

# Refined and Enriched Captions With Physical Scale For Dynamic Disaster Scene

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## Abstract

*Vision-Language models (VLMs), i.e., image-text pairs of CLIP, have boosted image-based Deep Learning (DL). Unseen images by transferring semantic knowledge from seen classes can be dealt with the help of language models pre-trained only with texts. Two-dimensional spatial relationships and a higher semantic level have been performed. Moreover, Visual-Question-Answer (VQA) tools and open-vocabulary semantic segmentation provide us with more detailed scene descriptions, i.e., qualitative texts, in captions. However, the capability of VLMs presents still far from that of human perception. This paper proposes PanopticCAP for refined and enriched qualitative and quantitative captions to make them closer to what human recognizes by combining multiple DLs and VLMs. In particular, captions with physical scales and objects' surface properties are integrated by water level, counting, depth map, visibility distance, and road conditions. Fine-tuned VLM models are also used. An iteratively refined caption model with a new physics-based contrastive loss function is used. Experimental results using images with adversarial weather conditions, i.e., rain, snow, fog, landslide, flooding, and traffic events, i.e., accidents, outperform state-of-the-art DLs and VLMs. A higher semantic level in captions for real-world scene descriptions are shown.*

## 1. Introduction

Segmentation has become an important task for real-world applications by Deep Learning (DL) [4, 5, 8–12, 15, 18–20, 26, 28, 33, 37, 39, 40, 50, 51, 56–58, 60, 61, 69–72, 74, 75, 79–81, 88, 93–95, 98, 106, 112, 115, 116, 120, 124, 126, 132–134, 152]. Segmentation has become diversified into semantic and instance segmentation. Although many variants of segmentation models are presented, issues with limits of training image datasets and robustness to illumination and noise remain unsolved. Only pretraining a finite number of images could not have enhanced segmentation accuracy in real-world scenes. Dynamic changes have been dealt with by rain drops [98, 134], defog, and dehaze [40, 61, 71, 74, 89, 132]; however, these methods fail to deal

with heavy fog and snowfall events. Moreover, unpredicted disaster and traffic accident scenes require more pretraining image datasets; however, in spite of vital events, they are hard to collect sufficient images and videos due to rare chances. Therefore, segmentation to such conditions and events becomes degraded.

Recently, CV, DL, and NLP have been combined, i.e., Vision Language Model (VLM). It is known that unseen images that have not been pretrained have been recognized much better than only CV or DL models [3, 6, 14, 23, 25, 34, 41–43, 48, 54, 55, 64, 67, 83, 86, 91, 96, 97, 100, 108, 111, 114, 117, 121, 129, 139, 140, 142, 144, 146, 147, 151]. VLMs can understand vision and text, allowing them to perform tasks requiring multimodal understanding, i.e., Visual Question Answer (VQA), image captioning, or image retrieval. Moreover, VLMs can be pre-trained on large datasets [64, 91, 100] and fine-tuned on smaller datasets for specific tasks, allowing for efficient transfer learning [3, 6, 14, 23, 25, 34, 41–43, 48, 54, 55, 67, 83, 86, 96, 97, 108, 111, 114, 117, 121, 129, 139, 140, 142, 144, 146, 147, 151].

This can be useful in various applications, such as object detection [29, 30, 32, 38, 49, 59, 77, 82, 90, 92, 102, 119, 128, 138, 143, 149], segmentation [24, 36, 63, 76, 78, 84, 87, 110, 127, 131, 137, 145, 150], and classification. VLMs can save time and resources in various applications and improve semantic understanding by recognizing relationships between objects and concepts and developing a comprehensive understanding of visual content.

Image captioning is an important and challenging task in computer vision that involves generating natural language descriptions of complex visual scenes that include objects and their surrounding context. However, single VML is often weak for dynamic changes, i.e., disaster scenes [113]. Moreover, heavy rainfall and snowfall have been increasing, which may cause a chain reaction of natural disasters observed from the satellite images, i.e., landslides and flooding [17, 44, 125].

However, camera image-based post-disaster object recognition for dirt, water, and rocks remains unsolved on the road. Since domain adaptation segmentation DL models [46, 118] require manual selection of the optimal pre-

trained model, they are not useful for dynamic changes. However, few papers effectively integrate physical scale into the VLM model and combine multi-VLMs.

For images to be best captioned, they need to depict information most similar to Human perception. Human perception can simultaneously process different visual cues, i.e., texture, shape, and depth, to identify and label objects at varying distances. Therefore, a method for refining and enriching captions with different visual cues is needed.

To this end, this paper proposes PanopticCAP: a panoptic vision-language model under adversarial visual conditions using single images. This paper proposes refined and enriched captions for scene descriptions under adversarial conditions by the proposed PanopticCAP with multiple task-oriented DLs and VLMs.

