Myopically Verifiable Probabilistic Certificate for Long-term Safety

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Control & Learning group @ CMU

理学

Stochastic safe control
Robust control
Optimization
Information theory ...

科学



Neuroscience
Biomolecular control...



Today's talk

理学

Stochastic safe control
Robust control
Optimization
Information theory ...



Safety is critical for intelligent systems





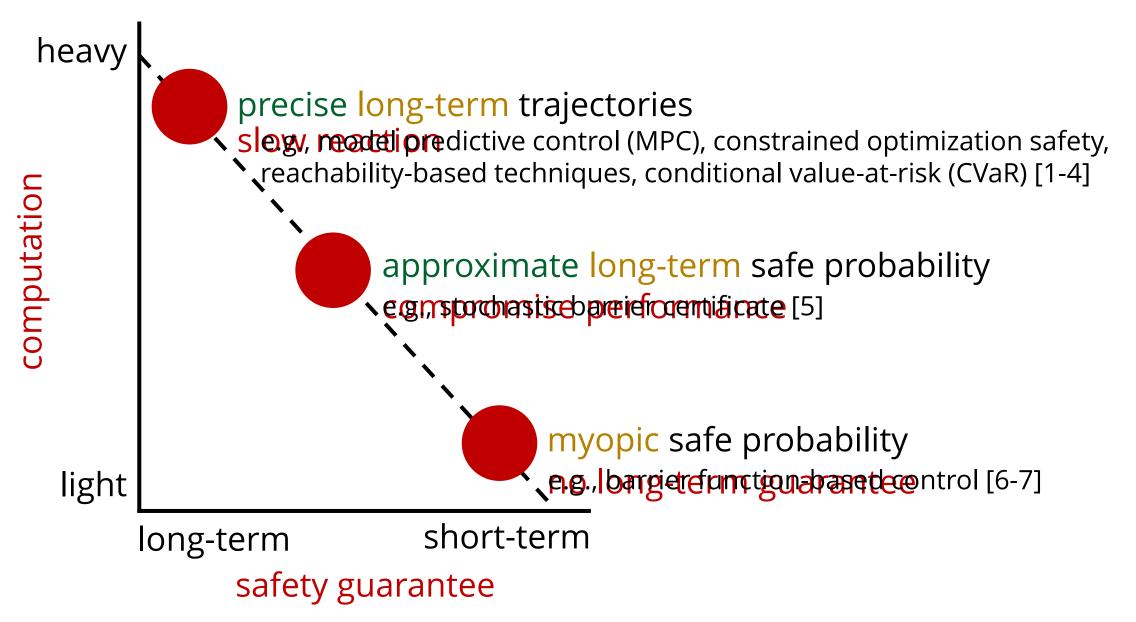


Autonomous vehicles

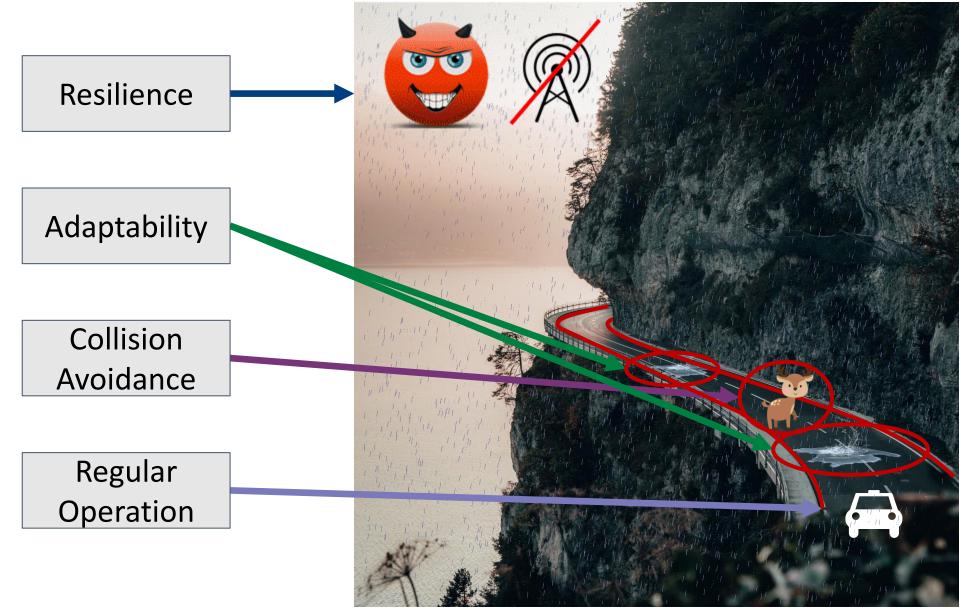
Cobots Intelligent manufacturing

Drones

Real-time safety certificate in uncertainty environment



