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Second, the impact of the different variables on crash potential prediction also needs further investigation, a proper variables generation and selection process could possibly improve the performance of the model. Forth, different deep learning architectures can be explored in the future to improve the results of the current model. Finally, it would be promising to combine the results from this paper with other similar studies. For example, Wiseman and Grinberg (2016) proposed a real-time crash potential damages assessment approach for autonomous vehicles. If an autonomous vehicle can receive the crash potential prediction results through CV as suggested in our paper, the information may help it to avoid certain crashes. For the case of inevitable crash, the crash potential damages assessment can help the vehicle achieve the least damages., doi:https://doi.org/10.1016/j.aap.2020.105658. https://www.sciencedirect.com/science/article/pii/S0001457520305339.

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Schlögl, Matthias, Rainer Stütz, Gregor Laaha, and Michael Melcher. "A comparison of statistical learning methods for deriving determining factors of accident occurrence from an imbalanced high resolution dataset." *Accident Analysis & Prevention* 127 (2019): 134–149. Having described the modeling approach with a methodological focus, further work should be targeted at a more detailed assessment of the results from a traffic-safety point of view. Therefore, next steps should focus on investigating whose sections' outcome is captured well, and shed some light on the why. In addition, further analysis featuring variants of bootstrap aggregating could be useful for improving the robustness of the results. We propose several concrete analysis steps for this empirical assessment: Further temporal aggregation: Given the assumption that results obtained from any learners applied to the dataset featuring hourly values are subject to uncertainty, the temporal binning size could be adjusted in order to create coarser, yet more robust aggregates. These aggregated data could be used to test the hypothesis that the significance of

results would increase with increasing binning level. While some information is lost, since variables related to some sort of timestamp (i.e. hour and weekday classification, respectively) have to be dropped, a more robust assessment might prove to be conclusive. Assessing model performance using a meta variable: In order to further investigate contributing factors to model quality, several approaches featuring a new binary meta target variable, which is derived from the confusion matrices of the existing model results, could be tested. Multiple definitions of how to derive such a metavariable are possible. Machine learning models for binary classification could again be trained to assess variable importance for this new meta model. Balanced bagging: Following the line of Wallace et al. (2011), bagging an ensemble of classifiers induced over balanced bootstrap training samples and predicting the outcome state by using a majority vote could be a valuable approach to obtain more robust results. Correlation issues: Further insights might be gained by considering collinearity in variables and (spatio-temporal) autocorrelation effects. Unobserved heterogeneity: Since it is impossible to include all the data that could potentially determine the likelihood of a traffic accident into a statistical model, future work might focus on model formulations accounting for unobserved heterogeneity (Mannering, 2018). Knowledge-extraction and expert assessment: Tools for further assessment of black-box models, including – among others – Local Interpretable Model-Agnostic Explanations [LIME, Ribeiro et al. (2016)] and Descriptive mAchine Learning EXplanations [DALEX, Biecek (2018)] could be used for an in-depth assessment of model quality. In addition, the case-specific random forests (Xu et al., 2016), which are tailored to specific points of interest in the regressor space, could be employed to specifically assess certain road sections of interest. In addition, a comparison with similar analysis conducted in other countries might provide substantial further insights into the applicability of the proposed methodology. Overall, we hope that our findings will contribute to opening up new methodological applications of statistical learning methods in the field of road safety research., doi:https://doi.org/10.1016/j.aap.2019.02.008. https://www.sciencedirect.com/science/article/pii/S0001457518307760.

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Zhao, Can, Li Li, Xin Pei, Zhiheng Li, Fei-Yue Wang, and Xiangbin Wu. "A comparative study of state-of-the-art driving strategies for autonomous vehicles." *Accident Analysis & Prevention* 150 (2021): 105937. We believe that future research should focus on the following valuable directions: 1) Limited by the level of hardware and algorithm, there is still much room for improvement in the accuracy and range of the current perception system. Therefore, as the latter segment of perception, the driving strategies of AVs need to be designed specifically based on some limitations and assumptions of perception, and hence cannot solve all problems in a generic way. 2) The current driving strategies are based on an indispensable assumption of using identical technical equipment and the same control strategy for all vehicles (Geiger et al., 2012). However, due to the inconsistency of interpretation models and preferred objectives, different AVs may have different understandings and responses to the same scenarios. When they lack necessary communication or communication channels are disturbed, their misunderstandings and misjudgments will become a new trigger to danger. Therefore, how to formulate a framework to ensure that AVs with different driving strategies still can reach consensus is an urgent issue for future researchers. 3) So far, research on risk appetite, the feature closely related to safety, is still insufficient and deserves further advancement. Especially, how should the risk appetite of different strategies be tested, evaluated, and quantified. In consideration of the long-tail problem, how to design simulation tests to reflect the risk appetite of the strategies accurately (Li et al., 2016, 2018a; Li et al., 2019a,b). 4) Future research should focus more on communication and collaboration between vehicles. For collaboration with other AVs, the unification of communication rules and

protocols should be accelerated, to form a standardized and extensible inter-vehicle communication mechanism. 5) For collaboration with human-driven vehicles, we should further construct human driver models from the cognitive level rather than the behaviors itself (Efrati, 2018; Stewart, 2018; Ma et al., 2010; Schwarting et al., 2019; Li et al., 2018b; Michon, 1985). It can help massively to develop a more reasonable collaborative driving strategy and improve the probability of understanding each other correctly when AVs interact with human-driven vehicles. 6) In the next step, researchers should pay more attention to TPACC and explore the possibility of combining it with collaborative driving. It is a meaningful work to accurately compare the individual benefits and the overall benefits through theoretical calculations or simulation tests. 7) The purpose of this paper is to draw attention of researchers towards these important directions. We expect more exciting results will be obtained soon., doi:https://doi.org/10.1016/j.aap.2020.105937. https://www.sciencedirect.com/science/article/pii/S0001457520317577.

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