

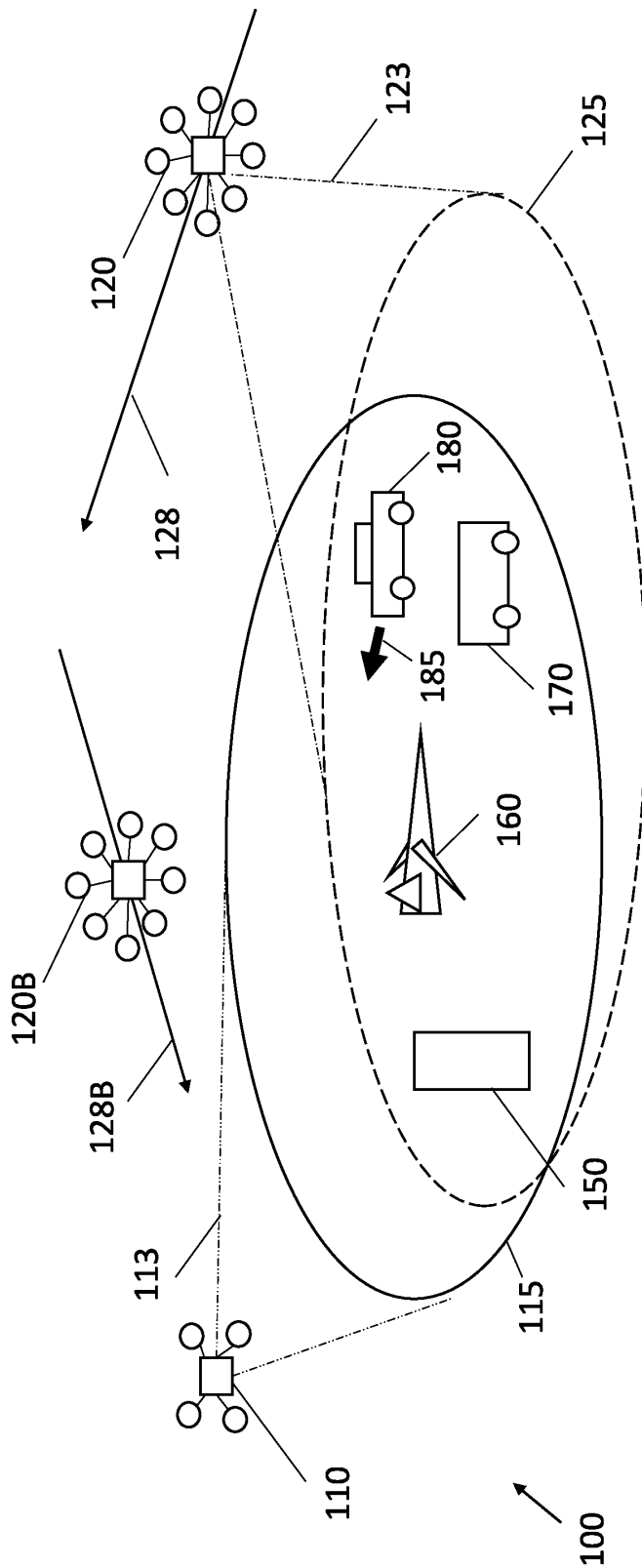


Fig. 1

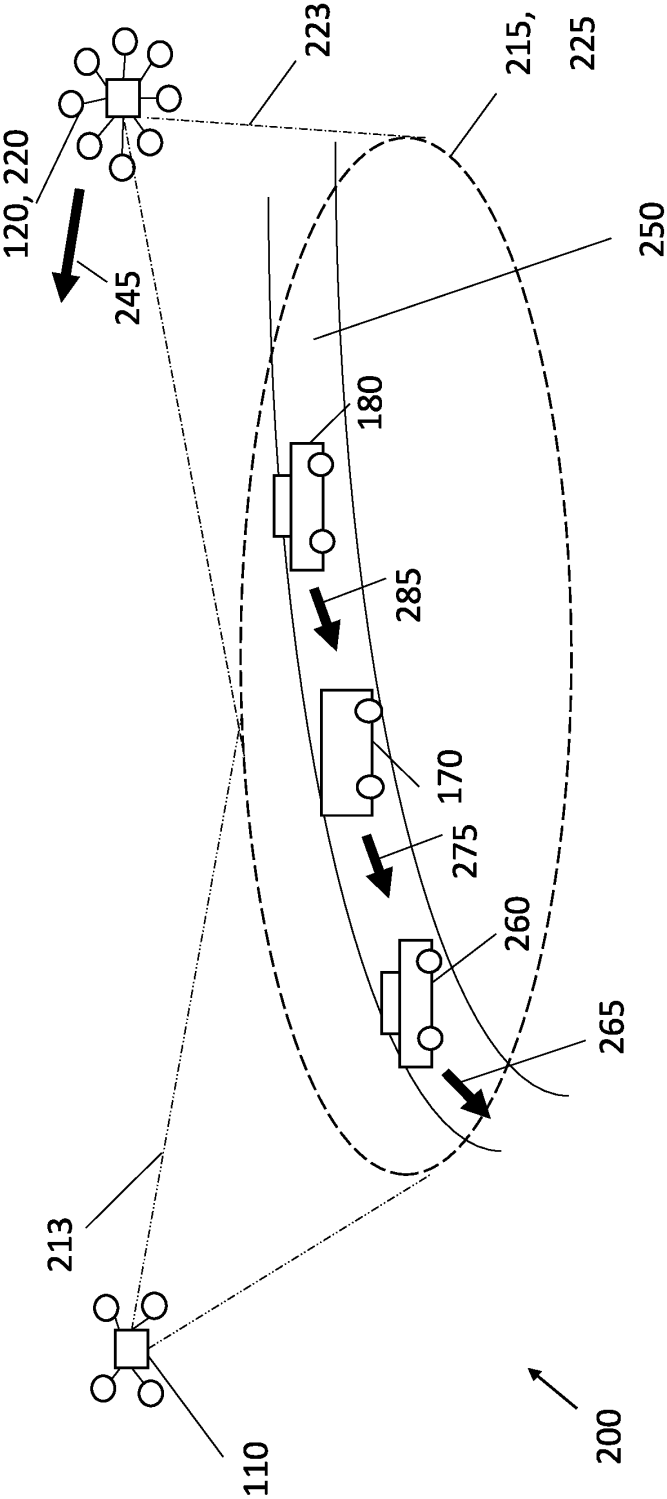


