

On Exposing the Challenging Long Tail in Future Prediction of Traffic Actors Özgün Cicek Osama Makansi Yassine Marrakchi **Thomas Brox**



										R	esults
	ETH-UCY (BEV)		nuScenes (BEV)			nuScenes (EGO)			Waymo (E		
	All	Top 3%	Top 1%	All	Top 3%	Top 1%	All	Top 3%	Top 1%	All	Top 3%
Baseline [60, 47]	0.16/0.32	0.47/1.07	0.42/0.87	0.19/0.32	0.48/0.88	0.59/1.02	7.10	29.98	36.16	6.39	24.87
+ LDAM [5]	0.17/0.33	0.47/1.04	0.42/0.83	0.18 /0.32	0.48/0.88	0.60/1.10	8.04	25.23	31.13	7.61	23.00
+ BAGS [41]	0.17/ 0.32	0.48/1.08	0.42/0.85	0.18 /0.31	0.48/0.88	0.61/1.11	7.28	29.54	35.74	6.67	24.45
+ contrastive	0.16/0.32	0.46/1.03	0.38/0.71	0.18/0.30	0.44/0.73	0.54/0.85	7.04	25.05	27.49	6.49	22.36

- Joint optimization with contrastive learning yields significant improvements on the challenging cases (top 1-3%). - Joint optimization with contrastive learning maintains the performance on all cases (All). - Optimizing jointly with LDAM or BAGS bias the challenging scenarios

	ETH-UCY	nuScenes-B	nuScenes-E	1
	All/Top 1%	All/Top 1%	All/Top 1%	Al
Baseline [60, 47]	0.32/0.87	0.32/1.02	7.10/36.16	6
+ resample [61]	0.53/1.22	0.37/1.33	10.20/21.62	10
+ reweight [29]	0.56/0.76	0.58/1.67	14.47/ 16.20	14
+ contrastive	0.32/0.71	0.30/0.85	7.04 /27.49	6

- Resampling/reweighting techniques bias the challenging scenarios.

- Ours maintains the performance on average.

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Waymo ll/Top 1% **.39**/27.32 .48/19.69 .00/16.44 .49/24.09







$$L_i = L_i^{\text{EWTA}} + \lambda \cdot L_i^{\text{Contr}}$$