Safety is critical for intelligent systems



Safety is critical for intelligent systems

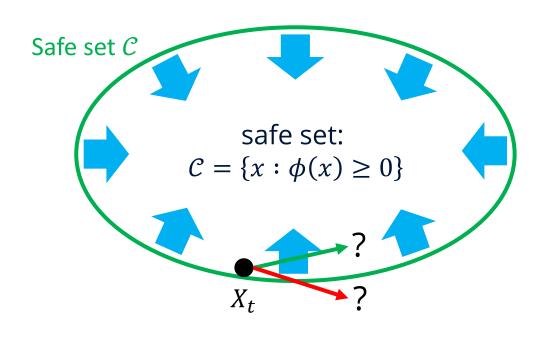


Challenges: achieving safety in uncertainty

Existing approach: Control barrier function...

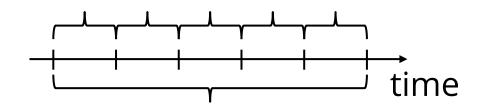
safe at next time => safe at all time





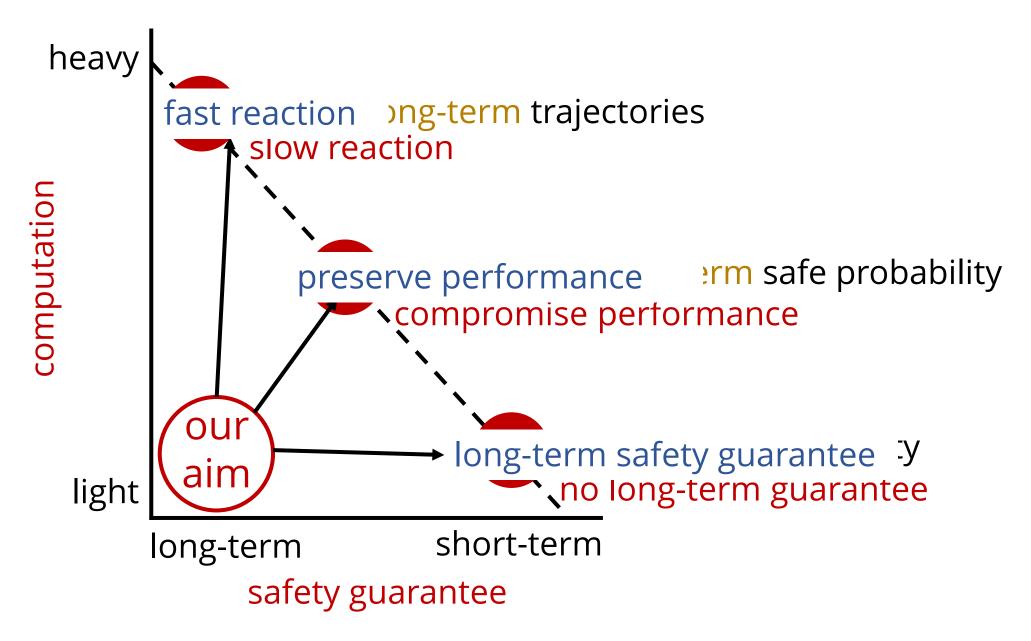
Under stochastic uncertainties

safe with probability $1 - \delta$ at each step

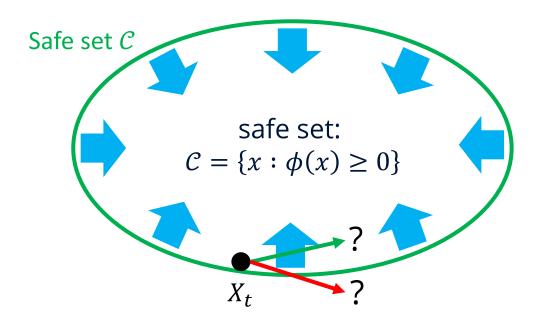


unsafe with high probability in a long term

Aims



Existing approach: Control barrier function...

