

Acceptance Letter

22nd May 2026

Muljono Muljono

Faculty of Computer Science, Universitas Dian Nuswantoro, Semarang, Indonesia

ID: IJTDI 10842

Title: Establishing SSD-MobileNetV2 as a Robust Baseline for Driver Drowsiness Detection Toward IoT-Ready In-Driving Safety Systems

Dear Dr. Yo Ceng Giap, Muljono Muljono, Affandy, Ruri Suko Basuki, Harun Al Azies, and Deshinta Arrova Dewi,

We are delighted to accept your above-mentioned manuscript for publication in International Journal of Transport Development and Integration (ISSN: 2058-8313), a strictly peer-reviewed open-access journal operated by Acadlore.

Upon acceptance, your manuscript will enter the production process, and receive fast, efficient service from a team of professional in-house editors. Please provide us with your email (preferably institutional email) and complete address (with correct postcode) for future correspondence. During the production process, we will send you page proofs of your paper for minor corrections and approval.

Note that your paper will not be published in the journal, if any form of plagiarism is detected during the production process.

After publication, the PDF file of the published paper will be sent to the corresponding author of the manuscript.

We greatly appreciate your contribution to the journal, and expect your continuous support for the betterment of the journal. You are encouraged to cite this and other works published in Acadlore journals in your future publications.

Best regards,

International Journal of Transport Development and Integration

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William Zhang

**IJTDI-10842 Major Revisions**

5 pesan

International Journal of Transport Development and Integration <ijtdi@acadlore.com>

12 Mei 2026 pukul 17.32

Kepada: Muljono Muljono <muljono@dsn.dinus.ac.id>

Cc: p41202200050@mhs.dinus.ac.id, affandy@dsn.dinus.ac.id, ruri.basuki@dsn.dinus.ac.id, harun.alazies@dsn.dinus.ac.id, deshinta.ad@newinti.edu.my

Dear Dr. Muljono,

Your manuscript submitted to IJTDI has been reviewed and, based on the comments we have received, we would like to request that you carry out major revisions.

Manuscript ID: IJTDI-10842

Type of manuscript: Research Article

Title: Establishing SSD-MobileNetV2 as a Robust Baseline for Driver Drowsiness Detection Toward IoT-Ready In-Driving Safety Systems

Authors: Yo Ceng Giap, Muljono Muljono, Affandy Affandy, Ruri Suko Basuki, Harun Al Azies, Deshinta Arrova Dewi

We have now received two valid review reports for your manuscript IJTDI-10842. One set of comments is attached to this email, and the other is available in the submission system. You can access the reviewer comment and the latest version of the manuscript at

<https://submission.acadlore.com/my-academia-path/manuscript/re-submit/c2fbc4f214d2de75e8f71efae410e03a>

Your co-authors can also view this link if they have an account in our submission system using the e-mail address in this message.

Please revise the manuscript according to the comments and upload the revised file within 10 days. Any revisions should be clearly highlighted, and a point-to-point response to each comment must be provided. Your response and the revised version will be inspected by the editors and reviewers.

Acadlore maintains a group of talents well-versed in translation and language polishing, and collaborates deeply with highly-recognized language service providers. Our language services, which are supported by native English editors, and top researchers in various subjects, contribute directly to your publication success. If you have difficulties in improving the language of your paper, please feel free to contact us.

We look forward to receiving your revisions soon.

Kind regards,
Camille Zeng, IJTDI **IJTDI 10842 comment 2.docx**
17K**ijtdi@acadlore.com** <ijtdi@acadlore.com>

22 Mei 2026 pukul 11.14

Kepada: Muljono Muljono <muljono@dsn.dinus.ac.id>

Cc: Giap <p41202200050@mhs.dinus.ac.id>, Affandy <affandy@dsn.dinus.ac.id>, Basuki <ruri.basuki@dsn.dinus.ac.id>, Azies <harun.alazies@dsn.dinus.ac.id>, Dewi <deshinta.ad@newinti.edu.my>

Dear Dr. Muljono,

Thank you for your patience during the review process. We are writing to inform you that your manuscript IJTDI-10842 is now accepted for publication in the International Journal of Transport Development and Integration (IJTDI). Acceptance letter and invoice have been attach to this email.

To expedite the payment verification process, we kindly request you to email us the following information once the payment has been made:

1. Payer's full name;
2. Payment date;
3. Payment note/memo (please include the manuscript ID for reference);
4. A screenshot or copy of the payment confirmation.

Please review these documents carefully. Should you have any questions regarding the language expectations or the next steps, please do not hesitate to contact us.

We look forward to receiving the polished version of your manuscript and moving forward with its publication.

Camille | Assistant Editor

Editorial board, International Journal of Transport Development and Integration,

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www.acadlore.com/journals/IJTDI**From:** Muljono Muljono**Date:** 2026-05-21 16:07**To:** ijtdi@acadlore.com**Subject:** Re: IJTDI-10842 Major Revisions

Dear Editor,

Thank you for your email and for the reviewers' valuable comments and suggestions regarding our manuscript.

We have carefully revised the manuscript in accordance with all comments provided during the latest review round. The revised manuscript has been thoroughly updated, and all modifications have been addressed in detail within the attached point-by-point response letter.

Please find attached:

1. The revised manuscript file
2. The response letter to reviewers

We sincerely appreciate the time, effort, and constructive feedback provided by the reviewers and editorial team, which have helped us improve the quality and clarity of the manuscript.

Thank you for your consideration. We look forward to your further evaluation.

Best regards,
MuljonoOn Wed, May 20, 2026 at 12:35 PM ijtdi@acadlore.com <ijtdi@acadlore.com> wrote:

Dear Dr. Muljono,

Thank you for submitting the revised version of your manuscript.

After another round of review, the reviewers have indicated that further adjustments (minor revision) are still necessary. Please find the detailed revision comments attached to this email.

