



Budapest University of Technology and Economics
Department of Measurement and Information Systems

SUMO User Conference 2024.

On Vehicular Data Aggregation in Federated Learning – Parking Simulation and Privacy

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Introduction

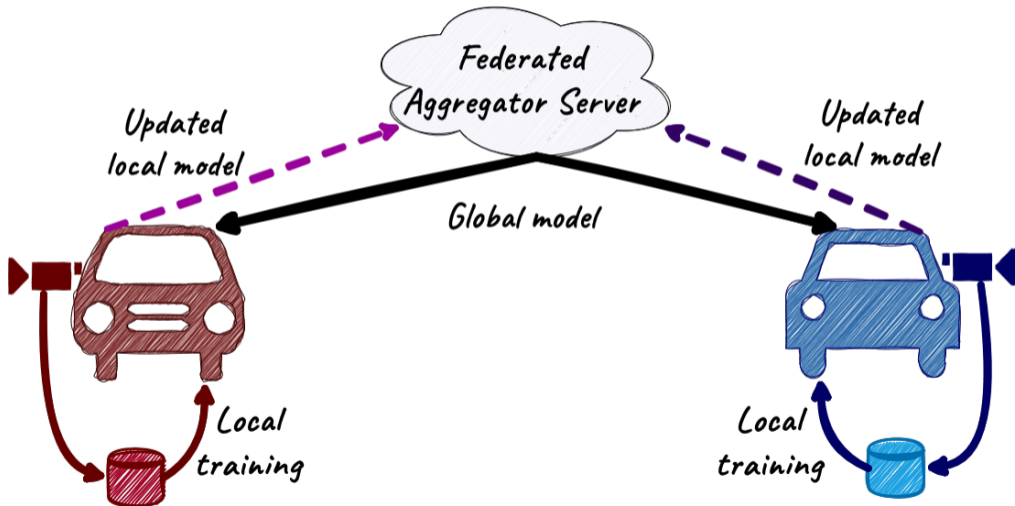
Vehicular Crowdsensing

Challenges of V2V crowdsensing:

- Communication channel usage?
- Heterogeneous sensors?
- Interoperability?
- Privacy?



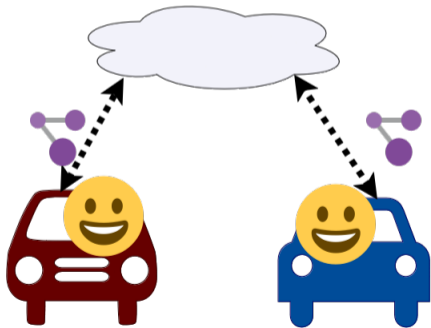
Vehicular Federated Learning



Vehicular Federated Learning

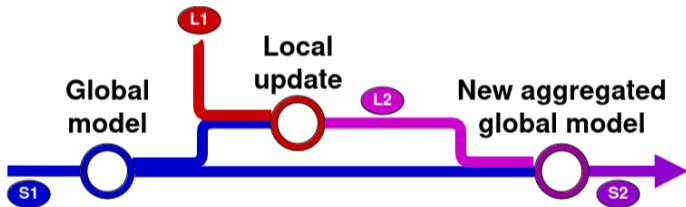
Solved challenges of V2V crowdsensing:

- Communication channel usage ✓
- Heterogeneous sensors ✓
- Interoperability ✓
- Privacy ✓?

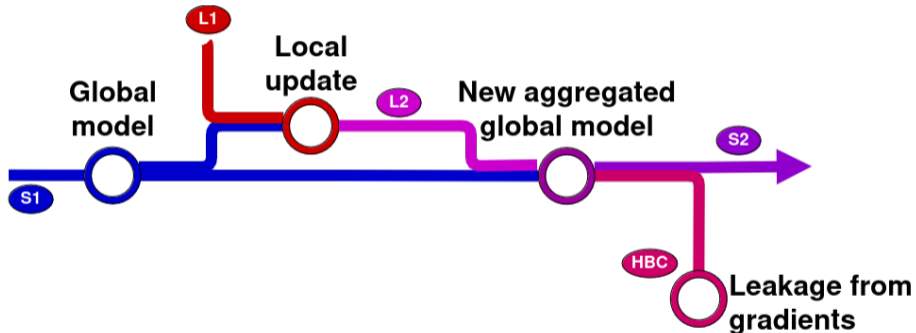


What about Privacy?

