

DESIGN, SUPPLY, INSTALL & TRAINING OF TRUCK OVERNIGHT MONITORING SYSTEM

VERSION 2



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ABSTRACT

Consistent, real-time License Plate Recognition (LPR) for vehicles passing through the covered entry and exit lanes will be provided to accommodate the need for reliable traffic data, including how many trucks stay longer than 1 hour. The system can integrate multiple lanes and multiple cameras per lane into a sophisticated vision-based LPR system that identifies and tracks number plates on vehicles travelling past the cameras. The LPR system will capture all vehicles entering and exiting the lanes, storing the vehicle image, license plate if present, date, time, lane and other data as required. The raw data can be imported into any statistical package for detailed analysis. The time the vehicle was on site will be established and recorded. All of the field systems which generate the traffic data employ the same SeeCar OCR engine, which will run on the local processing units. The OCR engine processes images, locates the relevant license plate ID in the image, and produces an alphanumeric result for each image processed. The OCR engine is based on neural network technology and can be trained to recognize different fonts, characters and syntax. Using outputs of several cameras, a back end program is used to calculate the number of vehicles per time period and expected income from truck overnight parking.

The financial offering for the advanced LPR solution is provided as:

- A once off capital amount of R211, 008.00 OR
- A rental (hire) option R8 967.84 OR
- An option for a cost per image solution (45c per plate).

Table of Contents:

LIST OF FIGURES.....	3
INTRODUCTION.....	4
Overview.....	4
Site Layout: Installation	9
TRUCK LOGGING	10
System Architecture: Overview	10
Images and video clips.....	10
LOG OF EVENTS	11
Truck Onsite Determination	12
Overview.....	12
TRUCK TIME ON SITE.....	13
TO BE PROVIDED BY CLIENT	15

LIST OF FIGURES

Figure 29 Time on site calculated at 45 min.....	4
Figure 1 Example of a typical match report	5
Figure 4 See Truck plate capture	5
Figure 4 See Lane Connectivity.....	6
Figure 4 See Truck plate capture	6
Figure 6 Overview of the Mooi River Truck EXIT / ENTRANCE.....	7
Figure 7 Mooi River Site Front Camera View	7
Figure 9 Site Tugela Truck Inn Front Camera View on vehicle Exit	8
Figure 10 Site Tugela Truck Inn Entrance and Exit lane locations	8
Figure 12 With no front plate present a Rear camera could provide valuable information.....	9
Figure 13 A rear camera would recognise the trailer plate of the above truck.....	9
Figure 15 Image Capture and OCR.....	10
Figure 22 Rear LPR capture and recognition with alarm.....	10
Figure 23 Log of the data and images from each site	11
Figure 24 Vehicle Logged	11
Figure 28 Time IN and Time OUT	12
Figure 31 Time IN and Time OUT	13
Figure 32 Typical site designs and components	14
Figure 55 Time IN and Time OUT printed to excel, screen or the printer.....	15

INTRODUCTION

Overview

The Truck Logging System (TLS) Solution will be provided to accommodate the need for consistent, real-time truck data. The truck traffic data will come from the License Plate Recognition (LPR) of all vehicles passing through the covered transport (entry / exit) lanes. The system, referred to as the TLS, will provide a take-and-discard methodology for the vehicles' video and license plate data. Vehicles using the lanes will be captured allowing proactive, real time reaction to vehicles spending more than an hour on site. The road side portion of the solution proposed uses the See Lane DLL software.