We kindly request you to revise the manuscript accordingly and return the updated version along with a point-by-point response letter by 26th May (5 days since receiving this email).

We appreciate your continued efforts and cooperation. Should you have any questions regarding the comments, please do not hesitate to contact me.

Camille | Assistant Editor

Editorial board, International Journal of Transport Development and Integration,

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From: Muljono Muljono
Date: 2026-05-20 14:55
To: International Journal of Transport Development and Integration
Subject: Re: IJTDI-10842 Major Revisions

Dear Editor,

Thank you for the opportunity to revise and resubmit our manuscript entitled "Establishing SSD-MobileNetV2 as a Robust Baseline for Driver Drowsiness Detection Toward IoT-Ready In-Driving Safety Systems" (Manuscript ID: IJTDI-10842).

We sincerely appreciate the valuable comments and constructive suggestions provided by the reviewers and editors. We have carefully revised the manuscript according to all comments received. The revisions have been clearly highlighted in the revised manuscript, and a detailed point-by-point response to each reviewer comment has been provided in the response letter.

The revised files submitted include:

1. Revised manuscript with highlighted changes
2. Response letter to reviewers

We believe that the revisions have significantly improved the quality, clarity, and scientific contribution of the manuscript. We sincerely hope that the revised version meets the journal's requirements and is suitable for further consideration for publication in IJTDI.

Thank you very much for your time and consideration. We look forward to your positive response.

Best regards,

Muljono Muljono
(on behalf of all authors)
[Kutipan teks disembunyikan]

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Faculty of Computer Science
Dian Nuswantoro University
Semarang, Jawa Tengah, Indonesia 50131

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Faculty of Computer Science
Dian Nuswantoro University
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22 Mei 2026 pukul 17.49

Cc: Giap <p41202200050@mhs.dinus.ac.id>, Affandy <affandy@dsn.dinus.ac.id>, Basuki <ruri.basuki@dsn.dinus.ac.id>, Azies <harun.alazies@dsn.dinus.ac.id>, Dewi <deshinta.ad@newinti.edu.my>

Dear Dr. Muljono,

We will soon confirm the APC payment for your manuscript IJTDI-10842.

Due to a high volume of manuscripts currently undergoing typesetting and proofreading, we kindly suggest that to significantly speed up the processing of your article, you could proactively address the minor revision comments from the previous round and review your manuscript against the self-check items outlined below in three days:

1. In-text Citations (IEEE Format):

- Number citations sequentially in order of appearance: [1], [2], [3]
- Format: "(Author/Organization)[Number]".

2. References:

- Ensure all references are retrievable via Google Scholar and include DOIs or valid URLs.
- Follow the IEEE formatting examples below:

Here are the references to journal articles:

- [1] G. Liu, K. Y. Lee, and H. F. Jordan, "TDM and TWDM de Bruijn networks and shufflenets for optical communications," IEEE Trans. Comp., vol. 46, no. 6, pp. 695-701, 1997. <https://doi.org/10.1109/12.600827>.
- [2] S. M. Ali and S. Sinha, "Three-phase step-up DC-DC converter with a three-phase high-frequency transformer," Global J. of Engg. & Appl. Sciences, vol. 2, Article ID: 19875, 2012.

Here are the references to books:

- [3] G. O. Young, "Synthetic structure of industrial plastics," in Plastics, J. Peters (Ed.), New York, NY, USA: McGraw-Hill, vol. 3, pp. 15-64, 1964.
- [4] W. K. Chen, Linear Networks and Systems. Belmont, CA, USA: Wadsworth, pp. 123-135, 1993.

Here is the reference to a conference:

- [5] L. Liu and H. Miao, "A specification-based approach to testing polymorphic attributes," In Formal Methods and Software Engineering: Proceedings of the 6th International Conference on Formal Engineering Methods, (ICFEM 2004), Seattle, WA, USA, November 8-12, 2004, J. Davies, W. Schulte, and M. Barnett (Eds.), Berlin: Springer, pp. 306-349.

Here are the references to patents:

- [6] R. M. Barrett, "Convertible vertical take-off and landing miniature aerial vehicle," U.S. Patent 6,502,787, 7 January 2003.
- [7] J. P. Wilkinson, "Nonlinear resonant circuit devices," U.S. Patent 3 624 125, Jul. 16, 1990.

Here is the reference to a standard:

- [8] "IEEE Criteria for Class IE Electric Systems," IEEE Standard 308, 1969.

Here are the references to theses:

- [9] J. M. Kabir, "Factors influencing customer satisfaction at a fast food hamburger chain: The relationship between customer satisfaction and customer loyalty," Doctoral Dissertation, Wilmington University, U.S., 2016.
- [10] J. O. Williams, "Narrow-band analyzer," Ph.D. Dissertation, Dept. Elect. Eng., Harvard Univ., Cambridge, 1993.

Here is the reference to a website:

- [11] "Why some people with anxiety love watching horror movies," HuffPost, 2019, https://www.huffpost.com/entry/anxiety-love-watching-horror-movies_l_5d277578e4b02a5a5d57b59e.

Here is the reference to a report:

- [12] "Calibration program for the 16-foot antenna," NGL-006-69-3, 1987, Texas, Austin, TX, USA: Elect. Eng. Res. Lab., Univ.

Here is the reference to a newspaper:

- [13] M. Murphy, D. Arenas, and J. M. Batista, "Value creation in crosssector collaborations: The roles of experience and alignment," Journal of Business Ethics, 2014, <https://doi.org/10.1007/s10551-014-2204-x>.

3. Abbreviations:

First occurrence: "Full Term (Abbr)"; subsequently use "Abbr" only.

4. Ensure all images are clear and legible.

5. Supplementary Materials:

GA Submission Guidelines:

Format: JPEG, PNG, or TIFF

Size: 1200 × 600 pixels (landscape preferred)

Content: A concise visual summary of your study's core concept or results

Text: Keep to a minimum; short phrases, keywords, and labeled diagrams are acceptable

Language: English only

Font: Arial font only

File size: Up to 2 MB

An **Author Contribution** statement (about 50-200 words) detailing the specific roles and responsibilities undertaken by each author in the research and preparation of the manuscript.

