

Alignment by Agreement

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UC Berkeley

Computer Science Division

Unsupervised word alignment

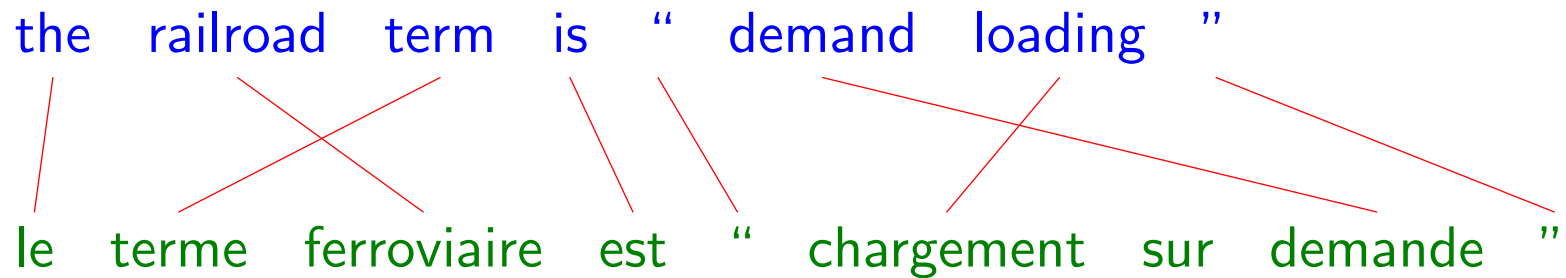
Goal: learn to map sentence pairs to alignments

the railroad term is “ demand loading ”

le terme ferroviaire est “ chargement sur demande ”

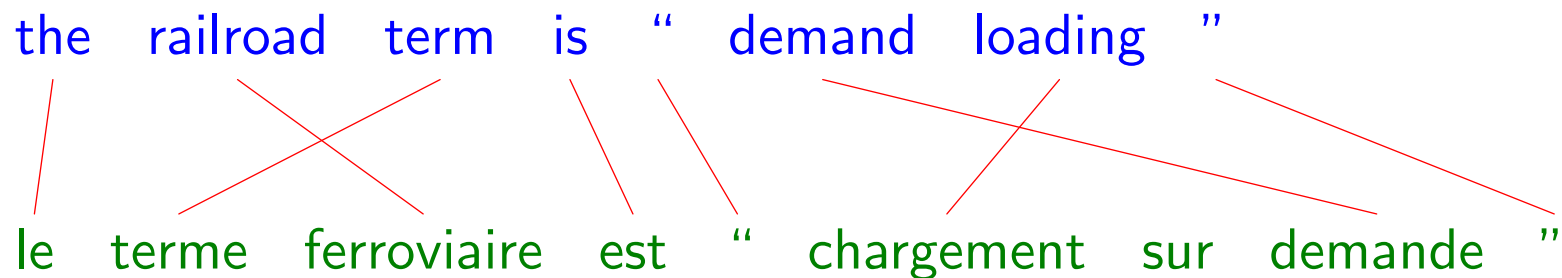
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Approach:

jointly train two models to encourage *agreement*

HMM model [Ney, Vogel '96]

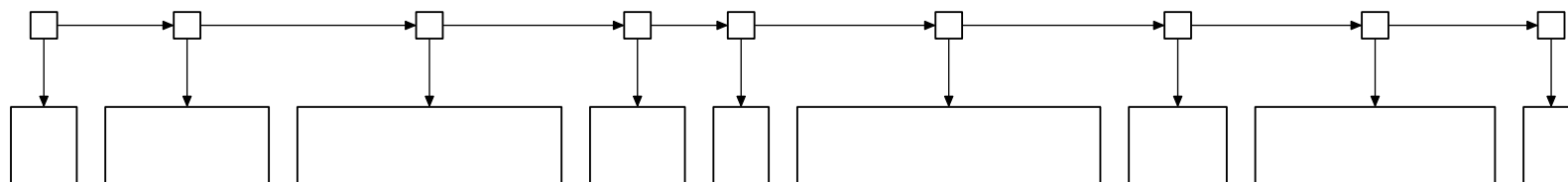
Generative model: $p(\mathbf{a}, \mathbf{e}, \mathbf{f}; \theta)$

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$p(\mathbf{e})$

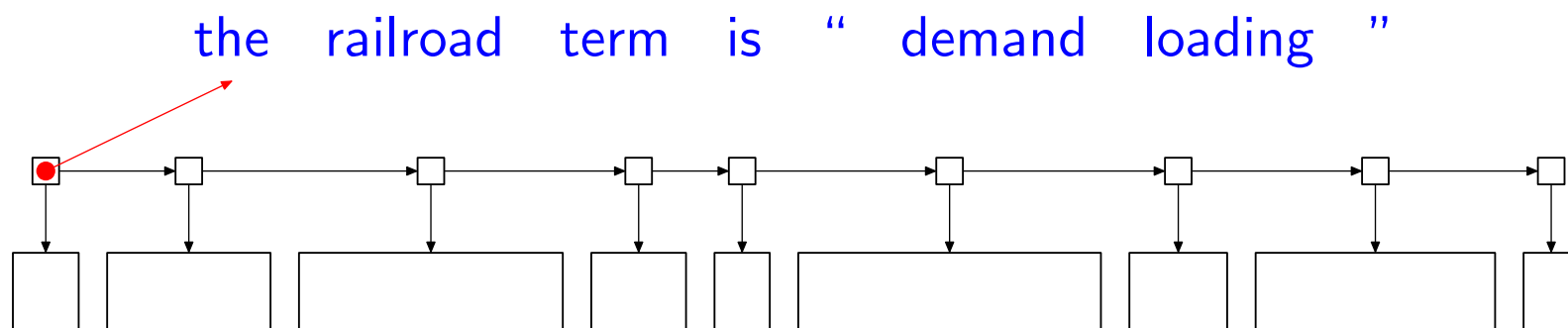
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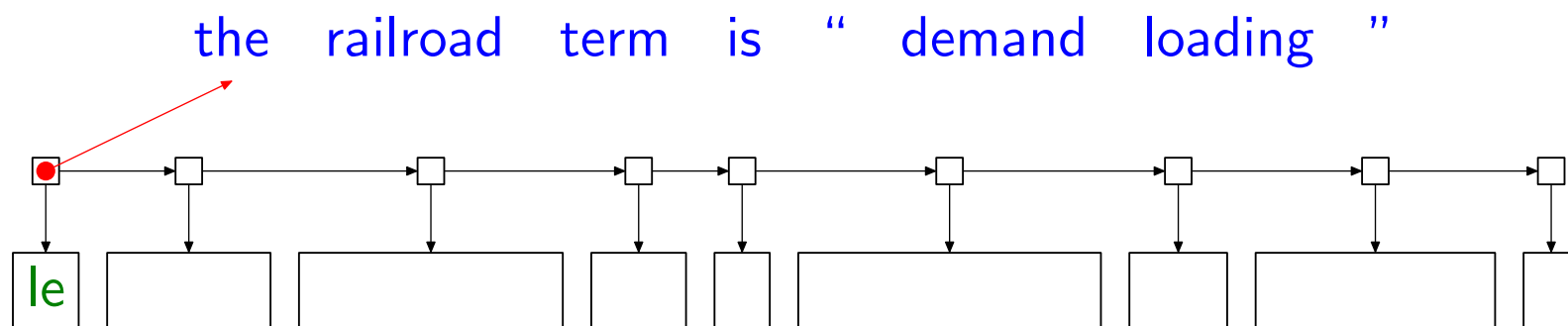
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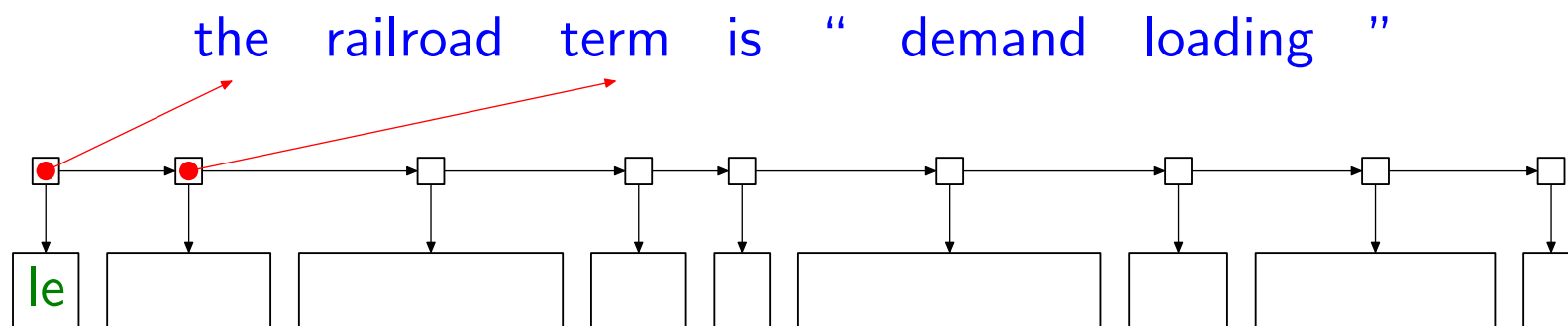
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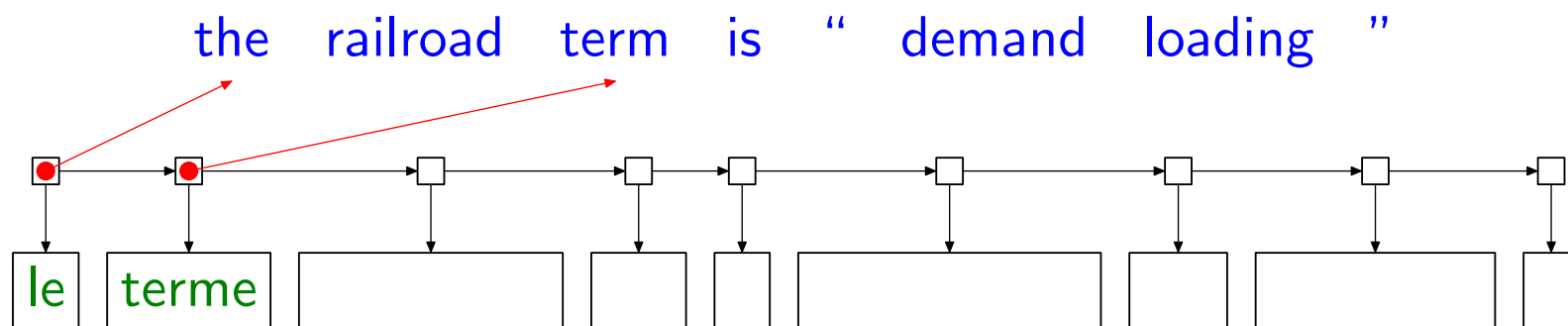
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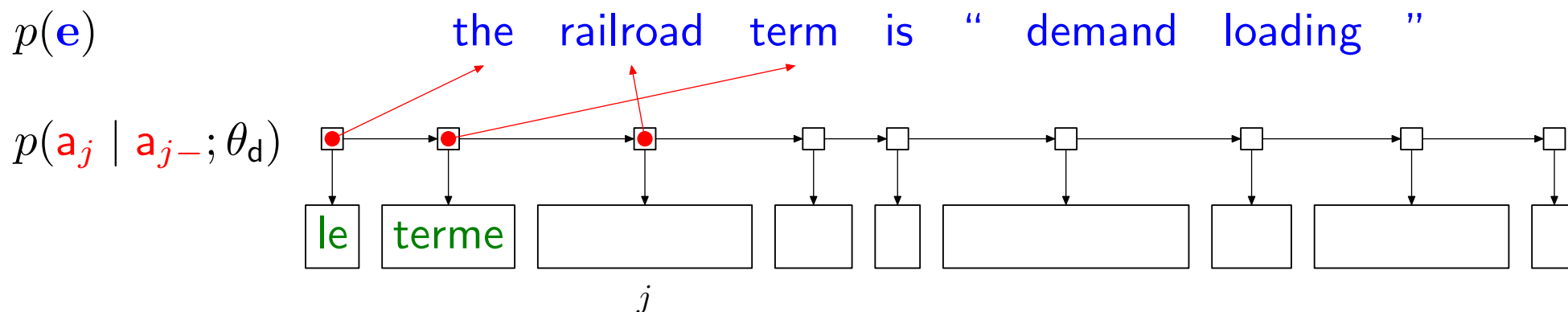
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Distortion θ_d

