

## Contributions

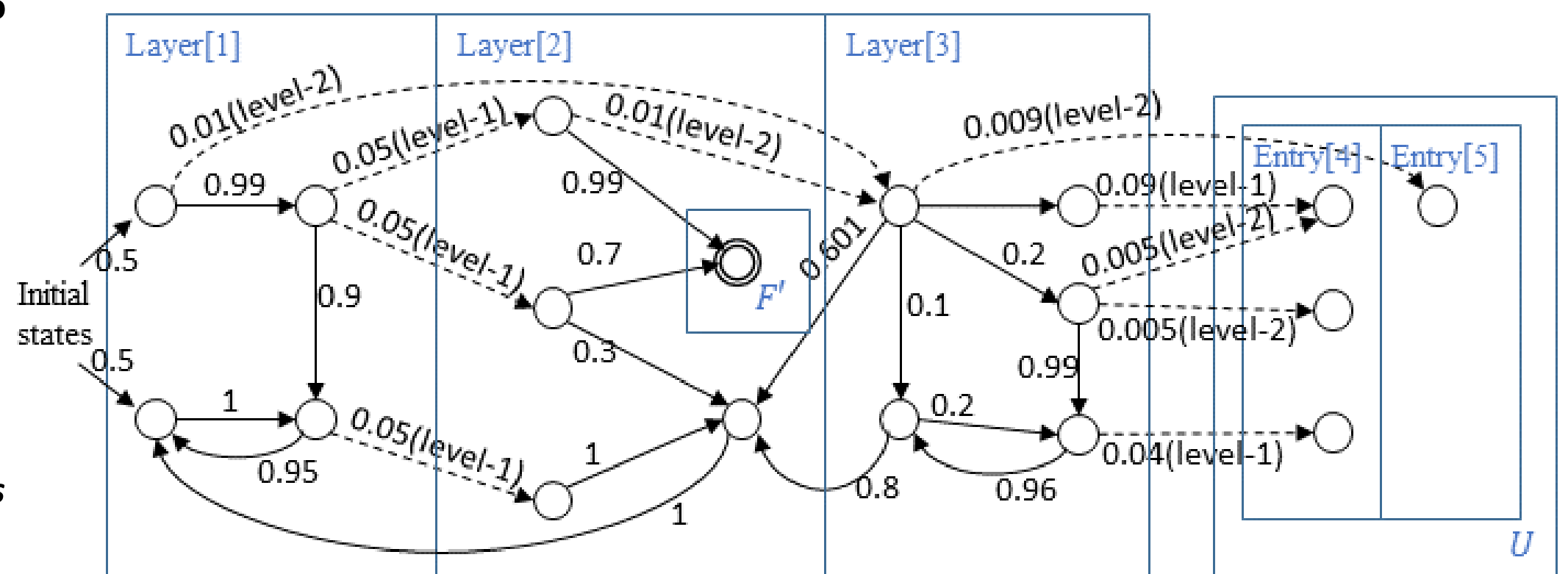
- While most methods that cope with state explosion problem aim at reducing the problem size, we attack the problem by directed state traversal -- **prioritizing the more probable states in state traversal**
- If complete state traversal is not possible due to limited memory, we may compute an upper-bound of probability for reaching the acceptance state

## Probabilistic safety property

- **We check if an MDP  $M$  satisfies a given probabilistic safety property  $\langle A \rangle_{\geq p}$** 
    - where  $A$  is a regular safety property and  $p$  is a probability bound
    - $M$  satisfies  $\langle A \rangle_{\geq p}$  if the probability of satisfying  $A$  is at least  $p$  for any adversary  $\sigma$
- $$M \models \langle A \rangle_{\geq p} \Leftrightarrow \forall \sigma \in Adv_M \cdot Pr_M^\sigma(A) \geq p$$
- $$\Leftrightarrow Pr_M^{\min}(A) \geq p$$

## Dividing a Markov Decision Process into Layers

- Given a layering parameter  $\hat{p}$ , probabilistic choices are categorized into several discretization levels:
  1.  $(s, \alpha, t)$  is a (level-0) high probability transition if  $P(s, \alpha, t) > \hat{p}$
  2.  $(s, \alpha, t)$  is a level-1 low probability transition if  $\hat{p} \geq P(s, \alpha, t) > \hat{p}^2$
  3.  $(s, \alpha, t)$  is a level-2 low probability transition if  $\hat{p}^2 \geq P(s, \alpha, t) > \hat{p}^3$
  4. and so on..
- A reachable state  $s$  belong to layer  $k$  if  $k$  is the minimum possible sum of transition levels on any path that reach  $s$