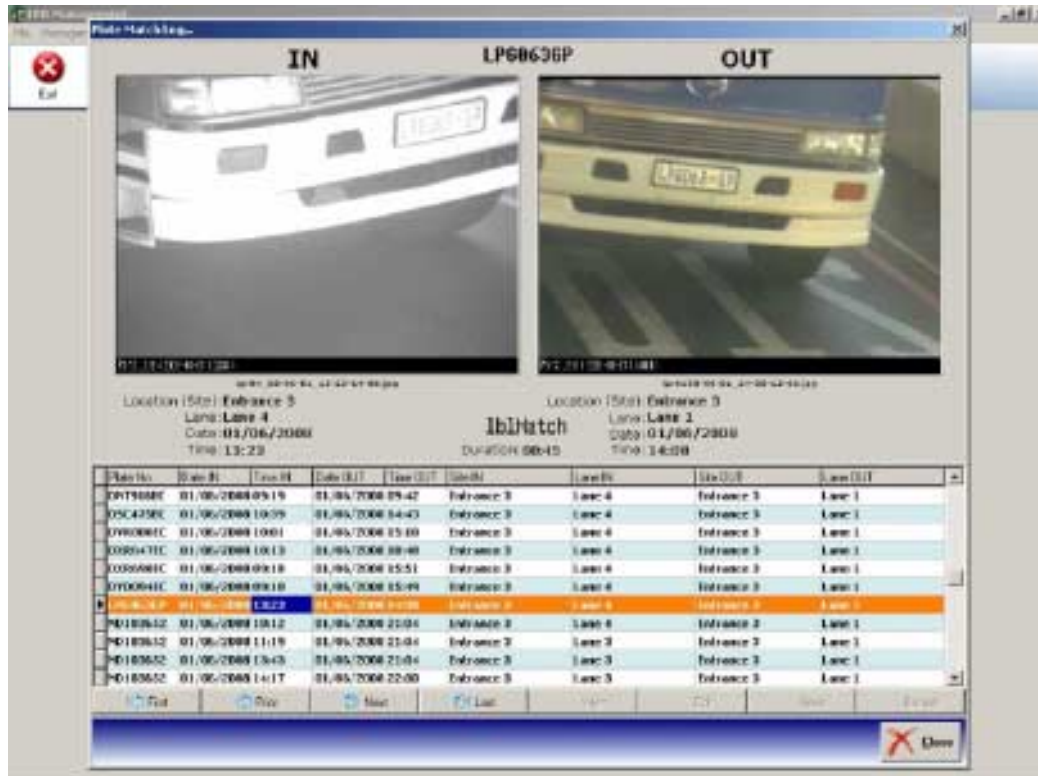


Figure 1 Time on site calculated at 45 min

The See Lane DLL is a state-of-the-art vision based recognition system for medium speed roadside installations. The system can integrate multiple lanes and multiple cameras per lane into a sophisticated vision-based License Plate Recognition (LPR) system that identifies and tracks number plates on vehicles travelling at medium speeds. The system is used world wide for various applications, including traffic data analysis, toll roads, rush hour monitoring and average speed and car flow studies. The application is supported by a full set of optical and hardware sub-systems as well as software applications and utilities.

The system will work to detect and capture the license plate information for every vehicle passing through the covered lanes. It will be the responsibility of the motion detection software to determine vehicle presence, via the advanced digital recording software. The TLS cameras will then capture a set of images, the See Lane DLL will process these and output the best image and the resulting license plate, lane, time and associated data to the network. The on site servers will capture the data for further processing as required.

- **Flow estimation** – the number of vehicles on site per time period.
- **On-line reports** – the information can be reported in order to supply live reports from the site.
- **Monitoring** – the recognition information may be used for various security applications.
- **Average Time** – using outputs of several cameras, a back end program can be used to calculate the average time on site of the vehicles.
- **Enforcement** - The license plate data can be used for a wide range of enforcement techniques, including alarm on stolen vehicles, prevention of drive away etc..

Plate No	Date	Time	Lane ID	Lane ID	Date	Time	Lane ID	Lane ID	Plate No
ND12345	02/04/2008	08:30	Entrance 1	Lane 1	02/04/2008	12:30	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:31	Entrance 1	Lane 1	02/04/2008	12:31	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:32	Entrance 1	Lane 1	02/04/2008	12:32	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:33	Entrance 1	Lane 1	02/04/2008	12:33	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:34	Entrance 1	Lane 1	02/04/2008	12:34	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:35	Entrance 1	Lane 1	02/04/2008	12:35	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:36	Entrance 1	Lane 1	02/04/2008	12:36	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:37	Entrance 1	Lane 1	02/04/2008	12:37	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:38	Entrance 1	Lane 1	02/04/2008	12:38	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:39	Entrance 1	Lane 1	02/04/2008	12:39	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:40	Entrance 1	Lane 1	02/04/2008	12:40	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:41	Entrance 1	Lane 1	02/04/2008	12:41	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:42	Entrance 1	Lane 1	02/04/2008	12:42	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:43	Entrance 1	Lane 1	02/04/2008	12:43	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:44	Entrance 1	Lane 1	02/04/2008	12:44	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:45	Entrance 1	Lane 1	02/04/2008	12:45	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:46	Entrance 1	Lane 1	02/04/2008	12:46	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:47	Entrance 1	Lane 1	02/04/2008	12:47	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:48	Entrance 1	Lane 1	02/04/2008	12:48	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:49	Entrance 1	Lane 1	02/04/2008	12:49	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:50	Entrance 1	Lane 1	02/04/2008	12:50	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:51	Entrance 1	Lane 1	02/04/2008	12:51	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:52	Entrance 1	Lane 1	02/04/2008	12:52	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:53	Entrance 1	Lane 1	02/04/2008	12:53	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:54	Entrance 1	Lane 1	02/04/2008	12:54	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:55	Entrance 1	Lane 1	02/04/2008	12:55	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:56	Entrance 1	Lane 1	02/04/2008	12:56	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:57	Entrance 1	Lane 1	02/04/2008	12:57	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:58	Entrance 1	Lane 1	02/04/2008	12:58	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	08:59	Entrance 1	Lane 1	02/04/2008	12:59	Exit Lane 1	Lane 1	ND12345
ND12345	02/04/2008	09:00	Entrance 1	Lane 1	02/04/2008	13:00	Exit Lane 1	Lane 1	ND12345

