

PARKING LOT DETECTION
USING TUNABLE TWO-MODE
REGION OF INTEREST

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SUPERVISOR'S DECLARATION

I hereby declare that I have checked this thesis and in my opinion, this thesis is adequate in terms of scope and quality for the award of the degree of Master of Engineering (Electronics).

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STUDENT'S DECLARATION

I hereby declare that the work in this thesis is based on my original work except for quotations and citations which have been duly acknowledged. I also declare that it has not been previously or concurrently submitted for any other degree at Universiti Malaysia Pahang or any other institutions.

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Master of Engineering (Electronics)

Faculty of Electrical and Electronics Engineering
UNIVERSITI MALAYSIA PAHANG

DECEMBER 2016

ACKNOWLEDEMENTS

Alhamdulillah. My praise be only to **Allah SWT** the Almighty, the Most Gracious, and the Most Merciful, whose blessing and guidance have helped me to complete this thesis. In particular, I wish to convey my gratitude to my supervisors, Dr. Sunardi, Dr. Md. Rizal Bin Othman and Associate Professor Dr. Kamarul Hawari Bin Ghazali for guidance, encouragement, advice, ideas, and motivation. Without their help, of course, this thesis would not have been the same as presented here.

I also would like to express my appreciation to my family especially my beloved mother, father, wife, daughter and son for their understanding, support and pray for me to carry out and finish this research. My appreciation also goes to my fellows Mr. Azrul Bin Mahfurdz, Mrs. Sharmiza Binti Kamaruddin, Miss Norfarhana Binti Mohd Hashim, Miss Noramira Binti Mohd Rodzi and other friends for their idea and guidance that help me a lot in finishing this research.

I also would like to thank the Ministry of Education Malaysia and Department of Polytechnic Education for providing direct and indirect support during this study. My sincere appreciation also extends to all my colleagues either involved directly or indirectly in the success of this study. Only **Allah SWT** will bless you all.

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LIST OF SYMBOLS

σ	standard deviation
\in	element of
\cos^{-1}	inverse cosine
min	minimum
max	maximum
x'	x prime – first derivative of x

LIST OF ABBREVIATIONS

AMR	Anisotropic Magneto Resistance
FLTK	Fast, Light Toolkit
GPS	Global Positioning System
GUI	Graphical User Interface
HSV	Hue, Saturation, Value
LBP	Local Binary Pattern
LBQ	Local Phase Quantization
LIDAR	Light Detection and Ranging
OpenCV	Open source Computer Vision
POLISAS	Politeknik Sultan Haji Ahmad Shah
RAM	Random Access Memory
RANSAC	Random Sample Consensus
REA	Relative Extremum Algorithm
RFID	Radio Frequency Identification
RGB	Red, Green, Blue
ROI	Region of Interest
SfM	Structure from Motion
SVM	Support Vector Machine
TB	Texton Boost
UMP	Universiti Malaysia Pahang
WSN	Wireless Sensor Networks
YUV	Y - Luminance, U and V - Chrominance

