Towards Secure Cyber-Physical Systems for Autonomous Vehicles

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<u>Rapid Market Growth:</u> (based on Allied Market Research estimates) The autonomous vehicle market will grow from \$54.23 billion in 2019 to \$556.67 billion in 2026.

Data Security & Privacy Concerns Growth:

Remotely hacking modern cars

- Jeep digital systems hacked remotely to control the brakes and steering wheels [2014]
- hackers tricked Tesla's Autopilot into suddenly changing lanes [2019]

Distributed Denial of Service (DDoS) attacks

- Mirai malware [2016]: creates botnet to launch Distributed Denial of Service (DDoS) attacks
- Another version of it [Jan. 2018] targeted ARC processors based devices running Linux

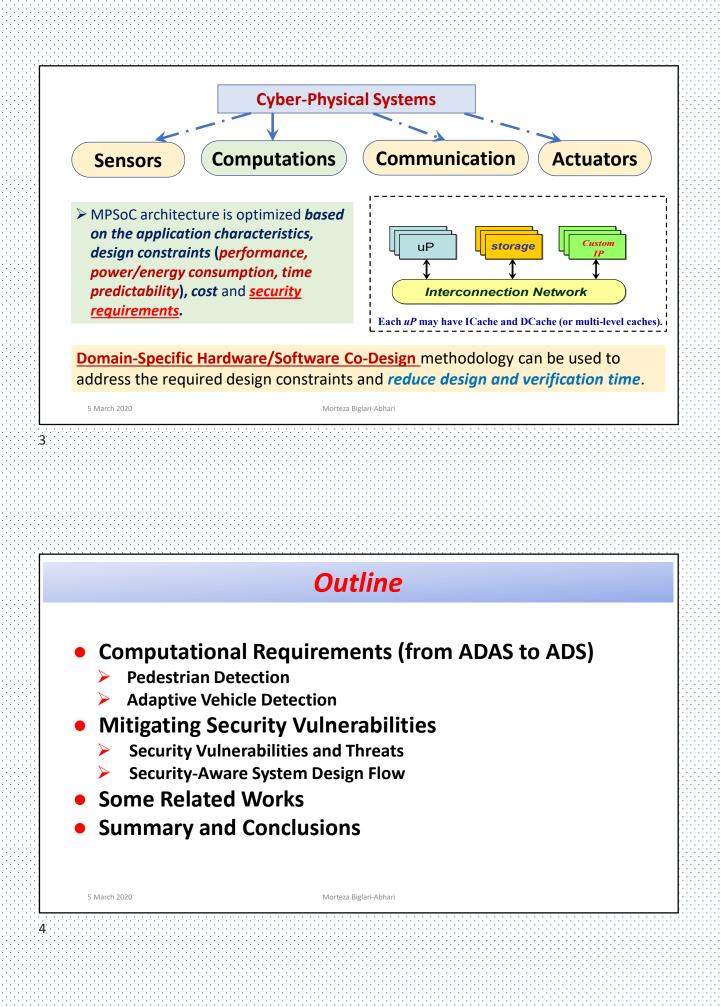




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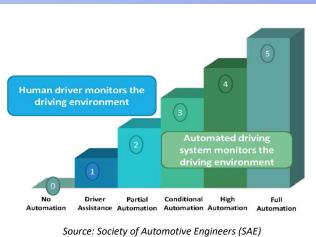
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Autonomous Driving Systems (ADS) Requirements

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- High Level of Accuracy (i.e. robust and reliable object detection for different environment conditions)
- Hard Real-Time Guarantees
- Emphasis on Very High Level of Safety and Reliability
- Emphasis on Very High Level of Security
- Addressing other marketing issues (cost reduction, less energy consumption, reducing CO₂ emission ...)



Cars with level 3 autonomy

o Cadillac CT6, Mercedes Benz E Class, Volvo S90

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ADAS Typical Tasks:

- Pedestrian Detection
- > Vehicle Detection
- Adaptive Cruise Control
- Lane Departure Detection
- Traffic Sign Detection
- Parking Assistance

Active Sensors: The sensor emits a signal and then measures its reflection.

LIDAR, SONAR Microsoft Kinect uses an IR transmitter and an IR camera.

<u>Passive Sensors</u>: The sensor detects the radiation that is emitted, reflected or scattered by the object.

Camera is the most commonly used passive sensor.

• *Active sensors* are usually very expensive. (for example, LIDAR in Google autonomous car costs about \$75000), while *passive sensors* (i.e. Camera) are cheaper and more environment friendly.

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Pedestrian Detection

Pedestrian detection is considered as one of the most challenging tasks in several domains such as surveillance, robotics, and driver assistance systems, autonomous driving systems, ...