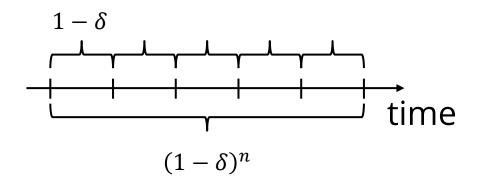


Under stochastic uncertainties

safe at next time => safe at all time

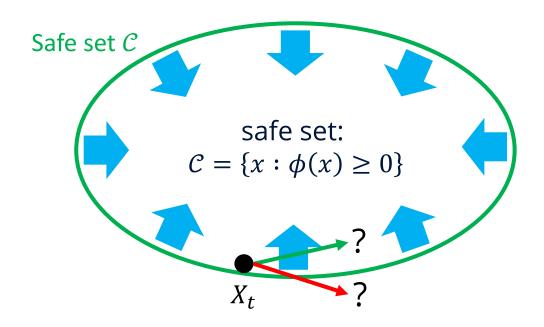


safe with probability $1 - \delta$ at each step



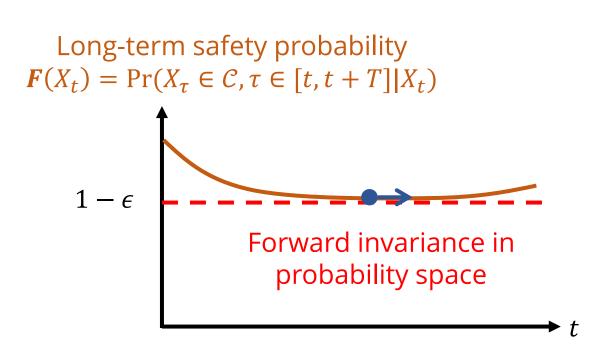
unsafe with high probability in a long term

Existing approach: Control barrier function...

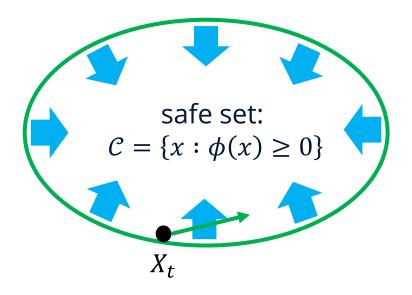


Under stochastic uncertainties

Proposed approach:



Control barrier functions:

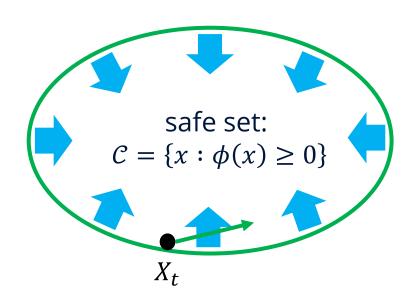


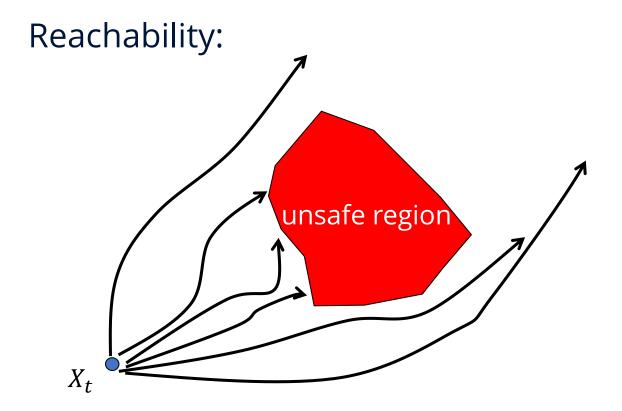
Reachability:



 X_t

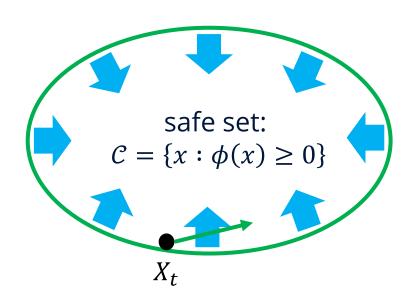
Control barrier functions:

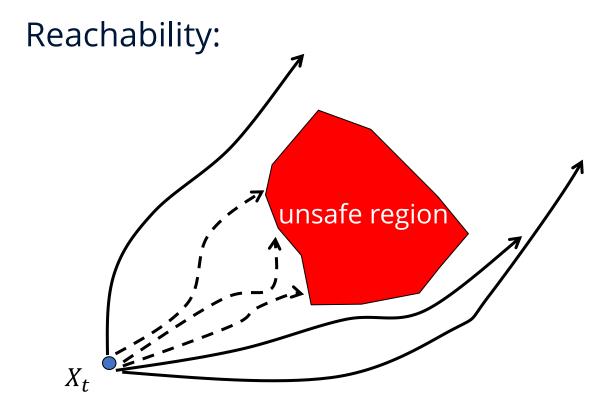




Forward rollout trajectories

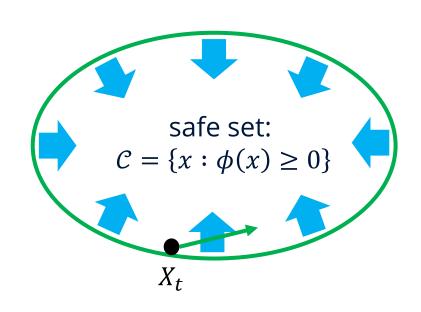
Control barrier functions:





Forward rollout trajectories

Control barrier functions:

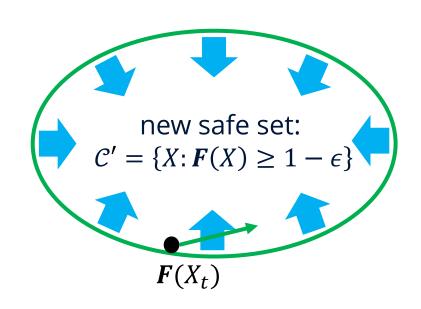


Reachability: unsafe region

Encoded safety probability $F(X_t)$

Forward rollout trajectories

Control barrier functions:

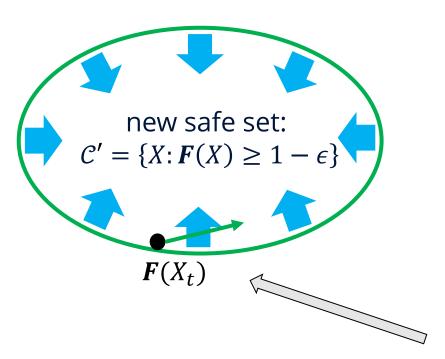


Reachability: unsafe region

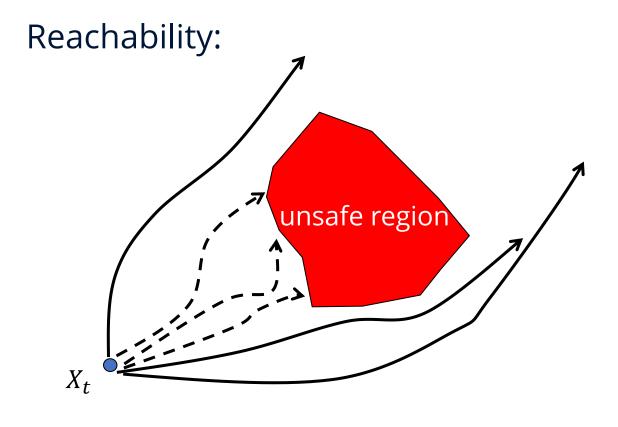
Encoded safety probability $F(X_t)$

Forward rollout trajectories

Control barrier functions:



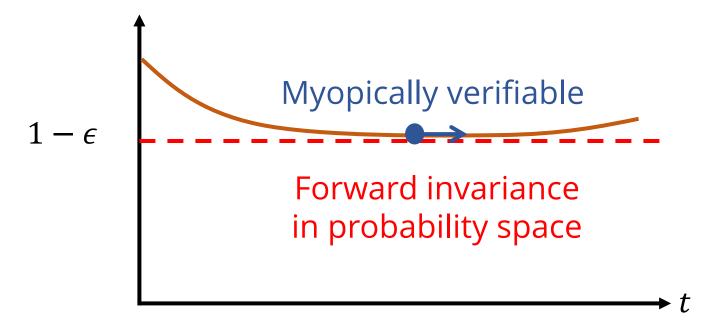
Encoded safety probability $F(X_t)$



Forward rollout trajectories

Proposed Method

Long-term safe probability $\mathbf{F}(X_t) = \Pr(X_\tau \in \mathcal{C}, \tau \in [t, t+T] | X_t)$



Proposed Safety Condition:

$$AF(X_t) \ge -\alpha(F(X_t) - (1 - \epsilon))$$

$$\downarrow \qquad \qquad \downarrow$$
time derivative of desired safety safety probability probability

A: infinitesimal generator

 $\alpha: \mathbb{R} \to \mathbb{R}$ monotonically increasing, concave, $\alpha(0) \leq 0$.