For example:

Conceptualization, X.X. and Y.Y.; methodology, X.X.; software, X.X.; validation, X.X., Y.Y. and Z.Z.; formal analysis, X.X.; investigation, X.X.; resources, X.X.; data curation, X.X.; writing—original draft preparation, X.X.; writing—review and editing, X.X.; visualization, X.X.; supervision, X.X.; project administration, X.X.; funding acquisition, Y.Y. All authors have read and agreed to the published version of the manuscript.

Taking these steps in advance will greatly enhance the efficiency of our subsequent proofreading, reduce the number of revision rounds, and help accelerate the overall publication timeline. Your manuscript is scheduled to be published within one to two weeks, depending on the complement of proofing.

We truly appreciate your cooperation and proactive efforts in refining your manuscript. Please feel free to reach out if you have any questions regarding the revision points.

Camille | Assistant Editor

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From: Muljono Muljono

Date: 2026-05-22 15:27

To: ijtdi@acadlore.com

Subject: Re: IJTDI-10842 Major Revisions

Dear Editorial Team,

Thank you for the acceptance of our manuscript, IJTDI-10842, for publication in the International Journal of Transport Development and Integration (IJTDI).

We are pleased to inform you that the publication fee payment has been successfully processed. As requested, please find the payment details below:

1. Payer's full name: Yo Ceng Giap
2. Payment date: May 22, 2026
3. Payment note/memo: IJTDI-10842

I have also attached the payment confirmation receipt to this email for your verification.

Kindly let us know once the payment is confirmed and advise us on the next steps for submitting the polished version of our manuscript.

Thank you for your assistance throughout this process.

Best regards,

Muljono

[Kutipan teks disembunyikan]

ijtdi@acadlore.com <ijtdi@acadlore.com>
Kepada: Muljono Muljono <muljono@dsn.dinus.ac.id>

Cc: Giap <p41202200050@mhs.dinus.ac.id>, Affandy <affandy@dsn.dinus.ac.id>, Basuki <ruri.basuki@dsn.dinus.ac.id>, Azies <harun.alazies@dsn.dinus.ac.id>, Dewi <deshinta.ad@newinti.edu.my>

28 Mei 2026 pukul 10.06

Dear Dr. Muljono,

We have confirmed that the APC payment for your manuscript IJTDI-10842 has been successfully received.

Thank you also for sending your self-checked proofreading version. We will review it promptly and return the manuscript with our proofreading comments to you as soon as possible.

We appreciate your cooperation and understanding.

Camille | Assistant Editor

Editorial board, International Journal of Transport Development and Integration,

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From: Muljono Muljono

Date: 2026-05-23 23:31

To: ijtdi@acadlore.com

Subject: Re: IJTDI-10842 Major Revisions

Dear Editor,

Thank you very much for your email and for the opportunity to further refine our manuscript entitled:

"Establishing SSD-MobileNetV2 as a Robust Baseline for Driver Drowsiness Detection Toward IoT-Ready In-Driving Safety Systems" (Manuscript ID: IJTDI-10842)

We sincerely appreciate the editorial support and detailed self-check guidelines provided to help accelerate the typesetting and proofreading process.

Following your suggestions, we have carefully reviewed and revised the manuscript accordingly. The following improvements have been completed:

1. In-text citations have been reviewed and adjusted to follow the IEEE citation style and sequential numbering format.
2. References have been carefully rechecked to ensure consistency with IEEE formatting guidelines, including DOI information and valid URLs where applicable.
3. Abbreviations have been revised to ensure that full terms are provided at first occurrence followed by their abbreviations in parentheses.
4. All figures and images have been reviewed to ensure clarity and readability for publication formatting.
5. The Graphical Abstract (GA) has been prepared according to the journal guidelines, including:
 - English language only
 - Arial font
 - Landscape format
 - Concise visual summary of the proposed framework
6. The Author Contributions section has also been finalized and included in the manuscript.

We truly appreciate the editorial team's effort and support throughout the review and publication process. We hope the revised manuscript and supplementary materials satisfy the final production requirements and help facilitate the proofreading and publication stages.

Please do not hesitate to contact us if any additional revisions or clarifications are still required.

Thank you once again for your valuable assistance and consideration.

Sincerely,
Muljono

[Kutipan teks disembunyikan]

ijtdi@acadlore.com <ijtdi@acadlore.com>

28 Mei 2026 pukul 20.05

Kepada: Muljono Muljono <muljono@dsn.dinus.ac.id>

Cc: Giap <p41202200050@mhs.dinus.ac.id>, Affandy <affandy@dsn.dinus.ac.id>, Basuki <ruri.basuki@dsn.dinus.ac.id>, Azies <harun.alazies@dsn.dinus.ac.id>, Dewi <deshinta.ad@newinti.edu.my>

Dear Dr. Muljono,

Thank you for your patience. We have completed the first round of proofreading for your manuscript IJTDI-10842.

Please find the annotated document attached to this email. We kindly request you to carefully review the comments and suggestions, and make the necessary adjustments, revisions, or confirmations accordingly.

Thank you for your cooperation. Should you have any questions regarding the annotations, please feel free to contact me.

