

# Residual-Conditioned Optimal Transport: Towards Structure-Preserving Unpaired and Paired Image Restoration

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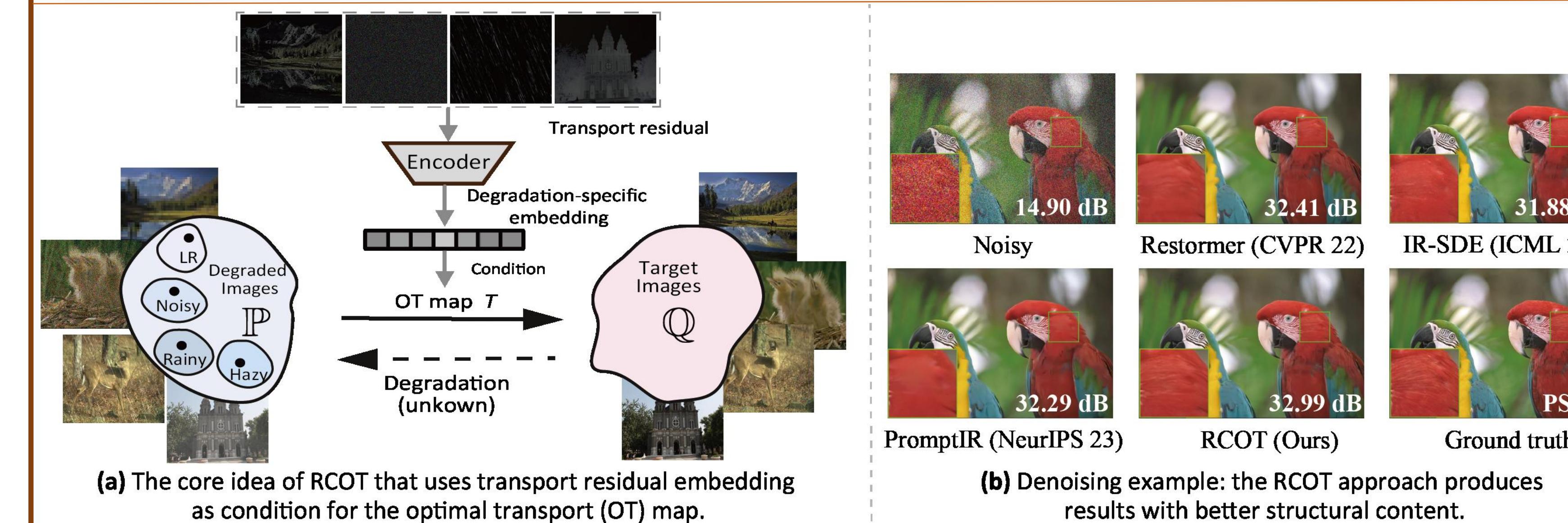
## Motivation and Demo

**Determinative methods** (e.g., MPRNet, Restormer, and PromptIR):

- fit regression models and minimize **distortion measures** (L1, L2, MSE, etc.)
- often capture the “**mean**” results of the potential targets, which may be vulnerable to **excessive smoothness and compromised structural details**.

**Generation-based methods** (e.g., IR-SDE, CycleGAN):

- often use the **degraded image as a condition** without including specific information about the degradation.
- can result in outputs with **remaining distortions** and **inaccurate structures**.



**Our approach (RCOT)** models image restoration as an **OT problem**, and introduce the **transport residual** as a **degradation-specific cue** for both the **transport cost** and **transport map** for degradation-aware and structure-preserving restoration.

## Contribution

**General Novelty:** Residual-Conditioned Optimal Transport (RCOT)

### + Applications in Image Restoration

- RCOT: introduces transport residual as a degradation-specific cue into the OT framework (i.e., the transport cost and map);
- controls the transportation (restoration) with a two-pass transport residual condition (TRC) mechanism;
- tackles structure-preserving issues for multiple IR tasks;

