PAPER ANALYSIS

Presented by Yannis He



Conference: WACV 2021

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Conference: ICRA 2021

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https://ieeexplore.ieee.org/abstract/document/9560785



Background:

- Semantic segmentation has attracted increasing attention due to its important role in self-driving, and it is often realized by supervised learning with large number of well labeled maps.
- The labeled images are hard to be obtained in most circumstances
- The common way for unsupervised semantic segmentation is usually implemented by transferring the knowledge from source supervised domain to target unsupervised domain
- Current research encouraging target predictions to be closer to the source ones through a weight-sharing network, and achieve certain performance.

Cons:

- suffer from the domain shift problem that the networks are often trained towards the source domain and lead to performance degradation. \rightarrow unable to focus on the target domain.
- adversarial training method induces the segmentation network to be biased towards the source domain.

INTRODUCTION

- Proposal:
 - A target-targeted domain adaptation approach by focusing the training on target domain.
 - Consists of two components:
 - l. the Image-to-image Translation (IIT) module to translate the source image to target domain
 - 2. the Target-targeted Segmentation Adaptation (TSA) module to focus the semantic segmentation on target domain.
 - O The IIT module deals with image space alignment while the TSA module bridges the domain gap at the Segmentation map level.
 - In addition, the authors design a closed-loop learning to promote each other by employing feedback from TSA to IIT.

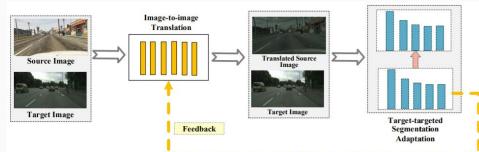


Fig. 1. The brief schematic of our proposed method. This method including two important schemes, one is to translate the source image into target domain and the other is the feedback.

INTRODUCTION

Result:

Extensive experiments are conducted on the benchmarks of GTA5 and SYNTHIA to Cityscapes, the results show that our method can achieve the state-of-the-art performance

METHOD - OVERVIEW

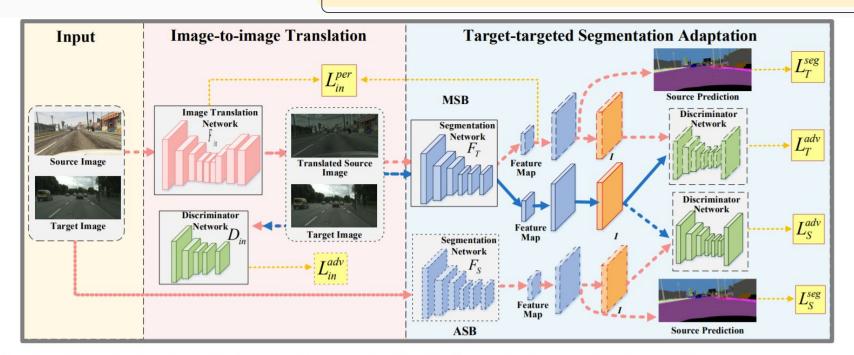
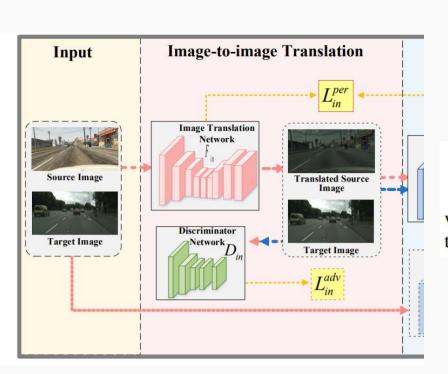


Fig. 2. Algorithmic overview. Our method consist of two modules. First, the Image-to-Image Translation (IIT) module translates the source image to the target domain. Next, the Target-targeted Segmentation Adaptation (TSA) further bridges the domain gap at the output level. We also add a perceptual loss as feedback from TSA to improve IIT, making the whole system a closed loop. The red line indicates the flow of the source image and the blue line indicates the flow of the target image.

METHOD - IMAGE-TO-IMAGE TRANSLATION

Goal: reduce the discrepancy in appearance between the two domains.

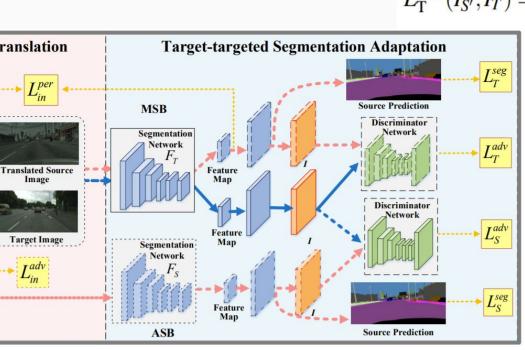


$$L_{in} = L_{in}^{adv}(I_{S'}, I_T) = \sum_{h, w} \log(1 - I_{S'}^{(h, w)}) + \log(I_T^{(h, w)}), \quad (1)$$

where, h, w are the width and height of the images respectively, and $I_{S'} = F_{in}(I_S)$.

