

Global Assisted Docking System Market Growth 2026-2032

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Abstracts

The global Assisted Docking System market size is predicted to grow from US\$ 301 million in 2025 to US\$ 647 million in 2032; it is expected to grow at a CAGR of 11.6% from 2026 to 2032.

From the perspective of the global marine equipment market, Assisted Docking Systems remain a relatively niche market, but one with high engineering added value. In 2025, the global market is projected to see approximately 11,000 new installations of assisted docking systems, primarily concentrated in large yachts, passenger ferries, cruise ships, high-end service vessels, offshore engineering vessels, and some newly built intelligent commercial vessels. The price of a single system varies considerably: solutions primarily based on sensor fusion and control algorithms with limited modifications to the propulsion system have an overall delivery price of approximately US\$15,000–40,000 per unit; while systems with deep integration of propulsion, thruster, and rudder control, supporting fully automatic docking, can reach US\$80,000–200,000 per unit, with gross profit margins typically ranging from 35% to 50%, significantly higher than single navigation radar or sensor products. An Assisted Docking System is a comprehensive sensing and control system for low-speed maneuvering and docking/undocking operations of ships. Its core objective is to significantly reduce the workload and accident risk for captains and pilots during docking in complex harbors, narrow berths, strong crosswinds/currents, and high-density vessel environments. This system typically integrates marine radar, visual/optical sensors, ultrasonic/laser rangefinding, GNSS/inertial navigation, and propulsion and rudder control algorithms to achieve centimeter-level situational awareness of the vessel relative to the dock, surrounding obstacles, and target berth. It then outputs thrust, rudder angle, and thruster commands automatically or semi-automatically to assist in docking, undocking, and low-speed lateral movement operations. From an engineering perspective, the

assisted docking system is not a single device, but a system-level product comprising 'sensing layer + decision algorithm + execution interface,' and is usually included as a ship maneuvering and safety subsystem in new vessel specifications or high-level port docking requirements.

Supply Chain

The upstream components of the Assisted Docking System primarily include: high-resolution marine radar and microwave components, industrial-grade cameras and optical sensors, laser/ultrasonic ranging modules, high-precision GNSS and inertial navigation units, ship control interface modules, embedded industrial computing platforms, and corrosion-resistant metal and composite material housings and marine-grade connectors and cables. Sensors, algorithm software, system integration, and engineering debugging costs typically account for 60%-75% of the total system cost. System reliability, low-speed ranging accuracy, and multi-sensor fusion stability directly determine engineering acceptability. Typical upstream suppliers include: Analog Devices, Infineon, NXP Semiconductors, Bosch Sensortec, and TE Connectivity, which constitute key cost and technological boundaries in terms of industrial-grade reliability, long-term supply, and suitability for marine applications.

Manufacturer Characteristics

Raymarine, Volvo Penta, and Kongsberg, relying on mature marine electronics and propulsion control systems, have significant system integration advantages in the high-end vessel and engineering vessel sectors; emerging manufacturers are entering the market from algorithms, visual perception, and automation control, gradually expanding to complete vessel solutions.

Breakthrough Points

For assisted docking system manufacturers, the real breakthrough direction is not in continuously adding more hardware sensors, but in transforming assisted docking from a 'high-end optional feature' to a 'default safety capability in port and vessel operating systems.' Specific paths include: First, actively engaging with port and classification society regulations to directly link docking safety, low-speed maneuvering accident rates, and system assistance capabilities, requiring new vessels or specific vessel types to be equipped with assisted docking systems in their technical specifications; Second, weakening the concept of a 'standalone system' in product design, modularizing docking algorithms and sensing capabilities so they can be directly integrated into

existing navigation radar, camera systems, and propulsion control platforms, allowing for entry into more vessel types at a lower incremental cost; Third, shifting from one-time delivery to software licensing, algorithm upgrades, and maintenance services, extending the revenue life cycle per vessel through continuous calibration, port map updates, and system maintenance; Fourth, collaborating with port digital systems, packaging ship-side assisted docking systems with shore-based guidance and berth management systems to form an integrated ship-to-shore solution, thereby increasing project-level penetration and indispensability.

Example

In 2024, driven by the global smart and autonomous vessel market, Hantong Winji applied for a patent for an unmanned vessel autonomous docking and undocking system based on visual-laser fusion. This technology obtains and pre-processes images of the dock area to extract dock edge features, calculates the initial attitude angle of the vessel relative to the dock, and optimizes the initial attitude angle to achieve the optimal vessel attitude estimation result.