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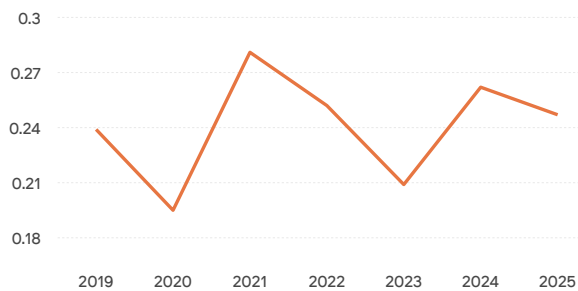
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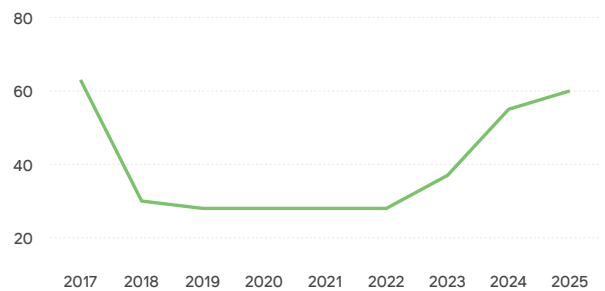
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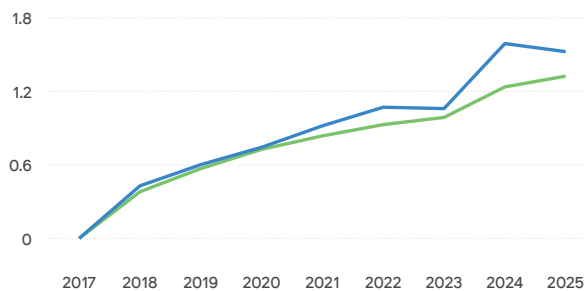


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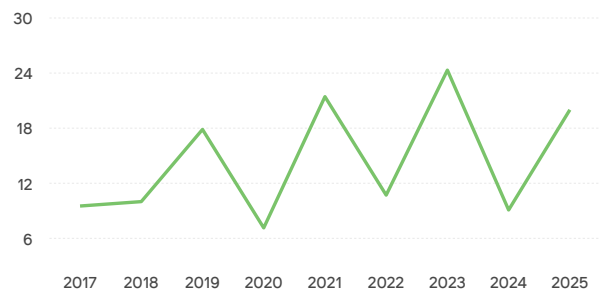


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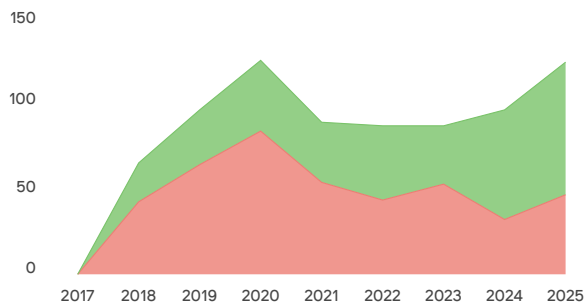


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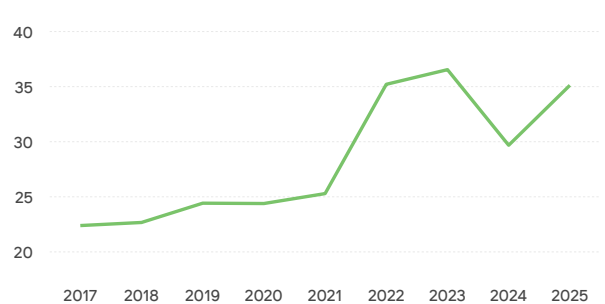


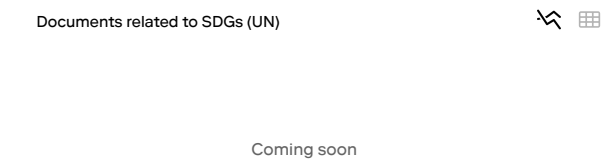
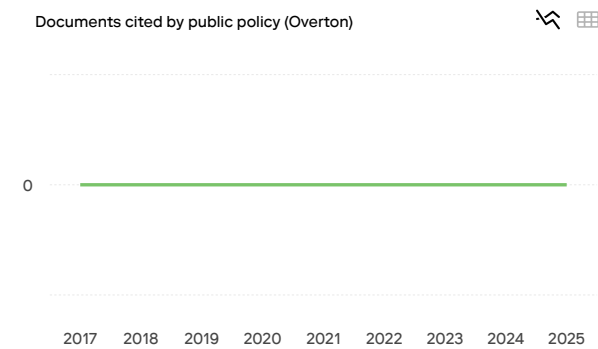
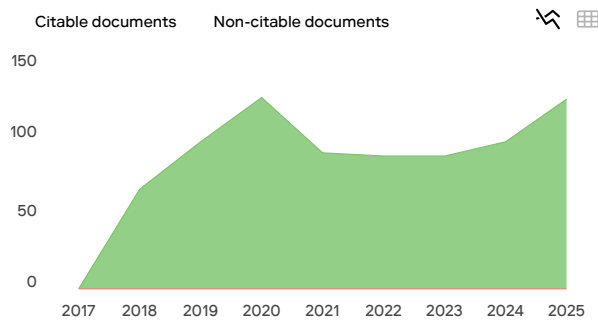
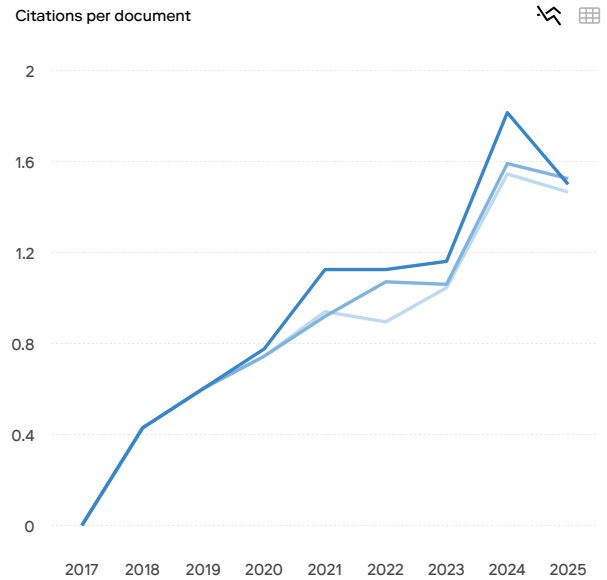
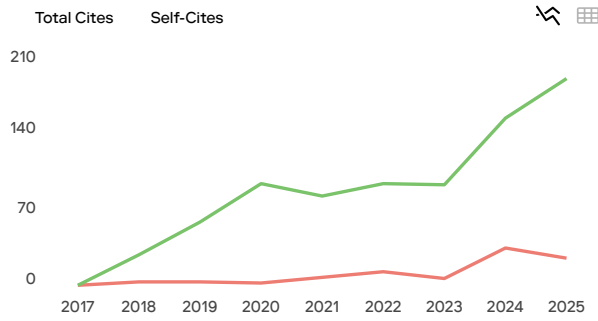
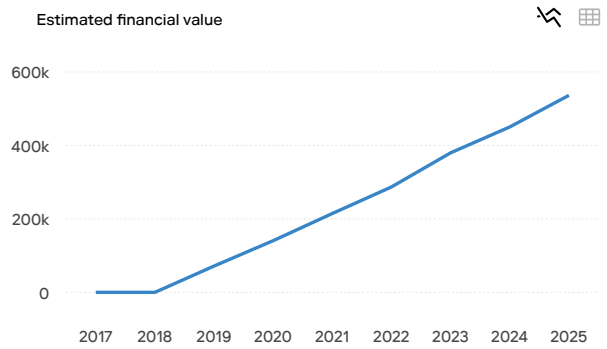
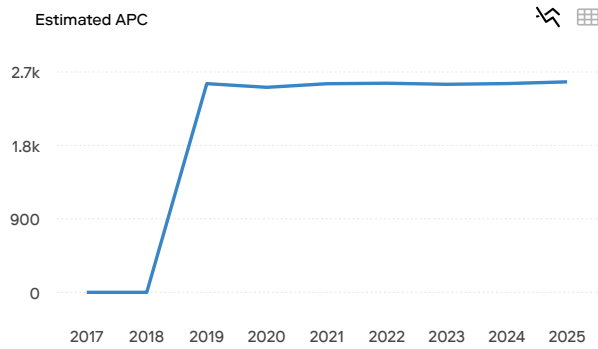
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Manuscript ID: 10842

