staff copy data into lists	Driver self-registers (EN/SL/DE/SR/HR/PL/RO) from the phone; back-office approves in one click
Paper slips, logbook entries, photos in chat groups	One append-only audit trail — every plate, gate, dock and weighing event, 24-month evidence
Guards cross-check plates by eye	ANPR with N-consecutive-read confirmation — the barrier rises automatically; ambiguous reads go to the guard, never silently
Nobody knows who is on site	Live evacuation list + one-click drill (roll-call report kept for ISO 45001)
Weighing anomalies — a wrong trailer; a typo or fraud — found months later	Tare-anomaly alarm (>20% vs. plate history) + dispatch-order delta check (2% tolerance) at the scale
"Who's late? Who missed?"	KPI: turn-time, on-time %, no-show %, dock utilisation — plus per-carrier scorecard export

Built for the EU from day one

- **Drivers register in their own language.** SL/EN/DE/SR/HR across the driver portal, kiosk and notifications, Slovene dual included. Nobody retypes a driver's details at the barrier — and it is not a machine-translated afterthought. Drivers can also choose Polish or Romanian.
- **GDPR by design.** Data minimisation and retention rules per model, enforced by a coverage gate in CI — a new table does not ship without a retention rule.
- **No biometrics without DPIA.** We do not ship face recognition until the legal gate is cleared. Your compliance team will call that a feature.
- **NIS2-ready audit trail.** Append-only evidence chain. We say what it is: it cannot be quietly deleted. Third-party notarisation is a separate, named step.
- **eFTI integration opening.** An integration opening — deliberately not a platform or certification claim.

Numbers, with the conditions attached

- **We publish what it cannot do.** The gate needs the cloud to decide — offline level 2. Our own document forbids claiming otherwise on this site, and the FAQ says it in the same words. An edge agent and an in-camera allow-list are not built; when they are, this item changes. A vendor who only lists strengths has not told you where the product breaks. And ANPR is a **consumer, not a camera**: we read plate events pushed by the customer's camera (Hikvision and Axis today) and confirm them over N consecutive reads. The camera is not part of what we deliver, and no integration counts as proven until it is measured on your device at your gate distance — a plate on paper across a desk is not that measurement.
- **p95 170 ms.** Baseline: 200 registrations with 50 live boards (SSE) connected. ▲ This run never recorded the conditions of the host it ran on.
- **p95 344 ms.** Re-measured under the same load — 200 registrations, 50 live boards — on a shared host at 117% saturation (loadavg 37.3 across 32 cores).

Pricing

Per location, on an annual contract billed monthly. No charge per driver, per booking or per truck — the price does not rise when your traffic does. Implementation is agreed separately: setting up your site, connecting the equipment at your gate, acceptance with real trucks and on-site training for every shift.

Included for every location: All modules — gate, docks, weighbridge, EHS, evacuation, evidence chain · Unlimited drivers, carriers and bookings · 7 languages for drivers, 5 for staff · Data in the EU. We send a quote after a short call about your gate — number of gates and docks, weighbridge, cameras and traffic. Several sites are quoted together.

Contact: bob@techrevati.com · gaterev.revati.tech · Techrevati, računalniško programiranje in svetovanje, d.o.o. · Staging demo on request.