Due to the variation of appearance and human poses

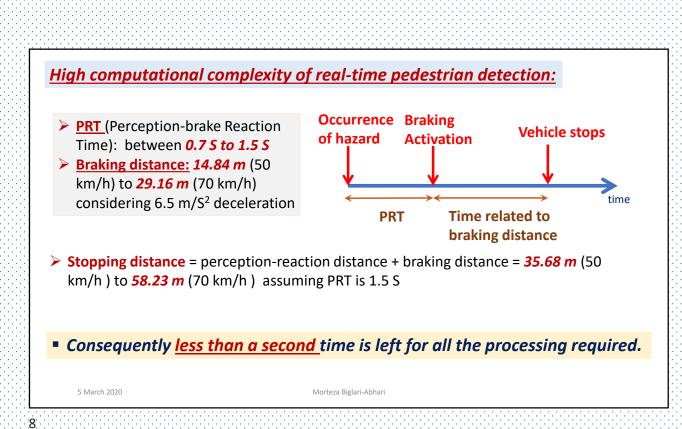


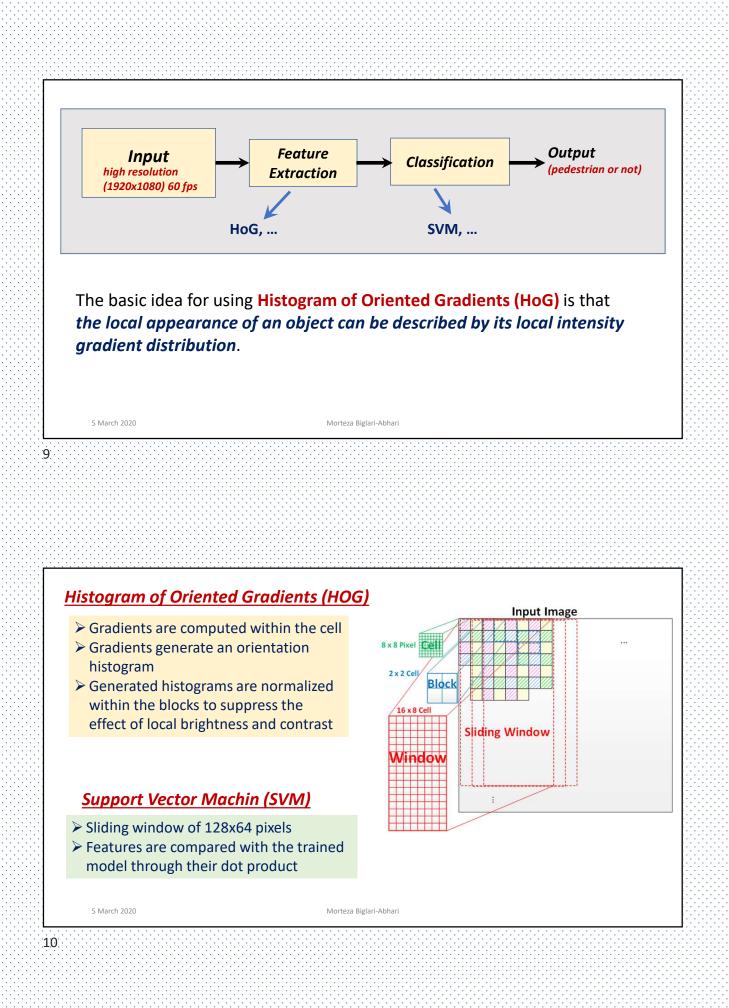
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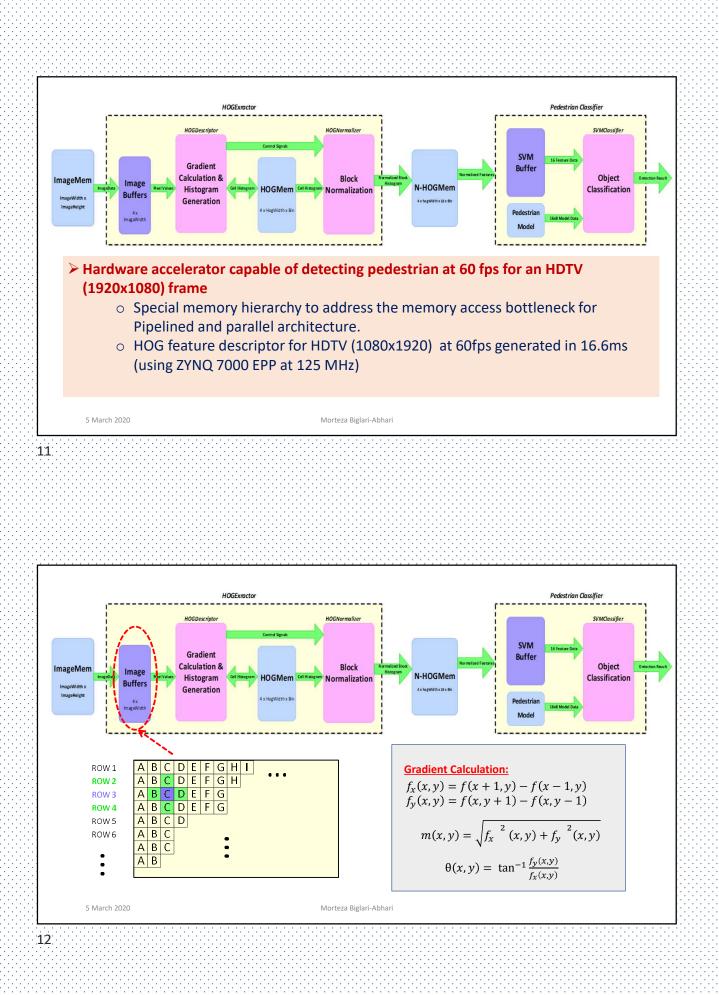
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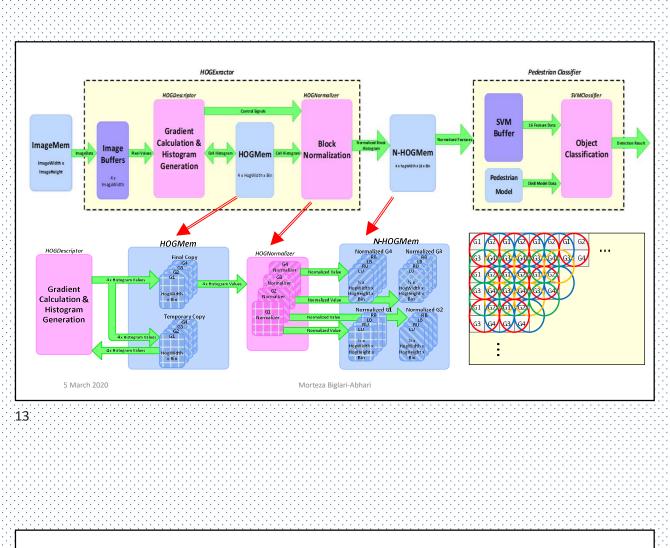