## Stratified State Traversal Algorithm

### Algorithm 1 Stratified Verification of MDP

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1: procedure STRATIFIED-DFS( $M', \hat{p}$ )
2:   Entry[1]  $\leftarrow \{s \in S \mid \eta_{init}(s) > 0\}$ 
3:    $k \leftarrow 1$ 
4:   while  $\exists i \geq k$  s.t. Entry[ $i$ ]  $\neq \emptyset$  do
5:     for all  $s \in$  Entry[ $k$ ] do
6:       if  $s \notin$  Layer[ $i$ ],  $\forall i \leq k$  then
7:         Insert  $s$  into Layer[ $k$ ]
8:         STRATIFIED-DFS-VISIT( $M', \hat{p}, s, k$ )
9:       end if
10:    end for
11:     $k \leftarrow k + 1$ 
12:  end while
13: end procedure
14: procedure STRATIFIED-DFS-VISIT( $M', \hat{p}, s, k$ )
15:  if  $s \in F'$  then
16:    Insert  $s$  into  $F'$ 
17:  end if
18:  for all  $(s, \alpha, t) \in trans(s)$  do
19:    if  $P(s, \alpha, t) > \hat{p}$  then  $\triangleright$  high prob. transition
20:      if  $t \notin$  Layer[ $i$ ],  $\forall i \leq k$  and  $t \notin I$  then
21:        Insert  $t$  into Layer[ $k$ ]
22:        STRATIFIED-DFS-VISIT( $M', t, k$ )
23:      end if
24:    else  $\triangleright$  low prob. transition
25:      Insert  $t$  into Entry[ $k + \lfloor \log_{\hat{p}} P(s, \alpha, t) \rfloor$ ]
26:    end if
27:  end for
28: end procedure

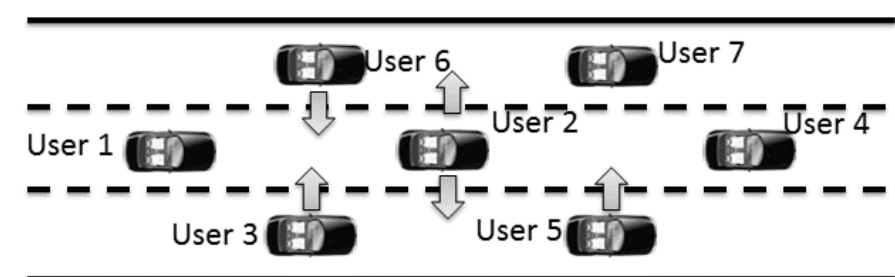
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## Check if the MDP satisfied probabilistic safety property

- Given a set of states  $F'$ , we compute  $Pr_M^{\min}(A) = 1 - Pr_{M \otimes A^{err}}^{\max}(\Diamond F')$  by solving a linear program
- Suppose the procedure stops at iteration  $k$ 
  1. If  $1 - Pr_{M'}^{\max}(\Diamond F' \vee \Diamond U) \geq p$ ,  $\langle A \rangle_{\geq p}$  holds ( $M' = M \otimes A^{err}$ )
  2. If  $1 - Pr_{M'}^{\max}(\Diamond F') < p$ ,  $\langle A \rangle_{\geq p}$  is violated
  3. Otherwise, whether  $\langle A \rangle_{\geq p}$  holds or not is uncertain

## Results

- We use stratified verification to consider the lock protocol in [1]. It is applied to a 7-vehicle scenario in which there are 5 conflicting merge requests



- Stratified verification is compared with the explicit engine of PRISM under limited memory constraints. Preliminary results show that stratified verification is able to compute the upper-bound of error probability while PRISM terminates when running out of memory

memory budget	Lock with 5 conflicting reqs	
	PRISM (explicit)	Stratified
75MB	out of memory	$4.00312 \times 10^{-4}$
100MB	out of memory	$4.06118 \times 10^{-13}$
150MB	out of memory	$9.83204 \times 10^{-18}$

- [1]: Shou-pon Lin and Nicholas F Maxemchuk. The fail-safe operation of collaborative driving systems. Journal of Intelligent Transportation Systems, (ahead-of-print), pp. 1-14, 2014.