# **AlwaysSafe**: Reinforcement Learning without Safety Constraint Violations during Training<sup>1</sup>



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 $<sup>^{1}\</sup>mathsf{Extended}$  abstract of a paper published at AAMAS-21

# 

#### 2 Simulations







# Gap between Research and Real-world **△**⇄ⓒ

#### Simulations







#### Real-world tasks









Challenges to bring reinforcement learning from research to real-world applications<sup>2</sup>:



Safety constraints Off-line training Limited interactions with the environment Partially observable tasks Explanability

<sup>&</sup>lt;sup>2</sup>G. Dulac-Arnold et al. "Challenges of real-world reinforcement learning: definitions, benchmarks and analysis". In: Machine Learning (2021)



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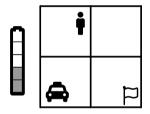


#### Safety constraints

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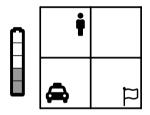




- P : passenger info
- $\textcircled{\ensuremath{\mathbb C}}$  : taxi location
- (b) : battery
- : passenger delivered







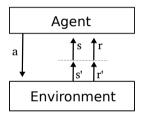
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# Typical RL

$$\mathsf{MDP^3:}\ \mathcal{M} = \langle \mathbb{S}, \mathbb{A}, \mathcal{P}, \mathcal{R}, \mu \rangle$$

$$\max_{\pi} \ V^{\pi}_{R}(\mu) = \mathbb{E}_{\pi} \left[ \sum_{t=1}^{H} r_t \mid \mu 
ight]$$

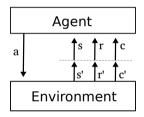


<sup>&</sup>lt;sup>3</sup>M. L. Puterman. Markov Decision Processes: Discrete Stochastic Dynamic Programming. 1st. John Wiley & Sons, Inc., 1994

#### Constrained RL

 $\mathsf{CMDP^4}:\,\mathcal{M}=\langle\mathbb{S},\mathbb{A},\mathcal{P},\mathcal{R},\mu,\mathcal{C},\hat{c}\rangle$ 

$$\max_{\pi} V_{R}^{\pi}(\mu) = \mathbb{E}_{\pi} \left[ \sum_{t=1}^{H} r_{t} \mid \mu \right]$$
  
s.t. 
$$\underbrace{V_{C}^{\pi}(\mu) = \mathbb{E}_{\pi} \left[ \sum_{t=1}^{H} c_{t} \mid \mu \right] \leq \hat{c}}_{\text{Safety constraint}}$$

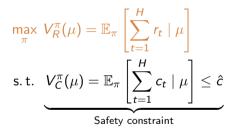


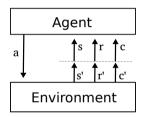
<sup>&</sup>lt;sup>4</sup>E. Altman. Constrained Markov Decision Processes. Vol. 7. CRC Press, 1999



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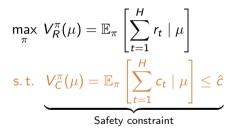


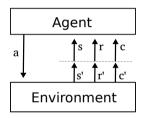
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$$\max_{x} \sum_{s,a} \sum_{t=1}^{H} x(s,a,t) R(s,a) \quad \text{ s.t. } \sum_{s,a} \sum_{t=1}^{H} x(s,a,t) C(s,a) \le \hat{c}$$

$$x \text{ respects } T$$



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$$\Sigma = \left[\left. T' \left| \| \hat{\mathcal{T}}(\cdot \mid s, a) - \mathcal{T}'(\cdot \mid s, a) \| \le e_{\delta}^{\mathcal{T}}(s, a) 
ight] \Rightarrow \mathbb{P}(\mathcal{T} \in \Sigma) \ge 1 - \delta$$

$$\max_{x,T'} \sum_{s,a} \sum_{t=1}^{H} x(s,a,t) \left( \hat{R}(s,a) + e_{\delta}^{R}(s,a) \right) \quad \text{ s. t. } \sum_{s,a} \sum_{t=1}^{H} x(s,a,t) \left( \hat{C}(s,a) - e_{\delta}^{C}(s,a) \right) \leq \hat{c}$$

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 $DptCMDP^5$  optimistically chooses a transition function within the uncertainty set, uses the lower bound of the reward function and the upper bound of the cost function.

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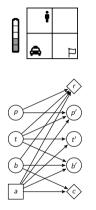
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#### Bounded regret in terms of performance and safety but policy might be unsafe.