Source: www.pedestrian-detection.com Morteza Biglari-Abhari

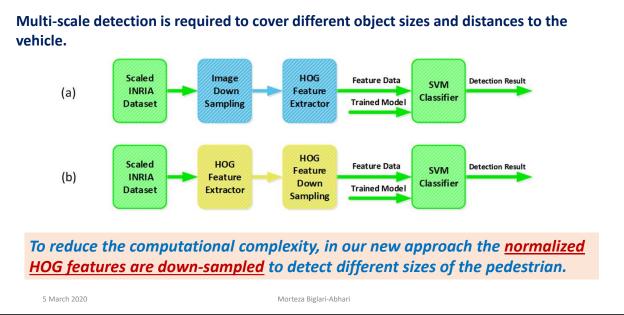


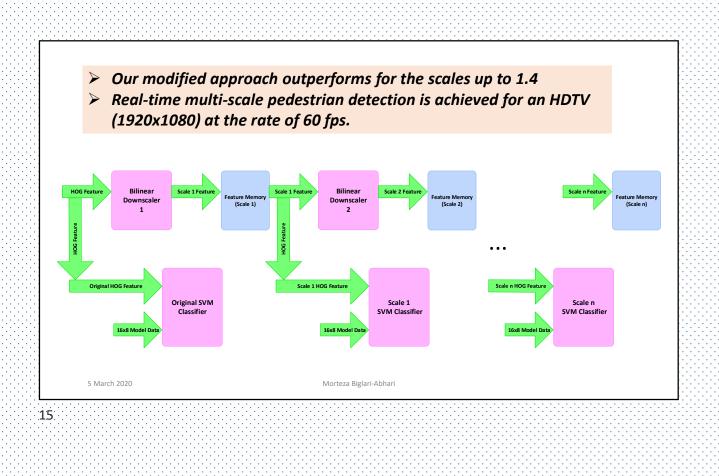


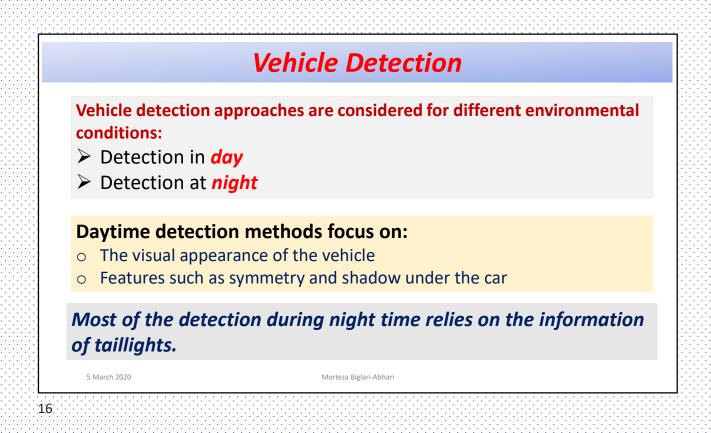




Multi-Scale Pedestrian Detection:







Vehicle itself is not a static object and its appearance may change in different lighting conditions.

Robust detection requires using the features that:

- Minimize the lighting and luminance variance
- > are less affected by the change of environmental conditions

We developed <u>an adaptive vehicle detection</u> approach for day, dusk and dark.

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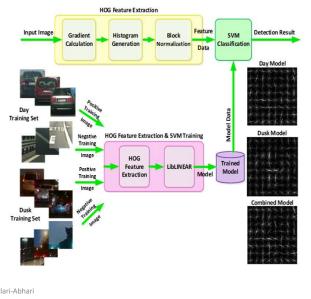
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Vehicle Detection- Day and Dusk:

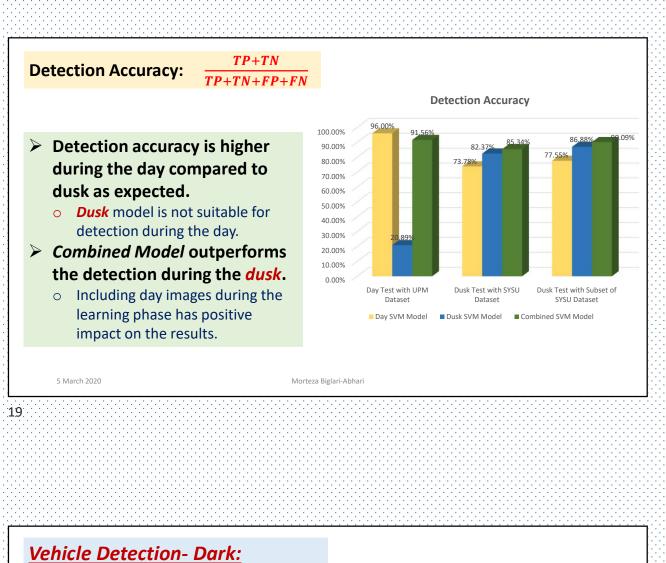
Different training datasets are used for *Day* and *Dusk*:

- Two different models (separate datasets) for SVM classification
- <u>Combined Model:</u> Third model generated by training the classifier with both of the *Day* and *Dusk* datasets together.



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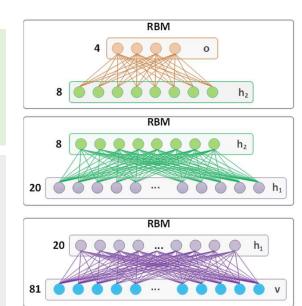
Deep Belief Networks (DBN):

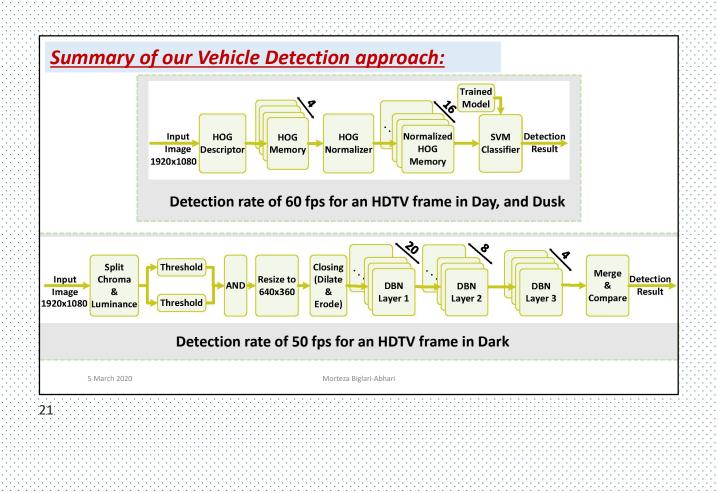
- Generative class of deep learning architectures
- The layers are separately trained Restricted Boltzmann Machines (RBM)
- RBMs are stacked on top of each other

DBN for 9x9 window:

- \circ 81 visible channels
- o 2 hidden layers
- \circ 20 and 8 hidden nodes
- o Trained in MATLAB
- Cropped images of taillights from SYSU dataset used for training
- \circ Sliding over the image with stride of 2

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Dynamic Partial Reconfiguration:

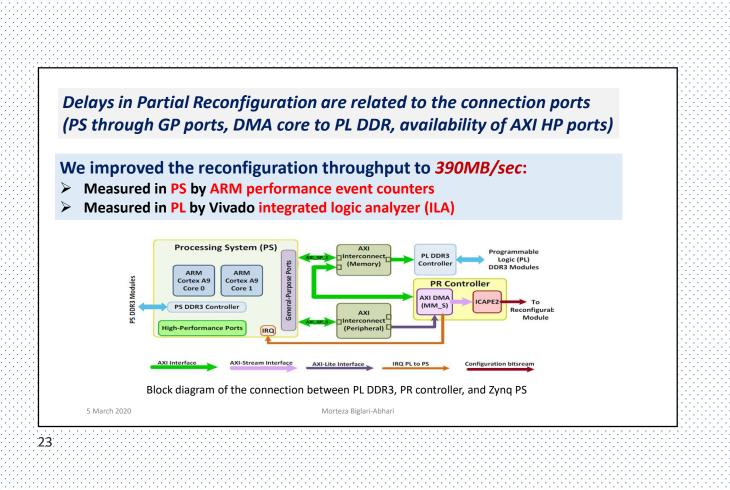
Partial reconfiguration (PR) is an advanced feature of FPGAs for *run-time resource management*:

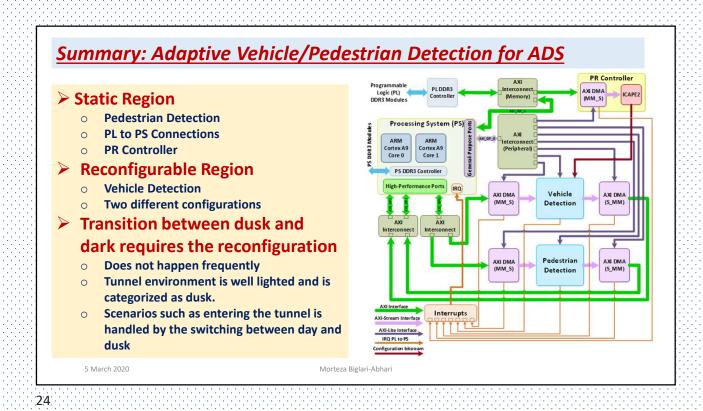
- > Time-multiplexing hardware resources
- Flexibility of SW with performance of HW
- Reconfiguration time and overhead is the concern

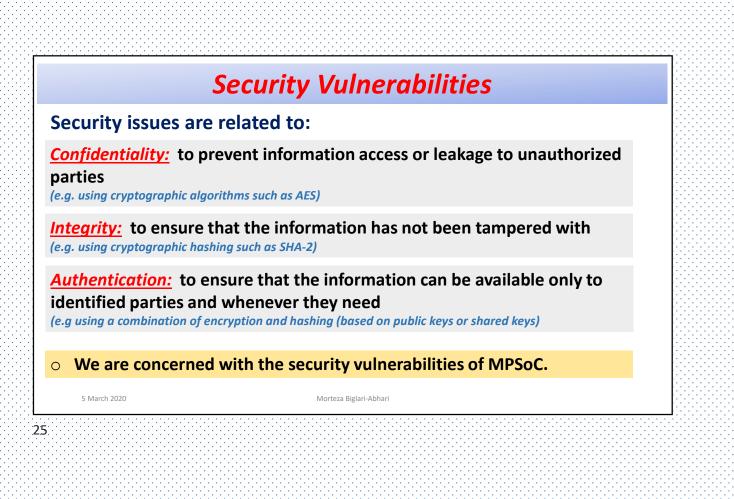
Partial reconfiguration throughput in ZYNQ SoC:

- > Theoretical value of 400MB/sec at working frequency of 100MHz
- Limited to only 19MB/sec for ICAP
 - Bitstreams transfer through general purpose ports of PS to AXI_HWICAP
- Limited to 145MB/sec for PCAP
 - Affected by Zynq central interconnect delays

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Examples of Security Threats

Physical Hardware attacks:

Invasive: Physical manipulation of hardware devices (the so-called "shack attacks")

Non-Invasive:

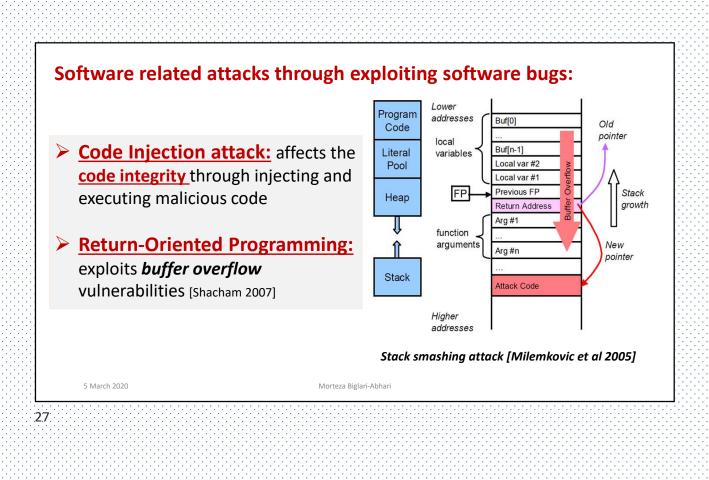
- Tampering with the device functionality (through debug interfaces e. g. JTAG or USB ports)
- Side-channel attacks to extract secret information (usually cryptographic keys, other private or valuable information) through a covert side-channel

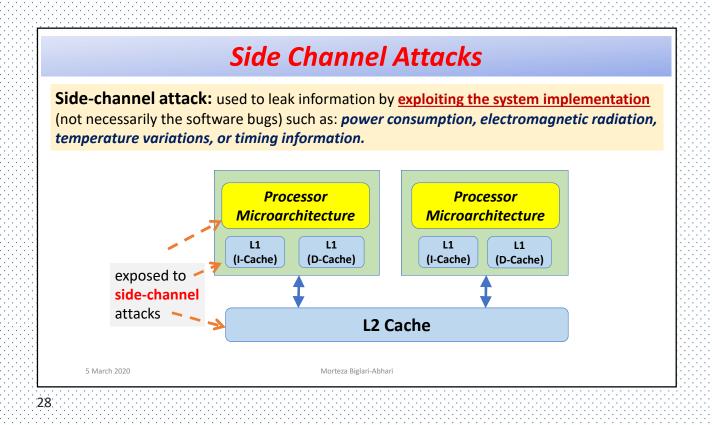
Hardware Trojan: a malicious hardware component or IP embedded in the system to expose secret information.