## Experiments

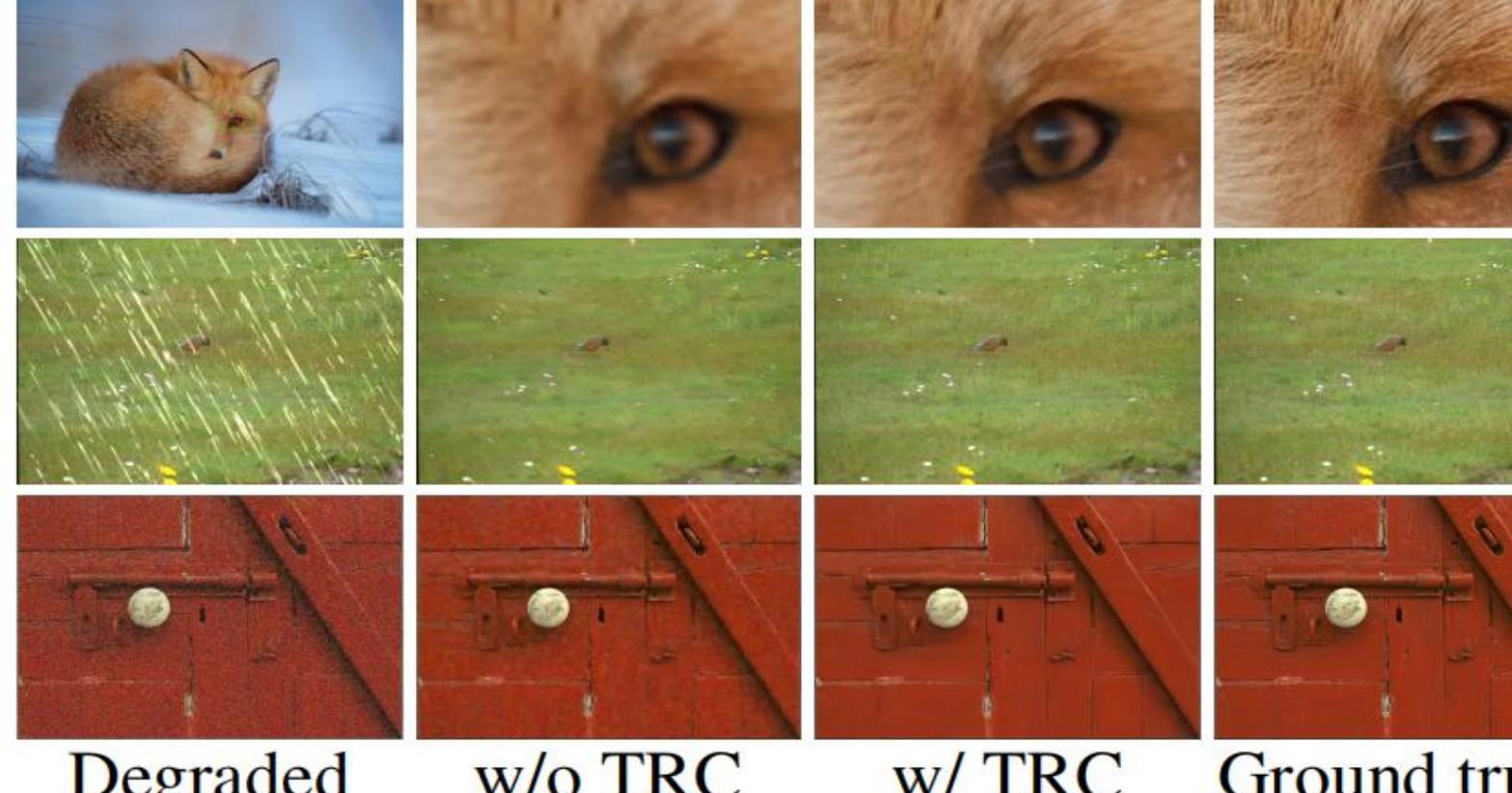
### Ablation Study

#### Effect of the loss components.

Loss	PSNR ↑	SSIM ↑	FID ↓
$\mathcal{L}_{\text{FROT}}$	27.60	0.772	69.43
supervised $\ell_2$	27.69	0.779	78.69
$\mathcal{L}_{\text{FROT}} + \ell_2$	<b>28.25</b>	<b>0.799</b>	<b>56.60</b>