Fig. 2

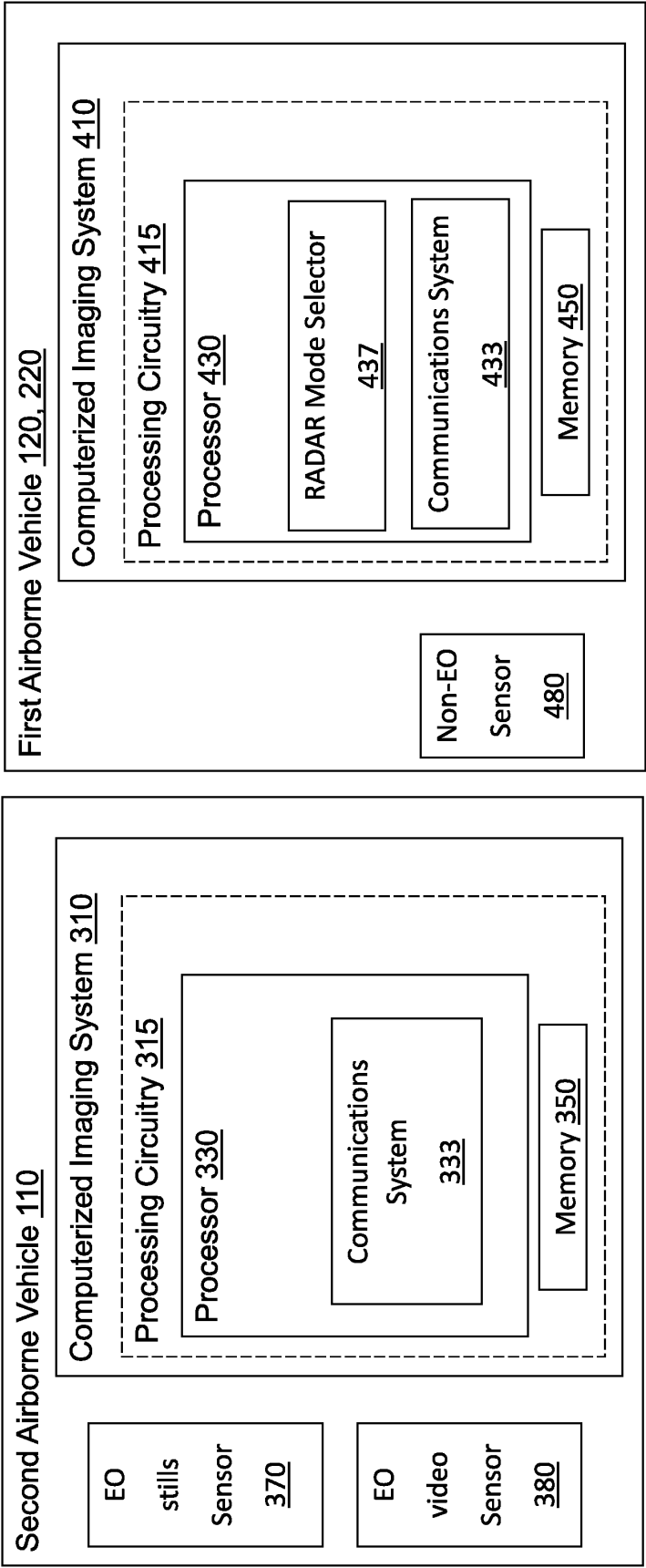


Fig. 3