$$p(\begin{array}{c} \uparrow \uparrow \\ \bullet \bullet \end{array}) = 0.6$$

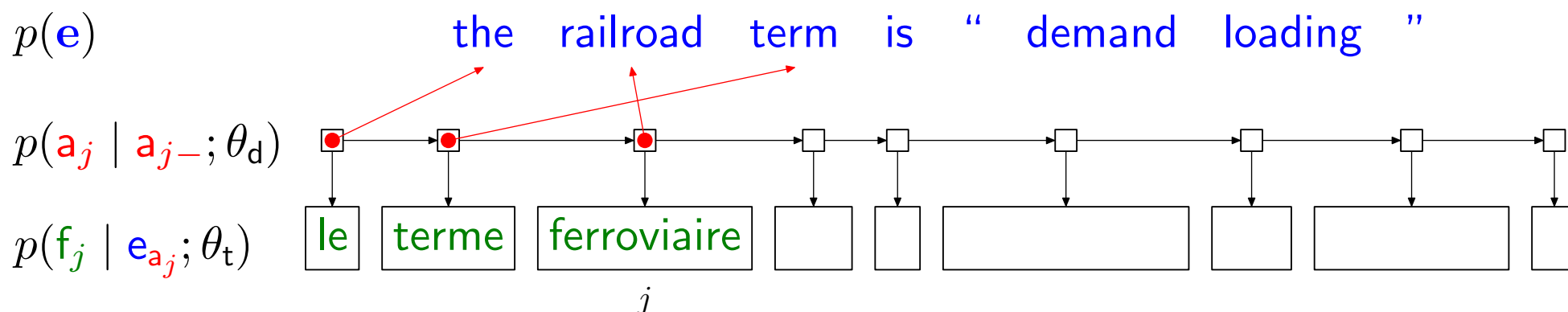
$$p(\begin{array}{c} \uparrow \nearrow \\ \bullet \bullet \end{array}) = 0.2$$

$$p(\begin{array}{c} \nearrow \swarrow \\ \bullet \bullet \end{array}) = \mathbf{0.1}$$

...

HMM model [Ney, Vogel '96]

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Distortion θ_d

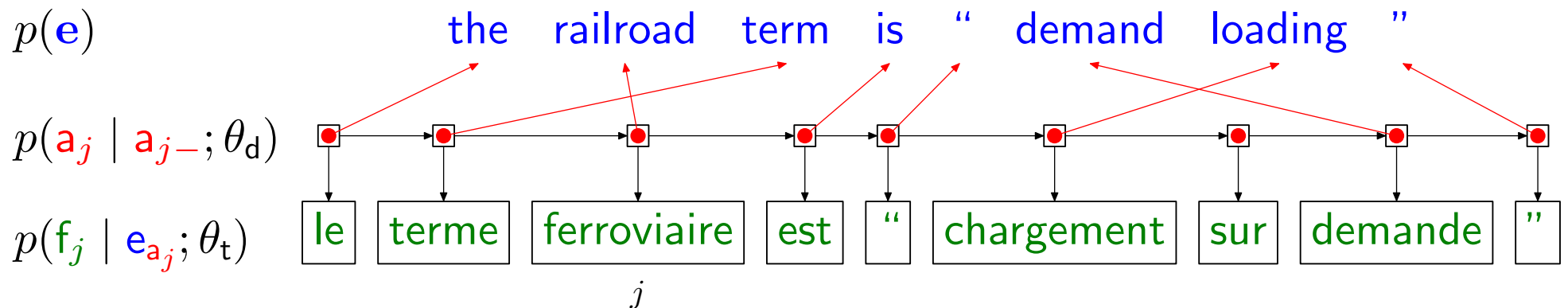
$$\begin{aligned}
 p(\uparrow \uparrow) &= 0.6 \\
 p(\uparrow \nearrow) &= 0.2 \\
 p(\nearrow \uparrow) &= \mathbf{0.1} \\
 &\dots
 \end{aligned}$$

Translation θ_t

$$\begin{aligned}
 p(\text{the} \rightarrow \text{le}) &= 0.53 \\
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 p(\text{railroad} \rightarrow \text{ferroviaire}) &= \mathbf{0.19} \\
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EM training

Maximize $p(\mathbf{e}, \mathbf{f}; \theta)$

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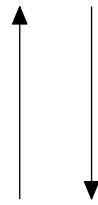
Parameters: θ

Expectation over alignments: q

E-step:

$q(\mathbf{a} | \mathbf{e}, \mathbf{f}) := p(\mathbf{a} | \mathbf{e}, \mathbf{f}; \theta)$
(forward-backward)

q



θ

M-step:

$\theta := \operatorname{argmax}_{\theta} \mathbb{E}_q \log p(\mathbf{a}, \mathbf{e}, \mathbf{f} | \theta)$
(normalizing counts)

