

of future timesteps, using class probability values sampled from the output of the BEV network. This lets gradient flow through the BEV semantic segmentation head already at this stage.

This difference grants the possibility to train models in a setting where no BEV supervision in any form is available and gives a good starting point for training if some GT BEV labels are available. We hypothesize that the performance gains (especially at low annotation regimes) when fine-tuning on GT BEV labels, are thanks to the capacity of our method to already provide supervision in the previous step to the semantic segmentation head and thus having a more advantageous starting point with respect to training it from scratch.

2. Experiments with Simple-BEV

We execute a supplementary set of experiments to validate RendBEV with a different architecture for the BEV semantic segmentation network. To this end, we modify Simple-BEV [2] and adapt it to our setting, by making it work with monocular frontal images only, increasing the number of classes in its semantic segmentation head and removing the auxiliary task heads. We train the network using the RendBEV method and then fine-tune the model at different percentage splits of the dataset. To provide a baseline comparison, we train the same model from scratch on the same splits. We present the results obtained in these experiments in Tab. S1. The performance we reach while using RendBEV as a standalone training is slightly inferior to the one obtained with SkyEye’s architecture as BEV semantic segmentation network, but still competitive. When fine-tuning on available ground truth, RendBEV proves to be useful as pretraining in the lower annotation regimes. When the amount of ground truth data is high (in the 50% and 100% splits) the pretrained models obtain overall performances almost equal to the ones trained from scratch in terms of mIoU.

3. Pretraining with GT FV SS

We perform additional experiments by fine-tuning the model obtained with RendBEV using ground truth semantic segmentation labels instead of model predictions on 0.1%, 1%, 10%, 50% and 100% of the training data. We compare the performance of the same architecture pretrained with SkyEye’s method and trained from scratch. We report the results in Tab. S2. We observe that in this setting the model pretrained with RendBEV performs similarly as the one pretrained using model predictions as targets, while SkyEye’s results improve by a higher margin. Even with SkyEye’s improvement with the usage of GT labels, our method continues to provide better results in low-data regimes, while the difference dissipates in models fine-

tuned on 10% of the data (in the order of 2000 images) and the models pretrained with SkyEye’s methodology perform slightly better on higher BEV GT data regimes.

4. Additional Qualitative Results

We present additional qualitative results from our experiments. In Fig. S1 we provide a comparison of the results obtained with the network from SkyEye and Simple-BEV training in a self-supervised way following our method.

5. Experimental Details

In this section we provide further details on the experiment configurations and the hardware used to run those experiments.

We feed the BEV network with frames of resolution 1408×384 , while for Behind the Scenes we resize the images to a resolution of 640×192 used in the original paper [5]. We use a BEV resolution of 768×704 , which corresponds to a real world area of $56.83m \times 52.096m$ in front of the vehicle.

In our experiments, when using a class-weighted cross entropy loss, we use the class weights proposed in [1]. When sampling 3D points along rays, we sample in a total of $m = 64$ points on each ray with $z_{near} = 3m$ and $z_{far} = 80m$.

For our self-supervised training, we use a batch of 5 sequences. For each sequence, we sample a total of 192 patches of 16×16 pixels randomly distributed across 7 other frames of the sequence, with timestamps $T = \{r - 1, r + 1, r + o_1, \dots, r + o_5\}$, where each temporal offset o_k is selected in a random uniform way from ranges of length 7 starting from $r + 5$. The goal of this selection is to provide a good coverage in different regions of the BEV, as discussed at the end of Sec. 3 and shown in Fig. 3 of the main paper. We train for 20 epochs and use SGD as optimizer with Nesterov momentum 0.9, weight decay 0.00001 and learning rate 0.005.

In terms of hardware, we perform most of our experiments in a machine equipped with a NVidia V100 GPU with 32GB of VRAM. The self-supervised training experiments with 196 patches per sequence take approximately 8 days to complete in a single machine. The neural network architecture proposed in SkyEye [1], which we use in our main experiments has 14.6 million parameters and a runtime of 77.84 ms for a forward pass in inference.

6. Ethical considerations

In this section we address potential ethical implications of our work. We would like to focus on two main topics: data and possible misuse.