Federated Learning – Ideal Case



Federated Learning – Leakage from Gradients



A Case Study with SUMO

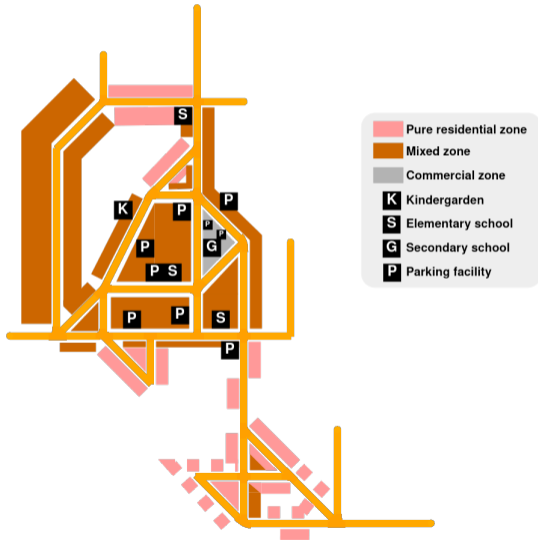
A Parking Monitoring System – Scenario

A generated small town:

- road network: **netgenerate**
- activities:
 - 10,000 inhabitants
 - 3,500 households
 - -200, +1000 person as commuter traffic
 - 10% uniform random background traffic
 - EU rural age distribution
 - **activitygen**

Parking lots:

- on-street parking on every street
- off-street parking facilities/garages
(capacity: 1500 vehicles)



A Parking Monitoring System – Simulation in SUMO

`parking_activities`:

- a new Python tool (available on GitHub)
- enhances the output of `activitygen`
- input: `#days`, trip output file of `activitygen`
- output: a trip file



A Parking Monitoring System – Simulation in SUMO

The added `parking_activities`:

- Random traffic:** no modification
- Commuter traffic:**
 - enters and leaves the simulated network each day
 - repeats the original movements each day
 - adds a parking stop at the destination edge



A Parking Monitoring System – Simulation in SUMO

The added `parking_activities`:

- Household traffic:
 - does not leave the road network
 - concatenates the separate movements of a vehicle generated by `activitygen`
 - adds stops in parking lots between the original movements at the destination edge
 - in the morning 95% of the vehicles depart within a ± 15 minutes window (following a $\mathcal{N}(0, 7)$ [minutes] distribution) compared to the original activity-chains



A Parking Monitoring System – Running the Simulation

Simulation scenarios:

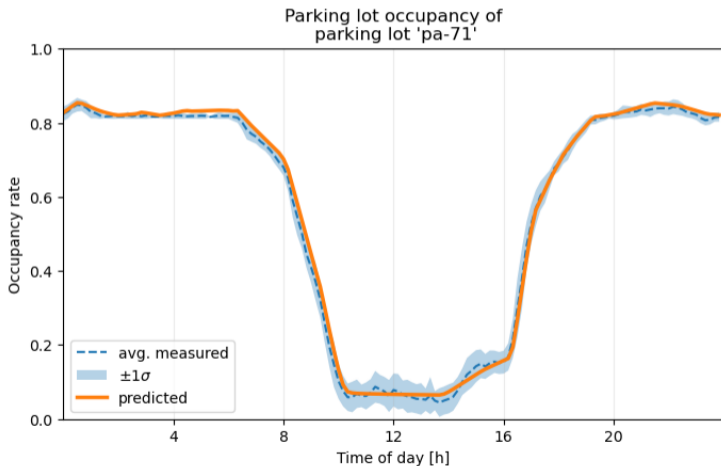
- Burn-in:** 4 simulated days
- Stable:** 5 simulated days

During simulations:

- vehicles measure the parking lot occupancy with a 50 m measurement range (via TraCI)
- ParkingAreaRerouters** handles the potential overdemand for parking lots

A Parking Monitoring System – An Example

$\hat{O}(p, t)$: occupancy estimate for p parking lot at t time



Privacy Leakage

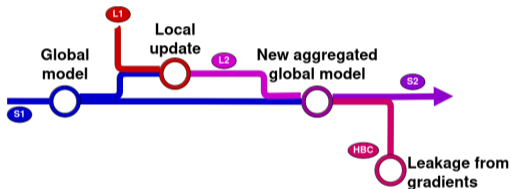
A Simple Tracking Attack

1. Compute:

$$\Delta = (\hat{\mathcal{O}}_{\text{global}}(p, t) - \hat{\mathcal{O}}_{\text{local}}(p, t))^2$$

2. Location inference:

- 2.1 Average Δ over time
- 2.2 Select the locations of the resulted top 10 differences



A Simple Tracking Attack

1. Compute:

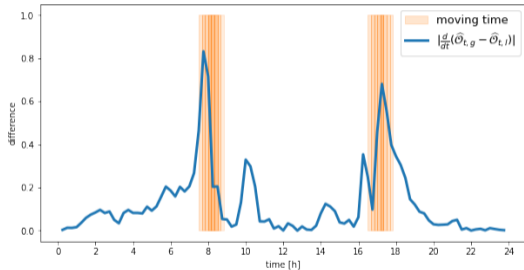
$$\Delta = (\hat{\mathcal{O}}_{\text{global}}(p, t) - \hat{\mathcal{O}}_{\text{local}}(p, t))^2$$