IP Stealing: mitigated by using Physically Unclonable Function (PUF) technology

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Cache Side-Channel attacks:

Caches are shared by all the software running on a core (or multi-cores).

Attackers exploit the variations of cache timing and access patterns:

- o timing difference between a cache hit and a cache miss
- o <u>fixed mapping</u> of memory addresses to cache lines

	Contention-based Attacks	Re-use based Attacks
Access – Driven Attacks	Prime-Probe attacks	Flush-Reload attacks
Timing – Driven Attacks	Evict-Time attacks	Cache Collision attacks

Classification of Cache Side-Channel Attacks: [Liu & Lee - 2014]

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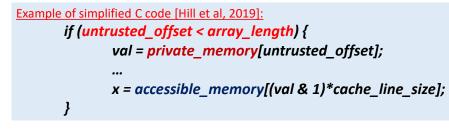
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Spectre and Meltdown

Modern processors use *speculative* and *out-of-order execution* to increase the performance by exploiting *Instruction Level Parallelism*.

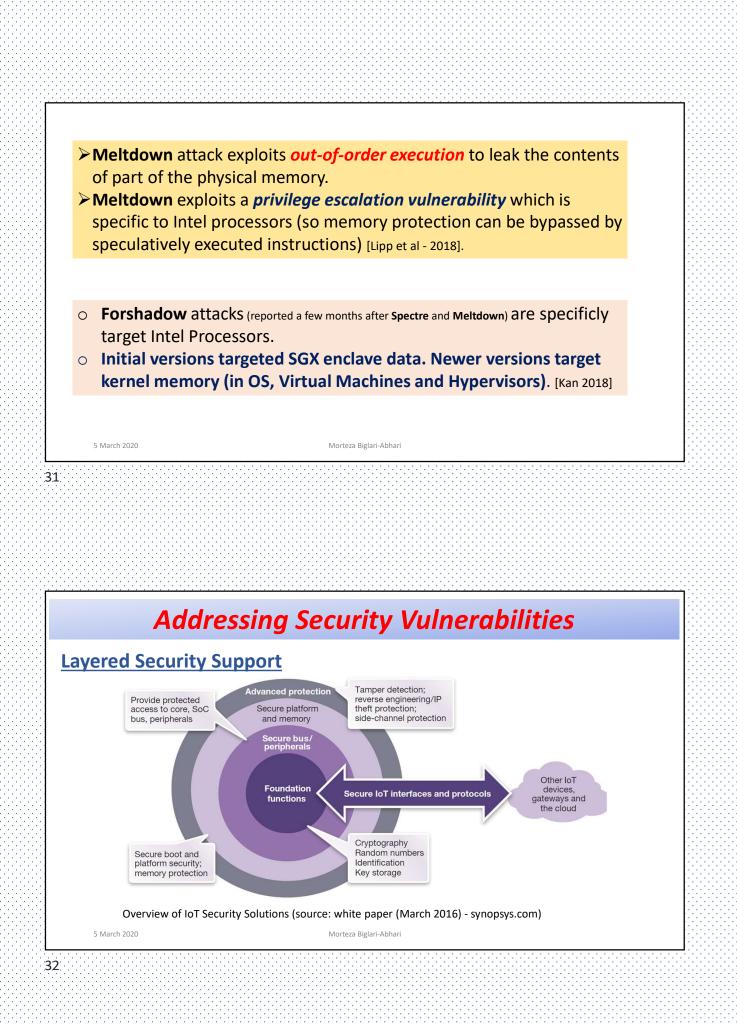
Spectre attacks make the victim to perform <u>speculative operations</u> (which should not be needed for its correct program execution) to leak confidential information through a side channel. [Kocher et al 2018]