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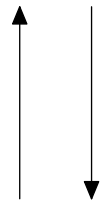
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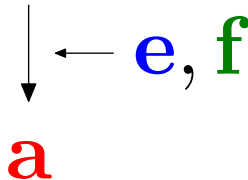
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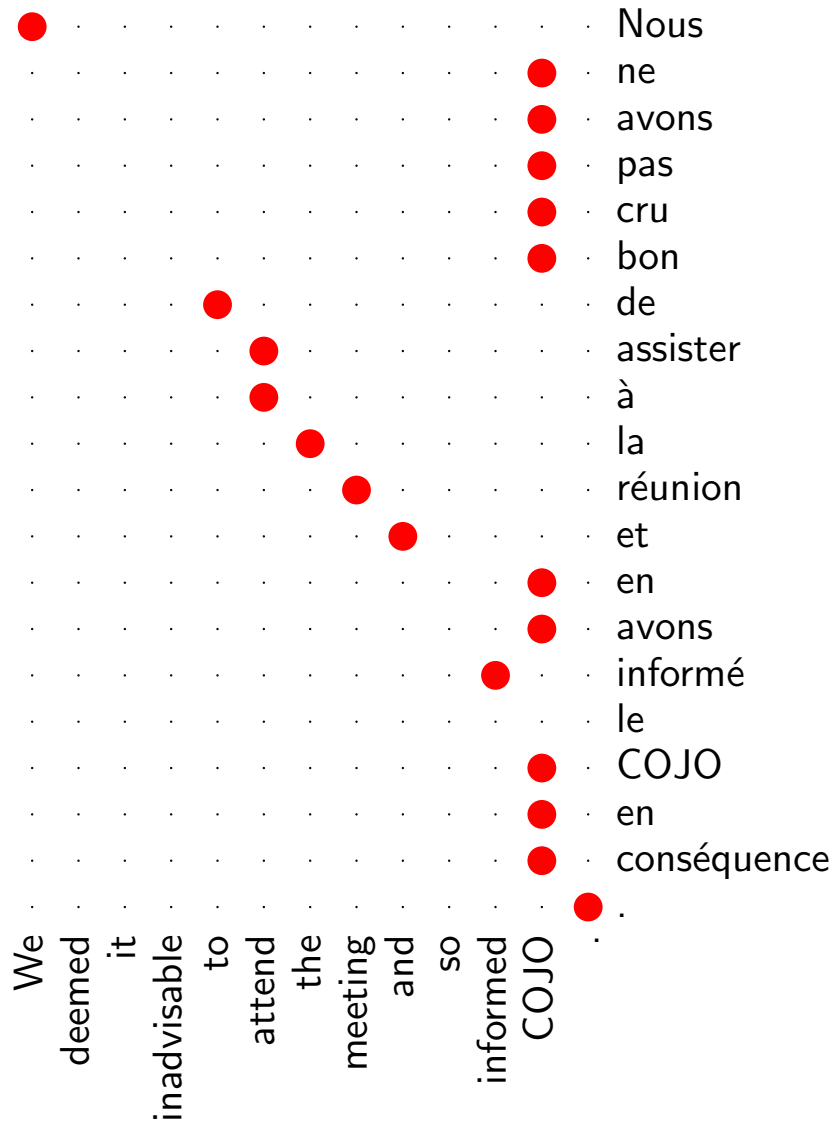
q



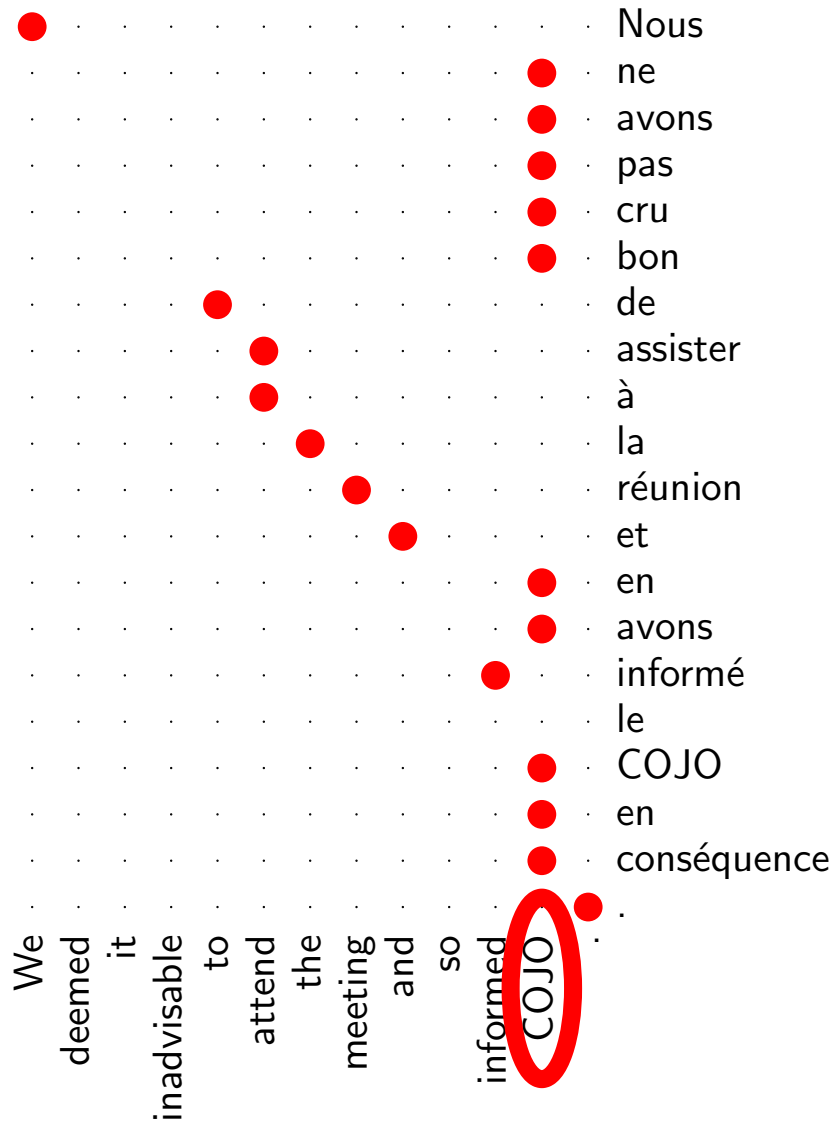
θ



Output of one HMM model

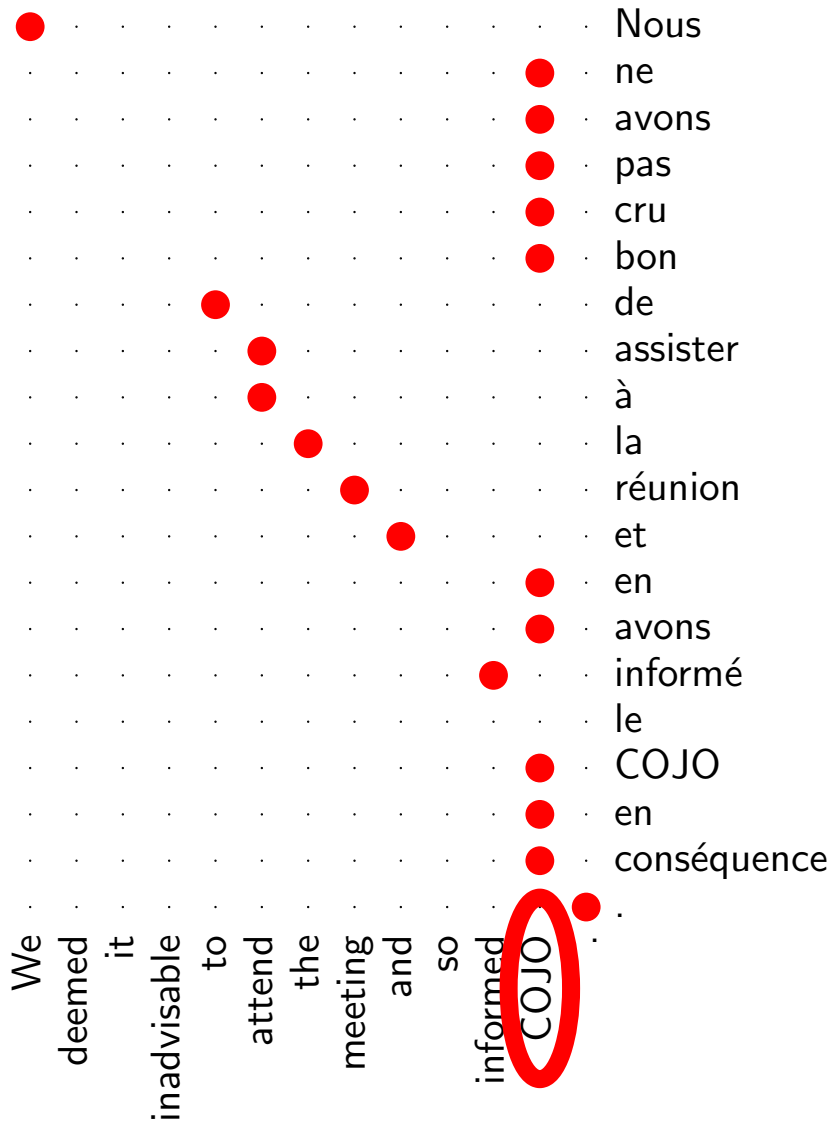


Output of one HMM model



- A problem:
 - Rare words
garbage-collect
alignments
[Moore '05]