PanopticCAP consists of eleven modules, i.e., Deep Visual Language Classification (Dvlc), Deep Visual Language Segmentation (Dvls), Visual-Query-Answer (VQA), Contrastive Language Physical scale Pretraining (CLPP), Deep Visibility estimation (Dvis), Deep Road conditions (Droad), Deep Depth (Ddepth), Deep anomaly (Danomal), Deep water-level (Dwater), Deep snowfall (Dsnow), and Deep Scene (DScene). The branched architecture allows us to efficiently maintain and upgrade each of the eleven modules. Contributions of this paper are fourfold:

1. Multiple vision language and Transformer-based Deep Learning (DL) models with branched structures for efficiency in light of memory, training, and maintenance. Danomal excludes difficult images, i.e., lenz reflection, to stabilize the overall system. Due to enormous datasets of VLMs, Dvls, and Dvlc are fine-tuned VLMs from SOTA models for segmentation and classification, respectively.
2. It is the first time to contain dynamic changes with physical scales, i.e., depth by Ddepth, fog visibility distance by Dvis, weather conditions by Dsnow, water level by Dwater, and road conditions by Droad. Unseen images like adversarial weather and disaster conditions can be dealt with. Moreover, more detailed scene descriptions of traffic accident events are shown. Captions with 3D-related adverbs, i.e., behind, rear, in front of, and far, enable to generate as SOTAs have used 2D-related adverbs, i.e., left and right.
3. More refined and enriched captions are generated based on fixed queries at VQA, CLPP, and the above multiple modules. A new contrastive loss function is proposed in CLPP to refine and enrich captions with the object's physical scale, i.e., size and position, under an iterative refinement process. API tools, i.e., Visual ChatGPT [123], may be hard to generate dynamic scene changes with physical scales as this paper presents.

4. Many experimental results show the superiority of the proposed PanopticCAP over SOTA DLs and VLMs. The proposed PanopticCAP will help notify detailed scene descriptions, i.e., more quantitative texts, to drivers, auto-driving, and rescue workers from camera images.

## 2. Related Work

This section briefly describes Computer Vision (CV), Deep Learning (DL), and Vision Language Model (VLM) concerning methods and issues in scene understanding of camera images under various conditions. Visibility levels are one of the most important visual factors to estimate for monitoring and auto-driving. To estimate visibility, segmentation-based DL models have been reported and used by Dvis [2] and Droad [1].

An all-in-one image restoration network for unknown corruption has been proposed [62]; however, this method can be degraded heavy fog and snowfall, as shown in Dvis [2] and Droad [1]. Dehazing in [33] is limited to closer views of daytime lighter foggy scenes, i.e., indoor and garden, unlike our proposed method [2] for distant scenes with heavy fog at night, i.e., highway. A unified framework for depth-aware panoptic segmentation has been reported [57] under clear weather conditions.

Although Cityscapes with 3000 images [21], Foggy Cityscape DBF with 500 synthetic foggy images [103], and Foggy Zurich with 3800 real light foggy images [104] are publicly available, they are almost all daytime and lighter fog data. Moreover, image datasets for road conditions have not been built, unlike Droad [1].

In recent years, the Vision Language model (VLM) field has undergone significant progress [141, 147, 148]. But most of them are pre-trained with large-scale training datasets and fine-tuned with task-specific annotated training data. The pre-training of VLMs has been explored using three main approaches: contrastive objectives [22, 73, 99], generative objectives [47, 122][108, 109], and alignment objectives [35, 52, 85, 101, 130, 136]. VLMs are transferred by Text-Prompt Tuning [3, 6, 23, 42, 43, 55, 83, 86, 108, 111, 129, 139, 142, 146, 147, 151].

Besides finetuning, knowledge distillation is a method to improve VLMs for downstream tasks, including object detection [29, 30, 32, 38, 49, 59, 77, 82, 90, 92, 102, 119, 128, 138, 143, 149] and semantic segmentation [24, 36, 63, 76, 78, 84, 87, 110, 127, 131, 137, 145, 150].

Unseen images that have not been pre-trained have become recognized by VLM frameworks [13, 31]. More diverse and out-of-distribution data for pre-training and evaluation are used [45]. Prompt learning to adapt VLMs to new tasks without fine-tuning is also shown [53]. Contents of captions have been enhanced for better descriptions of real-world objects [31].

Geometric reasoning or depth estimation to infer 3-D information from 2-D images [135, 141] is shown using 3D point-cloud data and indoor scenes. Pretraining VLMs require over 100 million image-text paired datasets for high accuracy, more than DL models require. Therefore, many efficient models have been introduced [13, 31, 65, 68, 100, 105, 109, 153]. However, laborious and time-consuming tasks remain unsolved in pretraining VLMs.

Visual ChatGPT API tool has become famous as the image-text captioning tool. The advantage of Visual ChatGPT [123] is that it can produce acceptable results on the general scene and unseen classes. However, since Visual ChatGPT [123] is trained on the limited data of the year 2021, it generates captions under older datasets. So far, Visual ChatGPT [123] is weak at generating dynamic scene descriptions like weather and road conditions. Moreover, the physical size of objects, fog visibility distance, and water level are contained.

Therefore, as aforementioned above, no SOTA VLM papers and API tools have challenged images with the physical scale in natural phenomena, i.e., fog visibility in 3D depth and water level. More refined and enriched captions will be provided by the proposed PanopticCAP in the following sections.

### 3. Proposed Method

This section describes the proposed PanopticCAP method/system for refinement and enrichment of captioning and classes from a single image input. Instead of using only vision models or a single vision-language model, this paper proposes a new architecture that integrates multiple Deep Learning and vision-language modules.

