Generative Edge Intelligence for IoT-Assisted Vehicle Accident Detection

Challenges and Prospects

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Università di Bologna, June 2024

As per the World Health Organization's statistics, vehicle accidents result in over **1.2 million fatalities annually**.

- To tackle this problem, **vehicle accident detection** (VAD) is developed to instantly **transmit** the key **information of an accident** (i.e., location, possible casualties...) to aid centers.
- VAD relies on **data processing**, and the **lack** of vehicle accident **data** present a **significant challenge**.
- There's also a need for **better analysis methods**.

The solution may lie in the use of **IoT-assisted** VAD and **Generative Edge Intelligence**.

Overview of IoT-assisted VAD

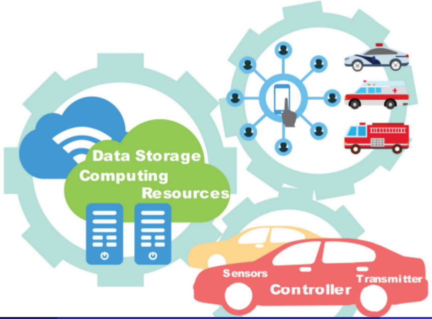
While conventional VAD requires manual, human investigation of the accident scene, IoT-assisted VAD makes use of sensors, embedded computers and communication modules.

- It can rely heavily on the **cloud** (i.e., for storing data)

Overview of IoT-assisted VAD

A typical IoT-assisted VAD consists of **3 phases**:

1. The system uses its onboard **sensors** to acquire **real-time state data** and sends it to the cloud.
2. The obtained data is then analyzed by **decision and classification algorithms** to determine whether an incident has occurred.
   - This phase relies on **cloud** capabilities.
3. Upon the detection of accidents, an **alert message** is immediately transmitted to emergency services providers.



Challenges of IoT-assisted VAD

- **Accident detection accuracy** which can be compromised due to noisy data from both sensors and wireless communication signals.
  - In addition, road conditions and individual driver behavior can lead to misjudgments.
- **Accident type classification** (i.e., frontal collision, vehicle fall, roll-over...). This is due to data-algorithm barriers.
  - There's not enough data or it's not varied enough to train algorithms correctly.
- **Communication performance**: GSM, GPS and other communication technologies frequently used by IoT which can be slow, costly and unreliable.
  - Vehicle Ad-hoc Networks (VANETs) lack security, as well as routing due to their highly dynamic topology.

GEI for VAD

The application of **generative models in edge computing** is recently gaining attention.

- **Why edge computing?** $\rightarrow$ Allows for fast and low-latency data processing at the source of data generation, and reduces the bandwidth.
- **Why generative models?** $\rightarrow$ They capture the underlying intricacies of data, allowing for data augmentation.
- **Why both?** $\rightarrow$ Edge computing satisfies the heavy computational requirements of generative models.

Generative Models

For **classification**:

- **Gaussian Mixture Model (GMM)**: it uses multiple Gaussian distributions to describe the data distribution.
- **Hidden Markov Model (HMM)**: statistical sequence model used for time series data prediction.

For **data augmentation**:

- **Variational Autoencoder (VAE)**: neural network-based generative model that learns a **representation** of input data, allowing it to generate new data similar to the input data.
- **Generative Adversarial Network (GAN)**: neural network-based, composed of a **generator** and a **discriminator**.

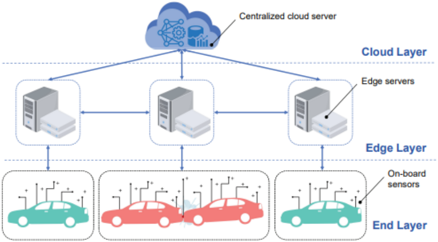
Applications of GEI in VAD

- **Data Augmentation**: generation of synthetic data to **expand** existing datasets, and to make it more **varied**.
- **Accident Classification**: GEI models can discern intricate **underlying patterns** and **relationships**, improving classification performance.
- **Active Safety Control**: GEI enables the **pre-accident analysis** and the realization of active safety control for vehicles.
    - For example, it can generate real-time, collision-free trajectories.

A possible GEI-VAD framework

From bottom to top:

1. **End layer**: includes both vehicles and their sensors, as well as **road infrastructure** (i.e., camera, microwave vehicle detectors).
   - Can do a bit of data preprocessing as well.
2. **Edge layer**: it nodes for edge computing as well as **routers** and **gateways**. Generative models are deployed here.
   - Also responsible for **authn/authz** and model selection.
3. **Cloud layer**: it possesses high computational power and expansive storage. It's responsible for **complex model training** as well as **coordinating** the other layers.



Future directions

Some issues in VAD should still be addressed:

- **Device Compatibility and Interoperability**: to establish the end-edge-cloud network architecture, **standard specifications** and **protocols** are needed.
  - The diversity of hardware and software in the IoT networks poses challenges to the deployment of GEI applications.
- **Data Encryption**: VAD systems utilize **sensitive health data**. Therefore, **encryption** is necessary in the architecture to prevent data leakage.
  - Encryption algorithms should be applied in both storage and data transmission.

Future directions

Some issues in VAD should still be addressed:

- **Generative Model Interpretability**: enhancing the transparency and interpretability of generative models can increase **user trust** in the GEI-VAD system and aid in its supervision and management.
- **Communication Framework**: a **V2X communication architecture** suitable for VAD may improve performance in terms of bandwidth, packet transmission delay and packet loss.

In conclusion

The integration of GEI technology can significantly enhance the performance of VAD in terms of **timeliness**, **accuracy**, and **stability**, thereby contributing to **improved road traffic safety**.

Thank you!