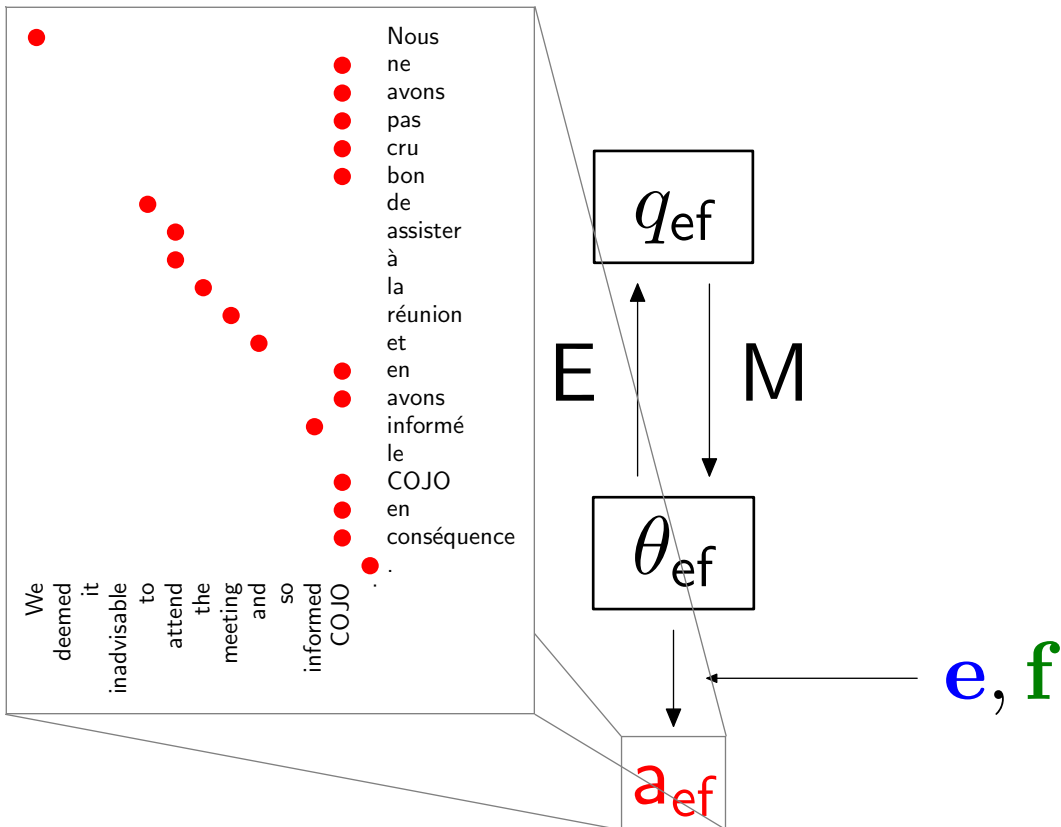
Output of one HMM model



- A problem:
 - Rare words
 - garbage-collect alignments [Moore '05]
- One solution:
 - More complex models

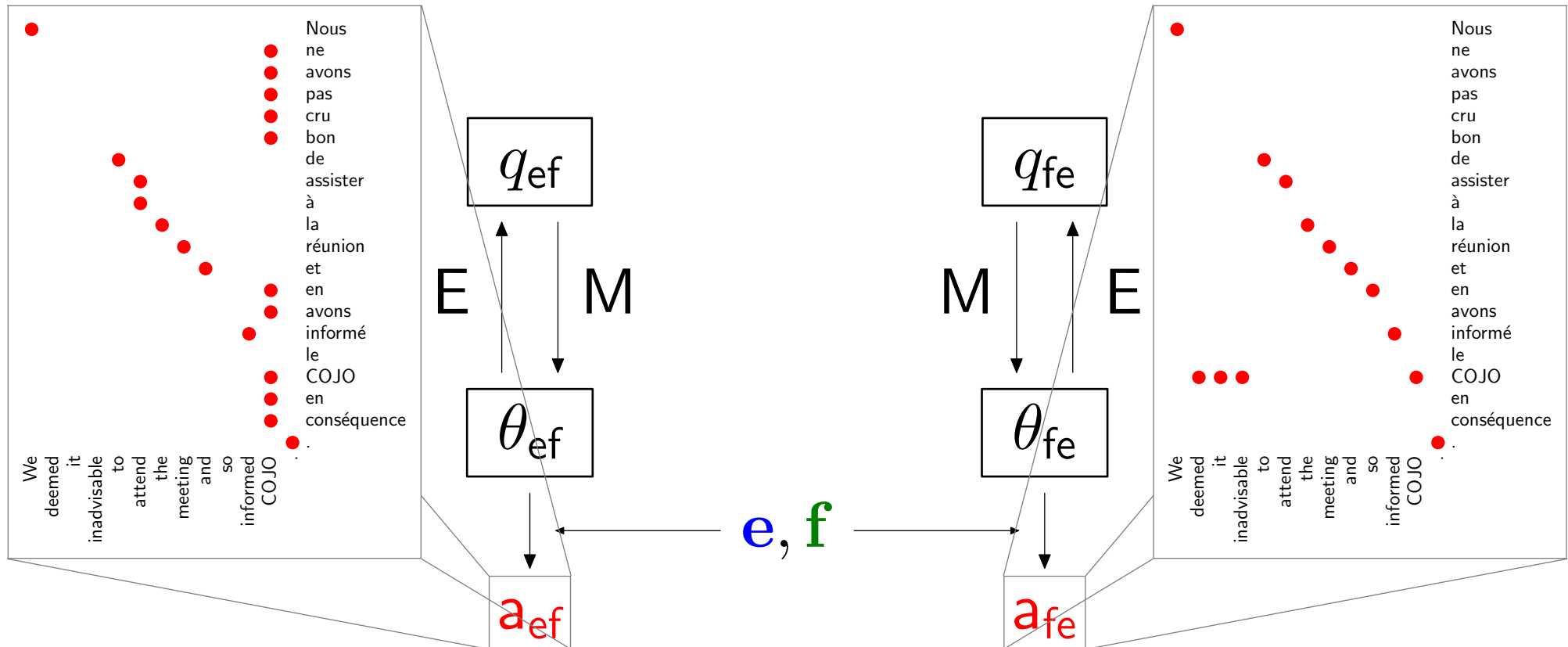
Two complementary models

One model is broken ...

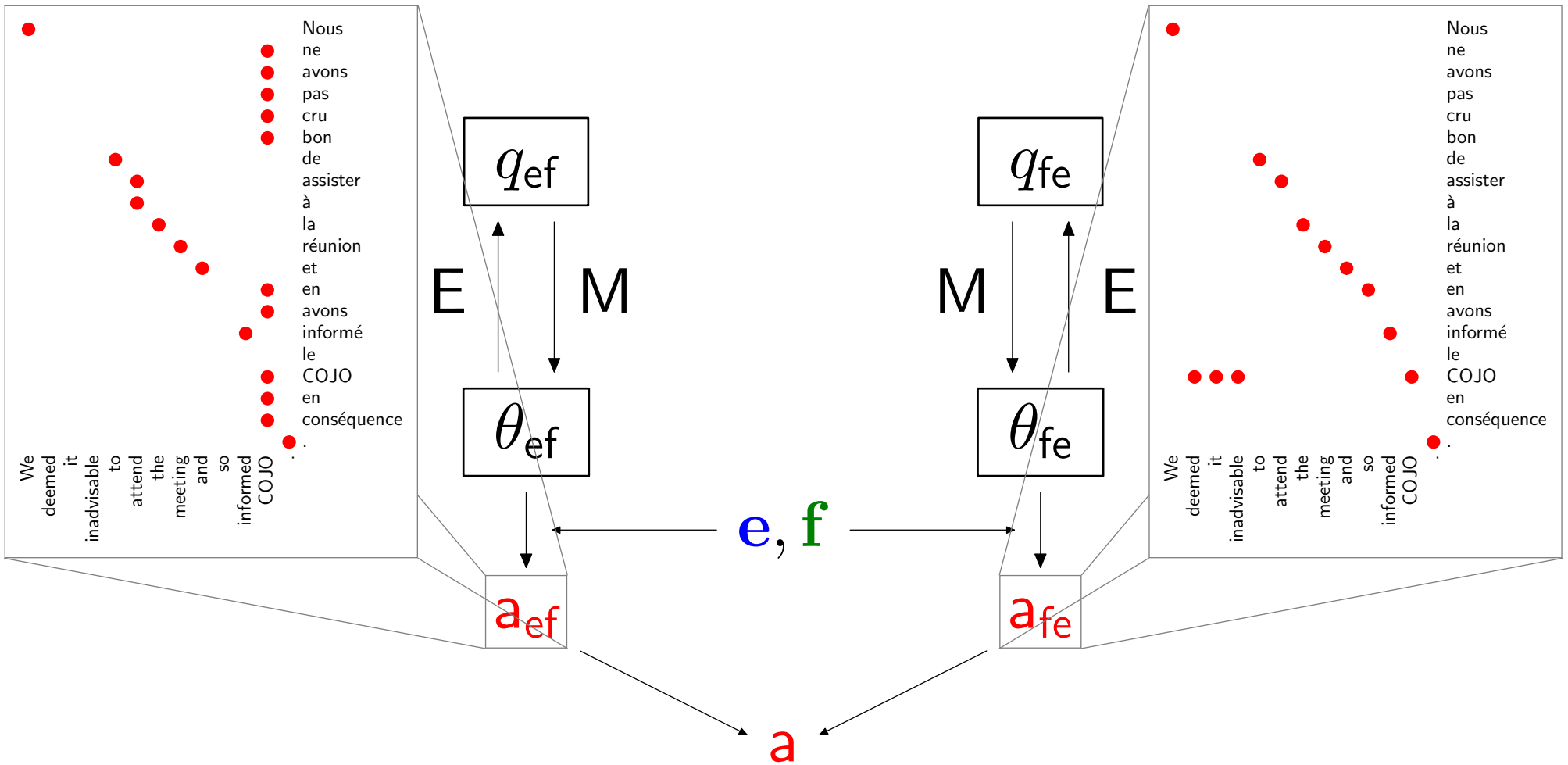


Two complementary models

But second model is not broken in the same way.