METHOD - TARGET-TARGETED SEGMENTATION ADAPTATION

- Two branch:
 - Main Segmentation Branch (MSB) and the Auxiliary Segmentation Branch (ASB).



$$L_{\mathrm{T}}^{adv}\left(I_{S'},I_{T}\right) = \sum_{h,w} \log\left(1 - F_{\mathrm{T}}\left(I_{T}^{(h,w)}\right)\right) + \log\left(F_{\mathrm{T}}\left(I_{S'}^{(h,w)}\right)\right).$$

(2)

RESULTS

- Target-targeted approach models can achieve state-of-the-art performance in the two UDA benchmarks:
 - o $GTA5 \rightarrow Cityscapes$:
 - Compared with the segmentation model without adaptation, our method brings +9.0% mIoU improvement with ResNetlOl and +10.5% mIoU improvement with VGGl6, demonstrating the ability of our method to mitigate the domain gap.
 - \circ SYNTHIA \rightarrow Cityscapes (more challenging than GTA5 \rightarrow Cityscapes):
 - our method is superior to the state-of-the-art methods in domain adaptation of segmentation

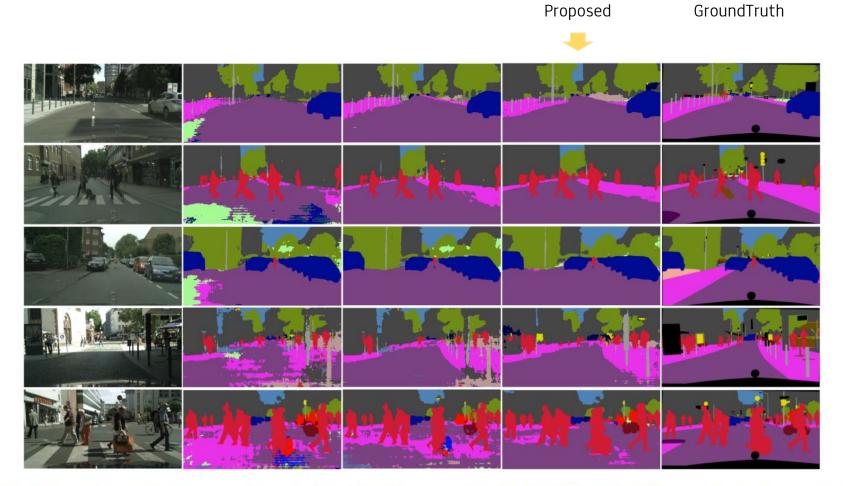


Fig. 3. Visual Comparison on the Cityscapes dataset. Left to right: left images, AdaptSegNet [20], AdvEnt [9], our method and ground truth maps

TABLE I

RESULTS OF ADAPTING GTA5 TO CITYSCAPES. THE 19 CLASS MIOU (%) IS USED AS THE EVALUATION MATRIX OF SEMANTIC SEGMENTATION PERFORMANCE.

							GTA5	→ Citys	scapes											
	pı	wk	dug	=	oot	e	ht	Б.	탪	_	^	rson	er	_	ck	s	ii	sycl	ycl	

Base Model	Method	road	sdwk	gupiq	wall	fence	pole	light	sign	vgttn	trm	sky	person	nider	car	truck	snq	train	mcycl	bcycl	mIoU
8	Without adaptation [28]	75.8	16.8	77.2	12.5	21	25.5	30.1	20.1	81.3	24.6	70.3	53.8	26.4	49.9	17.2	25.9	6.5	25.3	36.0	36.6
	ROAD [16]	76.3	36.1	69.6	28.6	22.4	28.6	29.3	14.8	82.3	35.3	72.9	54.4	17.8	78.9	27.7	30.3	4.0	24.9	12.6	39.4
	AdaptSegNet [20]	86.5	36.0	79.9	23.4	23.3	23.9	35.2	14.8	83.4	33.3	75.6	58.5	27.6	73.7	32.5	35.4	3.9	30.1	28.1	42.0
ResNet101	CyCADA [30]	86.7	35.6	80.1	19.8	17.5	38.0	39.0	41.5	82.7	27.9	73.6	64.9	19.0	65.0	12.0	28.6	4.5	31.1	42.0	42.7