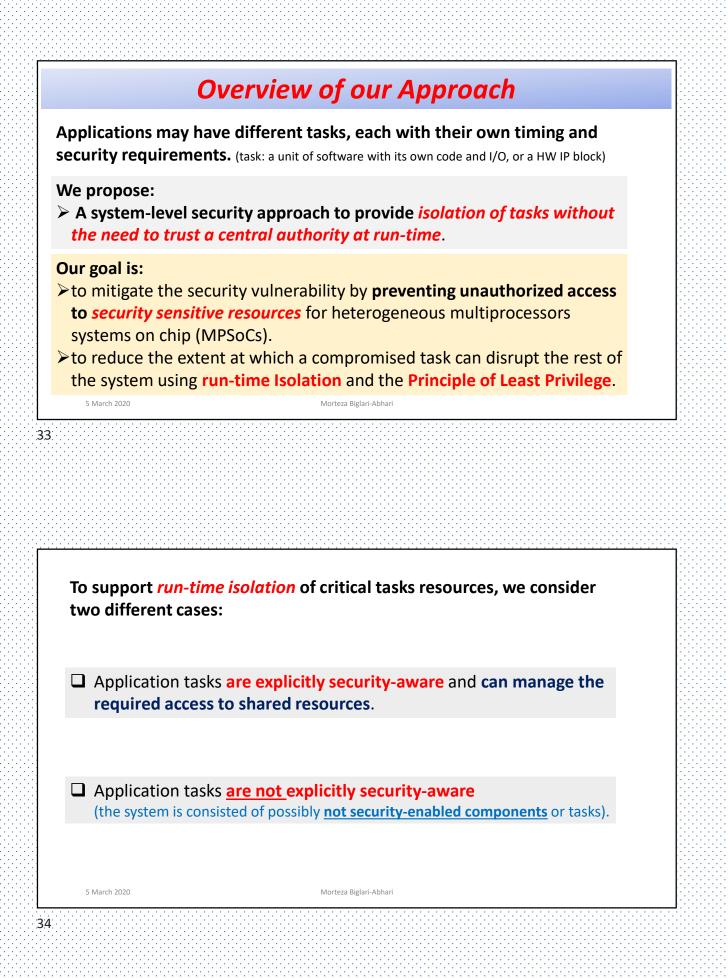


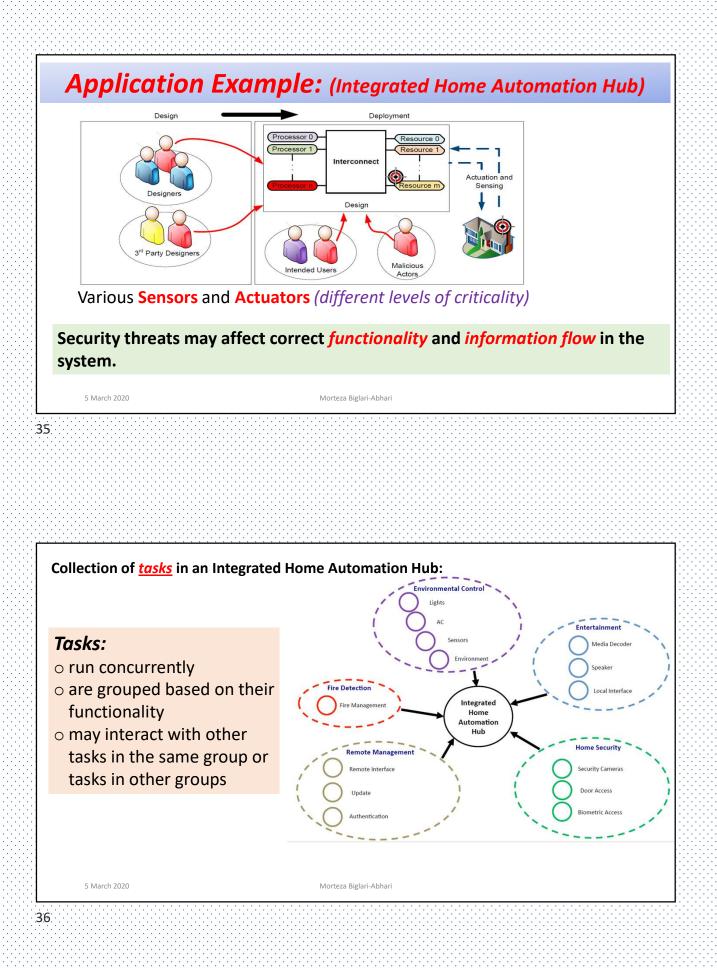
Through cache sidechannel analysis, the attacker can find the affected cache line to leak the information.

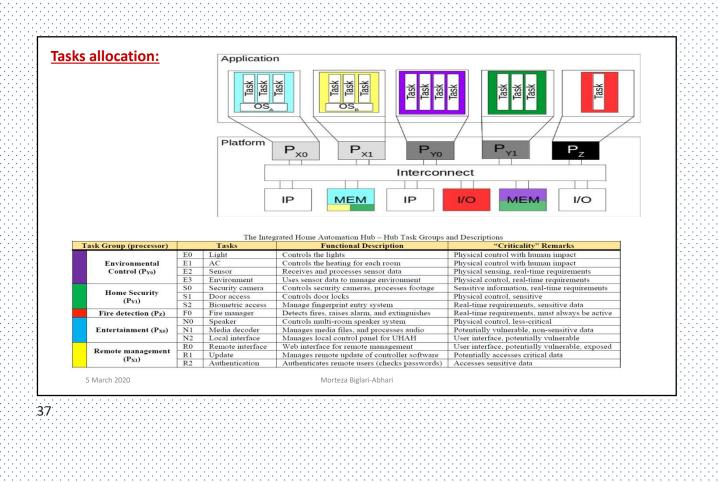
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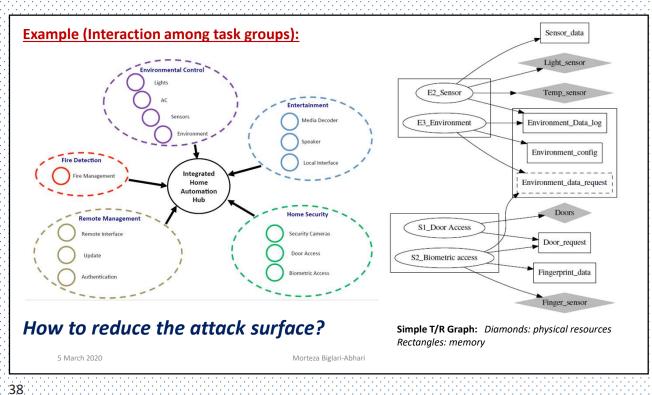
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<u>Security rules</u> should specify how *shared data*, *shared code* and *IP blocks* should be managed.

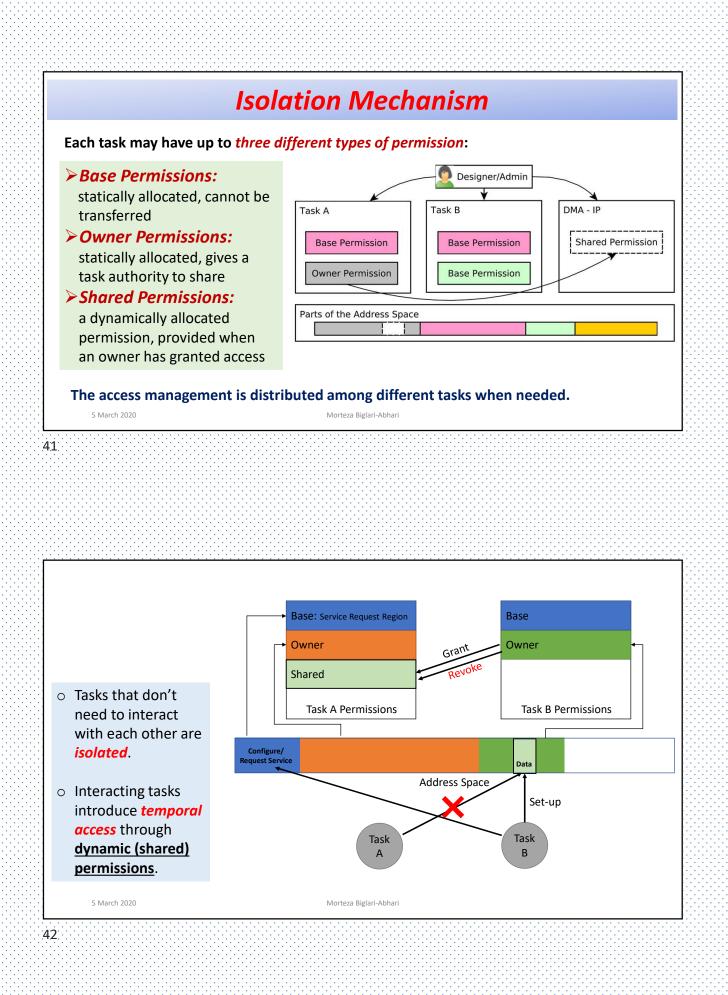
- **♦** Tasks *manage their own accessible resources*.
- To reduce the impact of a compromised task, memory accesses are regulated through dynamic access permission setup.

