ABSTRACT

On an average 1200 road accidents record daily in India out of which 400 leads to direct death and rest gets effected badly. The major reason of these accidents is drowsiness caused by both sleep and alcohol. Due to driving for long time or intoxication, drivers might feel sleepy which is the biggest distraction for them while driving. This distraction might cost death of driver and other passengers in the vehicle and at the same time it also causes death of people in the other vehicles and pedestrians too. This mistake of one person on road would take their own life and also takes lives of other and put respective families in sorrow and tough situations.

To prevent such accidents we, team 5A propose a system which alerts the driver if he/she feels drowsy. To accomplish this, we implement the solution using computer-vision based machine learning model. The driver's face is detected by face recognition algorithm continuously using a camera and the face of the driver is captured. The face of the driver is given as input to a classification algorithm which is trained with a data set of images of drowsy and non-drowsy faces. The algorithm uses landmark detection to classify the face as drowsy or not drowsy. If the driver's face is drowsy, a voice alert is generated by the system. This alert can make the driver aware that he/she is feeling drowsy and the necessary actions can then be taken by the driver. This system can be used in any vehicle on the road to ensure safety of the people who are travelling and prevent accidents which are caused due to the drowsiness of the driver.

Keywords: Computer Vision, Machine Learning, Convolutional Neural Networks

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1. INTRODUCTION

1.1. Introduction

Car accident is the major cause of death in which around 1.3 million people die every year. Majority of these accidents are caused because of distraction or the drowsiness of driver. The countless number of people drives for long distance every day and night on the highway. Drowsiness appears in situations of stress and fatigue in an unexpected and inopportune way, and it may be produced by sleep disorders, certain type of medications, and even, boredom situations, for example, driving for a long time. In this way, drowsiness produces danger situations and increases the probability that an accident occurs.
In this context, it is important to use new technologies to design and to build systems that will monitor drivers, and measure their level of attention throughout the whole driving process.

To prevent such accidents, our team has come up with a solution for this. In this system, a camera is used to record user's visual characteristics. We use face detection and CNN techniques and try to detect the drowsiness of driver, if he/she is drowsy then alarm will be generated. So that the driver will get cautious and take preventive measures. Driver drowsiness detection contributes to the decrease in the number of deaths occurring in traffic accident.

1.2. Problem Statement

Traffic accidents due to human errors cause many deaths and injuries around the world. The major cause of these accidents is drowsiness of the driver due to sleeplessness or long driving hours. There is need for a system developed with the technologies that are available today which can overcome this situation. The aim of this system is to reduce the number of accidents by developing a model which can generate an alert if the driver is feeling drowsy so that the driver can become aware and take necessary actions.

1.3. Requirements

1.3.1. Software Requirements:

These are the Software Configurations that are required.

- Operating System: Linux, Windows, Mac OS
- Language: Python 3
- IDE: Jupiter Notebook

1.3.2. Hardware Requirements:

These are the Hardware Configurations that are required.

- Processor
- Ram: 4GB
- Webcam
- Speaker

2. LITERATURE SURVEY

2.1. Paper 1

Title: Drowsiness Detection System Utilizing Physiological Signals.

Author: Trupti K. Dange, T. S. Yengatiwar.

Year of publication: 2013.

Keywords: EOG, ECG, EEG, HRV, SVM, driver drowsiness detection.

The Physiological parameters-based techniques detect drowsiness based on drivers' physical conditions such as heart rate, pulse rate, breathing rate, respiratory rate and body temperature, etc. These biological parameters are more reliable and accurate in drowsiness detection as they are concerned with what is happening with driver physically. Fatigue or drowsiness, change the physiological parameters such as a decrease in blood pressure, heart rate and body temperature, etc. Physiological parameters-based drowsiness detection systems detect these changes and alert the driver when he is in the state, near to sleep.

A list of physiological condition-based drowsiness detection system. These measures are invasive, so require electrodes to be directly placed on the driver's body.