Theoretical Guarantees

Theorem: Given

$$F(X_0) > 1 - \epsilon$$

if we choose the control action to satisfy

$$AF(X_t) \ge -\alpha(F(X_t) - (1 - \epsilon))$$
 for $t > 0$,

then we have

$$\Pr(X_{\tau} \in \mathcal{C}, \tau \in [t, t+T]) \ge 1 - \epsilon \text{ for } \forall t > 0$$

 $\alpha: \mathbb{R} \to \mathbb{R}$ is a monotonically increasing concave function that satisfies $\alpha(0) \leq 0$.

Proposed Safety Condition

$$F(X_t) = \Pr(X_\tau \in \mathcal{C}, \tau \in [t, t+T]|X_t)$$

$$AF(X_t) \geq -\alpha(F(X_t) - (1 - \epsilon))$$
 linear with respect to u
$$\uparrow$$

$$AF(X_t) = \mathcal{L}_f F(X_t) + \left(\mathcal{L}_g F(X_t)\right) u + \frac{1}{2} \operatorname{tr}([\sigma(X_t)]^\mathsf{T} \operatorname{Hess} F(X_t)[\sigma(X_t)])$$
 constant given system dynamics
$$dX_t = (f(X_t) + g(X_t)U_t)dt + \sigma(X_t)dW$$

Simulation

$$dx_t = (2x_t + 2.5u_t) dt + 2dw_t$$

$$x_0 = 3$$

$$\mathcal{C} = \{x \in \mathbb{R} : x - 1 > 0\}$$

nominal controller:

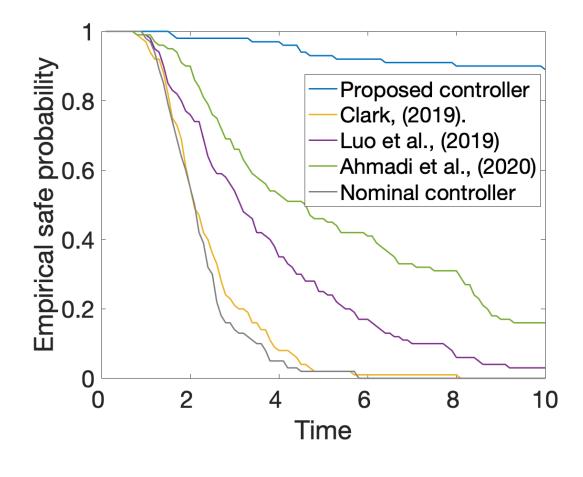
$$N(x_t) = 2.5x_t$$

desired safety probability:

$$1 - \epsilon = 0.9$$

Simulation

Empirical safety probability:



Safety conditions:

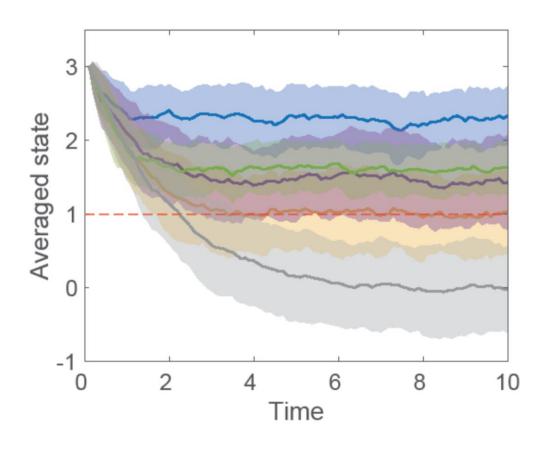
Proposed: $AF(X_t) \ge -\alpha(F(X_t) - (1 - \epsilon))$

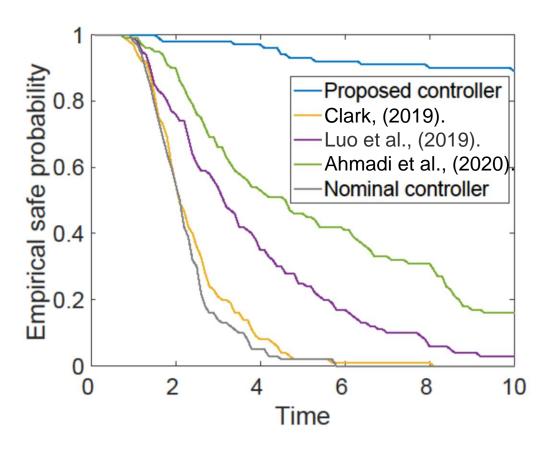
Clark: $A\phi(X_t) \ge -\alpha\phi(X_t)$

Luo et al.: $\mathbb{P}(d\phi(X_t, U_t) + \alpha\phi(X_t) \ge 0) \ge 1 - \epsilon$