Fig. 4

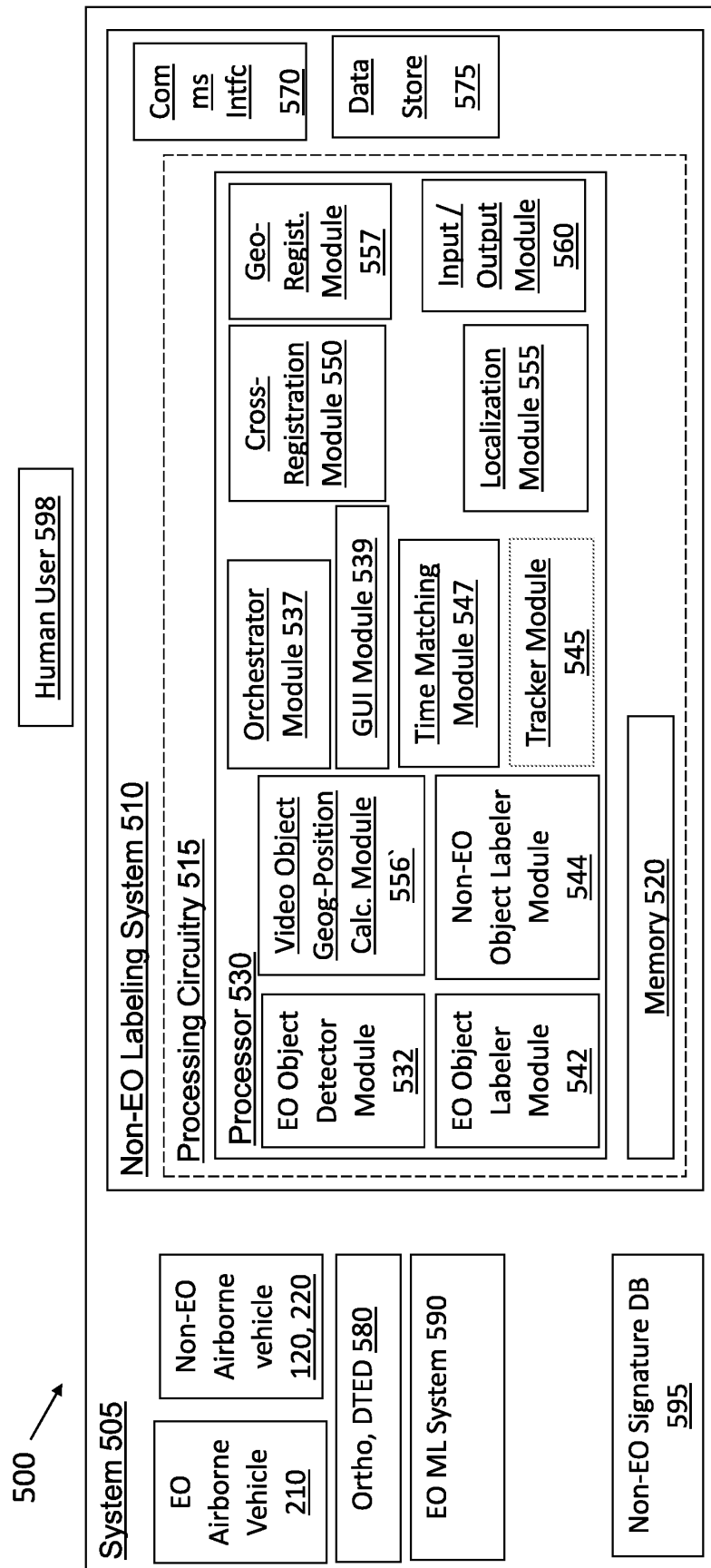


Fig. 5

Fig. 6A