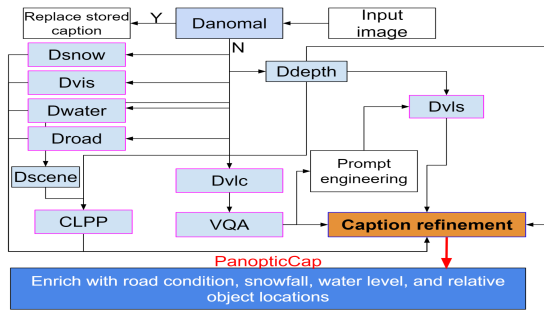


Figure 1: Overview of the proposed PanopticCAP model.

Figure 1 shows an overview of the proposed PanopticCAP. Since this paper deals with many challenging scenes with disasters and car accidents, adversarial conditions are taken into account. Further detailed explanations of the multiple modules will be given in Sub-sections 3.1 to 3.4.

#### 3.1. Proposed Danomal

To identify and reject adversarial images, as shown in Figure 2, an algorithm to reject such images is proposed to avoid the degradation of the cascaded other recognition

modules. Three major adversarial image patterns have been selected: a) lens reflection, b) strong headlight, and c) raindrops. These adversarial images were collected from over 2500 images and used to train by Swin Transformer [37] into 3 classes.

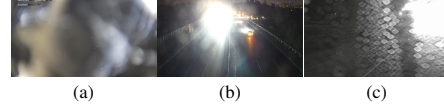


Figure 2: Examples of rejected images: (a) Lens reflection. (b) Strong headlight. (c) Raindrops.

#### 3.2. Proposed Dvlc and Dvls

Dvlc is a vision-language model trained on image and text pairs that can predict the most relevant text given an image. It does not need to be directly optimized for this task and can perform “zero-shot” learning like GPT-3 and -4. Dvlc matches the performance of the original ResNet50 on ImageNet “zero-shot” without using any of the original 1.28M labeled examples, which is a significant accomplishment in Computer Vision.

Dvlc utilizes the input texts of five distinct disaster categories: *car crashes, flooding, fog, landslide, and rain*. Tailored textual input descriptions are employed for each disaster category to enhance natural language processing techniques in analyzing disaster-related data. These scenes are associated with domain-specific terms to improve the accuracy of automated disaster detection and classification.

Dvls is proposed to obtain semantic segmentation of these scenes. Dvls is finetuned from OvSeg [76] by adding a new physical constraint to the loss function. To obtain descriptions of disasters for the Dvlc, a classification task is performed using keywords corresponding to each disaster scene. These texts are used to generate text descriptions of the disasters that are fixed for each type of scene.

Therefore, since Dvlc and Dvls recognize texts and segmentation from a single image, this paper proposes to combine respective outputs.

#### 3.3. Proposed CLPP

The proposed Contrastive Language Physical-Scale Pretraining (CLPP) is a VLM with inputs from a depth map, object location from image and text description pairs, and a modified contrastive loss function. Unlike SOTA VLMs with no physical models in contrastive loss functions, this paper proposes CLPP with additional physical constraints, as shown in Figure 3. The original contrastive loss function of CLIP [100] is defined by

$$L = \frac{1}{2}(1 - Y) \cdot D^2 + \frac{1}{2}Y \cdot \max(0, m - D)^2 \quad (1)$$

where  $Y$  is the binary label indicating whether the text and image are similar or dissimilar,  $D$  is the distance between the learned embeddings of the text and image, and  $m$  is the

margin hyperparameter, i.e., 0.2. In order to incorporate the physical scale, including the size and location of objects, i.e., meters, a similarity metric is added. The modified contrastive loss is then defined as

$$L = \frac{1}{2}(1 - Y) \cdot D^2 \cdot (1 - \text{sim}) + \frac{1}{2}Y \cdot \max(0, m - D)^2 \cdot \text{sim} \quad (2)$$

where  $\text{sim}$  is the physical similarity between the text description and the image with object location.  $\text{sim}$  is computed as the Euclidean distance between the location of objects in the image and its description in the text.  $\text{sim}$  is defined by

$$\text{sim} = w_s \cdot E(S_T, S_I) + w_l \cdot E(R_T, R_I) \quad (3)$$

where:  $w_s$  is the weight of an object physical size, and  $w_l$  is the weight of object's physical location, normally,  $w_s$  and  $w_l$  are both set equal to 0.5.  $E(S_T, S_I)$  is the Euclidean distance between the physical size in image  $S_I$  and in the text description  $S_T$ .  $E(R_T, R_I)$  is RMSE between the physical object location in the image  $R_I$  and in text description  $R_T$ . The physical size of the object is determined based on the ratio between the object size in pixels and the object size in meters as labeled in the dataset.

When using cosine similarity as the distance metric  $D$  in the contrastive loss function, which ranges from  $-1$  to  $1$ , the margin hyperparameter is typically set to a small value, i.e., 0.2 to 0.5.

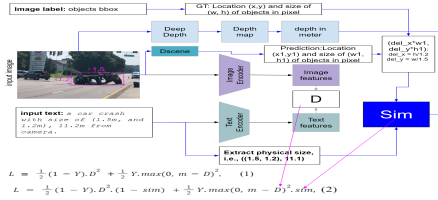


Figure 3: Proposed contrastive language for pre-training in physical scale.