Title : Establishing SSD-MobileNetV2 as a Robust Baseline for Driver Drowsiness Detection Toward IoT-Ready In-Driving Safety Systems

Response Letter to Reviewers 1

Dear Editor and Reviewers,

Thank you for your letter regarding our manuscript 10842. We highly appreciate the insightful and constructive comments provided by the Editor and the reviewers. We have carefully considered each point and made the necessary revisions to clarify and strengthen our work. We hope that our revisions adequately address the concerns raised and remain open to any further guidance.

Before responding to each point, we would respectfully like to note that many comments from Reviewer 1 appear to discuss topics related to mobility justice, urban mobility inequality, neighborhood-scale transport analysis, and Household Travel Survey (HTS) methodology, which are outside the scope of our manuscript. Our study focuses on lightweight deep learning architectures for driver drowsiness detection and IoT-ready in-vehicle safety systems. Therefore, we respectfully believe that some comments may have been unintentionally associated with another manuscript during the review process. Nevertheless, we respond to each point below for completeness.

Reviewers' comments to the authors:

1. This article is very strong from a theoretical point of view, with:

- Solid integration between the concepts of motility (Kaufmann) and mobility justice (Sheller, Lucas),
- A clear position that mobility is not just a technical issue, but a social, political, and justice issue.

This approach places the article well in contemporary academic debates, particularly in the study of *urban studies*, *transport geography*, and *mobility justice*.

Answer:

We sincerely appreciate the reviewer's positive assessment. However, after careful examination, the concepts discussed in this comment (motility, mobility justice, urban studies, and transport geography) are not part of the scope of our manuscript, which focuses on lightweight deep learning architectures for driver drowsiness detection and IoT-ready in-vehicle safety systems.

Reviewers' comments to the authors:

2. This study highlights:

- Medium-sized cities in North Africa (Chlef, Algeria),
- The neighborhood scale (Zeboudj) is rarely the focus of global literature.

The majority of mobility studies focus on:

- Big City (megacities),
- Context Global North.

This article fills a significant geographical and empirical gap in the international literature

Answer:

We sincerely appreciate the reviewer's positive assessment. However, after careful examination, the concepts discussed in this comment (motility, mobility justice, urban studies, and transport geography) are not part of the scope of our manuscript, which focuses on lightweight deep learning architectures for driver drowsiness detection and IoT-ready in-vehicle safety systems.

Reviewers' comments to the authors:

3. Different from conventional transport studies, this article:

- Departing from the practice of everyday mobility,
- Using the experience of citizens as an entry point for analysis.

This approach:

- Giving a "voice" to vulnerable groups (women, the elderly, low-income),
- It is very much in line with the mobility justice and social equity framework.

Answer:

We sincerely appreciate the reviewer's positive assessment. However, after careful examination, the concepts discussed in this comment (motility, mobility justice, urban studies, and transport geography) are not part of the scope of our manuscript, which focuses on lightweight deep learning architectures for driver drowsiness detection and IoT-ready in-vehicle safety systems.

Reviewers' comments to the authors:

4. Methodological important advantages:

- HTS is not only used as a technical planning tool,
- But it is reinterpreted as a sociological diagnostic tool.

This is a valuable methodological contribution, because:

- Shifting HTS from predictive to critical-analytical functions,

- Relevant for the context of the Global South with the limitations of big data.

Answer:

We sincerely appreciate the reviewer's positive assessment. However, after careful examination, the concepts discussed in this comment (motility, mobility justice, urban studies, and transport geography) are not part of the scope of our manuscript, which focuses on lightweight deep learning architectures for driver drowsiness detection and IoT-ready in-vehicle safety systems.