Applications

The Assisted Docking System is primarily used in: docking and undocking operations of large yachts and service vessels, low-speed maneuvering of cruise ships and passenger ferries within ports, docking of offshore engineering vessels and special purpose vessels, safe maneuvering in complex port basins and narrow berths, and as a supporting system for high-level intelligent berths in ports. Typical downstream customers include: large yacht owners, cruise ship operators, port management agencies, offshore engineering and special vessel operators, and high-end shipbuilding manufacturers such as Azimut-Benetti, Princess Yachts, MSC Cruises, Royal Caribbean, and Maersk.

Market Influencing Factors

The growth of the assisted docking system market is driven, on the one hand, by the increase in the number of high-end vessels, the increased density of port berths, and stricter safety and compliance requirements – the larger the vessel and the more complex the port, the greater the reliance on low-speed maneuvering safety and automated assistance. On the other hand, changes in the crew experience structure and operating cost pressures are also driving shipowners to reduce their reliance on highly skilled captains through technological means. Regionally, Europe is leading the

way in incorporating assisted docking into configuration standards in the cruise and high-end yacht sectors, North America maintains stable demand in the high-end private vessel market, while China, with its improving port intelligence and high-end shipbuilding capabilities, is becoming an emerging growth market. From a competitive landscape perspective, simply stacking hardware is unlikely to create long-term barriers; the true value lies in algorithm reliability, system integration capabilities, and engineering implementation experience. It is expected that the future market will show an evolution characterized by 'slowly increasing concentration among system manufacturers and a rising proportion of software and service revenue.'

LP Information, Inc. (LPI) ' newest research report, the “Assisted Docking System Industry Forecast” looks at past sales and reviews total world Assisted Docking System sales in 2025, providing a comprehensive analysis by region and market sector of projected Assisted Docking System sales for 2026 through 2032. With Assisted Docking System sales broken down by region, market sector and sub-sector, this report provides a detailed analysis in US\$ millions of the world Assisted Docking System industry.

This Insight Report provides a comprehensive analysis of the global Assisted Docking System landscape and highlights key trends related to product segmentation, company formation, revenue, and market share, latest development, and M&A activity. This report also analyzes the strategies of leading global companies with a focus on Assisted Docking System portfolios and capabilities, market entry strategies, market positions, and geographic footprints, to better understand these firms' unique position in an accelerating global Assisted Docking System market.

This Insight Report evaluates the key market trends, drivers, and affecting factors shaping the global outlook for Assisted Docking System and breaks down the forecast by Distance Measurement Accuracy, by Application, geography, and market size to highlight emerging pockets of opportunity. With a transparent methodology based on hundreds of bottom-up qualitative and quantitative market inputs, this study forecast offers a highly nuanced view of the current state and future trajectory in the global Assisted Docking System.

This report presents a comprehensive overview, market shares, and growth opportunities of Assisted Docking System market by product type, application, key manufacturers and key regions and countries.

Segmentation by Distance Measurement Accuracy:

Decimeter Level

Centimeter Level

Segmentation by Update Frequency:

1–2 Hz

?5 Hz

Segmentation by GNSS Accuracy:

Standard GNSS

Differential GNSS

Segmentation by Application:

Merchant Ship

Fishing Vessels

Others

This report also splits the market by region:

Americas

United States

Canada

Mexico

Brazil

APAC

China

Japan

Korea

Southeast Asia

India

Australia

Europe

Germany

France

UK

Italy

Russia

Middle East & Africa

Egypt

South Africa

Israel

Turkey

GCC Countries

The below companies that are profiled have been selected based on inputs gathered from primary experts and analysing the company's coverage, product portfolio, its market penetration.

- Raymarine (Public, Hudson, USA)
- Volvo Penta (Public, Göteborg, Scotland)
- Avikus NEUBOAT (Private, Fort Lauderdale, USA)
- Navtech Radar (Public, Oxfordshire, UK)
- Yanmar (Public, Osaka, Japan)
- Simrad (Public, Egersund, Norway)
- Honda (Public, Tokyo, Japan)
- Riviera (Private, Coomera, Australia)
- Wartsila (Public, Helsinki, Finland)
- Marautec (Private, Shanghai, China)
- CHUNTAI (Private, Beijing, China)
- AMI Marine (Private, Southampton, UK)
- HTWG Heavy Industry (Private, Nantong, China)
- MetaX (Private, Shanghai, China)
- Orca (Private, Xi'An, China)
- Kongsberg (Public, Kongsberg, Norway)
- Trelleborg (Private, Dubai, UAE)
- CSSC (Private, Shanghai, China)

Straatman (Private, Zwijndrecht, Netherlands)

TOYOTA MARINE (Public, Aichi Prefecture, Japan)

Key Questions Addressed in this Report

What is the 10-year outlook for the global Assisted Docking System market?

What factors are driving Assisted Docking System market growth, globally and by region?

Which technologies are poised for the fastest growth by market and region?

How do Assisted Docking System market opportunities vary by end market size?

How does Assisted Docking System break out by Distance Measurement Accuracy, by Application?

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