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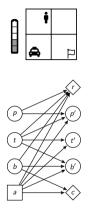
# Not Everything is Relevant for Safety



Factored MDP with cost function related to safety



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Factored MDP with cost function related to safety





Abstract factored MDP with safety dynamics



#### Cost-model-irrelevant Abstraction

$$\begin{split} \bar{\mathcal{M}}_{\phi} = \langle \bar{\mathbb{S}}, \mathbb{A}, \bar{P}, \bar{R}, \bar{\mu}, \bar{\mathcal{C}}, \hat{c} \rangle \\ & & & & \\ \hline \phi : \mathbb{S} \to \bar{\mathbb{S}} \\ & & \\ & & \\ \mathcal{M} = \langle \mathbb{S}, \mathbb{A}, P, R, \mu, \mathcal{C}, \hat{c} \rangle \end{split}$$

$$V^{\pi,ar{\mathcal{M}}_\phi}_{ar{\mathcal{C}}}(ar{\mu}) = V^{\pi,\mathcal{M}}_{\mathcal{C}}(\mu)$$

 $\phi$  preserves the expected cost of the policy.



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We can compute a safe policy in the abstract CMDP using a new variable z.

$$\max_{x,T',z} \sum_{s,a} \sum_{t=1}^{H} x(s,a,t) \left( \hat{R}(s,a) + e_{\delta}^{R}(s,a) \right) \quad \text{s.t.} \quad \sum_{\bar{s},a} \sum_{t=1}^{H} z(\bar{s},a,t) C(\bar{s},a) \leq \hat{c}$$

$$x \text{ respects } T'$$

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$$z \text{ respects } \bar{T}$$

$$z(\bar{s},a,t) = \sum_{s \in \phi^{-1}(\bar{s})} x(s,a,t) \quad \forall \bar{s}, a, t \in \mathbb{R}$$



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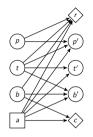
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- x induces a ground policy  $\pi_G$ .

t

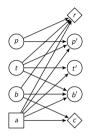










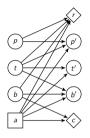




• The abstract policy  $\pi_A$  is safe





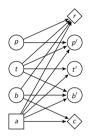




• The abstract policy  $\pi_A$  is safe but might be suboptimal.





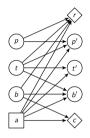




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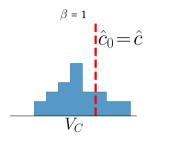




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- The ground policy  $\pi_G$  can reach optimality but has no safety guarantees.

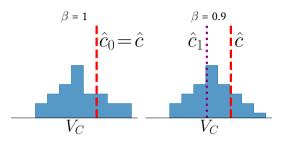


Dynamically adjusting the safety constraint to ensure safety





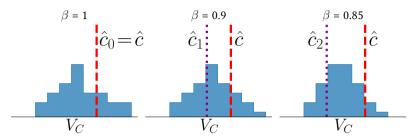
Dynamically adjusting the safety constraint to ensure safety



1 
$$\hat{c}_t \leftarrow \beta_t \hat{c}$$
  
2 compute  $\pi_\alpha$  according to  $\hat{c}_t$   
3  $\beta_t \leftarrow \beta_{t-1} - \alpha \frac{\max\{\max_{T' \in \Sigma} V_C(\pi_\alpha) - \hat{c}, 0\}}{\hat{c}}$ 

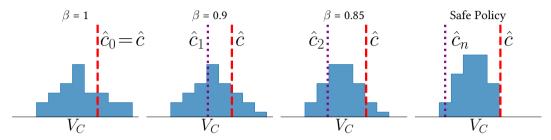


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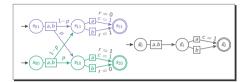


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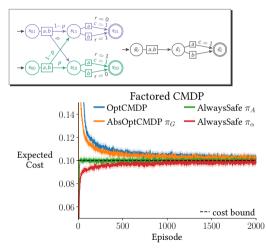


Empirical Results p = 0.9 and  $\hat{c} = 0.1$ 



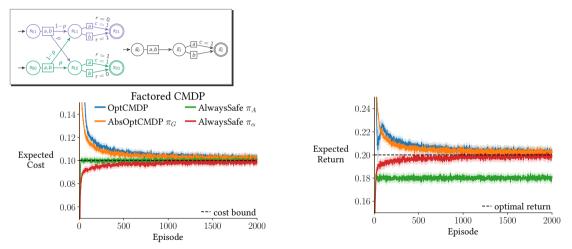


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Constrained RL

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The algorithm proposed

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# Thank you!