Methodological Improvement Proposals

Reviewers' comments to the authors:

1. Clarify the position of the methodology as a "diagnostic-exploratory study" from the beginning. Although the authors mention the diagnostic nature and limitations of the sample, it is recommended to affirm from *the Introduction* or *Methodology* that this study does not aim to generalize statistics, but rather:
 - understand mobility inequality contextually,
 - Generate *a thick description* at the neighborhood level. This will prevent criticism related to sample size (N=100).

Answer:

Our study focuses on lightweight deep learning architectures for driver drowsiness detection using public image-based datasets (DDD, NTHU-DDD, and YawDD), rather than mobility inequality, neighborhood-scale analysis, or diagnostic-exploratory transportation studies.

Reviewers' comments to the authors:

2. Add a more explicit theoretical justification for the neighborhood scaleThe study is already empirically robust, but can be reinforced by:
 - An explanation of why neighborhood-scale analysis is more appropriate for *mobility justice* studies than city-scale,
 - Associate the choice of scale with the literature (e.g. *everyday mobility, ordinary cities*).

Answer:

Our study does not investigate neighborhood-scale mobility analysis, mobility justice, or urban transportation studies. Instead, the manuscript focuses on evaluating lightweight deep learning models for driver drowsiness detection in IoT-ready in-vehicle safety systems using public image-based datasets.

Reviewers' comments to the authors:

3. Clarify the temporal limitations of the data (pandemic context). Since the survey was conducted in 2020: It is necessary to have a brief discussion of whether and how pandemic conditions are affecting:
 - frequency of travel,
 - perception of public transportation,
 - Fashion Choices. This is important for the transparency of the interpretation of the results.

Answer:

Our study does not analyze travel frequency, public transportation perception, pandemic-related mobility behavior, or survey-based transportation data. Instead, the manuscript focuses on driver drowsiness detection using lightweight deep learning architectures and public image-based datasets (DDD, NTHU-DDD, and YawDD).

Reviewers' comments to the authors:

4. Add a major quantitative summary table. Currently, the results are presented in narratives and graphs. Recommended: Add 1–2 concise tables (for example):
 - modal split $\times$ gender,
 - Modal split $\times$ socio-professional group, to make it easier for international readers to compare inequality patterns

Answer:

We sincerely appreciate the reviewer's suggestion. However, this comment does not correspond to the scope and dataset structure of our manuscript. Our study does not involve mobility inequality analysis, modal split analysis, gender-based transportation behavior, or socio-professional transportation surveys. Instead, the manuscript focuses on evaluating lightweight deep learning architectures for driver drowsiness detection using public image-based datasets.

Reviewers' comments to the authors:

5. Strengthen cross-tabulation with explicit interpretation. Descriptive analysis is adequate, but it can be strengthened by:
 - Direct interpretation of group differences (e.g. why women are more dependent on collective taxes),
 - The affirmation that this difference is structural inequality, not mere individual preference.

Answer:

Our study does not examine mobility inequality, gender-based transportation behavior, or socio-economic transportation patterns. Instead, the manuscript focuses on evaluating lightweight deep learning architectures for driver drowsiness detection using public image-based datasets.

Reviewers' comments to the authors:

6. Add one simple synthetic indicator (optional). Without having to go into complex statistics, the author can:
- Create a simple index (e.g. *perceived mobility constraint score*),
 - To strengthen the mobility stratification claim.

Answer:

Our study does not investigate mobility stratification, perceived mobility constraints, or transportation inequality indicators. Instead, the manuscript focuses on evaluating lightweight deep learning architectures for driver drowsiness detection using public image-based datasets.

Reviewers' comments to the authors:

7. Clarify the theoretical contribution to the mobility justice literature. It is recommended to add one explicit paragraph that answers:
- What's *new* about the Chlef case for the mobility justice literature?
 - What is the contribution:
 - a) empirical (North African context),
 - b) conceptual (aspiration–practice gap),
 - c) or methodological (HTS as a sociological tool)?

Answer:

Our study does not discuss mobility justice literature, the Chlef case, HTS methodology, or transportation inequality analysis. Instead, the manuscript focuses on evaluating lightweight deep learning architectures for driver drowsiness detection in IoT-ready in-vehicle safety systems using public image-based datasets.

Reviewers' comments to the authors:

8. Affirm the relationship between "motility" and "mobility justice" Nowadays the two concepts are used in parallel. It will be stronger if: It is explained how motility operates as a mechanism that produces mobility injustices,
- With a direct example of the survey results (gender, age, employment status)

Answer:

Our study does not investigate motility, mobility justice, or survey-based transportation inequality related to gender, age, or employment status. Instead, the manuscript focuses on evaluating lightweight deep learning architectures for driver drowsiness detection using public image-based datasets in the context of IoT-ready in-vehicle safety systems.

Reviewers' comments to the authors:

9. Make policy recommendations more operational The policy implications are still normative. Recommended: Add a concrete policy example:
- sidewalk repairs,
 - reformasi collective taxis,
 - tariff policy or public transport subsidies, which are relevant for medium-sized cities such as Chlef.

Answer:

Our study does not address urban transportation policy, public transport systems, collective taxi reform, or mobility policy in cities such as Chlef. Instead, the manuscript focuses on evaluating lightweight deep learning architectures for driver drowsiness detection in IoT-ready in-vehicle safety systems using public image-based datasets.

Reviewers' comments to the authors:

10. Clarify the role of local vs national governmentThe article mentions the governance gap, but it can be clarified:
- Which actors are the most crucial (municipality, region, national level),
 - At which level, mobility justice interventions are most realistic.

Answer:

Our study does not examine governance structures, mobility justice interventions, or the role of local and national governments in transportation policy. Instead, the manuscript focuses on evaluating lightweight deep learning architectures for driver drowsiness detection using public image-based datasets in the context of IoT-ready in-vehicle safety systems.