1) EEG-BASED DRIVER FATIGUE DETECTION

The drivers' fatigue detection system using Electroencephalogram (EEG) signals is proposed to avoid the road accidents usually caused due to drivers' fatigue. The proposed method firstly finds the index related to different drowsiness levels. The system takes EEG signal as input which is calculated by a cheap single electrode neuro signal acquisition device. To evaluate the proposed method, data set for simulated car driver under the different levels of drowsiness is collected locally. And result shows that the proposed system can detect all subjects of tiredness.

2) WAVELET ANALYSIS OF HEART RATE VARIABILITY & SVM CLASSIFIER

Li and Chung [21] proposed the driver drowsiness detection that uses wavelet analysis of Heart Rate Variability (HRV) and Support Vector Machine (SVM) classifier. The basic purpose is to categorize the alert and drowsy drivers using the wavelet transform of HRV signals over short durations. The system firstly takes Photo Plethysmo Graphy (PPG) signal as input and divide it into 1-minute intervals and then verify two driving events using average percentage of eyelid closure over pupil over time (PERCLOS) measurement over the interval. Secondly, the system performs the feature extraction of HRV time series based on Fast Fourier Transform (FFT) and wavelet. A Receiver Operation Curve (ROC) and SVM classifier is used for feature extraction and classification respectively. The analysis of ROC shows that the wavelet-based method gives improved results than the FFT-based method. Finally, the real time requirements for drowsiness detection, FFT and wavelet features are used to train the SVM classifier extracted from the HRV signals.

3) PULSE SENSOR METHOD

Mostly, previous studies focus on the physical conditions of drivers to detect drowsiness. That's why Rahim detects the drowsy drivers using infrared heart-rate sensors or pulse sensors. The pulse sensor measures the heart pulse rate from drivers' finger or hand. The sensor is attached with the finger or hand, detects the amount of blood flowing through the finger. Then amount of the blood's oxygen is shown in the finger, which causes the infrared light to reflect off and to the transmitter. The sensor picks up the fluctuation of oxygen that are connected to the Arduino as microcontroller. Then, the heart pulse rate is visualizing by the software processing of HRV frequency domain. Experimental results show that LF/HF (Low to high frequency) ratio decreases as drivers go from the state of being awake to the drowsy and many road accidents can be avoided if an alert is sent on time.

4) WEARABLE DRIVER DROWSINESS DETECTION SYSTEM

Mobile based applications have been developed to detect the drowsiness of drivers. But mobile phones distract the drivers' attention and may cause accident. To address the issue, Lenget proposed the wearable-type drowsiness detection system. The system uses self-designed wrist band consists of PPG signal and galvanic skin response sensor. The data collected from the sensors are delivered to the mobile device which acts as the main evaluating unit. The collected data are examined with the motion sensors that are built-in in the mobiles. Then five features are extracted from the data: heart rate, respiratory rate, stress level, pulse rate variability, and adjustment counter. The features are moreover used as the computation parameters to the SVM classifier to determine the drowsiness state. The experimental results show that the accuracy of the proposed system reaches up to 98.02 %. Mobile phone generates graphical and vibrational alarm to alert the driver.

5) WIRELESS WEARABLES METHOD

To avoid the disastrous road accidents, Warwick proposed the idea for drowsiness detection system using wearable Bio sensor called Bio-harness. The system has two phases. In the first phase, the physiological data of driver is collected using bio-harness and then analyzes the data to find the key parameters like ECG, heart rate, posture and others related to the drowsiness. In the second phase, drowsiness detection algorithm will be designed and develop a mobile app to alert the drowsy drivers.

6) DRIVER FATIGUE DETECTION SYSTEM

Chellappa presents the Driver fatigue detection system. The basic of the system is to detect the drowsiness when the vehicle is in the motion. The system has three components: external hardware (sensors and camera), data processing module and alert unit. Hardware unit communicates over the USB port with the rest of the system. Physiological and physical factors like pulse rate, yawning, closed eyes, blink duration and others are continuously monitored using somatic sensor. The processing module uses the combination of the factors to detect drowsiness. In the end, alert unit alerts the driver at multiple stages according to the severity of the symptoms.