2. Moving time inference:

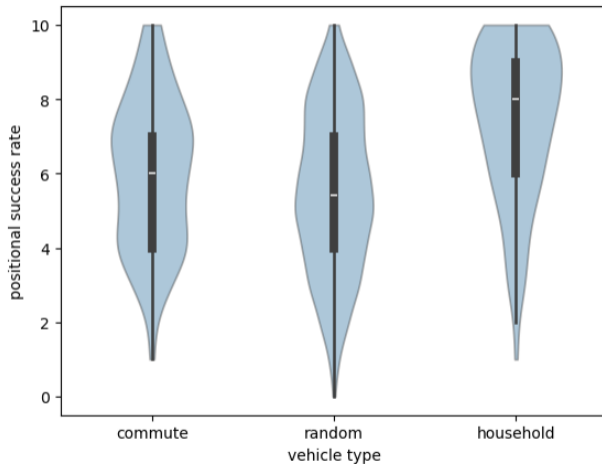
2.1 Resample Δ with a $w = 15$ minutes window and average over parking lots $\rightarrow \hat{\mathcal{O}}_t$

2.2 Compute $|\frac{d}{dt}\hat{\mathcal{O}}_t|$

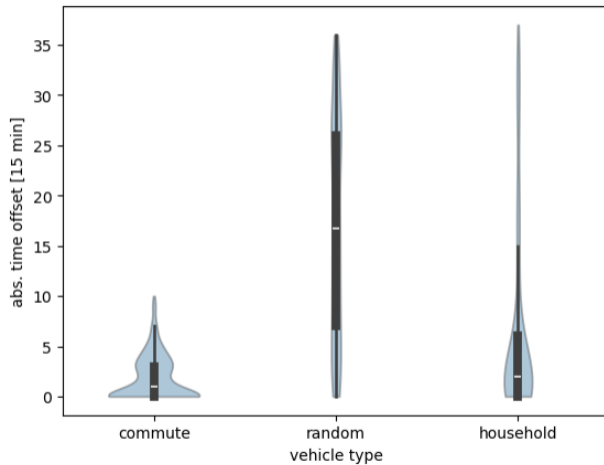
2.3 Select $\arg \max |\frac{d}{dt}\hat{\mathcal{O}}_t|$



Results – Location

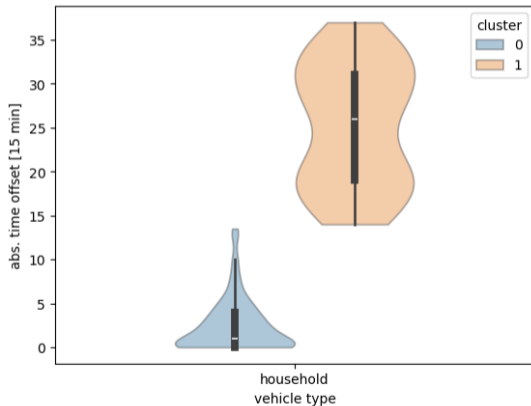


Results – Moving Time



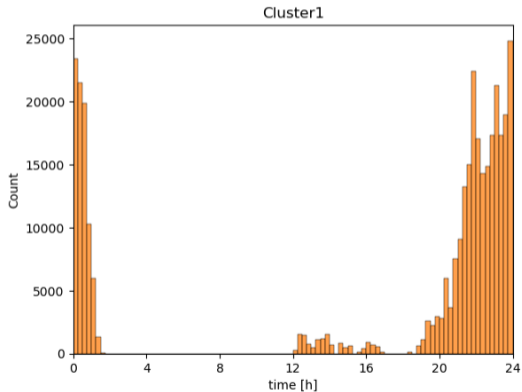
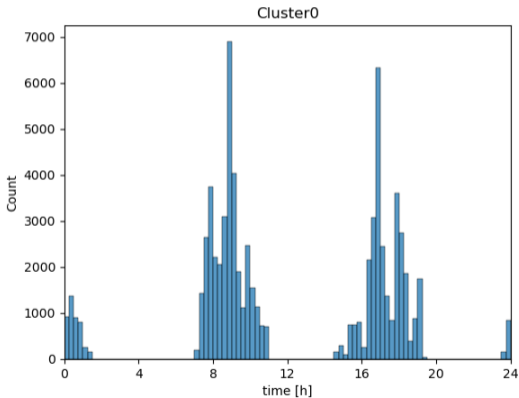
Results – Household Moving Time

Household type vehicles separated into clusters:



Results – Household Moving Time

Household type vehicles separated into clusters:



Conclusion

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1. SUMO parking activity simulation:
 - `parking_activities` tool
 - burn-in and stable phases
2. Vanilla vehicular federated learning leaks private information:
 - Household vehicles: 80% accuracy in position, ± 30 minutes in time!
 - Commuter vehicles: 60% accuracy in position, ± 30 minutes in time!
 - Random vehicles: 50% accuracy in position, inaccurate in time ✓



Questions?