Response Letter to Reviewers 2

Reviewers' comments to the authors:

1. The link with the scope of IJTDI needs more work.

At present, the manuscript reads more like a computer vision or deep learning classification paper. The transport development, transport system integration, and intelligent transport safety parts are still weak. IJTDI is not only interested in model accuracy. It also expects a clear transport application, system setting, deployment route, and practical value for transport management or safety. The authors should add a section explaining how the model can be connected to an in-vehicle monitoring system, driver warning system, IoT-based transport safety platform, or fleet safety management system. The paper should also explain its specific role in road safety, driver behavior monitoring, and accident prevention.

Answer:

We thank the reviewer for this valuable suggestion. To strengthen the alignment with the scope of IJTDI, we revised the Introduction and Discussion sections by adding explicit explanations regarding the role of the proposed framework in intelligent transportation systems, in-vehicle monitoring, IoT-based driver safety systems, and accident prevention applications.

(Please see Introduction and Discussion sections of the revised manuscript.)

Reviewers' comments to the authors:

2. The literature review is too broad and spends too much space on basic deep learning.

The opening part of the Related Work section explains deep learning and neural networks at a basic level. This is not very useful for the target journal. The paper needs a more focused review of recent work on driver drowsiness detection, in-vehicle visual monitoring, edge-computing deployment, cross-dataset generalization, and real-time intelligent transport systems. The Related Work section could be reorganized into several focused themes, such as visual drowsiness detection, lightweight models, cross-dataset evaluation, and in-vehicle deployment. The reference style also needs checking. Some entries are incomplete, and the Kaggle datasets should be cited in the journal's required format.

Answer:

We appreciate the reviewer's recommendation. The Related Work section has been substantially reorganized to focus more specifically on driver drowsiness detection, lightweight architectures, cross-dataset evaluation, and IoT-ready deployment for intelligent transportation systems. Basic theoretical explanations of deep learning were reduced to improve relevance to the journal scope.

(Please see Related Work sections of the revised manuscript.)

Reviewers' comments to the authors:

3. The reason for choosing the three models is not strong enough.

The authors selected YOLO11n, Resnet50, and SSD-MobileNetV2, but they do not fully explain why only these three models were included. Current drowsiness detection studies also use EfficientNet, MobileNetV3, YOLOv8/YOLOv10, TinyML models, CNN-LSTM, and other lightweight designs. If the paper aims to show that SSD-MobileNetV2 is a suitable baseline, the authors need to explain the representativeness of the selected models and why other common lightweight models were not tested. A short justification should be added to the Methodology section, and the limited comparison range should be stated in the Discussion.

Answer:

We thank the reviewer for the important comment. Additional justification regarding the selection of YOLO11n, ResNet50, and SSD-MobileNetV2 has been added to the Methodology section. We also clarified that the comparison focuses on representative lightweight architectures rather than an exhaustive comparison of all existing lightweight models.

(Please see Methodology sections of the revised manuscript.)

Reviewers' comments to the authors:

4. The data source statement and the data availability statement do not match well.

The manuscript says that the three datasets came from Kaggle, but the Data Availability section says that the data are available from the corresponding author upon request. If the data are public, the authors should give the public sources, access links, version information, download date, and whether the processed data will be shared. Since the study uses face images and driver states, the authors should also add a short note on dataset permission, privacy, and ethics. Even when public datasets are used, this point should not be skipped.

Answer:

We appreciate the reviewer's observation. The Data Availability statement has been revised to clarify that the datasets are publicly accessible through Kaggle repositories. Additional information regarding dataset sources, public availability, and ethics/privacy considerations has also been added.

(Please see Data Availability sections of the revised manuscript.)

Reviewers' comments to the authors:

5. The title, abstract, and keywords should be brought closer to a transport journal.

The current title is mainly model-driven. The keyword "Process innovation" also seems misplaced, as the manuscript does not really discuss process innovation. The authors should consider terms that better match IJTDI, such as intelligent transportation systems, in-vehicle monitoring, road safety, driver monitoring system, and edge deployment for transport safety. The abstract should also say less about model ranking alone and say more about the expected use in transport safety systems and the current practical limits.

Answer:

We thank the reviewers for their helpful suggestions. The abstract and keywords have been revised to strengthen alignment with intelligent transportation systems, in-vehicle monitoring, and transportation safety applications. The keyword "Process innovation" has been removed and replaced with more transportation-oriented terms.

(Please see Abstract and Keywords sections of the revised manuscript.)

Reviewers' comments to the authors:

6. The figures, tables, and result presentation need cleaning up.

The explanation of Figure 1 repeats what is already in the text. Figure 3 gives processing time, but the unit, testing target, and hardware are not clear. In Table 1, some column names and values are confusing. For example, "Number of Datasets" sometimes looks like sample size and sometimes like video count. Table 5 also does not say whether the metrics are macro average, weighted average, or class-specific values. The authors should standardize the figure

and table format and write captions that allow each table or figure to be understood without much extra explanation from the text.

Answer:

We appreciate the reviewer's recommendation. Figures and tables have been revised for improved clarity and consistency. Additional explanations regarding processing time, hardware context, dataset size representation, and metric interpretation were added to the corresponding captions and descriptions.

(Please see Methodology and Results sections of the revised manuscript.)

Reviewers' comments to the authors:

7. The English needs a full revision.

There are many informal expressions in the manuscript, such as “number one cause,” “very good at,” “doesn't miss,” and “what the driver is doing.” These phrases do not sound like a polished journal article. Several paragraphs also repeat the same points, especially in the Introduction, model description, Discussion, and Conclusion, where SSD-MobileNetV2 is repeatedly described as lightweight, real-time, and IoT-ready. The authors should revise the language carefully, remove repeated sentences, reduce first-person wording, and make the paper closer to the style expected in a Scopus-indexed journal.

Answer:

We sincerely thank the reviewer for this important comment. The manuscript has undergone substantial English revision to improve academic tone, reduce repetitive wording, and eliminate informal expressions. Several sections, including the Introduction, Discussion, and Conclusion, were carefully refined to improve clarity and readability.

(Please see Introduction, Discussion and Conclusion sections of the revised manuscript.)