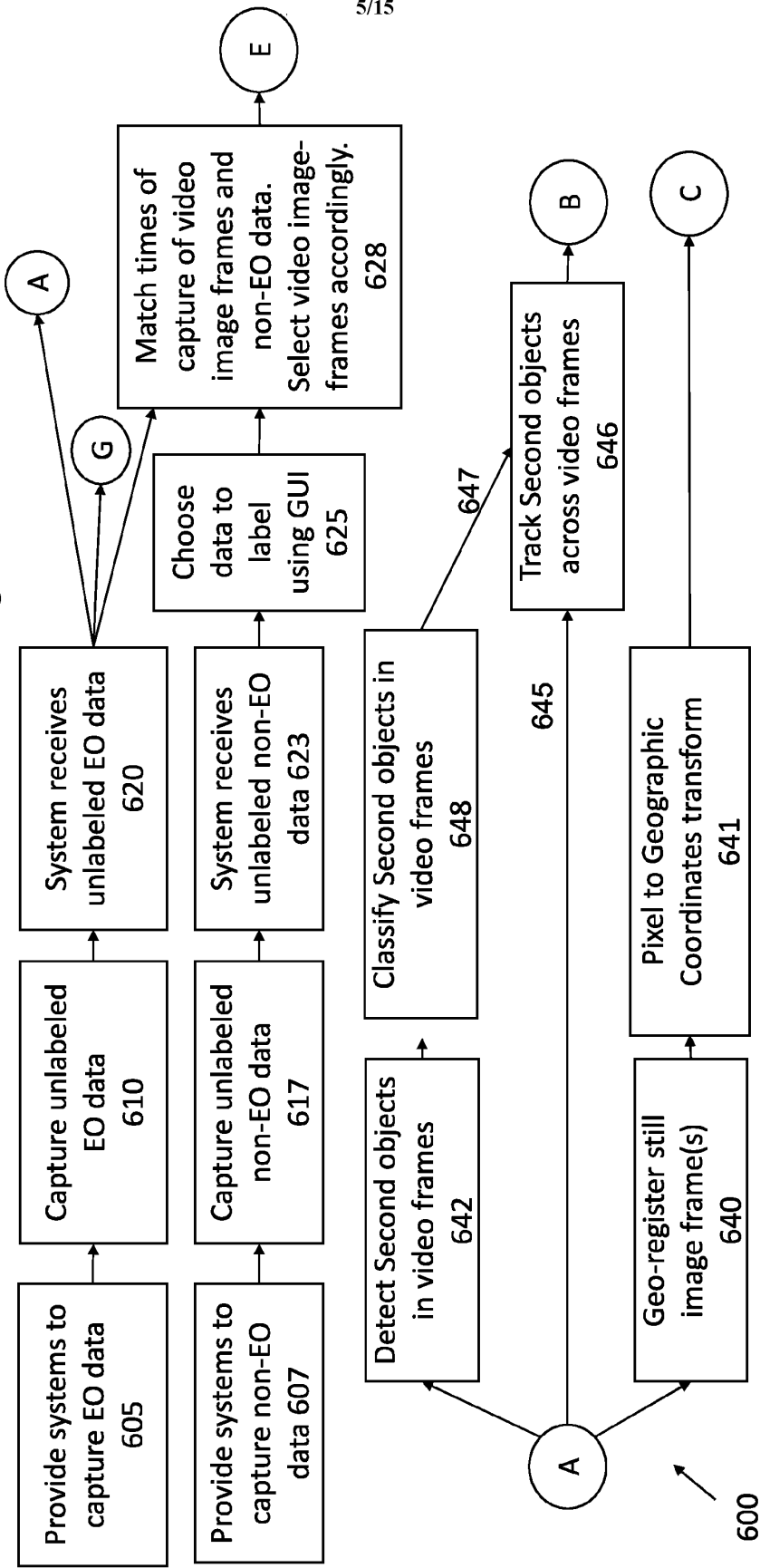
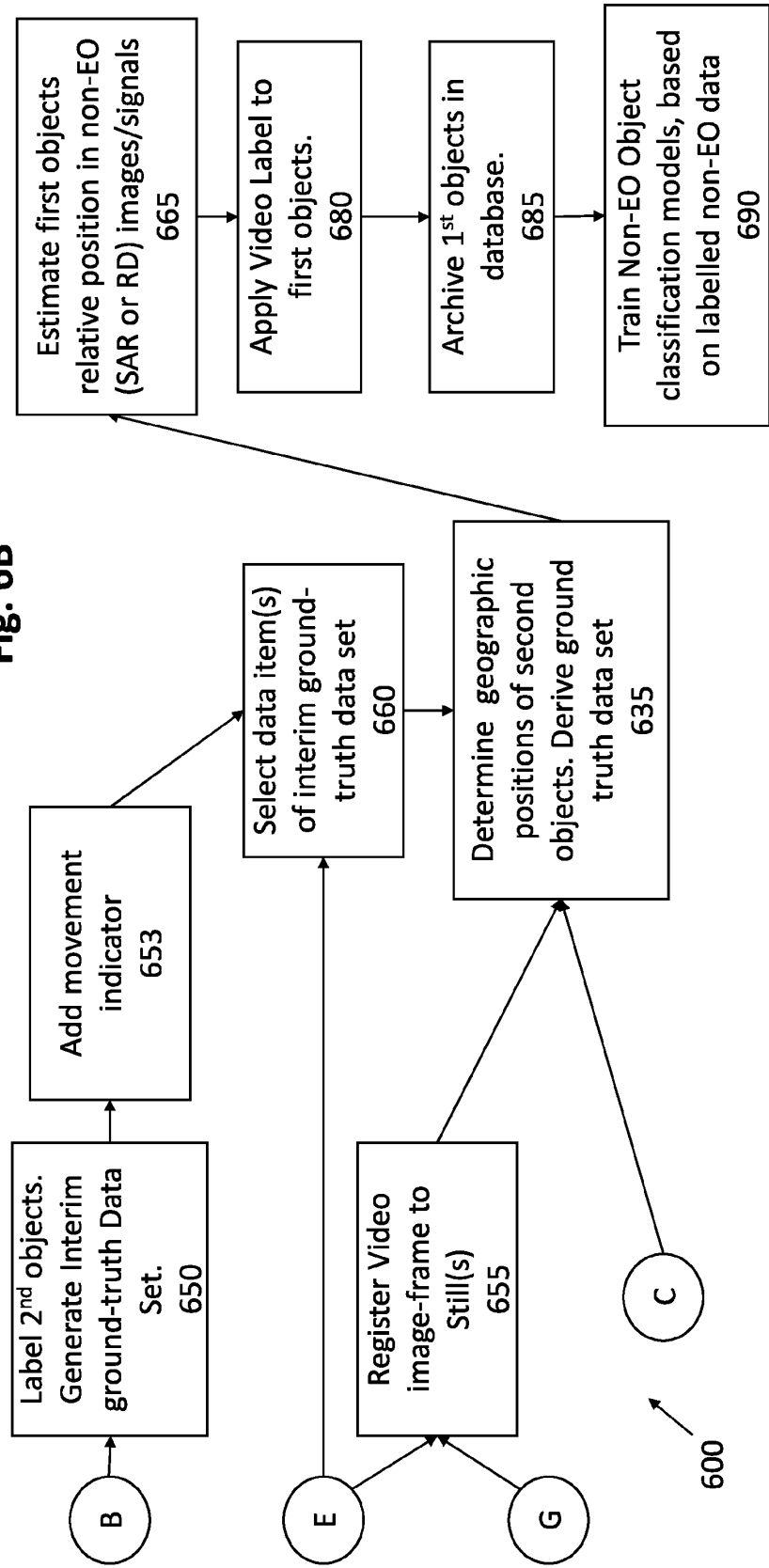