26.4

22.4

36.4

2.7

8.9

21.9

11.0

10.9

19.6

14.7

TABLE II RESULTS OF ADAPTING SYNTHIA TO CITYSCAPES. THE 16/13 CLASS MIOU (%) IS USED AS THE EVALUATION MATRIX OF SEMANTIC SEGMENTATION PERFORMANCE. SYNTHIA → Cityscapes

light

6.1

7.1

16.5

4.8

29.6

0.1

0.0

10.3

0.6

8.9

80.7

83.9

83.0

79.2

76.3

80.4

79.7

80

83.7

83.2

sign

12.1

11.4

12.7

7.2

32.6

11.7

0.0

15.6

2.6

15.4

32.1

34.0

37.1

21.3

26.2

28.7

29.6

26.4

35.9

32.3

vgttn

74.8

76.7

79.2

80.1

80.2

42.3

76

77.6

74.9

79.2

78.7

77.1

80.8

64.6

63.1

65.7

71.3

70.2

80.7

77

sky

79.0

82.1

82.8

83.6

84.1

68.7

73.9

79.8

74.9

77.8

57.5

57.4

58.4

44.1

42.8

49.4

46.8

47.1

54.7

53

person

55.3

57.2

58.3

56.4

50.1

51.2

45.7

44.5

35.4

43.4

30.0

27.9

25.3

4.2

5.9

4.2

6.5

8.4

23.3

17.5

rider

19.1

21.3

18.0

23.7

18.4

3.8

11.3

16.6

9.6

14.3

77.0

83.7

82.7

70.4

80.8

74.6

80.1

81.5

82.7

81.1

car

39.6

69.4

79.3

72.7

73.1

54.0

66.6

67.8

67.8

64.0

37.9

29.4

27.7

20.2

16.0

23.0

26

25.8

21.3

sng

23.3

29.2

25.3

32.6

29.0

3.2

13.3

14.5

21.4

26.5

44.3

39.1

46.1

7.3

9.8

26.6

26.9

17.2

28.0

21.5

mcycl

13.7

12.9

17.6

12.8

11.7

0.2

1.5

7.0

4.1

5.9

bcycl

25.0

27.9

25.9

33.7

33.1

0.6

13.1

23.8

15.5

17.6

1.8

1.5

0

0

2.0

0.0

18.9

2.3

0.01

31.4

28.4

26.3

3.5

14.8

8.0

10.6

11.7

25.7

21.5

36.9

23.3

29.6

0

0.6

0.0

0.3

1.6

19.9

7.8

mIoU

33.5

38.1

40.8

41.2

27.5

36.2

31.4

36.7

43.1

43.8

45.6

27.1

32.8

34.8

35.0

36.1

41.3

38.6

mIoU*

38.6

44.2

46.3

47.6

47.0

22.9

32.5

41.7

36.6

42.5

Base	N
Resi	Ne

VGG16

Base Model

ResNet101

VGG16

MinEnt [9]

AdvEnt [9]

Ours

Without adaptation [28]

MinEnt [9]

CyCADA [30]

Adapt-SegMap [20]

AdvEnt [9]

BDL [10]

Ours

Method

Without adaptation [28]

MinEnt [9]

SIBAN [31]

AdvEnt [9]

Ours

Without adaptation [28]

MinEnt [9]

ROAD [16]

AdvEnt [9]

Ours

84.2

89.9

91.5

70.4

85.1

83.5

87.3

86.9

89.2

88.7

25.2

36.5

42.4

32.4

18.9

38.3

29.8

28.7

40.9

38.6

77.0

81.6

84.6

62.1

76.3

76.4

78.6

78.7

81.2

80.2

17.0

29.2

29.2

14.9

32.4

20.6

21.1

28.5

29.1

26

bldng

74.6

77.1

79.4

79.7

71.4

30.8

65.8

77.5

71.9

77.0

sdwk

23.8

29.2

24.0

44.1

26.7

19.6

18.2

30.0

29.4

40.8

55.6

73.5

82.5

87.0

71.3

11.5

37.8

77.7

67.9

82.3

23.3

25.2

23.9

5.4

19.7

16.5

18.2

25.2

19.2

21.5

wall*

9.2

7.7

9.6

15.4

2.0

9.6

6.3

8.8

24.2

28.5

29.5

10.9

19.9

22.2

22.5

17.1

14.2

22.3

fence

0.2

0.2

0.6

1.8

0.0

0.3

0.3

1.1

pole*

24.4

27.0

24.3

30.4

15.5

25.8

19.9

23.5

33.3

32.3

32.5

14.2

21

26.2

21.5

20.3

29.0

25

TABLE III ABLATION STUDY TO DEMONSTRATE THE EFFECT OF EACH MODULE ON GTA5 → CITYSCAPES.

I	mIoU			
F_{in}	L_{in}^{per}	MSB	ASB	
		V		35.6
		V	V	37.5
V		V	V	43.6
V	V	V	V	45.6