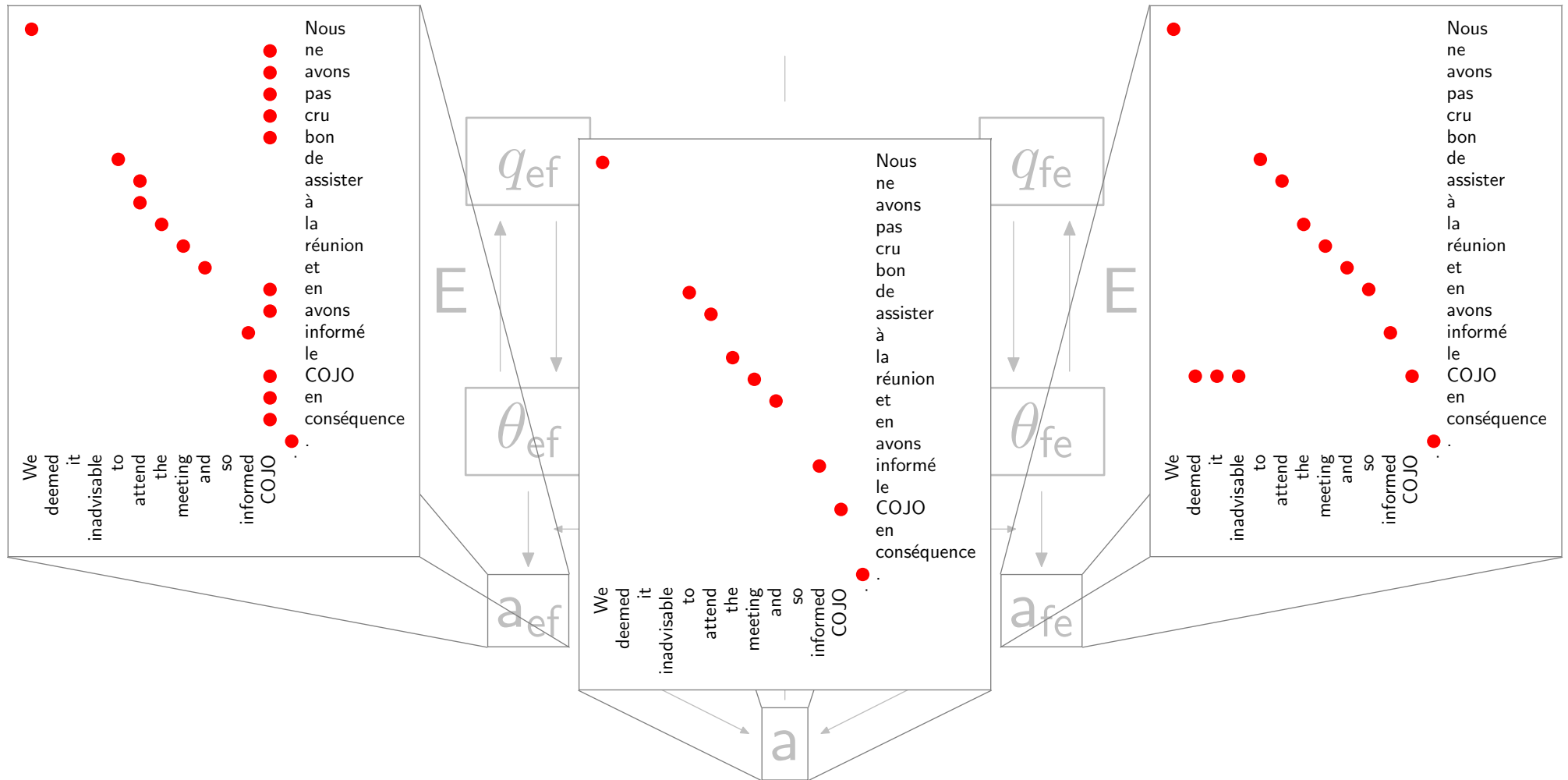


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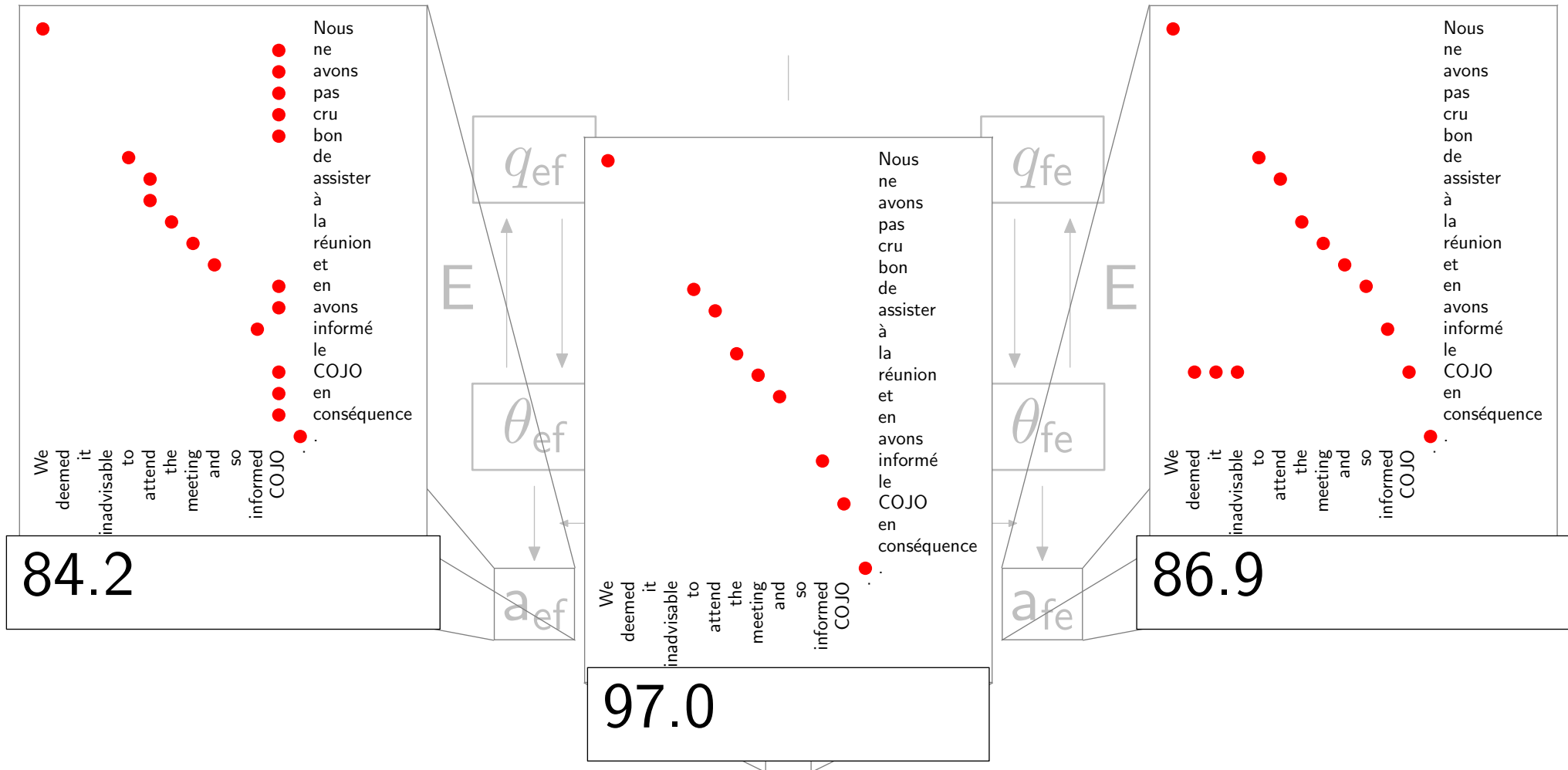
Two complementary models

Intersection kills many bad alignment edges.