Figure 2 Example of a typical match report



Figure 3 See Truck plate capture

SITE LOCATION



Figure 6 Overview of the Mooi River Truck EXIT / ENTRANCE



Figure 7 Mooi River Site Front Camera View



Figure 8 Site Tugela Truck Inn Front Camera View on vehicle Exit



Figure 9 Site Tugela Truck Inn Entrance and Exit lane locations

Site Layout: Installation

The design of the system allows for a motion trigger. For each trigger a series of images will be captured. The images will then be automatically reviewed by the application running on the Lane Controller, and the best result will be selected among all identifications. The application will also select the best image to be reported that will contain the plate image. Once a result is determined, the data will be sent by a message to the server.



Figure 10 With no front plate present a Rear camera could provide valuable information

The above truck would be listed as a trigger; however no plate would be recorded from the front view. In phase two the rear cameras proposed would resolve the above.



Figure 11 A rear camera would recognise the trailer plate of the above truck

TRUCK LOGGING

System Architecture: Overview

The system is based on Hi-Tech Solutions' Vehicle License Plate Recognition (LPR) stand-alone systems. Multiple LPR units are installed at several permanent sites (2) located at the entrance and exit to the truck overnight parking area. Each LPR system performs real-time recognition on passing trucks in a single traffic lane. The LPR unit is based on a Windows application that controls its integrated camera/illumination unit and an LPR recognition engine.



Figure 12 Image Capture and OCR

Each LPR unit reports the vehicle recognition events via TCP/IP network messages to a central computer in the traffic control room. The central computer application reads the recognition results from all sites, calculates the travel data (in real-time), and displays it to the operator.

Images and video clips



Figure 13 Rear LPR capture and recognition with alarm

LOG OF EVENTS



Figure 14 Log of the data and images from each site

ID	Code	Lane	Status	Time
✓ 1	FF982GF	3		Mon Apr 14 03:30:00 2008
✓ 2	88U141BP	4		Mon Apr 14 03:30:04 2008
✓ 3	88U141BP	3		Mon Apr 14 03:30:46 2008
✓ 4	LJ0377GF	4		Mon Apr 14 03:30:52 2008
✓ 5	88U141BP	4		Mon Apr 14 03:30:54 2008
✗ 6	FF982GF	3	STOP	Mon Apr 14 03:30:58 2008
✓ 7	LJ0440GF	4		Mon Apr 14 03:30:58 2008
✗ 8	FF982GF	3	STOP	Mon Apr 14 03:30:58 2008
✓ 9	FF982GF	3		Mon Apr 14 03:30:58 2008
✓ 10	88U141BP	4		Mon Apr 14 03:30:58 2008
✓ 11	88U141BP	3		Mon Apr 14 03:30:58 2008
✓ 12	LJ0377GF	3		Mon Apr 14 03:30:58 2008
✓ 13	88U141BP	4		Mon Apr 14 03:30:58 2008
✗ 14	FF982GF	3	STOP	Mon Apr 14 03:30:58 2008
✓ 15	FF982GF	3		Mon Apr 14 03:30:58 2008
✓ 16	88U141BP	4		Mon Apr 14 03:30:58 2008
✓ 17	88U141BP	3		Mon Apr 14 03:30:58 2008
✓ 18	LJ0377GF	4		Mon Apr 14 03:30:58 2008
✓ 19	88U141BP	4		Mon Apr 14 03:30:58 2008
✗ 20	FF982GF	3	STOP	Mon Apr 14 03:30:58 2008
✓ 21	FF982GF	3		Mon Apr 14 03:30:58 2008
✓ 22	88U141BP	4		Mon Apr 14 03:30:58 2008
✓ 23	88U141BP	3		Mon Apr 14 03:30:58 2008
✓ 24	LJ0377GF	4		Mon Apr 14 03:30:58 2008
✓ 25	88U141BP	4		Mon Apr 14 03:30:58 2008
✗ 26	FF982GF	3	STOP	Mon Apr 14 03:30:58 2008
✓ 27	LJ0440GF	4		Mon Apr 14 03:30:58 2008

Figure 15 Vehicle Logged

Truck Onsite Determination

The following is an example of software developed using the information generated from the LPR hardware and software in the field. The SeeCarFlow application uses the data generated by a number of LPR sites the field for various applications.