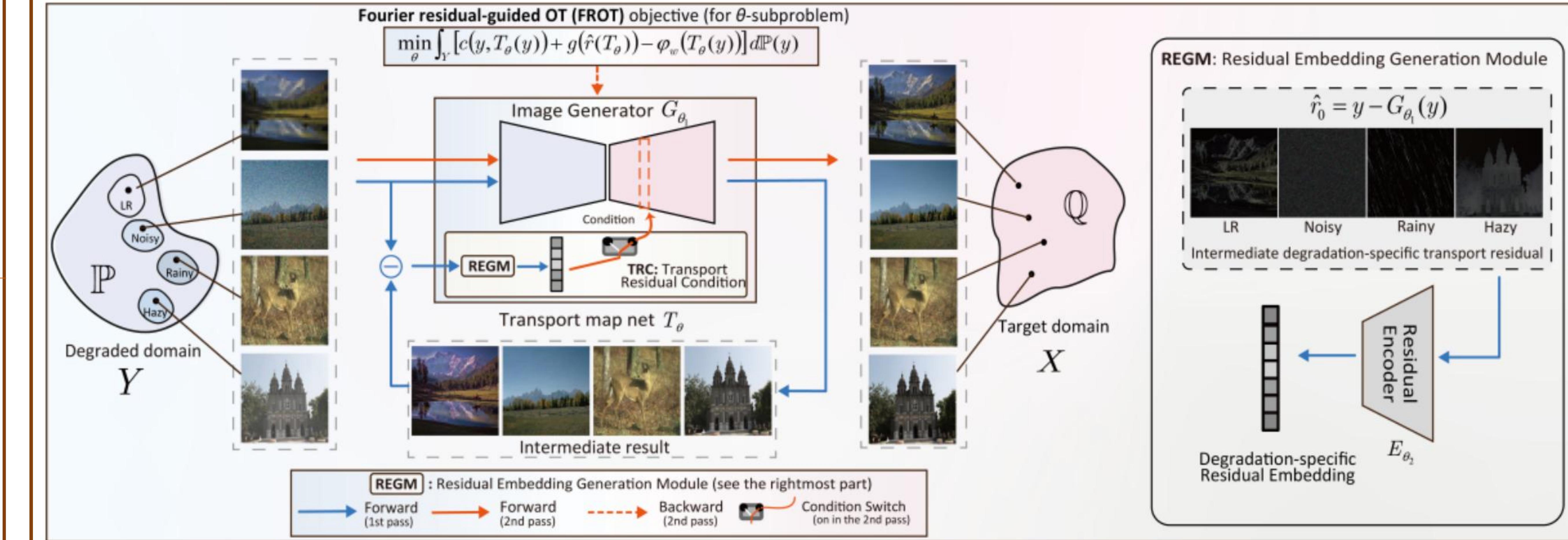
FROT shows decent performance, working alone and with the  $L_2$  loss. Integrating FROT and supervised  $L_2$  provides a significant gain to our model.

#### Importance of the TRC mechanism.



The proposed TRC module yields an average gain of 1.75 dB of PSNR value over the basic model. With the TRC, the model restores images with better structures.

## Our Approach: Residual-Conditioned Optimal Transport (RCOT)



**Key idea:** incorporate the degradation-specific knowledge (from the residual or its embedding) into the transport cost, and more importantly, into the transport map via a two-pass transport residual conditioning mechanism.

### Fourier Residual-guided OT Objective

$$\text{FROT}(\mathbb{P}, \mathbb{Q}) \triangleq \inf_{\pi \in \Pi(\mathbb{P}, \mathbb{Q})} \int_{X \times Y} \tilde{c}(y, x) d\pi(y, x).$$

$$\tilde{c}(y, x) = c(x, y) + g(r) \quad r = y - x$$

$$\text{FROT}(\mathbb{P}, \mathbb{Q}) = \sup_{\varphi} \inf_T \left\{ \mathcal{L}(T, \varphi) \triangleq \int_X \varphi(x) d\mathbb{Q}(x) + \int_Y [c(T(y), y) + g(\hat{r}(T)) - \varphi(T(y))] d\mathbb{P}(y) \right\}$$

### Two-pass RCOT Map

The first pass unconditionally generates an intermediate result along with the estimated residual  $\hat{r}_0$ . The second pass then restores the refined result conditioned on the residual embedding  $E_{\theta_2}(\hat{r}_0)$ .

$$\hat{r}_0 = y - G_{\theta_1}(y), \quad T_\theta(y) = G_{\theta_1}(y | E_{\theta_2}(\hat{r}_0)).$$

### Main Results