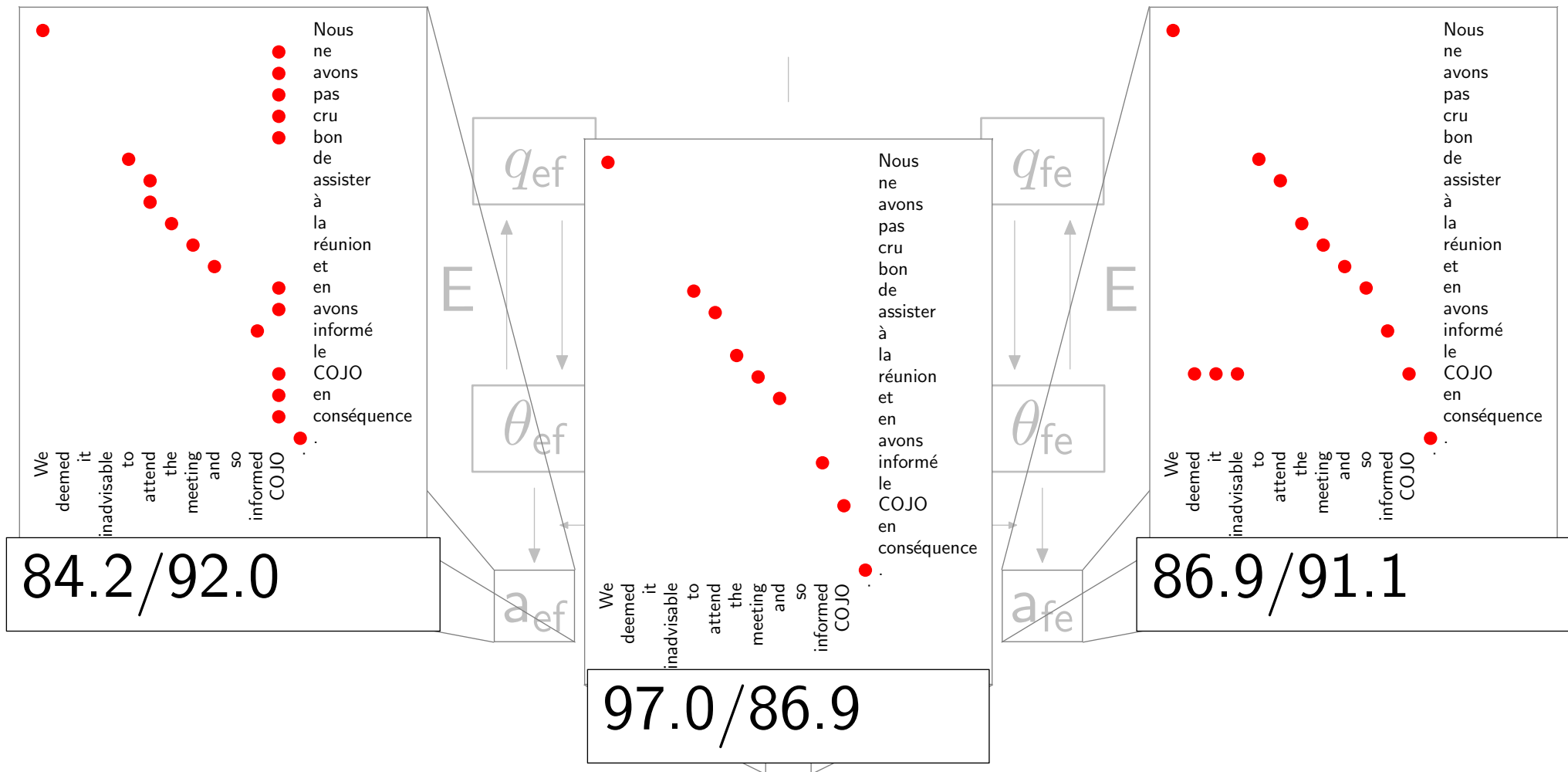
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Precision improves ...



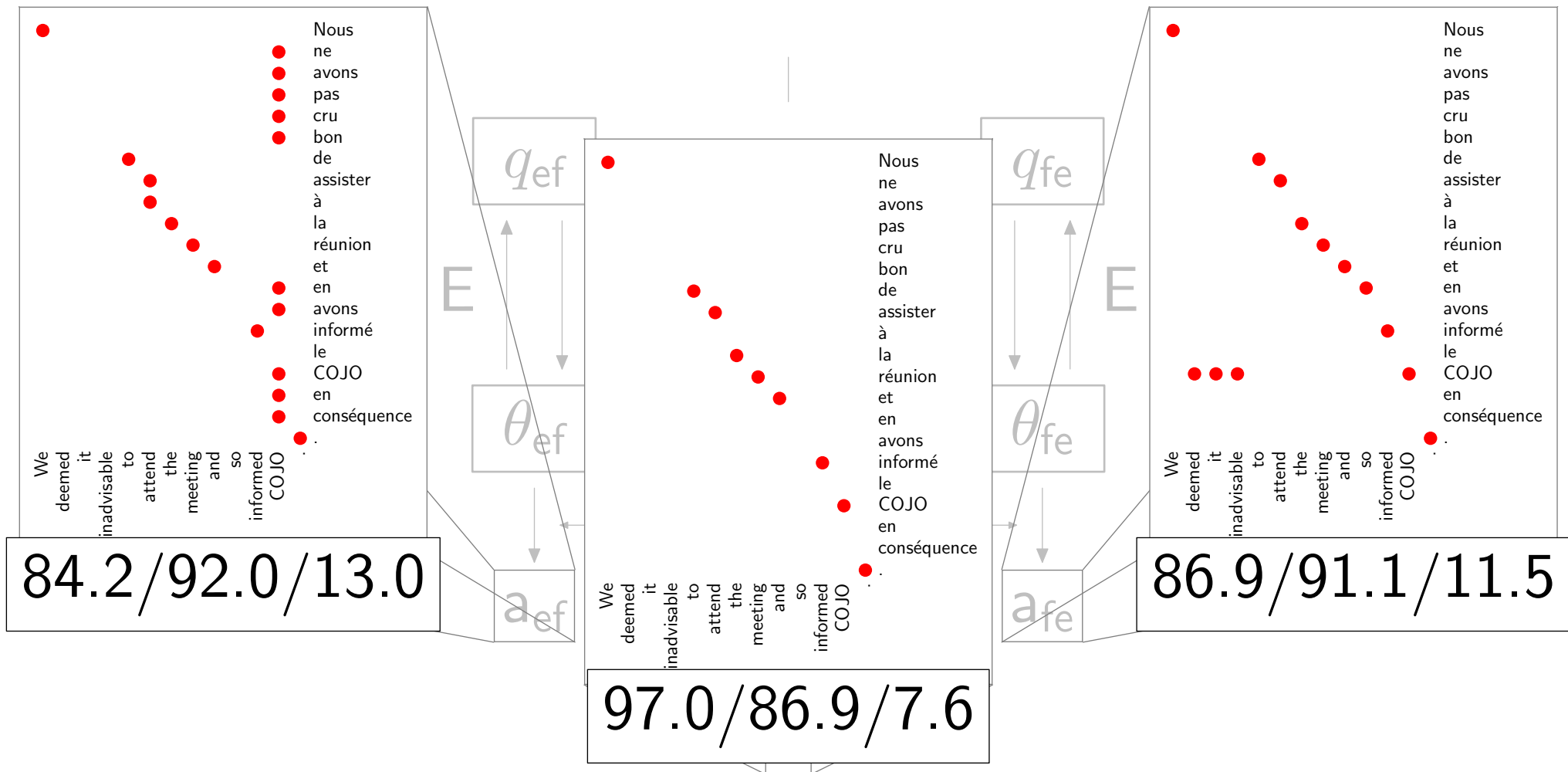
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Precision improves ... Recall suffers ...



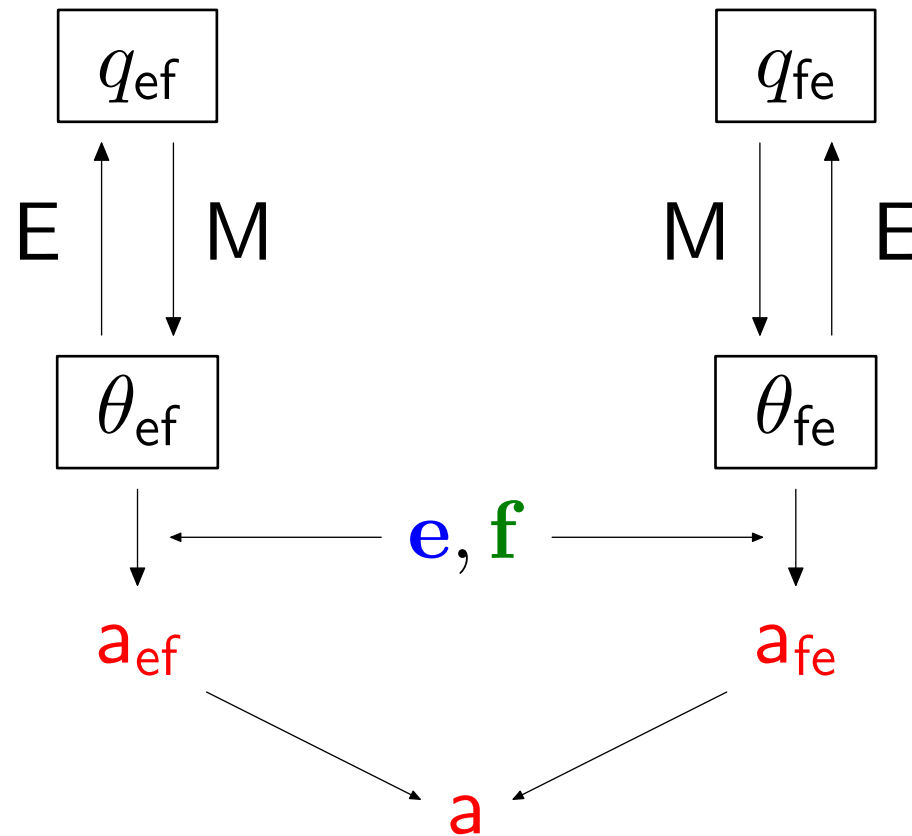
Two complementary models

Precision improves ... Recall suffers ... AER improves.