Ahmadi et al.: $\text{CVaR}_{\beta}(\phi(X_{t+1})) \ge \gamma \phi(X_t)$

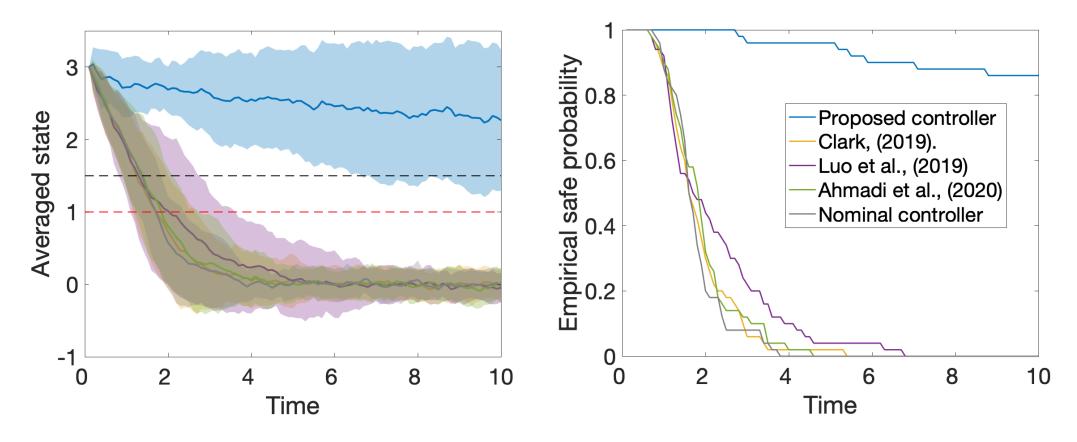
Simulation





Simulation - Nonlinear trap

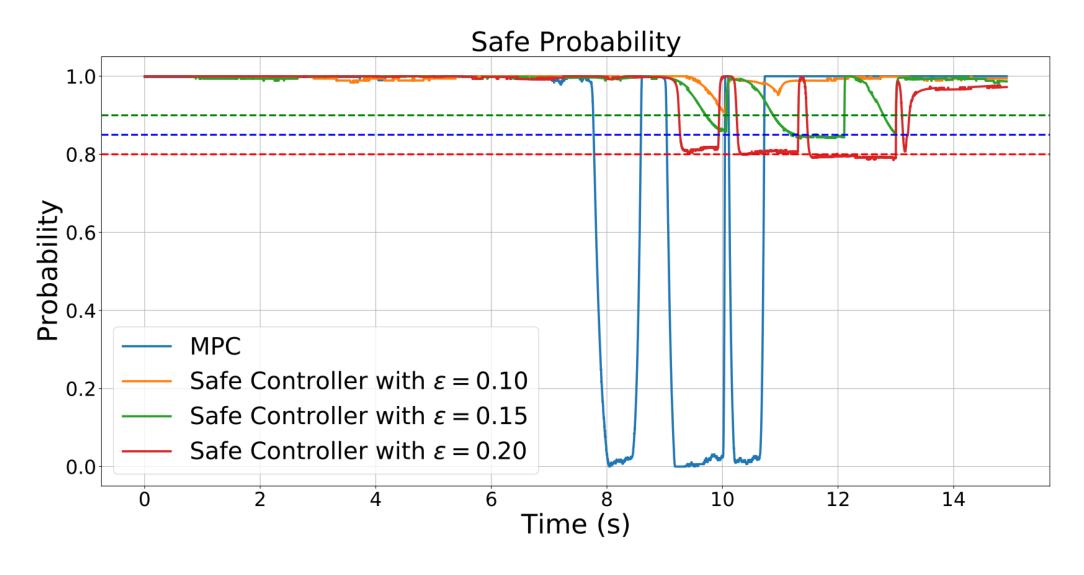
System becomes uncontrollable once reach state x = 1.5