### 3.4. Proposed Droad, Dsnow, and Dvis

This section discusses the proposed Droad, Dsnow, and Dvis as explained in Section 3. Unlike SOTA papers in DLs and VLMs, this paper aims to generate dynamic scene changes with the weather conditions, i.e., rain, snow, and fog, and road conditions, i.e., dry, wet, and snow. Dvis [2] and Droad [1] are applied for further detailed classes of segmented objects. Dscene [1, 2] is also applied to ensure snow conditions.

In Dvis [2], Droad [1], and Dscene [1, 2], Swinformer [126] is trained from over 7500 winter road images. It is noted that since publicly available annotation datasets are insufficient, various weather and road scenes from different countries under adversarial conditions have been collected and used to train.

### 3.5. Dwater

Dwater is a simple combination of Dscene and a transformer-based classifier, specifically the ViT [27] classifier. Dwater estimates the water level based on reference

objects, such as cars, buses, humans, trees, poles, and traffic signs, through two steps: In Step 1, objects are extracted from the image using Dscene. In Step 2, the extracted objects are classified to their respective water levels, which are pre-defined for each object. Table 1 shows the physical height of the reference object for water levels.

Table 1: Physical height of reference objects.

| Level/Objects | human (m) | car (m) | pole (m) |
|---------------|-----------|---------|----------|
| Lv1           | 0.3       | 0.3     | 0.5      |
| Lv2           | 0.6       | 0.6     | 1        |
| Lv3           | 0.9       | 0.9     | 2        |
| Lv4           | 1.3       | 1.2     | 3        |
| Lv5           | 1.7       | 1.5     | 4        |

## 4. Experiments and Discussion

### 4.1. Danomal for adversarial conditions

This section evaluates the performance of the proposed Danomal. The dataset comprises over 2500 images with 1 normal condition and 3 different adversarial conditions: lens reflection, strong light, and raindrops. In a comparative study, Droad, Dsnow, Dvis, and Dvlc are applied with and without Danomal. Evaluation is conducted using three classes of road condition, three classes of snowfall, four classes of visibility, and five classes of scene types.

Table 2 shows the results that Danomal can effectively reject images with adversarial conditions, where the accuracy using Danomal becomes better for each DL model without Danomal. No thresholding setting is required. Therefore, the proposed Danomal has been proven useful in rejecting such three adversarial factors in road images.

Table 2: Accuracy comparison with and without DANomal under adversarial conditions for Droad, Dsnow, Dvis, and Dvlc.

|       | Without Danomal (%) | With Danomal (%) |
|-------|---------------------|------------------|
| Droad | 81.31               | <b>86.07</b>     |
| Dsnow | 72.90               | <b>78.22</b>     |
| Dvis  | 75.58               | <b>80.86</b>     |
| Dvlc  | 91.78               | <b>92.65</b>     |

### 4.2. Scene Recognition Capability of CLPP and Dvlc

To evaluate the performance of scene analysis of the proposed system, this section demonstrates the qualitative and quantitative accuracies of CLPP and Dvlc. The test dataset consists of six selected categories: a car crash in snow conditions, flooding with rain, low visibility with fog, landslide, wet road with rain, and traffic flow. Figure 4 (a)-(f) shows such images. In the test dataset, ground truth captions have been manually annotated and contain the following key criteria: the number of vehicles, scene category, and road conditions. Totally, 3500 images are collected. The experiments have been conducted to evaluate the performance of scene understanding using VLMs on dynamic scenes as well as the level of detail of the description based on the generated captions. BLIP [66] model has been chosen to



Table 3: Comparison of captions among ground truth, proposed CLPP, and BLIP [66]

|     | Ground truth                                   | CLPP                                              | BLIP [66]                                                         |
|-----|------------------------------------------------|---------------------------------------------------|-------------------------------------------------------------------|
| (a) | 7 cars under heavy snowfall in a crashed scene | 7 cars on the frozen road, 1 severely damaged car | A car is stuck in the snow                                        |
| (b) | 4 vehicles under flooding scene                | Cars and motorcycle on the flooded highway        | A man is crossing the street in the rain                          |
| (c) | Empty highway under heavy foggy scene          | Highway under heavy foggy at daytime              | Foggy road in the mountains                                       |
| (d) | One car on the road, in a landslide scene      | One car on the damaged road occluded by the rock  | A tractor is parked on the side of a road next to a pile of rocks |
| (e) | One car on the rainy road                      | A street under a light rain at night              | The image is of a street intersection at night                    |

compare since the achievement of high capability of transfer flexibly for vision language understanding and captioning tasks.

Table 3 shows the captions containing ground truth and two captions generated by the proposed CLPP ( $m = 4$  in eq. 2) and BLIP [66] on six images in Figure 4. CLPP and BLIP [66] can recognize the scene’s context and key objects, i.e., traffic conditions and several objects. However, BLIP [66] is insufficient to capture detailed scene features compared with CLPP. In (a), (b), and (f), the counting number of vehicles by CLPP has been improved from one to many. In (b), no road conditions by BLIP [66] have been recognized, but CLPP recognizes the flooding highway. In (e) and (f), CLPP recognizes rain and sunny, respectively.

However, BLIP [66] shows no weather conditions. In (c), it is shown that the degree of fog is recognized as heavy fog by CLPP with time. In (d), CLPP recognizes that the road is occluded by the rock, but BLIP [66] shows a pile of rocks. Therefore, the proposed CLPP has demonstrated more refined and enriched captions over BLIP [66].