In terms of data, we don’t introduce any new dataset and use for our experiments two publicly available datasets:

Table S1. Study of the performance of our method with Simple-BEV as BEV semantic segmentation network at different annotated data regimes. All scores are reported in the KITTI-360 dataset.

BEV (%)	Pretraining	Road	Sidewalk	Building	Terrain	Person	2-Wheeler	Car	Truck	mIoU
0.0	RendBEV	65.46	30.30	29.49	38.46	1.94	2.49	30.92	7.17	25.78
0.1	–	45.78	14.01	11.35	4.22	0.12	0.25	5.87	4.60	10.26
	RendBEV	67.19	32.60	32.39	39.11	1.92	2.69	32.30	7.60	26.98
1	–	57.45	23.16	19.34	21.37	0.06	0.11	18.20	1.52	17.65
	RendBEV	68.84	34.73	32.76	38.66	2.18	3.07	34.27	5.18	27.46
10	–	70.42	34.37	30.28	35.36	0.3	0.84	34.43	10.03	27.00
	RendBEV	70.66	36.13	36.34	40.02	1.66	4.91	35.80	5.74	28.90
50	–	72.05	35.51	34.92	37.36	1.01	1.51	38.59	11.64	29.07
	RendBEV	70.70	36.00	36.73	40.38	1.72	5.17	36.63	6.07	29.18
100	–	70.66	35.50	34.67	41.18	1.04	2.11	38.27	12.42	29.48
	RendBEV	70.40	36.18	36.73	41.17	1.64	5.43	36.65	6.32	29.32

Table S2. Impact of the pretraining (with GT PV) on BEV semantic segmentation performance using the network proposed in SkyEye on different data regimes. SkyEye results from [1], RendBEV and no pretraining run by us on same splits. All scores are reported on the KITTI-360 dataset.

BEV GT (%)	Pretraining	Road	Sidewalk	Building	Terrain	Person	2-Wheeler	Car	Truck	mIoU
0.1	SkyEye	68.78	28.20	35.56	26.08	0.00	0.00	21.61	0.00	22.53
	RendBEV	72.15	37.81	36.70	46.65	2.62	3.99	34.56	6.03	30.07
	–	56.43	19.95	23.64	7.17	0.00	0.00	12.59	0.00	14.97
1	SkyEye	72.56	34.33	36.70	41.66	0.00	0.16	33.85	10.29	28.71
	RendBEV	75.33	39.29	38.44	46.74	3.03	3.95	38.93	8.91	31.82
	–	61.01	22.68	27.81	23.69	0.00	0.00	31.31	6.32	21.60
10	SkyEye	76.07	40.30	40.30	45.33	3.75	8.15	42.64	10.73	33.41
	RendBEV	75.90	40.88	41.06	47.03	2.44	6.79	43.24	8.40	33.22
	–	73.39	37.49	35.87	40.30	4.72	7.44	44.64	12.23	32.01
50	SkyEye	76.43	39.89	45.22	46.64	5.10	7.93	42.43	12.30	34.49
	RendBEV	74.69	40.15	42.16	47.22	3.30	6.78	44.88	9.77	33.61
	–	75.30	40.61	41.79	45.34	2.88	6.64	45.52	13.46	33.94
100	SkyEye	75.99	41.35	44.26	45.91	4.08	9.53	44.13	12.68	34.74
	RendBEV	75.11	40.32	42.25	47.55	2.91	6.89	44.19	8.51	33.47
	–	73.01	37.78	39.15	43.68	5.44	10.76	45.41	12.25	33.72

the KITTI-360 dataset [3] and the Waymo dataset [4] as well as their BEV derivations provided by the authors of SkyEye [1]. The KITTI-360 dataset is shared under a CC BY-NC-SA 3.0 License, while the Waymo dataset is shared under the Waymo Dataset License Agreement for Non-Commercial Use. The BEV version of these datasets are licensed under a non-commercial RL License Agreement. We credit the original authors for the creation of these datasets. For these datasets, appropriate measures (e.g. the blurring of faces and license plates) have been taken in order to respect individual privacy rights: the KITTI-360 dataset is GDPR-compliant and thus provides extensive privacy protection and the Waymo dataset as per their original authors, was modified to protect individuals’ privacy.