Overview

The central application receives recognition updates from all the sites, analyzes the data and matches the vehicle appearances, calculates the data and stores it to database, and displays it in real time.

Plate Match Log...

IN **DNT916EC** **OUT**

Location (Site): Entrance 3
Lane: Lane 4
Date: 01/06/2008
Time: 09:19

Location (Site): Entrance 3
Lane: Lane 1
Date: 01/06/2008
Time: 09:42

iblMatch
Duration: 00:23

Plate No.	Date IN	Time IN	Date OUT	Time OUT	Site IN	Lane IN	Site OUT	Lane OUT
DNT916EC	01/06/2008	09:19	01/06/2008	09:42	Entrance 3	Lane 4	Entrance 3	Lane 1
DSC425EC	01/06/2008	18:39	01/06/2008	14:43	Entrance 3	Lane 4	Entrance 3	Lane 1
DVR000EC	01/06/2008	18:01	01/06/2008	15:18	Entrance 3	Lane 4	Entrance 3	Lane 1
DZRB47EC	01/06/2008	18:13	01/06/2008	18:08	Entrance 3	Lane 4	Entrance 3	Lane 1
DZRB48EC	01/06/2008	09:18	01/06/2008	15:51	Entrance 3	Lane 4	Entrance 3	Lane 1
DYD054EC	01/06/2008	09:10	01/06/2008	15:49	Entrance 3	Lane 4	Entrance 3	Lane 1
LPG063GP	01/06/2008	13:23	01/06/2008	14:08	Entrance 3	Lane 4	Entrance 3	Lane 1
ND183652	01/06/2008	18:12	01/06/2008	21:04	Entrance 3	Lane 4	Entrance 3	Lane 1
ND183652	01/06/2008	11:19	01/06/2008	21:04	Entrance 3	Lane 3	Entrance 3	Lane 1
ND183652	01/06/2008	13:43	01/06/2008	21:04	Entrance 3	Lane 3	Entrance 3	Lane 1
ND183652	01/06/2008	14:17	01/06/2008	22:08	Entrance 3	Lane 3	Entrance 3	Lane 1

Figure 16 Time IN and Time OUT

TRUCK TIME ON SITE

The solution consists of 2 LPR cameras, with the LPR software at each site. Two overview cameras are NOT included, allowing the truck to be captured when no plate exists or additional info is required. The cameras will be wirelessly connected to the new PC in the main office, with NO link to the homes on site allowing live and remote viewing. All this data is backed up offsite. The install cost included all cables and material required, other than those detailed below, including permission, power, poles and an ADSL link.

Three payment options are offered:

- A capital amount of R211 008.00 (VAT Excluded) for both sites OR
- A monthly rental of R8 967.84 (VAT Excluded) for both sites OR
- A cost per image of 45c per vehicle (VAT Excluded).

You select the best financial option for your current cash flow and long term requirements.