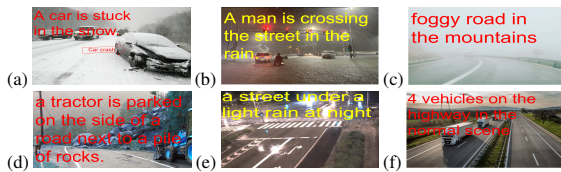


Figure 4: Results of captions in images: (a) Car crash. (b) Flooding. (c) Fog. (d) Landslide. (e) Rain. (f) Traffic flow.

Table 3 shows the captions containing Ground truth and two captions generated by CLPP and BLIP [66] on five images in Figure 4. CLPP and BLIP [66] are able to recognize and count on things of the scenes; however, the captions generated by CLPP are semantically closer to the class of ground truths. Moreover, CLPP shows a higher level of detail in the caption since the reflection of the condition of the road surface is due to the effects of weather and disaster. In order to evaluate the classification capability of CLPP for dynamic scenes quantitatively, the similarity between the captions generated by CLPP and the annotated class of the images is evaluated based on the adjective or noun sets, i.e., frozen, flooded, damaged, and light as well as synonyms words occurring in the caption.

Table 4 demonstrates a comparison of the classification

Table 4: Accuracy comparison among ViT, Resnet, Vgg18, and Dvcl. The bold font indicates the best score.

| Classes/model | Dvcl (%)     | ViT (%) | Resnet101(%) | Vgg19(%) |
|---------------|--------------|---------|--------------|----------|
| Car crashes   | <b>93.37</b> | 92.41   | 91.12        | 87.67    |
| Flooding      | <b>90.69</b> | 89.23   | 87.83        | 86.54    |
| Fog           | <b>92.98</b> | 91.19   | 86.77        | 85.23    |
| Landslide     | <b>89.52</b> | 87.63   | 87.19        | 84.89    |
| Rain          | <b>92.33</b> | 87.58   | 88.92        | 83.11    |
| Average       | <b>91.78</b> | 89.61   | 88.37        | 85.49    |

results among the proposed Dvcl, CLPP, and SOTA classifiers, i.e., ViT [27], VGG19, and Resnet101. Dvcl has classified best in the accuracy of 91.78% accuracy without retraining. Therefore, the effectiveness of Dvcl as prompt engineering facilitating to Dvcls has been proven.

### 4.3. Refined Semantic Segmentation by Prompt Engineering

This section denotes the proposed Dvcls and how to obtain the final refined captions using prompt engineering. The prompt for each scene is pre-defined as a list of words, i.e., (1) car crashes: [”pedestrian”, ”car”, ”car crash”, ”road”, ”bike”, ”tree”]; (2) flooding: [”water”, ”car”, ”person”, ”tree”, ”sky”]; (3) fog: [”foggy”, ”mountain”, ”road”, ”car”, ”wet”]; (4) landslide: [”landslide”, ”debris flow”, ”rocks”, ”road”, ”dirt”]; (5) rain: [”water”, ”rain”, ”umbrella”, ”road”, ”person”]. Prompts are selected respectively by classification results from Dvcl.

Figure 5 illustrates the effectiveness of our approach on images with foggy and traffic accident scenes. (a) shows the input images, while (c) displays the segmentation results generated by the transformer-based SOTA segmentation model, i.e., Mask2former [19], which shows generic classes, i.e., ”sky-other-merged”, and ”car”. (b) presents improved segmentation results, and achieved prompt engineering, which provides more detailed semantic segmentation results, i.e., more detail from ”sky-other-merged” to ”foggy” for the foggy scene and from ”car” to ”car crash” for the traffic accident scene.

It has been demonstrated that prompt tuning for Dvcl is helpful for detailing segmentation results under dynamic conditions.

### 4.4. Image Captioning by CLPP

This section challenges image captioning with obstacles on the road using the proposed Contrastive Language Physical-Scale Pretraining (CLPP) ( $m = 4$  in eq. 2) in a 3D manner, unlike GraphVQA [1] with the 2D graph of on, left, or right. Figure 6 (a) shows post-disaster images suffered from the enormous typhoon, where many obstacles like dirt and rocks piled up on the road and other regions. In order to recognize whether obstacles are present on the road or not, the occluded road surfaces must first be identified. For this, DeepDepth (b) with vertical (Oy), horizontal (Ox), and depth (Oz) coordinates are used to recognize nearly flat

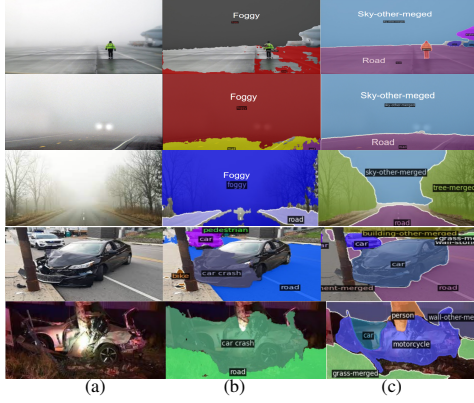


Figure 5: Results of segmentation by SOTA and proposed PanopticCAP: (a) Original image. (b) Proposed refined semantic segmentation. (c) Mask2Former [19]

road surfaces that are assumed to be the normal road (xOz) below the obstacles.

