Archives available at journals.mriindia.com

International Journal on Advanced Computer Theory and Engineering

ISSN: 2319-2526

Volume 14 Issue 02, 2025

Artificial Intelligence Techniques for Strategy Design for Energy-Efficient Data Offloading in 6G-Enabled Vehicular Edge Computing Networks Using Double Deep Q-Network: Trends and Challenges

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Peer Review Information

Submission: 02 Sept 2025

Revision: 23 Sept 2025

Acceptance: 11 Oct 2025

Keywords

6G Networks, Vehicular Edge Computing, Artificial Intelligence, Data Offloading, Double Deep Q-Network (DDQN), Deep Reinforcement Learning.

Abstract

The rapid advancement of intelligent transportation systems and the emergence of sixth-generation (6G) networks have intensified the demand for efficient computation in vehicular environments. Vehicular Edge Computing (VEC) has become a promising paradigm to address latency-sensitive and computation-intensive applications by enabling task offloading from vehicles to nearby edge servers. However, achieving energy-efficient data offloading in dynamic vehicular networks remains a significant challenge due to high mobility, varying channel conditions, and limited computational resources. Artificial Intelligence (AI), particularly Deep Reinforcement Learning (DRL), has emerged as an effective solution for optimizing offloading decisions in such complex environments. Among DRL techniques, the Double Deep Q-Network (DDQN) has gained attention for its ability to reduce overestimation bias and improve learning stability. Recent studies demonstrate that DDQN-based strategies outperform traditional optimization approaches in minimizing energy consumption and latency while adapting to dynamic network conditions. This paper presents a comprehensive review of AI-driven strategies for energy-efficient data offloading in 6G-enabled vehicular edge computing networks. It analyses recent advancements (2020–2023), highlights key trends, and identifies critical challenges. Furthermore, it explores hybrid AI techniques and multi-agent frameworks for improving scalability and efficiency. Finally, the paper outlines future research directions toward developing intelligent, adaptive, and secure offloading mechanisms in next-generation vehicular networks.

Introduction

The integration of artificial intelligence (AI) into next-generation wireless networks has significantly transformed the design and management of vehicular communication systems. With the rapid evolution of sixth-generation (6G) networks, vehicular environments are expected to support ultra-reliable low-latency communication (URLLC), massive connectivity, and intelligent service delivery. These advancements enable a wide range of applications, including autonomous driving, real-time traffic monitoring, and immersive multimedia services. However, such applications generate enormous computational workloads that exceed the processing capabilities of onboard vehicular systems. Vehicular Edge Computing (VEC) has emerged as a key enabling technology to address these challenges by offloading computational tasks from vehicles to nearby edge servers. By bringing computation closer to the data source, VEC reduces latency, improves energy efficiency, and enhances the quality of service (QoS). Despite these advantages, designing efficient data offloading strategies in VEC remains a complex problem due to the highly dynamic nature of vehicular environments. Factors such as vehicle mobility, fluctuating wireless channels, and heterogeneous network resources make it difficult to determine optimal offloading decisions in real time.

Traditional approaches for computation offloading rely on mathematical optimization techniques, such as convex optimization and game theory. While these methods provide theoretical solutions, they often fail to adapt to rapidly changing environments. As vehicular networks become more complex, there is a growing need for intelligent and adaptive decision-making frameworks. Artificial Intelligence (AI), particularly Deep Reinforcement Learning (DRL), has emerged as a powerful tool for addressing these challenges. DRL enables systems to learn optimal policies through interaction with the environment, making it well-suited for dynamic and uncertain scenarios. In recent years, DRL-based approaches have been widely applied to computation offloading problems in vehicular edge computing. These approaches model the offloading process as a Markov Decision Process (MDP), where the system learns to optimize decisions based on observed states, actions, and rewards. Studies have shown that DRL can effectively minimize energy consumption and latency while adapting to changing network conditions.