Fig. 6B



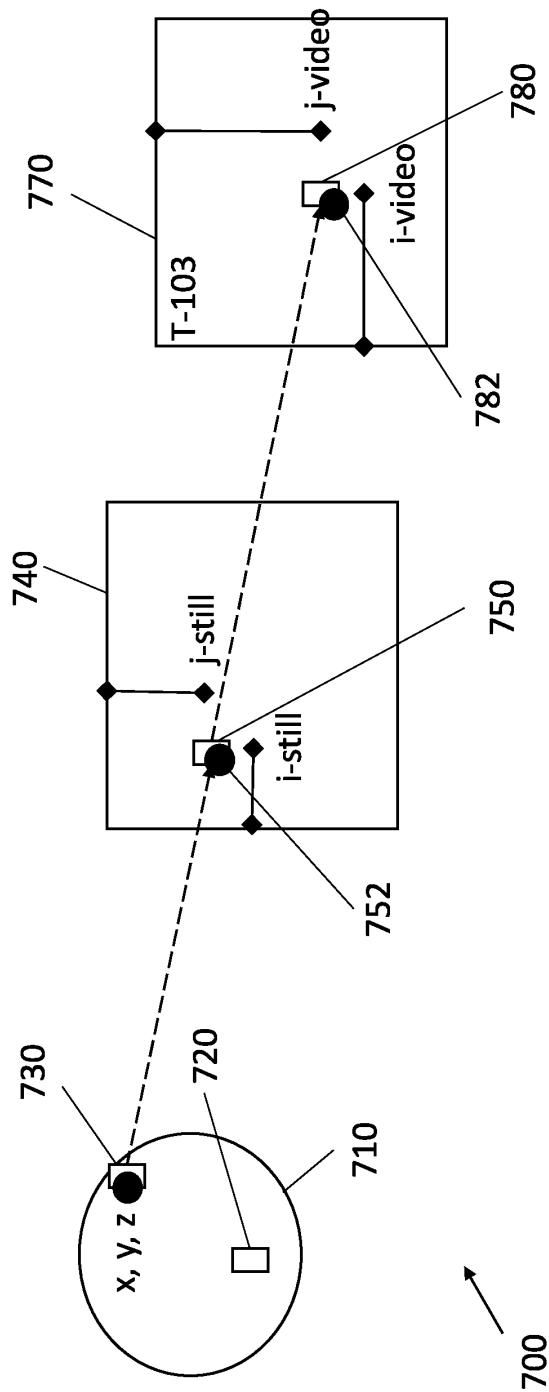


Fig. 7

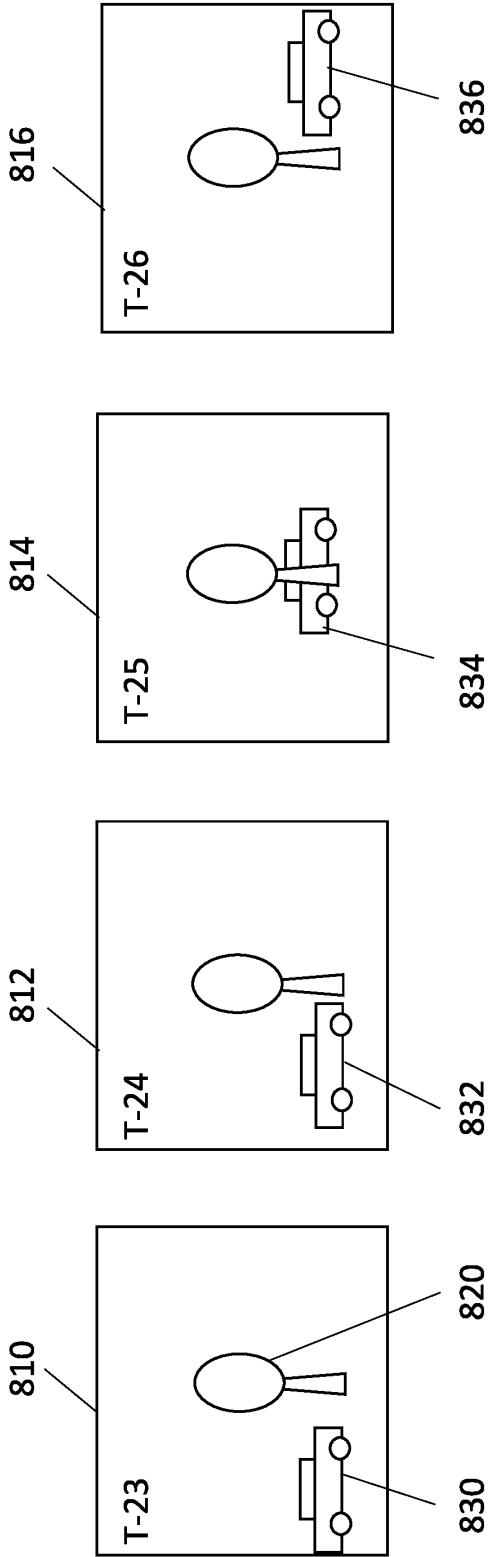


Fig. 8

<u>Record</u> 910	<u>Time</u> 920	<u>i-vid</u> 930	<u>j-vid</u> 935	<u>Movement</u> Indication 960	<u>Classification</u> 970
915	T-3	0.315	0.723	moving	Taxi
925	T-4	0.317	0.721	moving	Taxi
937	T-3	0.678	0.214	stationary	Bus
947	T-4	0.678	0.214	stationary	Bus
...	...				

900 ↗

Fig. 9A

Record 910	Time 920	i-vid 930	j-vid 935	X 940	Y 942	Z 944	Movement Indication 960	Classification 970
915	T-3	0.315	0.723	x1	y1	z1	moving	Taxi
925	T-4	0.317	0.721	x2	y2	z2	moving	Taxi
937	T-3	0.678	0.214	x3	y3	z3	stationary	Bus
947	T-4	0.678	0.214	x3	y3	z3	stationary	Bus
...	...							