On the other hand, Dscene (c) can provide segmented objects. Depth maps (b) and objects from (c) are fed into the image encoder of a VLM to make contrastive with description texts, respectively. The presentation of the depth map in 3D (d) shows the relative location of objects. The location of objects like tree and mountain classes are included in the caption for the image when encoding depth map with objects mask respectively with relative location by adverbs in texts, i.e., “on”, “before”, “above”, “bottom”, and “side” for 2D and adverbs for 3D are “behind,” “in front of”, and “rear”.

The refined caption and segmentation (e) show that the proposed method can enrich the caption by adding detailed locations of objects and road conditions. SOTA single VLMs, i.e., BLIP [66], could not estimate the depth and road condition. It has been proven that CLPP can estimate physical factors on images, and CLPP caption result is more detailed than single VLM.

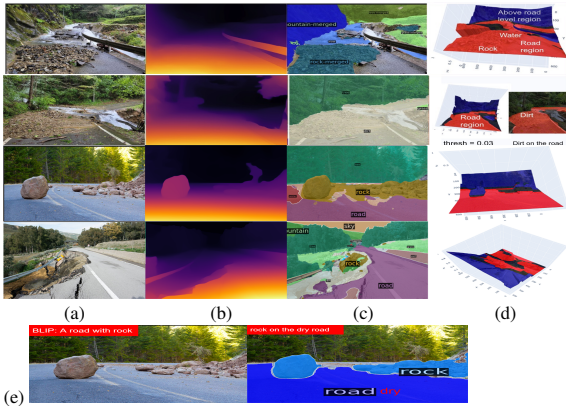


Figure 6: Proposed CLPP applied to post-disaster scenes to identify road regions with various obstacles (dirt, water, rock): (a) Input image. (b) Depth map. (c) Panoptic segmentation. (d) Refined road surface. (e) The left image is the input image with the BLIP caption result. The right image is the refined caption: “Rock on the dry road”.

Table 5: Comparison of the refined captions with BLIP caption results.

|     | Proposed method                                                                                                 | BLIP [66]                                            |
|-----|-----------------------------------------------------------------------------------------------------------------|------------------------------------------------------|
| (1) | Rocks lay on the flooding road, within 938m in visibility                                                       | A flooded road in the rain                           |
| (2) | Rock debris lay on the wet road, within clear visibility                                                        | A road in the rain with rocks and debris on the side |
| (3) | 15 vehicles on the wet highway, under heavy snowfall and within 637m in visibility                              | A snowstorm on a highway                             |
| (4) | A truck on the wet highway, snow on the side of the highway, under heavy snowfall and within 512m in visibility | A snow plow clears a road in the snow                |
| (5) | 12 people stand on a flooded road, within 812m in visibility, and 0.5m water level (Lv2)                        | A group of people on flooded road                    |
| (6) | The highway under light snowfall with the snow on the side of the road, within 748m in visibility               | Snow-covered road with a fence and a street light    |

#### 4.5. Dynamic Captions with Weather and Road Conditions by Proposed Dvls, Dsnow, Droad, and Dwater

To provide further complicated captions, this section conducts experiments on various weather conditions with traffic and disaster scenes. The proposed Dsnow, Droad, and Dvls are used by comparing a SOTA VL captioning model, BLIP [66]. Figure 7 shows six scenes. As a result, road conditions by Droad (1)-(6) are wet in blue and snow in yellow. Dsnow’s indicators (3)-(6) present light to heavy snowfall. Dvls recognizes overall scene objects like mountains, rivers, rocks, sky, and trees. Proposed Dvls [2] from images (1)-(6) can estimate a physical scale from weather phenomenon, i.e., foggy visibility distances in meters: 938, clear, 637, 512, 812, and 748 m, respectively. Therefore, the road condition and visibility distance have been included in the captions of Dvls. Table 4 shows a comparison of the refined captions and a SOTA BLIP [66] result using six scenes of Figure 7. The comparison results show that a refined caption is detailed about the scene by adding road conditions, snowfall status, location of objects, and exact visibility in meters. Besides, the caption from BLIP lacks a description. The result has proven that the proposed method integrating Droad, Dsnow, and Dvls outperforms single VML, i.e., BLIP [66].

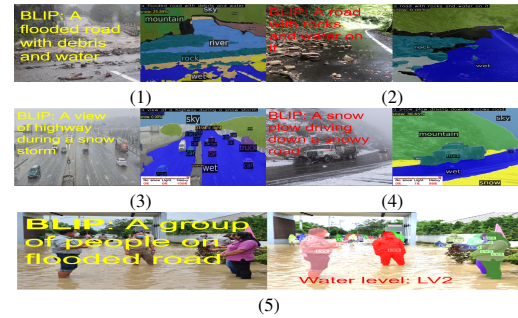


Figure 7: Results of proposed Dvls with refined and enriched captions in dynamic scenes: (1) Flooding road. (2) Landslide on the road. (3), (4) Heavy snowfall on the highway. (5) Flooded scene with water level, Lv2. (6) Light snowfall on the highway.

#### 5. Ablation study

To justify the proposed PanopticCAP, many additional experiments are ablated below.