However, early DRL models such as Deep Q-Network (DQN) suffer from issues such as overestimation bias and unstable convergence. To address these limitations, the Double Deep Q-Network (DDQN) was introduced, which separates action selection and evaluation to improve learning accuracy. DDQN-based approaches have demonstrated superior performance in vehicular edge computing environments by providing more stable and reliable offloading decisions. Furthermore, the integration of 6G technologies, including intelligent edge computing, network slicing, and ultra-low latency communication, has opened new opportunities for AI-driven optimization. These technologies enable more efficient resource utilization and support advanced applications in vehicular networks. Nevertheless, several challenges remain, including scalability, security, computational complexity, and data privacy. This paper aims to provide a comprehensive review of AI-based strategy design for energy-efficient data offloading in 6G-enabled vehicular edge computing networks, with a focus on DDQN. It examines recent trends, compares different approaches, and identifies key challenges to guide future research in this field.

Literature Review

Li et al. (2020) proposed an energy-efficient computation offloading framework for vehicular edge computing systems. The study focused on minimizing energy consumption while maintaining latency constraints by optimizing both communication and computation resources. The authors utilized mathematical optimization techniques to derive optimal solutions under predefined system conditions. While the results showed improved energy efficiency, the model lacked adaptability to dynamic vehicular environments, limiting its applicability in real-time scenarios. Mao et al. (2020) conducted a comprehensive study on mobile edge computing with a focus on communication perspectives. The research highlighted the importance of joint optimization of communication and computation resources in achieving efficient offloading. The authors emphasized that traditional approaches struggle to handle dynamic network conditions, suggesting the need for intelligent learning-based methods. This study laid the foundation for integrating AI techniques into vehicular edge computing systems.

Li et al. (2020) introduced a deep reinforcement learning-based computation offloading strategy for vehicular networks. The model leveraged DRL to dynamically select offloading decisions based on real-time network conditions. The results demonstrated significant improvements in energy efficiency and latency reduction compared to static models. The study confirmed that DRL can effectively handle uncertainty in vehicular environments, making it a promising approach for future systems. Zhan et al. (2020) proposed a DRL-based offloading scheduling framework for vehicular edge computing systems. The model focused on optimizing task scheduling and resource allocation using deep learning techniques. Their findings showed that DRL-based scheduling significantly improves system performance in terms of energy consumption and delay. However, the model required extensive training data, which may limit its practical implementation.

Wang et al. (2020) introduced a game-theoretic computation offloading method for vehicular multi-access edge computing networks. The study modeled interactions between vehicles as a competitive game to optimize resource allocation. While the approach improved system efficiency, it lacked adaptability to dynamic environments and required complex computations, highlighting the need for AI-driven solutions. Wu and Yan (2021) proposed a deep reinforcement learning-based computation offloading framework tailored for vehicular edge computing systems. The authors modeled the offloading decision problem as a Markov Decision Process (MDP), where system states include vehicle mobility, channel conditions, and task characteristics. By employing DRL, the model dynamically adapts to real-time environmental changes and optimizes offloading decisions to minimize both energy consumption and latency. The experimental results demonstrated that the DRL-based approach significantly outperforms traditional heuristic and optimization-based methods. However, the study primarily focused on single-agent learning, which limits its scalability in dense vehicular networks where multiple vehicles interact simultaneously.

Cho et al. (2021) introduced a cooperative computation offloading mechanism in vehicular edge computing environments. The study proposed distributing computational tasks among multiple roadside units (RSUs) to enhance resource utilization and reduce energy consumption. The authors formulated the problem using convex optimization and developed both offline and online algorithms. Their findings revealed that cooperative offloading can significantly improve system performance in terms of energy efficiency and latency. However, the approach requires accurate system modeling and prior knowledge of network parameters, making it less effective in highly dynamic and unpredictable vehicular scenarios. Xu et al. (2021) developed a mobility-aware computation offloading strategy that considers vehicle trajectory, speed, and connection duration with edge servers. The model utilizes predictive analytics to estimate future network conditions and optimize offloading decisions accordingly. The results showed that incorporating mobility prediction improves task completion rates and reduces energy consumption. However, the effectiveness of the approach depends heavily on the accuracy of prediction models, which may not always be reliable in real-world urban environments with complex traffic patterns.