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ABSTRAK

Kajian ini memfokuskan dalam pembangunan suatu sistem berdasarkan penglihatan yang mampu untuk mengesan kekosongan pada ruang parkir menggunakan teknik pemprosesan imej, iaitu melalui pendekatan penyesuaian ROI mod berkembar. Dalam menjalankan pengesanan ruang parkir, suatu program komputer khas telah dibangunkan menggunakan kombinasi antara kod-kod OpenCV dan FLTK. Program yang digunakan bersama kamera web dan komputer riba ini dikhususkan untuk melaksanakan semua teknik yang dirancang dalam kajian ini. Sistem yang dibangunkan ini disasarkan untuk mengesan ruang parkir ketika siang hari di persekitaran luar and mampu berfungsi dalam cuaca dan keadaan cahaya yang berbeza seperti di bawah sinaran terik matahari, ketika hari hujan dan keadaan teduh. Prosedur yang terlibat dalam menjalankan pengesanan ruang parkir dibahagikan kepada empat peringkat iaitu perolehan imej, pra-pemprosesan imej, penetapan ROI dan peringkat pengesanan warna. Dalam peringkat perolehan imej, tiga cara telah dikenalpasti sebagai kaedah untuk melakukan aktiviti perolehan imej, iaitu kaedah situasi sebenar, kaedah lalulintas, dan kaedah imej simpanan secara manual. Seterusnya, dalam peringkat pra-pemprosesan imej, imej yang diperolehi dikenakan dengan kesan pengaburan untuk mengurangkan faktor gangguan terhadap imej dan juga dijalankan dengan fungsi pengubahan. Fungsi pengubahan tersebut mengubah imej yang diperolehi yang secara asalnya dalam ruang warna BGR ke bentuk terkenal yang lain iaitu HSV dan YUV. Peringkat penetapan ROI sebaliknya melibatkan penentuan posisi ROI-ROI ke atas slot parkir yang dikehendaki dan mengenakan lingkungan warna yang mewakili warna latarbelakang ruang parkir terhadap ROI yang dikenali sebagai 'lingkungan yang dibenarkan' dalam tesis ini. Akhirnya, dalam peringkat pengesanan warna, ROI-ROI yang telah ditetapkan dijalankan dengan proses penganalisaan piksel yang membandingkan setiap piksel yang ada dalam ROI dengan lingkungan warna yang dibenarkan yang telah ditentukan dalam peringkat sebelum ini. Piksel-piksel yang mempunyai nilai warna di dalam lingkungan yang dibenarkan akan dikategorikan sebagai piksel ruang parkir dan selebihnya akan dianggap sebagai piksel milik kenderaan yang mana akan mencetuskan status pendudukan sebaik sahaja nilai ambang dicapai. Beberapa kaedah telah diperkenalkan dalam mengatasi isu-isu yang telah timbul dalam kajian ini. Antaranya termasuklah kaedah ROI tunggal dan kembar, operasi logik Boolean DAN dan ATAU, fungsi pemasa, fungsi ROI kawalan dan akhirnya fungsi penapisan bayang-bayang. Semua kaedah dianalisa untuk mengenalpasti kemampuan dan kecekapan dalam menyelesaikan kekangan yang timbul. Melalui kombinasi kaedah-kaedah yang telah dicadangkan, kadar kejayaan sebanyak 88.9% telah dapat dicapai. Baki 11.1% kadar kegagalan adalah disebabkan oleh masalah kekeliruan antara warna kenderaan dengan warna permukaan petak parkir dan sepatutnya akan dapat diselesaikan sekiranya lebih banyak ROI penyemak digunakan pada setiap petak parkir di masa hadapan.

ABSTRACT

This research focuses on development of a vision-based system that able to detect the vacancy of parking spaces using image processing technique, namely through the adaptive twin ROI mode approach. In performing the parking space detection, a special computer program called 'detector' has been developed using the combination of OpenCV and FLTK libraries. The program which is used with web camera and notebook computer is dedicated to perform all methods that are proposed in this research. The system that has been developed is targeted to detect the parking space during daytime in outdoor environment and can work in different weather and lighting conditions such as under bright sunlight, during rainy day or in shady surroundings. The procedure in performing the parking space detection is divided into four stages namely the image acquisition, image preprocessing, ROI setting and colour detection stage. In the image acquisition stage, three ways have been identified as the method to perform the image acquisition techniques, which they are the real situation, traffic-type and offline image file technique. Next, in image preprocessing stage, the acquired image is applied with blurring effect to reduce noise and also applied with conversion function. The conversion function converts the acquired image which originally in BGR colour space into the other popular formats namely the HSV and YUV. The ROI setting stage involves assigning the position of the ROIs onto the desired parking slots and applying the range of colour that represents the parking space background colour to the ROIs which is called as 'allowable range' in this thesis. Finally, in the colour detection stage, the ROIs that have been properly set are performed with pixels analysis that compares each of the pixels inside the ROI with the allowable range defined in previous stage. The pixels which their colour value is inside the allowable range will be categorized as the parking space pixels and the rest will be assumed as the vehicle's pixels which will trigger the occupation status once the threshold value is exceeded. Several methods are introduced in overcoming the issues that have arisen in this research. Some of them include the single and twin ROI mode, the AND and OR Boolean logical operators, timer function, control ROI function and finally the shadow filtering feature. All of the methods are analyzed to view their capability and efficiency in solving the arisen issues. Through the combination of the proposed methods, it can be seen that the result of the parking space detection achieved 88.9% of success rate. The rest of 11.1% failure rate is caused by the confusion of the detector with the vehicle and parking space colour and should be overcome if more checking ROIs per parking space are implemented in the future.

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