## 5.1. Caption Refinement by Dvls

To show the usefulness of refined Dvls, many unseen disaster scenes that have not been pre-trained are used to segment with classes. As shown in Figure 8 (a), images present disaster events. Two SOTAs of (c) MaskDINO [7]. (d) OVSeg [76] are compared. As a result, Table 6 summarizes classes of (b) proposed Dvls and (c), (d) two SOTAs. In (1), a truck (c) or boat (d) has been annotated, whereas the proposed Dvls has refined to “car crash” over water (b). In (2)-(5), snow to water, landslide to rocks, pavement to rain, and tree to strong wind have been annotated by (b) the proposed Dvls, respectively.

Therefore, refined texts from SOTAs’ texts could enhance original to higher semantic texts. In particular, (5) tree (c) is normal segmentation, but strong wind (b), (d) stands for intuitive weather conditions as humans may announce. When depth maps are added, combined with location prompts, Dvls can label segmented objects more semantically. Therefore, it has been proven that the proposed Dvls with texts will play an important role in messaging heavy disaster events more clearly than SOTAs’ texts.

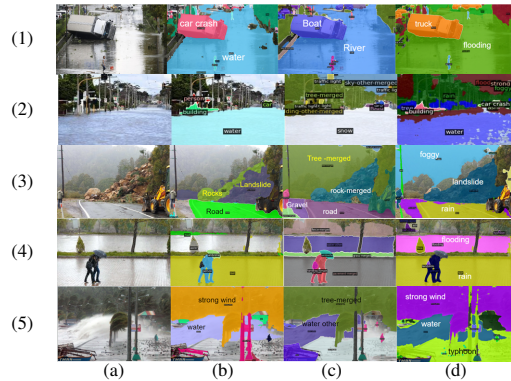


Figure 8: Comparison of the proposed method, MaskDINO [7], and OVSeg [76] (a) Input image. (b) Proposed Dvls. (c) MaskDINO [7] (d) OVSeg [76]

Table 6: Comparison of classes by SOTAs and proposed Dvls.

| Image | SOTA                  | Proposed    |
|-------|-----------------------|-------------|
| (1)   | boat, truck           | car crash   |
| (2)   | snow, rain            | water       |
| (3)   | rock-merged, rain     | landslide   |
| (4)   | pavement-merged, rain | rain        |
| (5)   | tree-merged, typhoon  | strong wind |

## 5.2. Caption Enrichment Using Refined Segmentation and Query Loop

This section describes a combination of refined segmentation from the proposed Dvls with a query loop from VQA to further refine the caption for an image. A loop is necessary because the resulting segmentation of Dvls depends on the newly added class. By selecting the most appropriate word, the best segmentation result can be achieved during the looping. Figure 9 depicts a looping scheme between VQA and Dvls. The list of objects/events consists of words

with similar meanings that describe an object/event. The process of selecting the best answer involves evaluating the cosine similarity between the answer and the image. The answer with the highest cosine similarity score is considered the best. To ensure the most accurate selection, all words with similar meanings are looped through until the best answer has been chosen. The effectiveness of these integrated models is compared to an online image captioning API, i.e., visual ChatGPT. The queries are designed to correspond to different types of events, such as “car crashes,” “flooding,” “fog,” “landslide,” “rain,” and “snowfall.” Pre-defined prompts for these scenes are used, including cars, water, snow, rocks, and debris flow. Figure 10 presents a

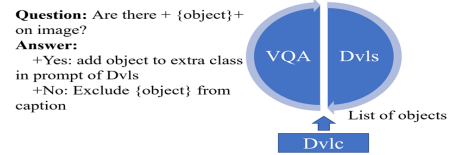


Figure 9: Query loop and segmentation combination.

comparison between two approaches: (a) visual ChatGPT [123] caption results and (b) finally refined segmentation using a query loop with consideration of the relative size and location of objects. The comparison reveals that visual ChatGPT [123] only provides an overview of scene descriptions with no physical scales. On the other hand, the proposed model presents more detailed physical scales of sizes and locations for accident events. Thus, the proposed method has proven capable of handling dynamic captions. More refined and enriched captions by the proposed model have been generated for such traffic accident scenes than visual ChatGPT [123].

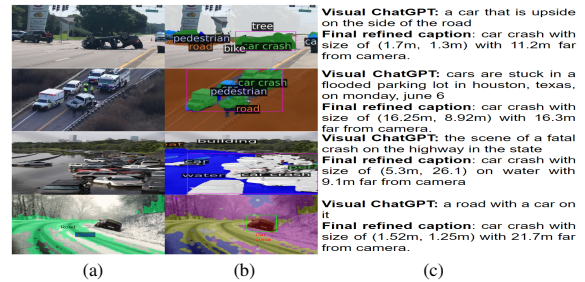


Figure 10: Comparison of vision-language models between visual ChatGPT and the proposed method: (a) Image captioning using visual ChatGPT. (b) Refined segmentation and captions with physical scales by the proposed CaptionCAP. (c) Captions from visual ChatGPT and the proposed CaptionCAP.