Wang et al. (2021) proposed a DRL-based joint computation offloading and resource allocation framework for vehicular edge computing. The authors formulated the problem as an MDP and utilized reinforcement learning to determine optimal offloading strategies under dynamic conditions. Their approach achieved improved energy efficiency and reduced task execution delay compared to traditional optimization techniques. However, the model operates under a single-agent framework and does not fully address resource competition among multiple vehicles, which is a critical issue in large-scale vehicular networks. Islam et al. (2021) conducted a comprehensive survey of task offloading techniques in multi-access edge computing systems. The study categorized existing approaches into optimization-based, heuristic-based, and learning-based methods. The authors highlighted that while traditional methods provide optimal solutions under static conditions, they fail to adapt to dynamic environments. The survey emphasized the growing importance of artificial intelligence, particularly deep reinforcement learning, in enabling adaptive and energy-efficient offloading strategies. It also identified key research challenges, including scalability, energy consumption, and security, which are critical for future 6G-enabled vehicular networks.

Tang et al. (2022) proposed a deep reinforcement learning-based dynamic computation offloading framework for vehicular edge computing systems. The study modeled the offloading problem as a Markov Decision Process (MDP), where system states include channel conditions, vehicle mobility, and task requirements. By leveraging DRL, the model dynamically adapts to environmental changes and optimizes task allocation decisions. The results demonstrated significant improvements in both energy efficiency and latency reduction compared to traditional optimization methods. However, the model requires extensive training and computational resources, which may limit its applicability in real-time vehicular systems. Sun et al. (2022) introduced an energy-efficient mobile offloading strategy using deep Q-learning for mobile edge computing networks. The authors focused on minimizing energy consumption while maintaining acceptable delay performance. Their approach enabled dynamic decision-making based on network conditions and task characteristics. The results showed that the proposed model outperforms heuristic-based methods in terms of energy savings and response time. However, the reliance on DQN introduces overestimation bias, which can lead to unstable learning and suboptimal decision-making in complex environments.

Guo et al. (2022) proposed a multi-objective optimization framework for vehicular edge computing using deep reinforcement learning. The study aimed to jointly optimize energy consumption, latency, and quality of service

(QoS). The authors demonstrated that DRL-based approaches can effectively balance multiple objectives and improve overall system performance. However, the complexity of multi-objective optimization increases the computational burden and requires careful tuning of reward functions to achieve optimal performance. Zhao et al. (2022) introduced a Double Deep Q-Network (DDQN)-based computation offloading strategy to address the limitations of traditional DQN models. By separating action selection and evaluation processes, the DDQN model reduces overestimation bias and improves learning stability. The results showed that the proposed approach significantly enhances energy efficiency and reduces latency compared to DQN and heuristic methods. This study highlights the effectiveness of DDQN in handling dynamic vehicular environments and establishes it as a promising technique for next-generation offloading strategies.

Huang et al. (2022) proposed a distributed resource allocation and computation offloading framework using federated learning in vehicular edge computing systems. The model enables decentralized learning across multiple vehicles without sharing raw data, thereby enhancing privacy and reducing communication overhead. The results indicated improved scalability and energy efficiency. However, the approach requires synchronization among distributed nodes and introduces additional computational complexity, which may impact real-time performance. He et al. (2022) proposed a deep reinforcement learning-based computation offloading framework for mobile edge computing systems with a focus on vehicular environments. The authors utilized a DRL model to dynamically determine whether tasks should be processed locally or offloaded to edge servers. Their approach considered network dynamics such as channel conditions, queue states, and task sizes. Experimental results showed significant improvements in energy efficiency and latency reduction compared to conventional optimization techniques. However, the model required substantial training time and computational resources, which may hinder its deployment in real-time vehicular systems.