7) HYBRID APPROACH UTILIZING PHYSIOLOGICAL FEATURES

To improve the performance of detection, Awais proposed the hybrid method which integrates the features of ECG and EEG. The method firstly extracts the time and frequency domain features like time domain statistical descriptors, complexity measures and power spectral measures from EEG. Then using ECG, features like heart rate, HRV, low frequency, high frequency and LF/HF ratio. After that, subjective sleepiness is measured to study its relationship with drowsiness. To select only statistically significant features, t-tests is used that can differentiate between the drowsy and alert. The features extracted from ECG and EEG are integrated to study the improvements in the performance using SVM. The other main contribution is to study the channel reduction and its impact on the performance of detection. The method measures the differences between the drowsy and alert state from physiological data collected from the driving simulated-based study. Monotonous driving environment is used to induce the drowsiness in the participants. The proposed method demonstrated that combining ECG and EEG improves the performance of system in differentiating the drowsy and alert states, instead of using them alone. The analysis of channel reduction confirms that the accuracy level reaches to 80% by just combining the ECG and EEG. The performance of the system indicates that the proposed system is feasible for practical drowsiness detection system.

2.2. Paper 2

Title: Drowsiness Detection with OpenCV (Using Eye Aspect Ratio)

Author: Adrian Rosebrock.

Year of publication: 2017.

Keywords: EAR, SVM, eye blink detection.

A real-time algorithm to detect eye blinks in a video sequence from a standard camera is proposed. Recent landmark detectors, trained on in-the wild datasets exhibit excellent robustness against a head orientation with respect to a camera, varying illumination and facial expressions. We show that the landmarks are detected precisely enough to reliably estimate the level of the eye opening. The proposed algorithm therefore estimates the landmark positions, extracts a single scalar quantity – eye aspect ratio (EAR) – characterizing the eye opening in each frame.

Many methods have been proposed to automatically detect eye blinks in a video sequence. Several methods are based on motion estimation in the eye region. Typically, the face and eyes are detected by a Viola-Jones type detector. Next, motion in the eye area is estimated from optical flow, by sparse tracking, or by frame-to-frame intensity differencing and adaptive thresholding. Finally, a decision is made whether the eyes are or are not covered by eyelids.

Nowadays, robust real-time facial landmark detectors that capture most of the characteristic points on a human face image, including eye corners and eyelids, are available, Most of the state-of-the-art landmark detectors formulate a regression problem, where a mapping from an image into landmark positions or into other landmark parametrization is learned. These modern landmark detectors are trained on “in-the-wild datasets” and they are thus robust to varying illumination, various facial expressions, and moderate non-frontal head rotations

Proposed method

The eye blink is a fast closing and reopening of a human eye. Each individual has a little bit different pattern of blinks. The pattern differs in the speed of closing and opening, a degree of squeezing the eye and in a blink duration. The eye blink lasts approximately 100-400 ms. We propose to exploit state-of-the-art facial landmark detectors to localize the eyes and eyelid contours. From the landmarks detected in the image, we derive the eye aspect ratio (EAR) that is used as an estimate of the eye opening state. Since the per frame EAR may not necessarily recognize the eye blinks correctly, a classifier that takes a larger temporal window of a frame into account is trained. The EAR is mostly constant when an eye is open and is getting close to zero while closing an eye.

A real-time eye blink detection algorithm was presented. We quantitatively demonstrated that regression-based facial landmark detectors are precise enough to reliably estimate a level of eye openness. While they are robust to low image quality (low image resolution in a large extent) and in-the-wild phenomena as non-frontality, bad illumination, facial expressions, etc.
The proposed SVM method that uses a temporal window of the eye aspect ratio (EAR), outperforms the EAR thresholding.

$$\text{EAR} = \frac{\|p_2 - p_6\| + \|p_3 - p_5\|}{2\|p_1 - p_4\|}$$