## 5.3. Compare the Proposed PanopticCAP with SOTA VMLs

To justify the performance of the proposed PanopticCAP, more complicated scenes under adversarial weather and disaster conditions are selected to provide captions, as shown in Figure 11 (a). VLM-based SOTAs, i.e., (d) ZegFormer [24], (e) OvSeg [76], and (f) ClipSeg [84], are compared. Dwater is used for water level estimation us-

ing pre-registered known standard objects' sizes, i.e., buildings, cars, poles, and human heights. Results by (f) ClipSeg [84] show the worst segmentation, particularly flooding regions. On the other hand, results by (d) ZegFormer [24] segment are better than results by (e) OvSeg [76]. However, all SOTAs are limited to generating captions with physical scales. Results by (b) the proposed PanopticCAP present segmented objects with bikes, cars, and water. In captions (c) from (b), water levels from 0.3 m to 1.56 m and several cars have been contained. These quantitative captions can describe more details than only qualitative texts, i.e., flooding. Therefore, it has been demonstrated that the proposed PanopticCAP provides dynamic physical scales that are helpful in understanding how cars and bikes are damaged. It is the first time to generate dynamic captions from such disaster scenes. When videos are available, spatio-temporal changes will also be captioned to monitor for rescue purposes.

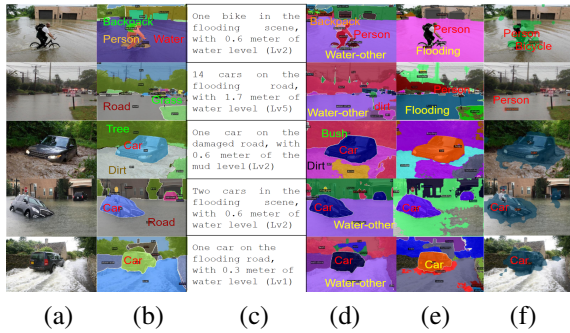


Figure 11: Results of SOTA VL-based segmentation: (a) Input image. (b) Proposed PanopticCAP. (c) Refined caption by the proposed PanopticCAP with scene descriptions and physical scale in water level. (d) ZegFormer [24] (e) OvSeg [76] (f) ClipSeg [84]

#### 5.4. CLPP with Different Loss Function Parameters

This section presents an experimental comparison of various parameters for the contrastive loss function (L) used in the proposed CLPP. CLPP is applied in Sections 4.2 and 4.4 with  $m = 0.4$  in equations 2 and 3. In this experiment,  $m$  is used from array list values [0.2, 0.3, 0.4, 0.5]. A comparison of equation (1) and the proposed equations (2) and (3) is carried out. Table 7 shows a comparison of the modified loss function and the original one for the physical scale-generated caption. The result shows that the performance of CLPP is the lowest in RMSE when  $m$  is set to 0.4. Therefore, it has been reconfirmed that the selected  $m$  is optimal.

Table 7: RMSE of different values  $m$  with/without  $sim$ .

| $m$ | Modified | Original |
|-----|----------|----------|
| 0.2 | 0.1985   | 0.2214   |
| 0.3 | 0.2043   | 0.2375   |
| 0.4 | 0.1894   | 0.2018   |
| 0.5 | 0.1964   | 0.2145   |

#### 5.5. Overall Evaluation PanopticCAP

This section presents an experiment that evaluates the final output of all eleven modules. The experiment measures

Table 8: Performance evaluation of proposed panopticCAP on public image-text datasets

| Dataset/Method     | PanopticCAP | Visual ChatGPT |
|--------------------|-------------|----------------|
| COCO Caption       | 0.3854      | 0.4415         |
| Conceptual Caption | 0.3659      | 0.4235         |

Table 9: Performance evaluation of proposed panopticCAP on collected datasets.

| Dataset/Method   | PanopticCAP | Visual ChatGPT |
|------------------|-------------|----------------|
| Disaster         | 0.4521      | 0.3124         |
| Traffic accident | 0.4315      | 0.3254         |

Table 10: Computational cost and memory usage comparisons.

| Perform/Model   | Computational cost (second) | Memory usage (Mb) |
|-----------------|-----------------------------|-------------------|
| Proposed method | 9.423                       | 11231             |
| Visual ChatGPT  | 8.123                       | 6132              |
| BLIP[66]        | 1.432                       | 3214              |

performance using the BLEU score and is conducted on two datasets. The first dataset is publicly available and includes the COCO Caption dataset [16] and the Conceptual Captions dataset [107], both of which contain image-text pairs. The second dataset includes two images with accompanying text descriptions describing snowfall status, water level, and physical scale. These collections are the Disaster dataset (1850 image-text pairs) and the Traffic accident dataset (2130 image-text pairs).

According to the results in Table 8, PanopticCAP does not perform as well as Visual ChatGPT. This could be due to the fact that the text descriptions in the public image set do not include information about road conditions, water levels, snow conditions, or visibility, whereas PanopticCAP is capable of generating captions with these details. However, Table 9 presents contradictory results, where PanopticCAP outperforms Visual ChatGPT on datasets featuring disaster or traffic accident conditions. It has been proven that PanopticCAP can provide detailed semantics about the physical aspects of scenes. These can be highly useful for tasks such as traffic coordination and rescue operations.

In addition, we compared the computational cost and memory usage of the proposed system with that of SOTA methods on the same hardware device. Table 10 presents a comparison of the computational cost and memory usage for these methods.

## 6. Conclusion

This paper has proposed PanopticCAP with multiple DL and VLM models, which consist of branched structures for efficiency in light of memory, training, and maintenance. It is the first time to contain dynamic changes in captions with physical scales, i.e., depth, fog visibility distance, weather conditions, water level, and road conditions. A physics-based loss function generates more refined and enriched captions at a contrastive loss. PanopticCAP will help notify detailed scene descriptions to drivers, auto-driving, and rescue workers from camera images.



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