Chen et al. (2022) developed an efficient multi-user computation offloading and resource allocation framework for edge computing systems. The study focused on jointly optimizing communication and computation resources using advanced optimization and learning techniques. The proposed model achieved improved system efficiency by minimizing energy consumption while ensuring quality of service (QoS). However, the approach relied on centralized control, which may not be scalable in large-scale vehicular networks with distributed architectures. Zhang et al. (2022) introduced a predictive offloading strategy for vehicular edge computing using machine learning techniques. The model utilized historical data and mobility patterns to predict future network conditions and optimize task offloading decisions. The results demonstrated improved energy efficiency and reduced latency. However, the effectiveness of the approach depends on the accuracy of prediction models, which may be affected by unpredictable vehicular movement and environmental factors.

Yang et al. (2022) proposed an adaptive deep reinforcement learning-based offloading framework that dynamically adjusts decisions based on real-time system states. The model considered various parameters such as bandwidth availability, task size, and vehicle mobility. The results showed enhanced adaptability and improved energy efficiency compared to static models. However, the study assumed ideal communication conditions, which may not accurately represent real-world vehicular environments with interference and signal degradation. Deng et al. (2022) introduced a game-theoretic and reinforcement learning-based computation offloading strategy for vehicular networks. The model treated vehicles as rational agents competing for limited edge resources while learning optimal strategies through repeated interactions. The results demonstrated improved resource utilization and energy efficiency. However, the integration of game theory increased model complexity and computational overhead, making real-time implementation challenging.

Xie et al. (2023) proposed an energy-efficient computation offloading framework for vehicular edge computing by jointly optimizing communication and computation resources. The authors integrated deep reinforcement learning with power control strategies to dynamically adjust transmission and processing decisions. Their results demonstrated significant improvements in energy consumption and system throughput. However, the model required extensive training data and computational resources, which may limit its real-time deployment in large-scale vehicular networks. Feng et al. (2023) introduced a hierarchical edge computing architecture for vehicular networks, where computational tasks are distributed across vehicles, roadside units, and cloud layers. The study utilized DRL to optimize task allocation across these layers. The results showed reduced latency and improved energy efficiency. However, the hierarchical structure increased system complexity and communication overhead, which could impact scalability in dense vehicular environments.

Qiu et al. (2023) developed a multi-objective reinforcement learning-based offloading strategy that balances energy consumption and task delay. The model dynamically adjusts offloading decisions based on real-time system states. The results demonstrated that multi-objective optimization significantly enhances system performance. However, achieving optimal balance between objectives requires careful tuning of reward functions, which may complicate model implementation. Zhou et al. (2023) proposed a Double Deep Q-Network (DDQN)-based adaptive computation offloading framework for 6G-enabled vehicular networks. The model incorporates advanced communication features such as ultra-reliable low-latency communication (URLLC) and intelligent reflecting surfaces. The results showed that DDQN significantly improves learning stability, reduces energy consumption, and enhances decision accuracy compared to traditional DRL models. This study highlights the importance of integrating AI with emerging 6G technologies.

Sun et al. (2023) developed an AI-driven task scheduling and computation offloading framework for vehicular edge computing. The model uses deep learning techniques to predict task requirements and optimize offloading decisions accordingly. The results demonstrated improved resource utilization and reduced energy consumption. However, the approach requires large-scale training datasets, which may not always be available in practical scenarios.mGuo et al. (2023) proposed a multi-agent reinforcement learning (MARL)-based cooperative computation offloading framework. The model enables multiple vehicles to coordinate their decisions, improving overall system efficiency and resource utilization. The results showed that cooperative learning significantly enhances performance compared to single-agent models. However, the approach introduces communication overhead and increased computational complexity.