Setting: vehicle slippery -> lose of control -> loss of safety

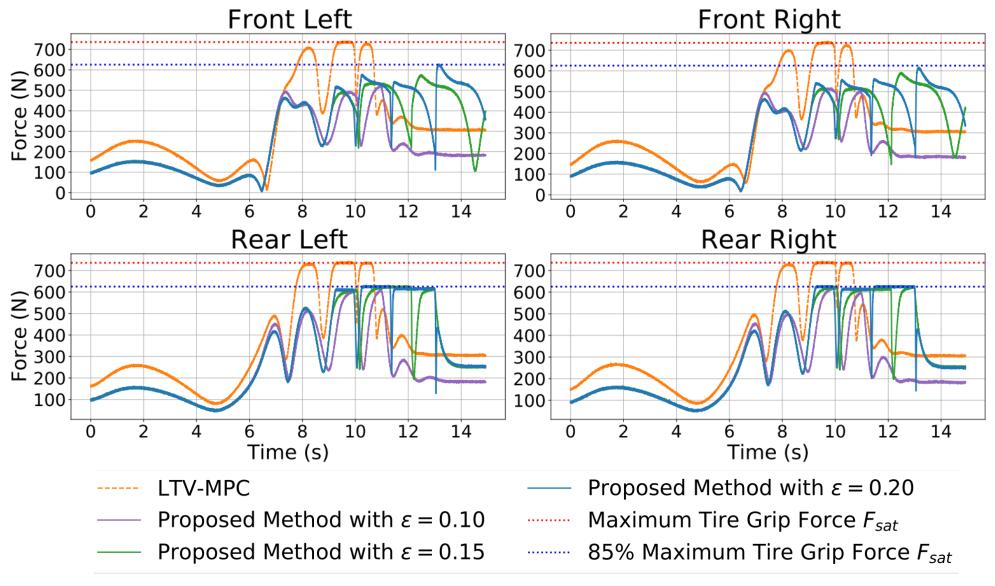


Advantage 1: Long-term Safety Guarantee



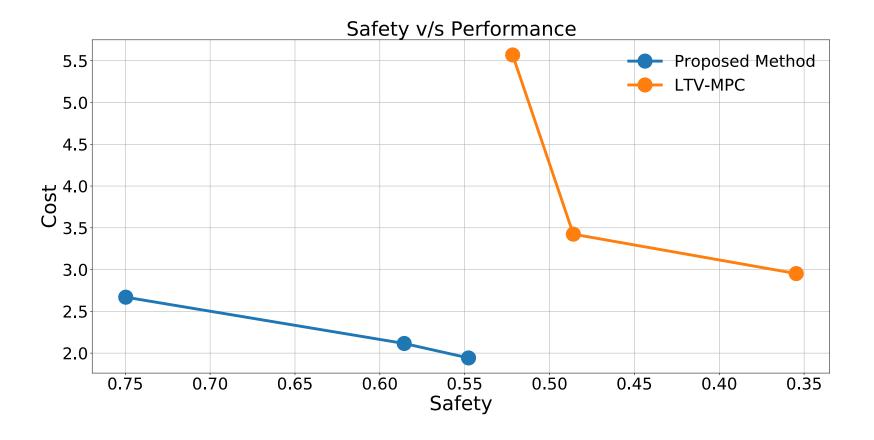
Advantage 1: Long-term Safety Guarantee (Cont'd)

Total Tire Forces



Advantage 2: Better Performance Tradeoffs

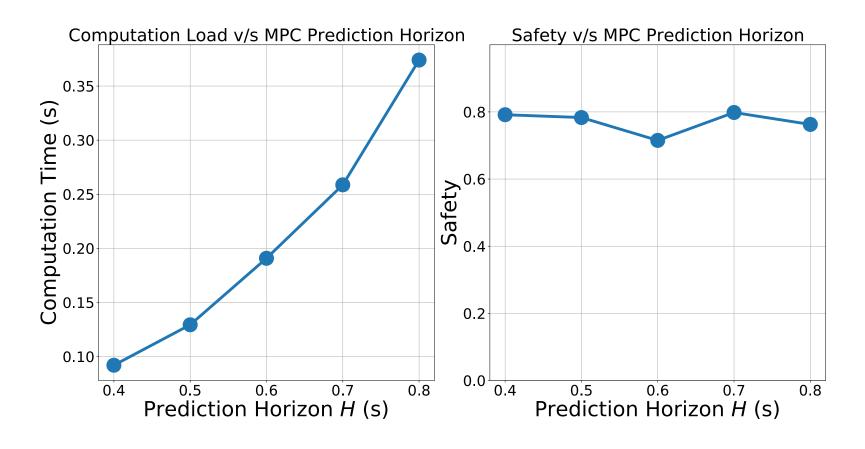
cost: deviation from the reference trajectory



safety: satisfaction of the tire force limits

Advantage 3: Less Computation Costs

- Computation of MPC grows in $O(H^3)$
- Safety will not be compromised even with short outlook horizons



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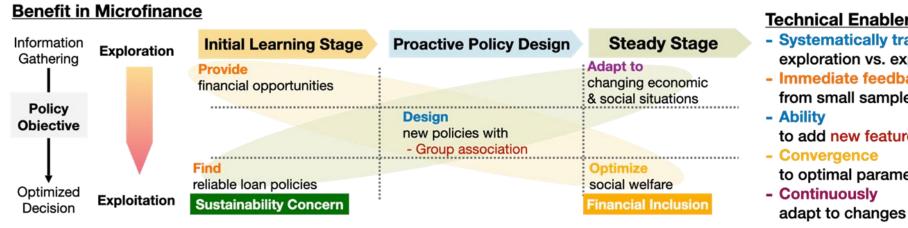
Microfinance from a control perspective

Microfinance in developing areas has been proven to improve the local economy significantly.