In terms of potential misuse, we note that the methodology and models described in this work are research artifacts, not intended for their deployment as-is in safety critical applications like autonomous driving given the limitations described in the main paper.

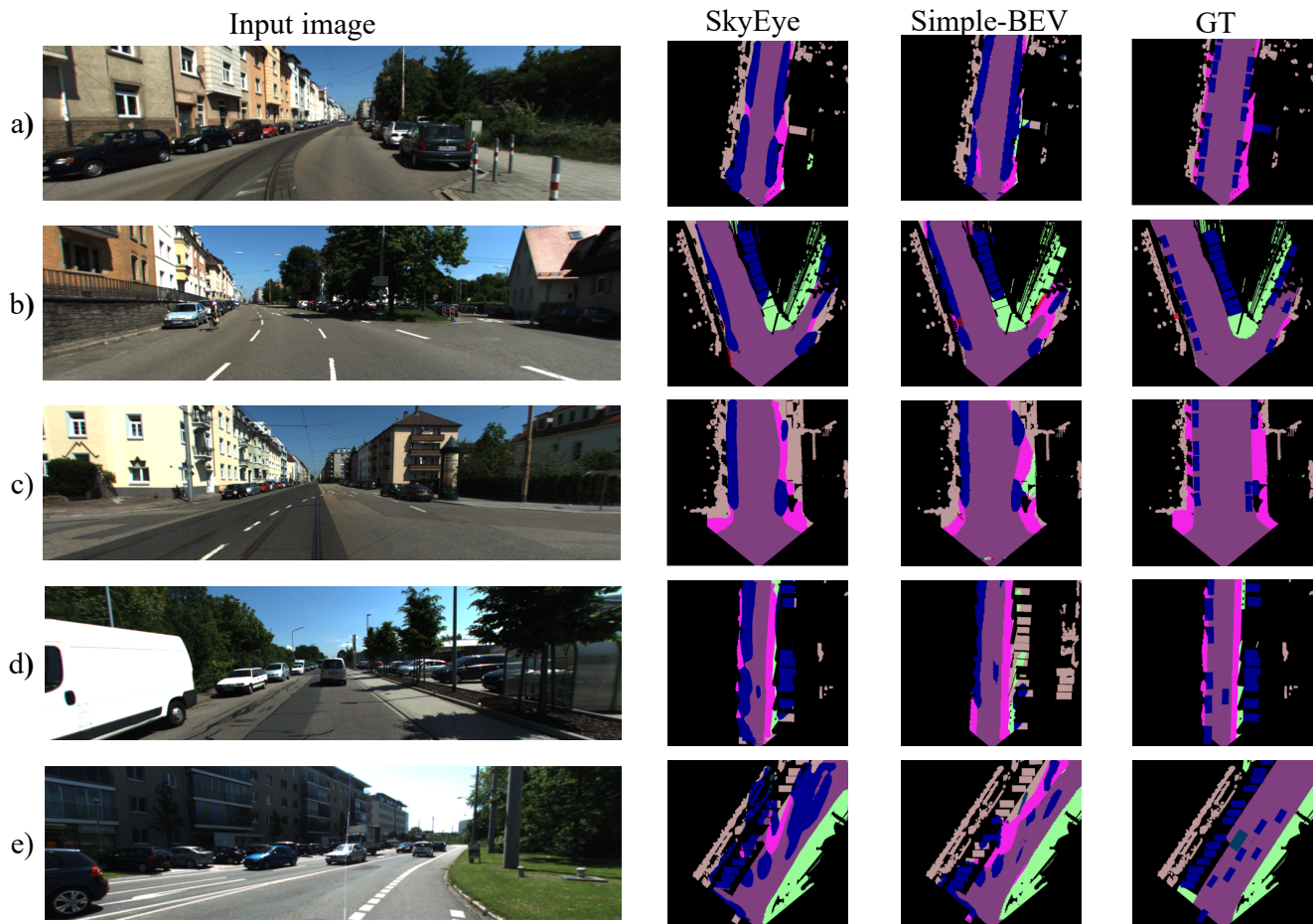


Figure S1. Qualitative comparison of the results obtained with RendBEV using the architectures from SkyEye and Simple-BEV

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