Liu et al. (2023) introduced an energy-aware deep reinforcement learning framework for vehicular edge computing systems. The study focused on optimizing energy consumption across both communication and computation processes. The results indicated that DRL-based approaches outperform traditional optimization methods in dynamic environments. However, the model requires continuous training to adapt to changing network conditions. Wang et al. (2023) proposed a DDQN-based computation offloading strategy for 6G-enabled vehicular networks. The model addresses dynamic network conditions and resource constraints while minimizing energy consumption and latency. Their findings demonstrated that DDQN provides superior convergence stability and decision accuracy compared to DQN-based models. However, the approach requires significant computational resources for training and implementation.

Zhang et al. (2023) introduced a multi-agent deep reinforcement learning (MADRL) framework for large-scale vehicular edge computing systems. The model enables decentralized decision-making and improves scalability. The results showed enhanced system performance and efficient resource utilization. However, the complexity of multi-agent coordination and training remains a key challenge for real-world deployment. Chen et al. (2023) proposed an intelligent DDQN-based offloading framework that integrates edge intelligence with 6G communication technologies. The study focused on minimizing energy consumption while ensuring ultra-low latency communication. The results demonstrated that the proposed model significantly outperforms traditional methods in terms of energy efficiency, adaptability, and system stability. The study concludes that DDQN-based approaches are highly suitable for next-generation vehicular edge computing systems.

Comparative Table

No.	Author (Year)	Technique Used	Key Focus	Advantages	Limitations
1	Li et al. (2020)	Convex Optimization	Energy minimization	Low energy usage	Static model
2	Mao et al. (2020)	MEC Survey	Communication-computation	Strong foundation	No implementation
3	Li et al. (2020)	DRL	Dynamic offloading	Adaptive learning	Training cost
4	Zhan et al. (2020)	DRL Scheduling	Task allocation	Improved efficiency	Data dependency

5	Wang et al. (2020)	Game Theory	Resource allocation	Efficient sharing	High complexity
6	Wu & Yan (2021)	DRL	Mobility-aware offloading	Low latency	Scalability issue
7	Cho et al. (2021)	Cooperative Optimization	Multi-RSU	Better utilization	Needs prior info
8	Xu et al. (2021)	Predictive Model	Mobility prediction	Improved continuity	Prediction errors
9	Wang et al. (2021)	DRL (MDP)	Resource allocation	Adaptive decisions	Single-agent
10	Islam et al. (2021)	Survey	MEC techniques	Identifies gaps	No model
11	Tang et al. (2022)	DRL	Dynamic offloading	Energy reduction	Training overhead
12	Sun et al. (2022)	DQN	Energy optimization	Fast decisions	Overestimation
13	Guo et al. (2022)	Multi-objective DRL	QoS + energy	Balanced results	Complex tuning
14	Zhao et al. (2022)	DDQN	Energy-efficient offloading	Stable learning	High computation
15	Huang et al. (2022)	Federated Learning	Privacy + scalability	Data security	Coordination cost
16	He et al. (2022)	DRL	Adaptive offloading	Efficient decisions	Training time
17	Chen et al. (2022)	Optimization + Learning	Resource allocation	High efficiency	Centralized
18	Zhang et al. (2022)	ML Prediction	Predictive offloading	Better planning	Accuracy issues
19	Yang et al. (2022)	DRL	Adaptive strategy	Real-time response	Ideal assumptions
20	Deng et al. (2022)	Game + RL	Resource competition	Efficient usage	Complexity
21	Xie et al. (2023)	DRL + Power Control	Energy optimization	High performance	Training cost
22	Feng et al. (2023)	Hierarchical MEC	Multi-layer offloading	Reduced latency	Complex system
23	Qiu et al. (2023)	Multi-objective RL	Energy-delay balance	Optimized trade-off	Parameter tuning
24	Zhou et al. (2023)	DDQN	6G offloading	High stability	Computational load
25	Sun et al. (2023)	AI Scheduling	Task prediction	Efficient scheduling	Data requirement
26	Guo et al. (2023)	MARL	Cooperative offloading	Better utilization	Communication overhead
27	Liu et al. (2023)	DRL	Energy management	Reduced energy	Continuous training
28	Wang et al. (2023)	DDQN	Adaptive offloading	High accuracy	Resource intensive
29	Zhang et al. (2023)	MADRL	Large-scale systems	Scalable	Training complexity
30	Chen et al. (2023)	DDQN	Intelligent offloading	Stable + efficient	High computation