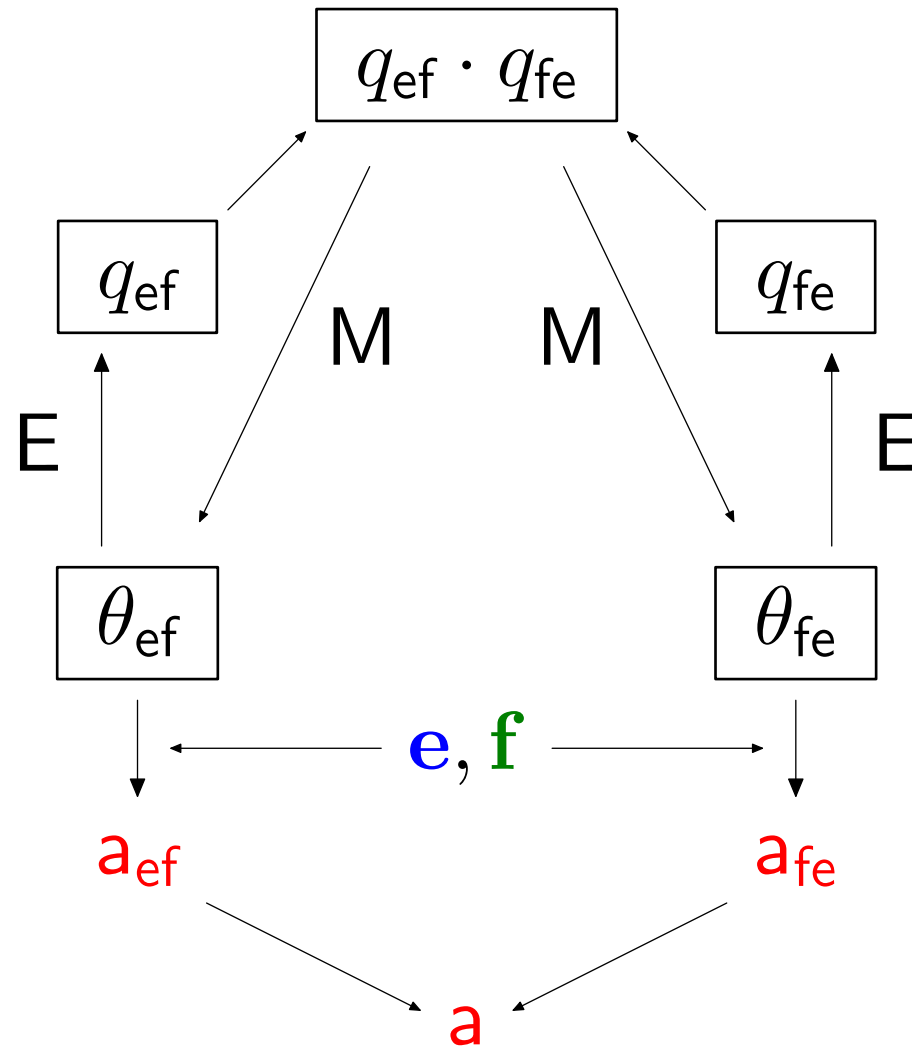
Two complementary models

Can we extend the agreement idea?