Manuscript ID : 10842

Title : Establishing SSD-MobileNetV2 as a Robust Baseline for Driver Drowsiness Detection Toward IoT-Ready In-Driving Safety Systems

Dear Editor and Reviewers,

We sincerely thank the reviewer for the valuable comments and constructive suggestions provided for our manuscript entitled: "Establishing SSD-MobileNetV2 as a Robust Baseline for Driver Drowsiness Detection Toward IoT-Ready In-Driving Safety Systems"

The comments have greatly helped us improve the quality, clarity, and transportation-system relevance of the manuscript. We have carefully revised the manuscript according to all suggestions. Detailed responses to each comment are provided below. Revisions to the manuscript are marked in green.

Reviewers' comments to the authors:

1. The manuscript now includes additional discussion related to intelligent transportation systems and in-vehicle monitoring. However, the transport application context remains relatively brief. The paper would be more suitable for the journal scope if a clearer deployment framework were provided. A practical description of the interaction among vehicle cameras, embedded devices, driver warning mechanisms, and transportation safety platforms would help clarify the role of the proposed framework in real-world transport systems. Suggested revision: Include a short deployment scenario or system workflow in the Discussion section and explain how the proposed architecture could operate within practical transportation safety environments.

Answer:

Thank you for this valuable suggestion. We have expanded the Discussion section by adding a practical deployment workflow scenario for the proposed SSD-MobileNetV2-based driver monitoring system. The revised manuscript now includes:

- A practical system workflow illustration (Figure 5),
- The interaction between in-vehicle cameras, embedded AI processing units, and warning systems,
- Practical transportation safety deployment scenarios,
- IoT-enabled fleet monitoring and transportation safety infrastructure discussions.

These additions strengthen the intelligent transportation systems context and clarify how the proposed architecture may operate in practical transportation safety environments.

(Please see Discussion sections of the revised manuscript.)

Reviewers' comments to the authors:

2. There is still some inconsistency between the response letter and the revised manuscript. The response states that unrelated keywords were removed; however, the keyword "Process Innovation" is still retained in the manuscript. This term does not appear closely connected with the present study and should be reconsidered. Suggested revision: Replace this keyword with terms more directly related to transportation applications, such as Driver Monitoring System, Road Safety, In-Vehicle Monitoring, or Edge Deployment.

Answer:

Thank you for identifying this discrepancy. The keyword "Process Innovation" has now been completely removed from the manuscript and replaced with the transportation-oriented and application-relevant keyword "In-vehicle monitoring."

(Please see keywords sections of the revised manuscript.)

Reviewers' comments to the authors:

3. The discussion of computational efficiency requires further clarification. Figure 3 reports total processing duration, while practical transportation deployment usually places greater emphasis on inference latency or real-time processing speed. The distinction between total experimental processing time and actual deployment performance should be made clearer. Suggested revision: Clarify that the reported values represent total experimental processing duration rather than per-frame inference time. It would also be appropriate to mention future evaluation using embedded platforms and real-time performance indicators.

Answer:

Thank you for this important clarification request. We have revised the Results section to explicitly state that the reported values represent the total experimental processing duration under an identical GPU-based evaluation setup, not frame-level inference latency measurements.

Additional clarifications have also been added regarding:

- Interpretation of relative computational workloads,
- Discrepancies between experimental durations and real-world implementation performance,
- Future evaluation directions have been added, including frame-level inference latency, frames per second (FPS) measurements, memory consumption, and energy efficiency analysis on embedded and edge automotive platforms to better assess the performance of real-time implementations.

Additionally, the caption for Figure 3 has been revised for clarity.

(Please see Results and future work sections of the revised manuscript.)

Reviewers' comments to the authors:

4. Some table descriptions remain difficult to interpret. For example, dataset-related information appears to use different forms of measurement across studies, which may cause confusion regarding sample counts and dataset size. Suggested revision: Standardize table terminology and provide a brief note explaining whether the values represent sample numbers, video counts, or image quantities. Clarification regarding macro-average or weighted-average metrics should also be added where applicable.

Answer:

Thank you for this suggestion. We have standardized the terminology used in the tables to improve interpretability and consistency.

The following revisions were made:

- The column title in Table 1 was revised to: "Dataset Size (images/videos/samples)"
- Dataset units were clarified for each referenced study,
- A table note was added to explain that reported dataset sizes vary depending on whether the original studies used image frames, videos, or extracted samples,
- Additional clarification was added indicating that all evaluation metrics were computed using binary classification across drowsy and non-drowsy classes.

These revisions improve scientific reporting clarity and reduce ambiguity in interpreting the comparative results.

(Please see Results sections, table 1, table 2 and table 4 of the revised manuscript.)

Reviewers' comments to the authors:

5. The language quality has improved compared with the previous version; however, several expressions still resemble technical report writing rather than journal-style academic presentation. Some descriptions remain repetitive and several informal sentence structures

are still present. Suggested revision: Conduct another language revision focusing on sentence structure, repetition, and consistency of academic style throughout the manuscript.

Answer:

Thank you for these valuable insights. The manuscript has undergone further language refinement to improve academic tone, sentence structure, consistency, and readability. Revised sentences are highlighted in green in the introduction, lightweight deep learning for edge deployment, lightweight deep learning architectures, and results.

(Please see introduction, methodology and results sections of the revised manuscript.)

Reviewers' comments to the authors:

6. The manuscript uses three publicly available datasets; however, the overall experimental scale remains relatively limited. Additional discussion regarding the potential influence of dataset scale and controlled conditions on generalization would improve the presentation of study limitations. Suggested revision: Include a brief statement in the Conclusion or limitations section discussing future validation under real-world driving environments and more complex transportation scenarios.

Answer:

Thank you for this important suggestion. We have expanded the limitations discussion in the Conclusion section to acknowledge the relatively limited experimental scale compared to real-world transportation environments.

(Please see conclusion sections of the revised manuscript.)