Comparative Analysis

The comparative evaluation of the 30 selected studies from 2020 to 2023 demonstrates a clear technological progression in the design of energy-efficient data offloading strategies within vehicular edge computing systems. Initially, research efforts were dominated by traditional optimization-based approaches, such as convex optimization and game-theoretic models. These methods, as seen in studies like Li et al. (2020)

and Wang et al. (2020), provided structured solutions for minimizing energy consumption and optimizing resource allocation. However, they were limited by their reliance on static system assumptions and predefined parameters, which restricted their ability to adapt to the dynamic and uncertain nature of vehicular environments. With the advancement of artificial intelligence, particularly in 2021, deep reinforcement learning (DRL) emerged as a transformative approach for addressing computation offloading challenges. Studies such as Wu and Yan (2021) and Wang et al. (2021) demonstrated that DRL-based frameworks could dynamically learn optimal policies by interacting with the environment. This adaptability enabled improved performance in terms of energy efficiency, latency reduction, and resource utilization. However, early DRL models, especially those based on Deep Q-Networks (DQN), suffered from issues such as overestimation bias and unstable convergence, which limited their effectiveness in complex environments.

To overcome these limitations, research in 2022 introduced advanced models such as Double Deep Q-Network (DDQN) and multi-objective optimization frameworks. DDQN-based approaches, as highlighted in Zhao et al. (2022), significantly improved learning stability by separating action selection from evaluation, thereby reducing overestimation errors. Additionally, multi-objective DRL models enabled the simultaneous optimization of energy consumption, latency, and quality of service (QoS), although they introduced increased computational complexity and required careful tuning of reward functions. The year 2023 marked the integration of advanced techniques such as multi-agent reinforcement learning (MARL), federated learning, and 6G communication technologies. MARL-based approaches facilitated cooperative decision-making among multiple vehicles, improving scalability and system efficiency. Meanwhile, the incorporation of 6G features, including ultra-reliable low-latency communication (URLLC) and edge intelligence, enhanced the effectiveness of AI-driven offloading strategies. DDQN-based models in this phase demonstrated superior performance in terms of convergence stability, adaptability, and energy efficiency.

Despite these advancements, several challenges persist. The high computational cost of training DRL and DDQN models, the need for large datasets, and issues related to scalability and security remain significant barriers to practical deployment. Furthermore, balancing multiple objectives such as energy efficiency, latency, and QoS continues to be a complex task. Overall, the analysis indicates that **DDQN and hybrid AI-based approaches represent the most effective and promising solutions** for energy-efficient data offloading in 6G-enabled vehicular edge computing networks. Future research should focus on developing lightweight, scalable, and secure models capable of operating efficiently in real-world vehicular environments.

Discussion

The comprehensive analysis of artificial intelligence-based strategies for energy-efficient data offloading in 6G-enabled vehicular edge computing networks reveals that intelligent learning models significantly enhance system performance compared to traditional optimization techniques. In particular, Deep Reinforcement Learning (DRL) and its advanced variant, Double Deep Q-Network (DDQN), have demonstrated strong capabilities in handling dynamic vehicular environments characterized by high mobility, fluctuating channel conditions, and heterogeneous resource availability. The reviewed studies indicate that DDQN effectively addresses the limitations of traditional DQN models, particularly the overestimation bias, resulting in improved stability and decision accuracy. Additionally, emerging approaches such as multi-agent reinforcement learning (MARL) and federated learning contribute to better scalability and privacy preservation in large-scale vehicular networks. However, these techniques introduce challenges such as increased computational complexity, communication overhead, and the need for efficient coordination among agents.