However, building reliable microfinance system is challenging

- Complexity in understanding default process
- Asymmetry, heterogeneity, and incomplete information of individual applications
- The scarcity of available past data 3.
- The dynamically evolving social and economic conditions 4.

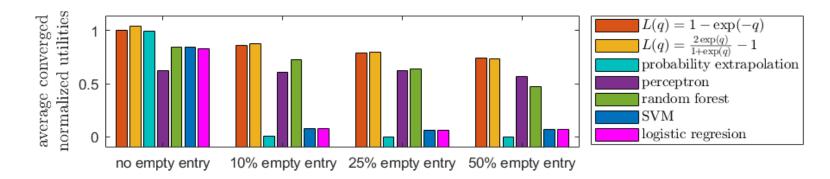
Features of Proposed Algorithm:



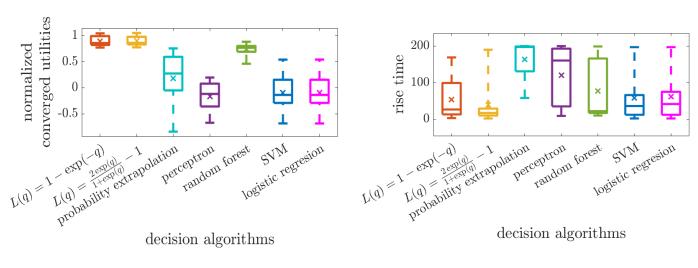
- Systematically trade-off exploration vs. exploitation
- Immediate feedback from small samples toward better policy
- to add new features
- to optimal parameters

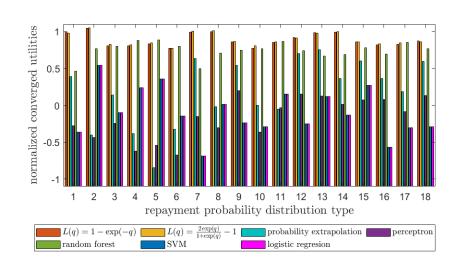
Microfinance from a control perspective

1. Robustness against missing data



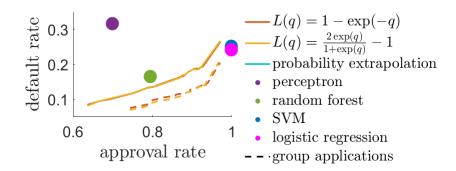
2. Ability to deal with diverse microfinance distributions



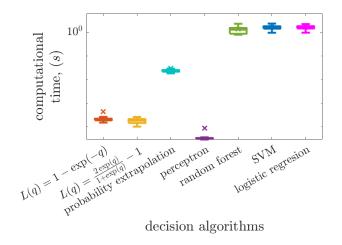


Microfinance from a control perspective

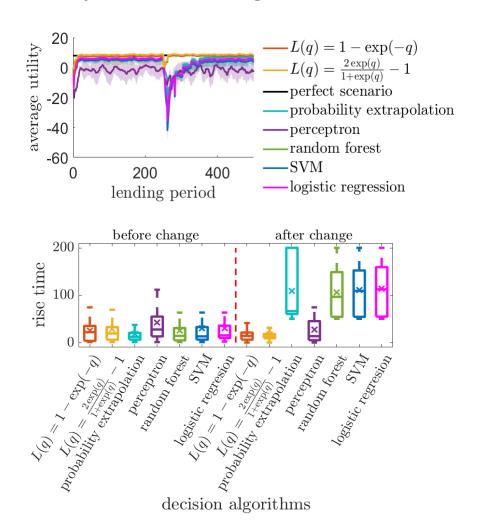
Tradeoff between default rate vs. approval rate



4. Cheaper computational cost



5. Adaptation to changes



Today's talk

科学



Neuroscience
Biomolecular control...



Constraints vs robust performance in human



Neurophysiology



Biking, eye movement, etc. A feedback loop (e.g. VOR, reflex) Hardware (neurons, muscles) Biological resources