990

Fig. 9B

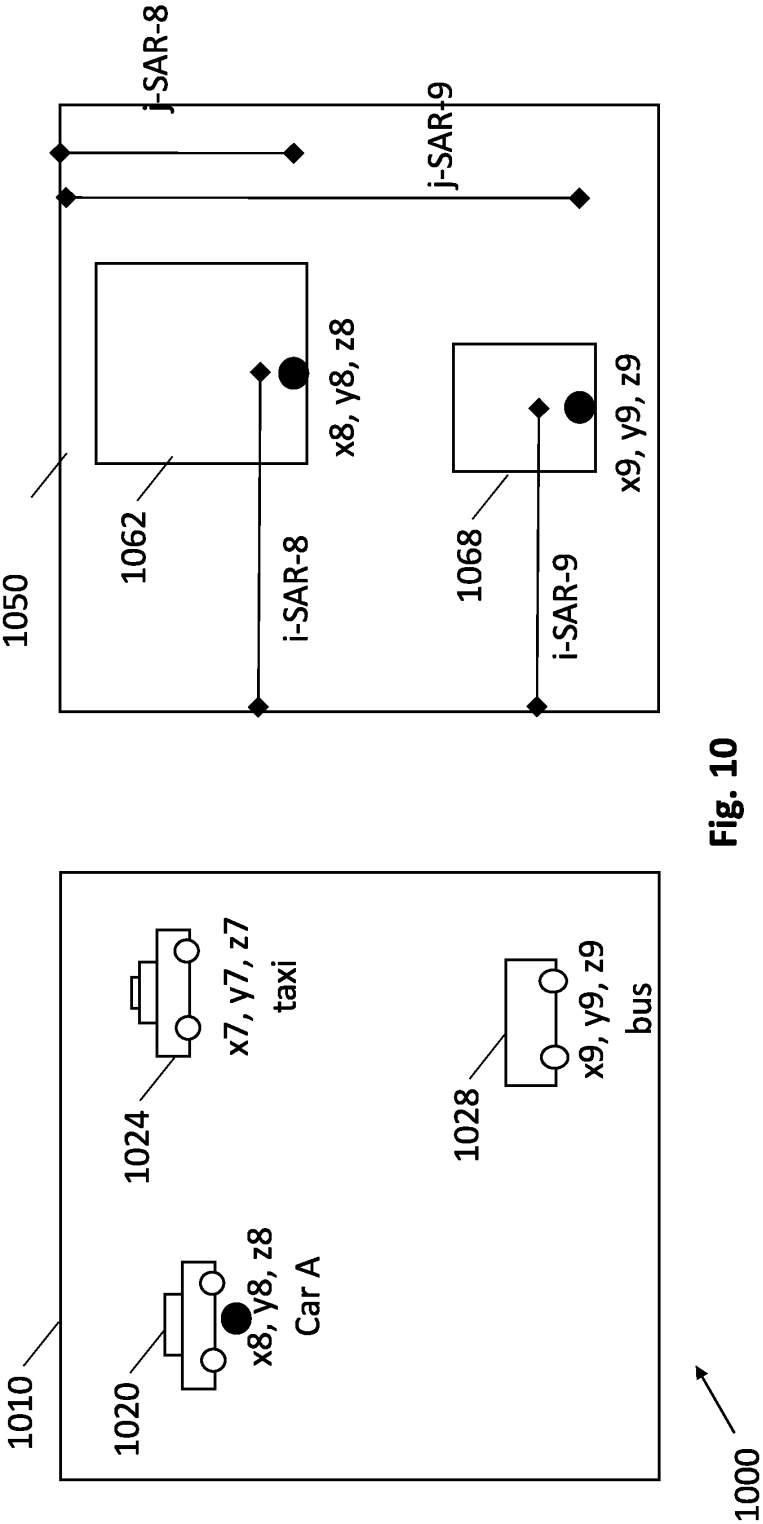
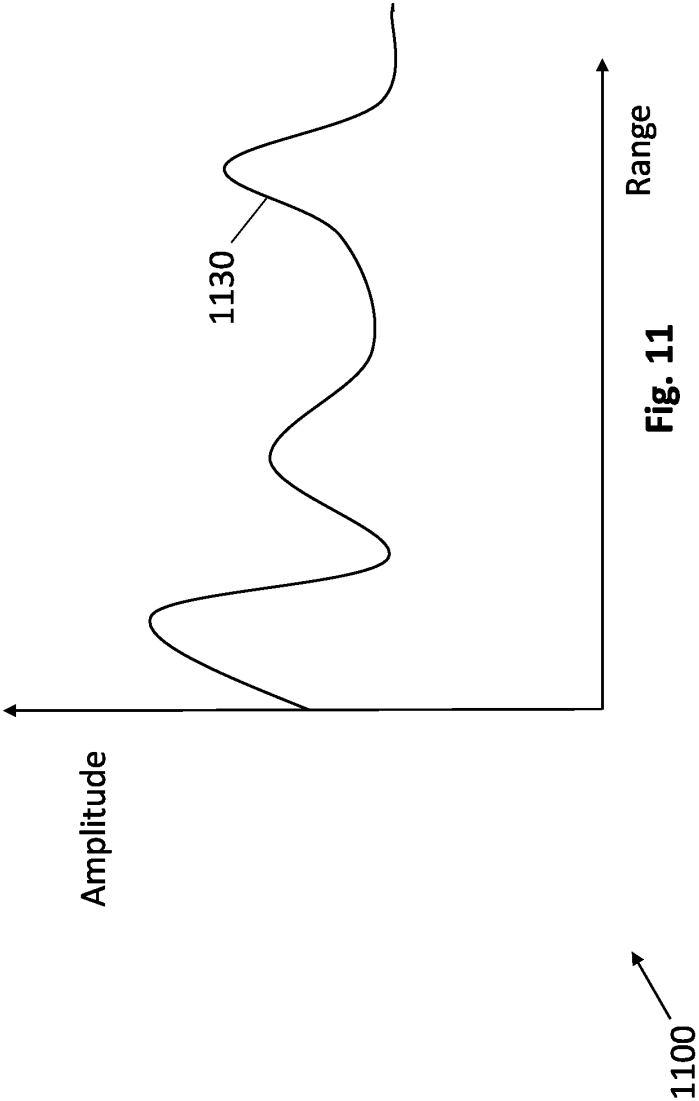