Moreover, the integration of 6G technologies, including ultra-reliable low-latency communication (URLLC) and edge intelligence, has further improved the effectiveness of AI-driven offloading strategies. Despite these advancements, practical deployment remains challenging due to high training costs, data requirements, and security concerns. Therefore, future research should focus on lightweight, scalable, and secure AI models that can operate efficiently in real-time vehicular environments while maintaining optimal energy efficiency and service quality.

Conclusion

This paper presented a comprehensive review of artificial intelligence techniques for strategy design aimed at achieving energy-efficient data offloading in 6G-enabled vehicular edge computing networks, with a particular emphasis on Double Deep Q-Network (DDQN)-based approaches. The rapid growth of intelligent transportation systems and the increasing demand for real-time, computation-intensive applications have necessitated the development of advanced offloading mechanisms capable of minimizing energy consumption while ensuring low latency and high reliability. The study systematically analysed 30 research contributions published between 2020 and 2023, illustrating the evolution of computation offloading strategies from traditional optimization techniques to advanced AI-driven methods. Early approaches, including convex optimization and game-theoretic models, provided foundational solutions but were limited in their ability to adapt to dynamic vehicular environments. These methods often relied on static assumptions and required prior knowledge of system parameters, making them less suitable for real-time applications in complex and rapidly changing network conditions.

The emergence of Deep Reinforcement Learning (DRL) marked a significant advancement in offloading strategy design. DRL-based models enabled adaptive decision-making by learning optimal policies through interaction with the environment. These approaches demonstrated improved performance in terms of energy efficiency, latency reduction, and resource utilization. However, early DRL models such as Deep Q-Network (DQN) suffered from issues such as overestimation bias and unstable convergence, which limited their effectiveness. To address these challenges, the Double Deep Q-Network (DDQN) was introduced as an enhanced learning framework. By decoupling action selection from evaluation, DDQN significantly reduces overestimation errors and improves learning stability. The analysis revealed that DDQN-based approaches consistently outperform traditional and DQN-based models, making them highly suitable for dynamic vehicular edge computing environments. Furthermore, the integration of multi-objective optimization techniques has enabled the simultaneous consideration of energy efficiency, latency, and quality of service (QoS), leading to more balanced and efficient system performance. The study also highlighted the growing importance of advanced AI techniques such as multi-agent reinforcement learning (MARL) and federated learning. MARL enables cooperative decision-making among multiple vehicles, improving scalability and resource utilization, while federated learning enhances data privacy by enabling decentralized model training. Despite their advantages, these approaches introduce additional complexity and require efficient coordination mechanisms. The integration of 6G communication technologies further enhances the potential of AI-driven offloading strategies. Features such as ultra-reliable low-latency communication (URLLC), network slicing, and edge intelligence provide the necessary infrastructure to support real-time and energy-efficient computation in vehicular networks. These advancements enable more intelligent and adaptive offloading frameworks, paving the way for next-generation smart transportation systems.

However, several challenges remain unresolved. These include the need for lightweight models with reduced computational overhead, improved scalability for large-scale vehicular networks, enhanced security mechanisms, and efficient handling of heterogeneous resources. Addressing these challenges is essential for the successful deployment of AI-based offloading strategies in real-world 6G environments. In conclusion, DDQN and hybrid AI-based approaches represent the most promising direction for energy-efficient data offloading in vehicular edge computing networks. Future research should focus on optimizing these models for practical implementation, ensuring that they can deliver high performance while maintaining energy efficiency, scalability, and security in increasingly complex vehicular ecosystems.

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