# Video Tracking of Passengers and Divested Objects at a Checkpoint

Rich Radke



Octavia Camps







**S** 



Henry Medeiros



MARQUETTE

Stan Sclaroff





Venkatesh Saligrama





This material is based upon work supported by the U.S. Department of Homeland security under Award Number 2013-ST-061-E001. The views and conclusions contained in this document are those of the authors and should not be interpreted as necessarily representing the official policies, either expressed or implied, of the U.S. Department of Homeland Security.

# So What? Who Cares?

- **Space**: Monitoring passengers and divested items in airport security checkpoints
- Problem: Support risk-based screening, e.g., changing ATR per passenger
- **Solution**: Computer vision tracking algorithms
- Results (Passengers/Divested Items/ Transfers): PD=100/90/93, PFA=8/8/0
- **TRL**: 4
- Contact me henry.medeiros@marquette.edu 414-288-6186



# Correlating Luggage and Specific Passengers (CLASP)

 Objective: Develop automated tracking algorithm (ATA) to track passengers and divested objects at a checkpoint and detect exceptions such as theft and leftbehind items

#### Benefits to TSA

- Improved detection performance
  - Support risk-based screening
  - Potential to integrate information from multiple sources
  - Mix trusted and regular travelers
  - Reduce cognitive load on TSOs
- Better passenger experience
  - Identify bottlenecks and automatically redirect flow/change operation
  - Reduce concerns about theft



### **Data Collection**

- Simulated checkpoint at Kostas Research Institute at NEU
  - Real transportation security equipment and mock equipment
  - X-rays, MMW, etc. disabled
  - Rapiscan, thank you for AT2
- 19 video cameras
- Data collection
  - Actors followed scripts to create events (e.g., theft)
  - Ground truth generated
  - Automated scoring tools & metrics created





### Purdue/Marquette ATA Architecture



# PAX & Baggage Detection

PAX & baggage









 Bin contents Estimated bin contour





### **Other Performers' ATA Architectures**

#### RPI/NEU

- Optical flow + deep learning for passenger and bin tracking
- Upper body joint detection + spatial heuristics for event detection

#### BU

- Deep learning + Kalman filter for passenger and bin tracking
- Appearance-only inter-camera tracking
- Distance-based event detection









# **Scoring Metrics and Evaluation Tool**

- ATA PAX or DVI output is correct if IoU (intersection over union) > threshold
  Default IoU threshold = 0.3 for PAX, 0.5 for DVI
- PD = # ATA hits / # GT objects
- PFA = # ATA false alarms / # GT objects
- ATA transfer (XFR) event is correct if it occurs within ± 30 frames of GT XFR
- Switch registered if ATA label changes
- Mismatch registered if ATA PAX-DVI association disagrees with GT on divestment

GT			
			ΑΤΑ
	L		
	FA		
	ATA	۹.	



### Results



Camera 11



Camera 9

Tracking Metric (%)	Camera 9			Camera 11		
	PU/ MU	RPI/ NEU	BU	PU/ MU*	RPI/ NEU	BU
PD (PAX)	100.0	95.0	100.0	100.0	100.0	100.0
PD (DVI)	90.0	91.4	77.1	76.9	92.0	71.1
PD (XFR)	93.8	87.5	62.5	75.0	62.5	62.2
PFA (PAX)	35.0	27.5	25.0	7.5	7.5	16.3
PFA (DVI)	7.5	25.0	20.0	17.5	25.0	12.8
PFA (XFR)	0.0	0.1	0.1	0.0	0.1	0.1
P (PAX switch)	5.0	0.0	5.0	6.7	0.0	27.6
P (DVI switch)	0.0	0.0	0.0	1.9	0.0	14.6

\*Preliminary results obtained using a simplified method

## **Future Work**

#### Improving PD/PFA

- Fine-tuning for PAX/DVI
- Improving/leveraging camera geometry

#### Events

- Still learning how to represent them
- Characterizing every case may be unfeasible – Machine learning solution?
- Track additional corner cases
  - E.g., person on a wheelchair, children on strollers

#### False negative





 CLASP 2 – received funding to continue developing the algorithms and to explore transition to the field

### **THANK YOU**

henry.medeiros@marquette.edu

Image in Slide 2 from www.gettyimages.com All other images generated by ALERT