Fig. 10



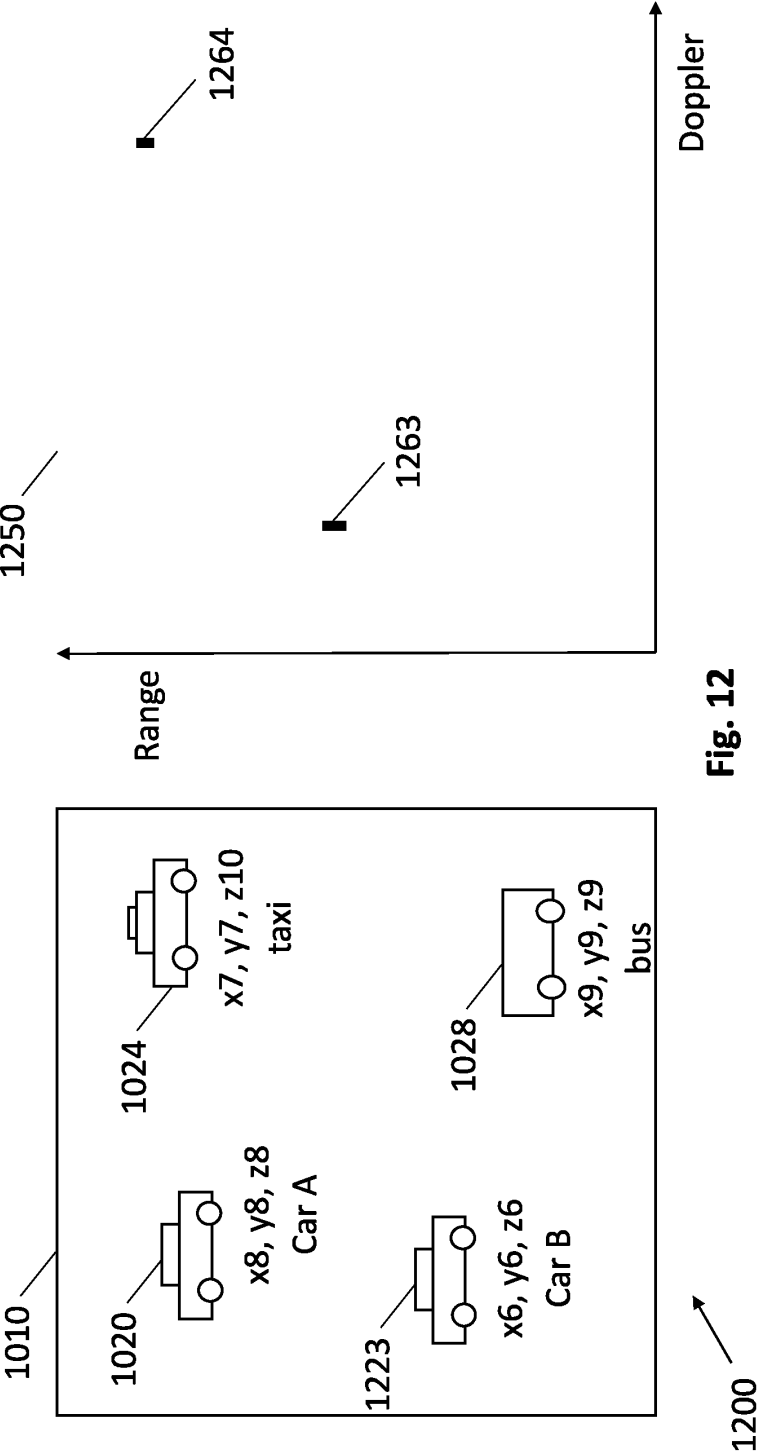


Fig. 12