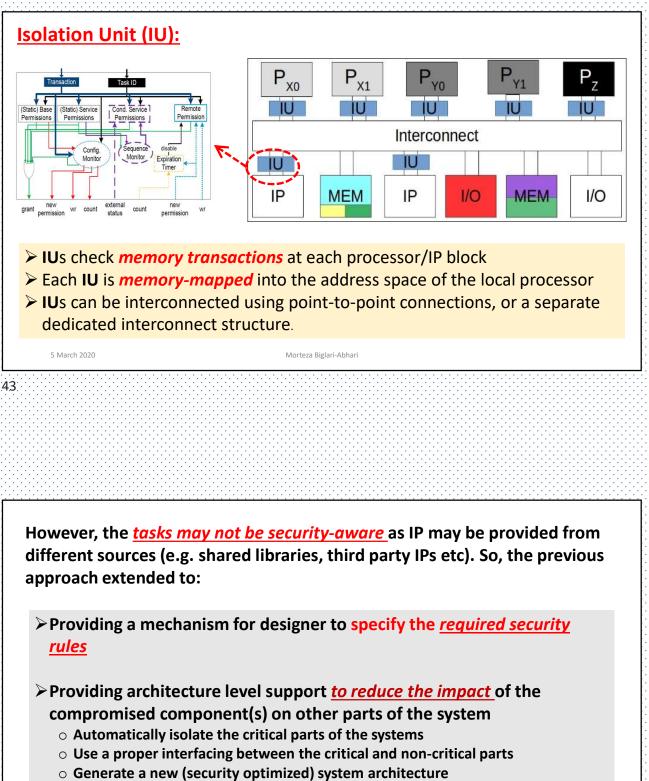
How can we implement access control in our system?

- Mandatory Access Control (MAC): a centralized and privileged administrator manages all access permissions
- Discretionary Access Control (DAC): entities grant and revoke access to objects they own to each other
- Role-based Access Control (RAC): access permissions are attached not to tasks, but to "jobs" or "functions" that a task may be performing

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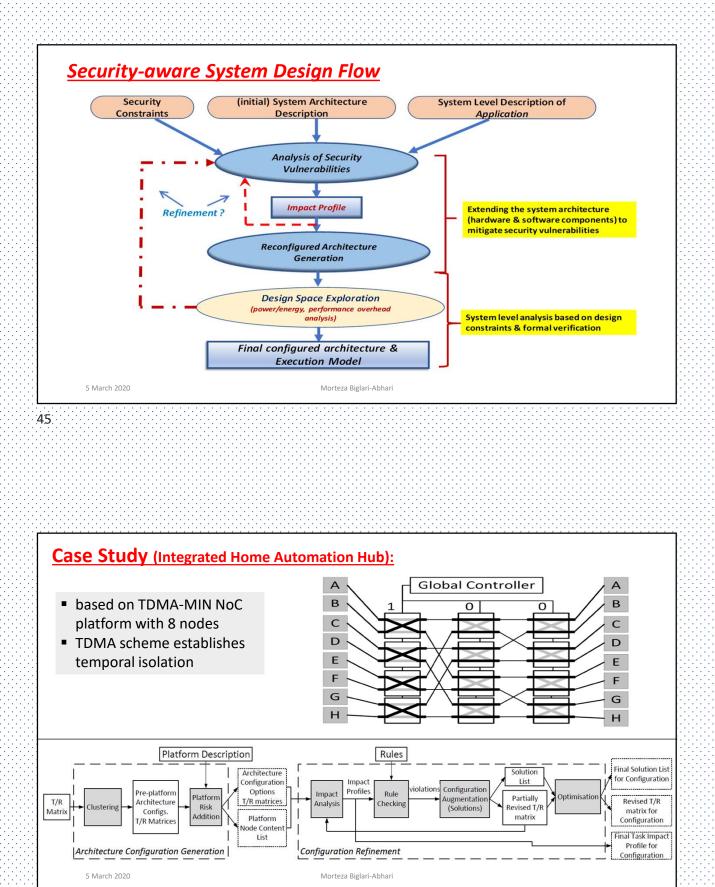


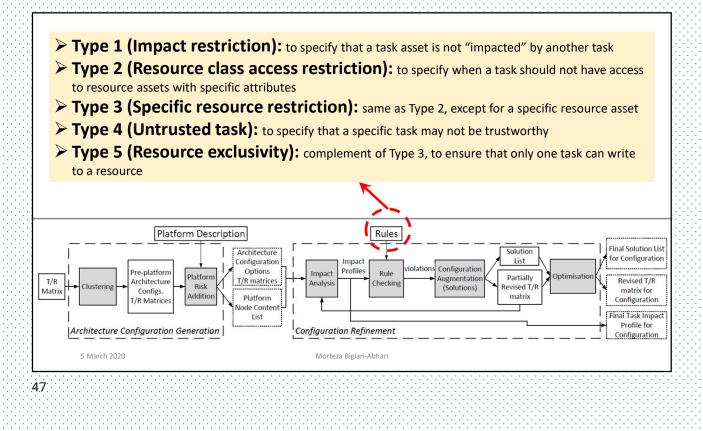


• Analyze the overhead (performance, power/energy) of the security-enhanced architecture