Plate No	Date IN	Time IN	Site IN	Lane IN	Date OUT	Time OUT	Site OUT	Lane OUT	Time Difference
DND004EC	01/09/2008	09:30	Entrance 3	Lane 4	01/09/2008	15:49	Entrance 3	Lane 1	06:19
DNR066EC	01/09/2008	09:39	Entrance 3	Lane 4	01/09/2008	15:51	Entrance 3	Lane 1	06:12
ND309964	01/09/2008	09:38	Entrance 3	Lane 4	01/09/2008	10:30	Entrance 3	Lane 1	01:52
DNF0166C	01/09/2008	09:39	Entrance 3	Lane 4	01/09/2008	09:42	Entrance 3	Lane 1	00:03
DNF0006C	01/09/2008	10:01	Entrance 3	Lane 4	01/09/2008	19:11	Entrance 3	Lane 1	09:10
ND103662	01/09/2008	10:52	Entrance 3	Lane 4	01/09/2008	21:04	Entrance 3	Lane 1	10:52
DNR0470C	01/09/2008	10:53	Entrance 3	Lane 4	01/09/2008	10:48	Entrance 3	Lane 1	00:05
DN04758C	01/09/2008	10:59	Entrance 3	Lane 4	01/09/2008	14:43	Entrance 3	Lane 1	04:04
ND103652	01/09/2008	11:39	Entrance 3	Lane 3	01/09/2008	21:04	Entrance 3	Lane 1	09:45
ND575108	01/09/2008	12:03	Entrance 3	Lane 4	01/09/2008	16:37	Entrance 3	Lane 1	04:34
LFG2632P	01/09/2008	12:22	Entrance 3	Lane 4	01/09/2008	14:00	Entrance 3	Lane 1	01:38
RFH-087GP	01/09/2008	12:22	Entrance 3	Lane 3	01/09/2008	13:04	Entrance 3	Lane 1	00:42
ND103652	01/09/2008	14:43	Entrance 3	Lane 3	01/09/2008	21:04	Entrance 3	Lane 1	07:21
ND103652	01/09/2008	14:27	Entrance 3	Lane 3	01/09/2008	22:00	Entrance 3	Lane 1	07:43
ND103652	01/09/2008	15:59	Entrance 3	Lane 4	01/09/2008	22:01	Entrance 3	Lane 1	06:02
ND105740	01/09/2008	16:29	Entrance 3	Lane 3	01/09/2008	16:20	Entrance 3	Lane 1	00:08
ND101688	01/09/2008	17:03	Entrance 3	Lane 3	01/09/2008	17:34	Entrance 3	Lane 1	00:31
Total Matches:									17
Average Time:									01:30

Figure 17 Time IN and Time OUT

Two locations had detailed site visits and based on this the following is proposed:

Products	Licensing	Pricing	Qty	Phase I
Sabre LPR Parking 01 Lane	Per Device	R 15,000.00	2	R 30,000.00
LPR Camera (Select from LPR Camera Spreadsheet)	Per Device	R 10,659.00	2	R 21,318.00
8 port Fast Ethernet Desktop Switch with Power over Ethernet. 4-PoE ports	Per Device	R 999.00	1	R 999.00
AXIS Video Server (4 Channel)	Per Device	R 8,750.00	1	R 8,750.00
DVR Software	Per PC	R 4,978.00	1	R 4,978.00
PC	Per Device	R 4,750.00	2	R 9,500.00
Wireless links	Per Device	R 5,750.00	1	R 5,750.00
ZK 5V UPS - 6-8Hours	Per Device	R 295.00	2	R 590.00
Cables per meter	Per meter	R 314.00	25	R 7,850.00
Upgrade from Basic to Premier Version **	Once	R 2,999.00	1	R 2,999.00
Sabre Management Software, Remote or Head Office*	Per Seat	R 999.00	1	R 999.00
Device Monitor and Management Module - Per 16 Devices	Per 16 Devices	R 999.00	1	R 999.00
Live Data Collection (Server, Auto Download of Data) **	Once	R 1,199.00	1	R 1,199.00
Off Site backup of data - Free with Software Cover	Per Month	R 180.00	1	R 180.00
Software Cover - Monthly R 180 by debit order	Per Year	R 2,399.00	1	R 2,399.00
Includes Telephone / Remote Desktop Support and Updates				
Sub Total Cost for System				R 98,510.00
				VAT R 13,791.40
				R 112,301.40
<hr/>				
Installation Cost per unit	Per Device	R 1,199.00	2	R 2,398.00
Onsite Warrantee per year ***	Per Device	R 1,199.00	2	R 2,398.00
One on One Training - Up to 8 Hours	Per Site	R 1,199.00	1	R 1,199.00
Setup of Web Server with Apache	Once	R 999.00	1	R 999.00
Sub Total				R 105,504.00
VAT				R 14,770.56
Total				R 120,274.56
***Call out Fee per Visit R 1250 after commissioning of hardware installation				R 211,008.00
Standard Call out Fee R 1250 plus R 750 per hour without Onsite Warrantee Payment				R 4,483.92
Rental per month				R 8,967.84
Cost per Transaction (per image captured)				R 0.45

Figure 18 Typical site designs and components

TO BE PROVIDED BY CLIENT

The following, non-exclusive, list of items would be required from in order for the project to proceed.

Poles to mount the cameras

A clean, consistent, source of Electricity is required at all the sites in the field.

Permission to work in the areas designated would be required from the relevant authorities

The proposed solution will operate automatically however to ensure the system operates to the best ability, trained operators and service personnel are required.

An ADSL link is required for remote support and remote viewing of the data.



Figure 19 Time IN and Time OUT printed to excel, screen or the printer