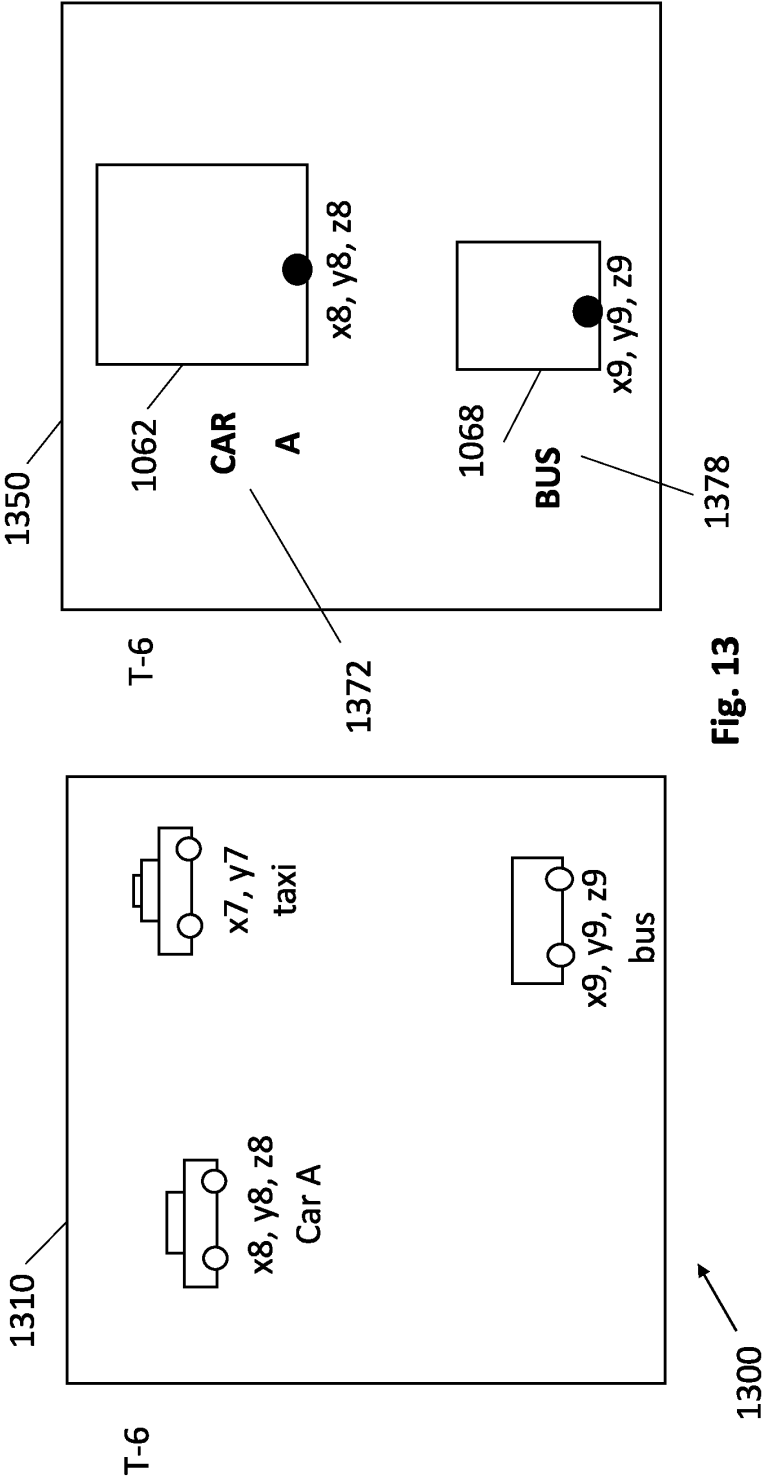


Fig. 13

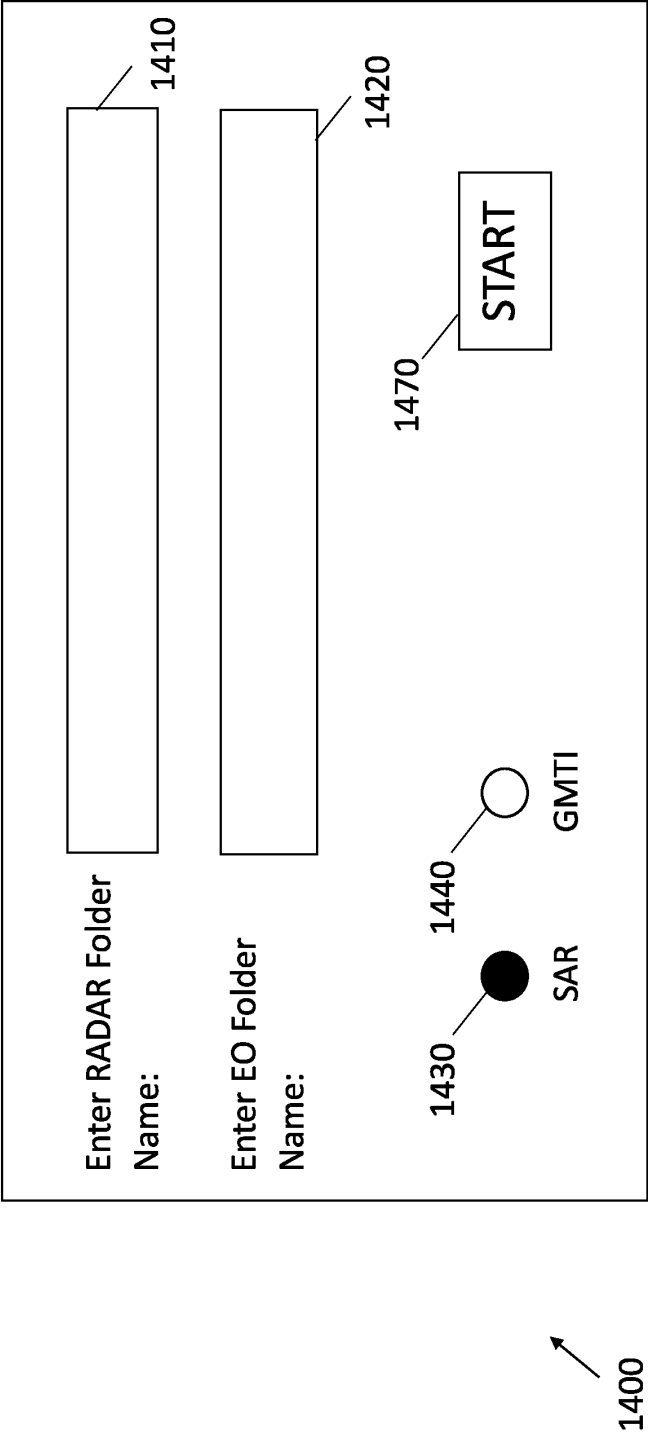


Fig. 14