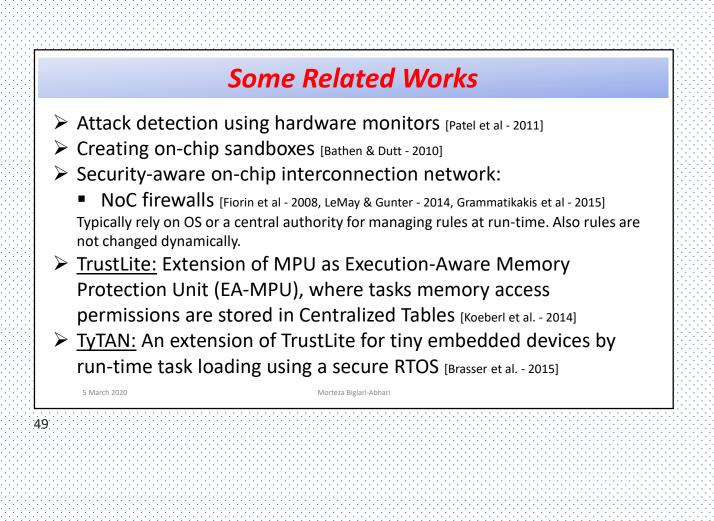
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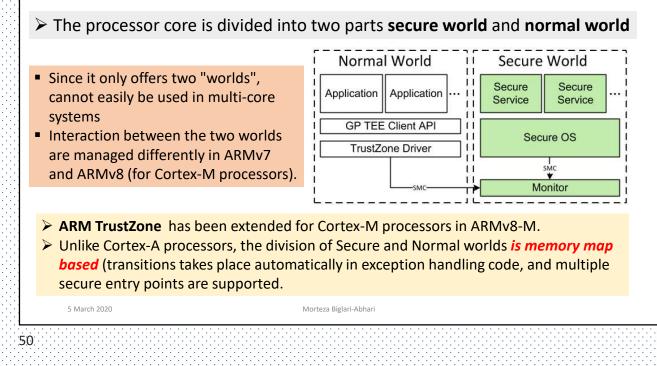


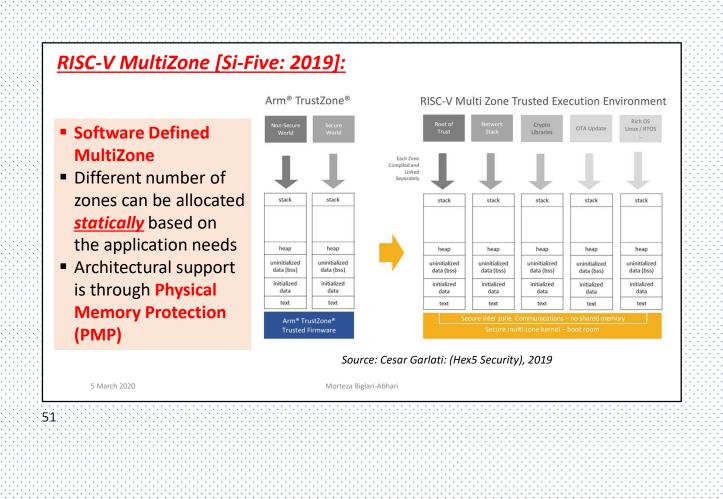


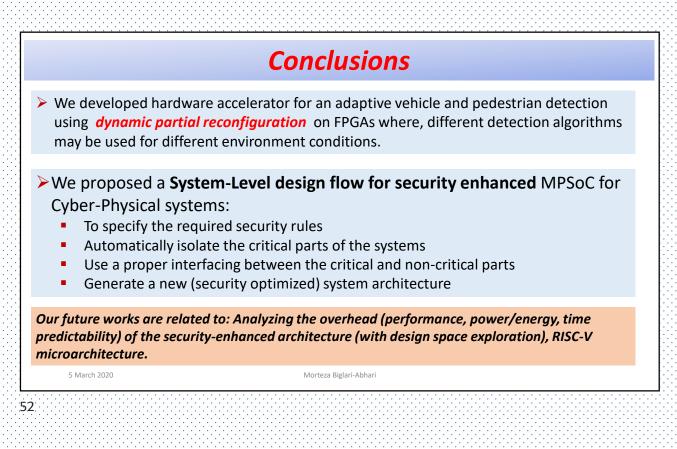
Config	Nodes	Cluster Contents		Config.	Total	Total MPU	No.	Resource
1	29	All resources nodes are network nodes						
		c4: light data,temp data,display data,			port	permissions	IUs	overhead
2	22	request			checks			
2	23	c5: light cfg,temp cfg						
		c7: photos,media data c9: password		1	19	4	4	+10.7%
		c4: light data,temp data,request		-		_	-	
		c5: light cfg,temp cfg		2	14	5	2	+7.3%
		c7: media data		3	1 5	Λ	2	
3 2	26	c9: password		5	15	4	Z	+6.5%
		ce9: password		4	9	18	1	+12.2%
		ce4: display data		-	5	10	-	12.2/0
		ce7: photos						
4	21	Cluster (c8) with all memory resources						
		Platform Description		Rules				
	Clustering -	T/R Matrices	Impact P Analysis	Checking	iolations Augmenta (Solutior	tion Partially Opti	misation	Final Solution List for Configuration Revised T/R matrix for Configuration Final Task Impact Profile for
Are	hitecture	Configuration Generation Co	onfiguration	n Refinement				Configuration
		T/R Matrices	onfiguration	n Refinement	(30)000			



ARM TrustZone [2004]:







Our related papers:

- Hemmati, M., Biglari-Abhari, M., & Niar, S. (DATE 2019) Adaptive Vehicle Detection for Real-time Autonomous Driving System, in Proceedings of the 2019 IEEE Conference on Design, Automation & Test in Europe (DATE), Florence, Italy, 25-28 March 2019, pp. 1034-1039
- Hemmati, M., Biglari-Abhari, M., Niar, S., & Berber, S. (DAC 2017) *Real-Time Multi-Scale Pedestrian* Detection for Driver Assistance Systems. In Proceedings of the 54th ACM/EDAC/IEEE Design Automation Conference 2017, pp. 1-6, Austin, TX, US
- Tan, B., Biglari-Abhari, M., Salcic, Z., (ACM-TECS 2017) An Automated Security-Aware Approach for Design of Embedded Systems on MPSoC, ACM Transactions on Embedded Computing Systems (TECS), October 2017
- Tan, B., Biglari-Abhari, M., Salcic, Z., (JSA 2017) Towards Decentralized System-Level Security for MPSoC-based Embedded Applications, Journal of Systems Architecture, Volume 80, Oct. 2017, Pages 41-55
- Tan, B., Biglari-Abhari, M., Salcic, Z., (DASIP 2016) A System-level Security Approach for Heterogeneous MPSoCs, Proceedings of IEEE Conference on Design & Architectures for Signal & Image Processing (DASIP-2016), Rennes, France, Oct. 2016
- Hemmati, M., Biglari-Abhari, M., Berber, S., & Niar, S. (DSD 2014). HOG Feature Extractor Hardware Accelerator for Real-time Pedestrian Detection. In 2014 17TH EUROMICRO CONFERENCE ON DIGITAL SYSTEM DESIGN (DSD) (pp. 543-550). Verona, Italy

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