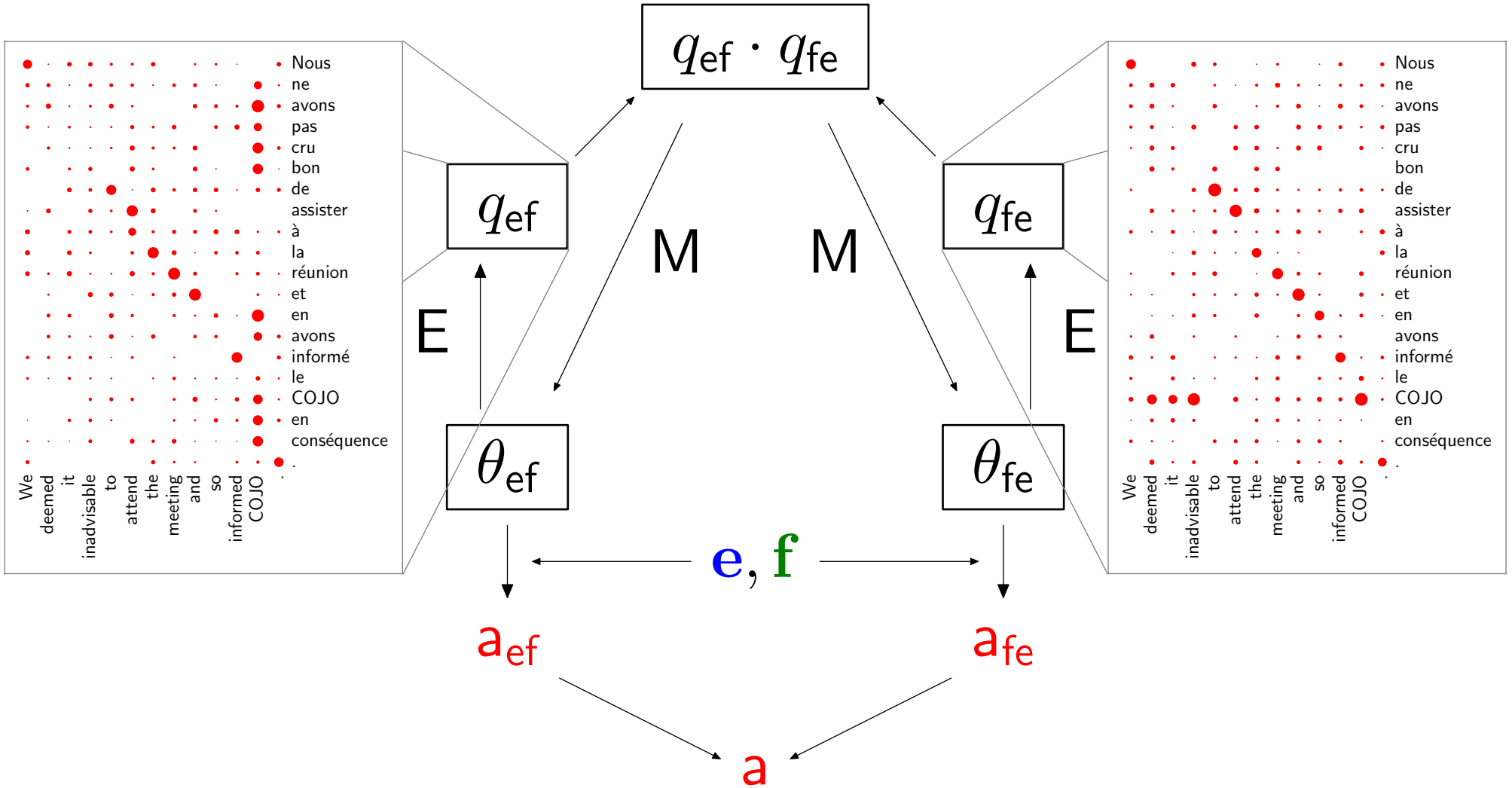
Two complementary models

Key: intersect alignments at training time



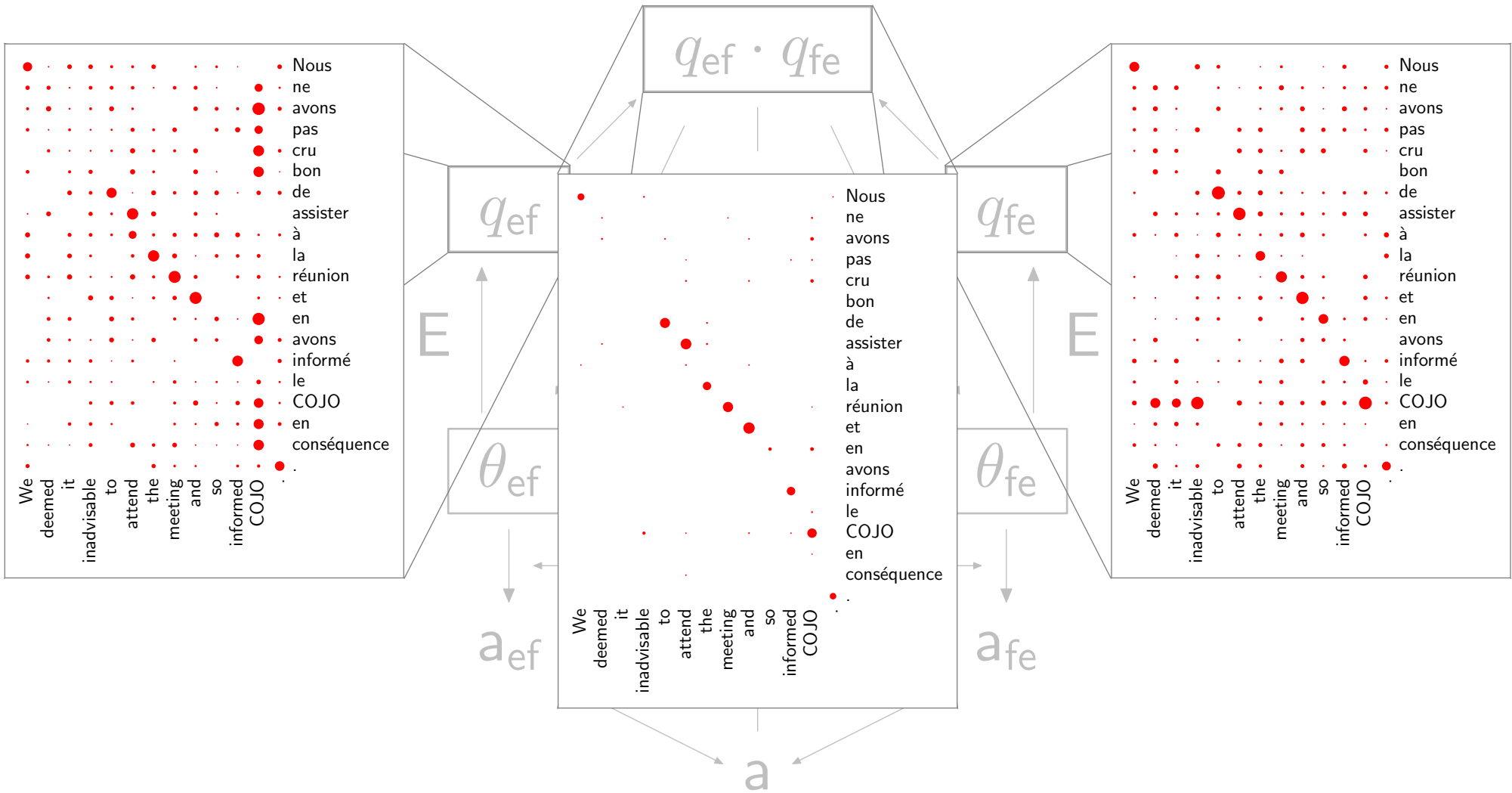
Two complementary models

Fractional alignments



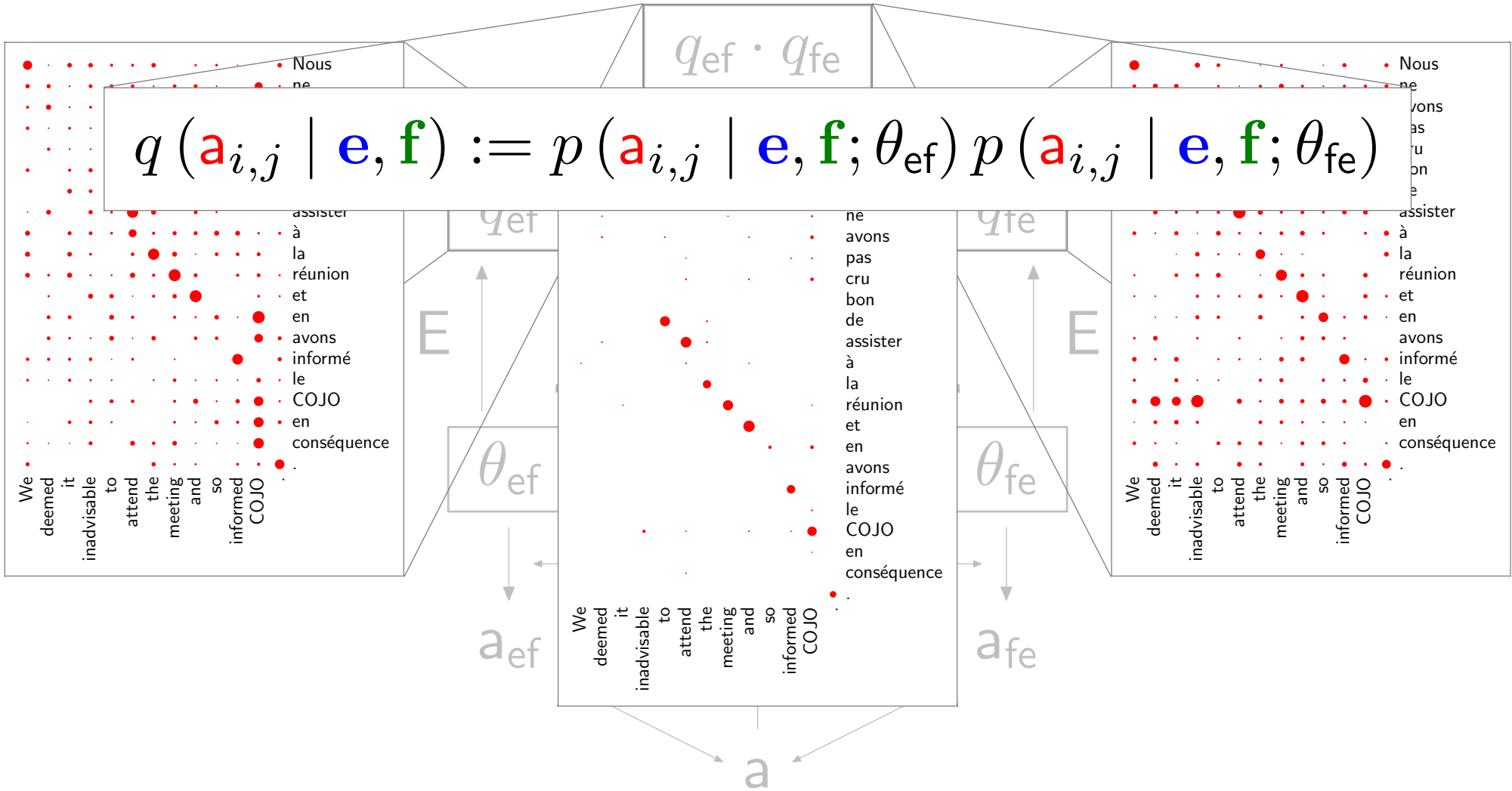
Two complementary models

Soft intersection: multiply fractional alignment



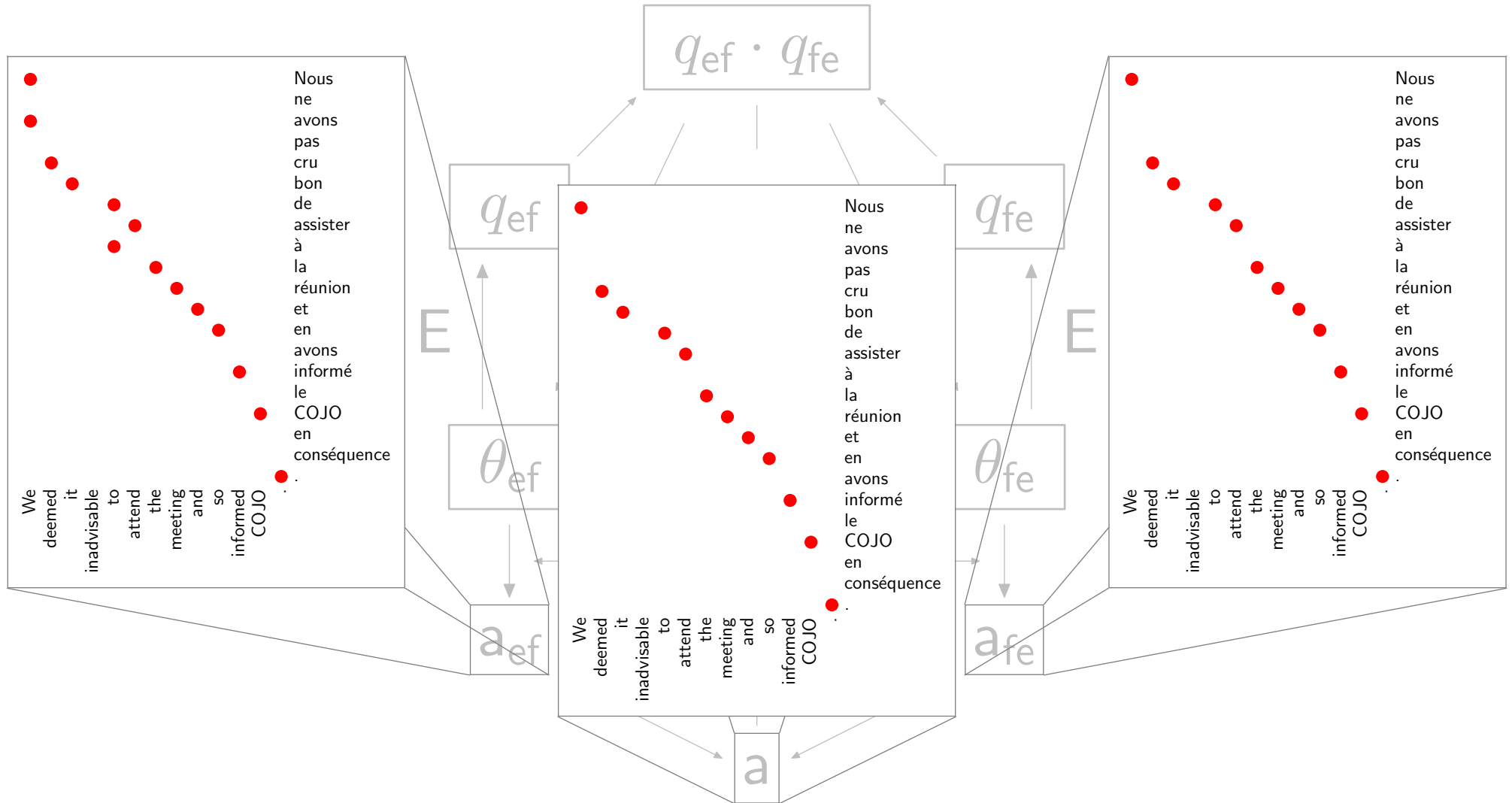
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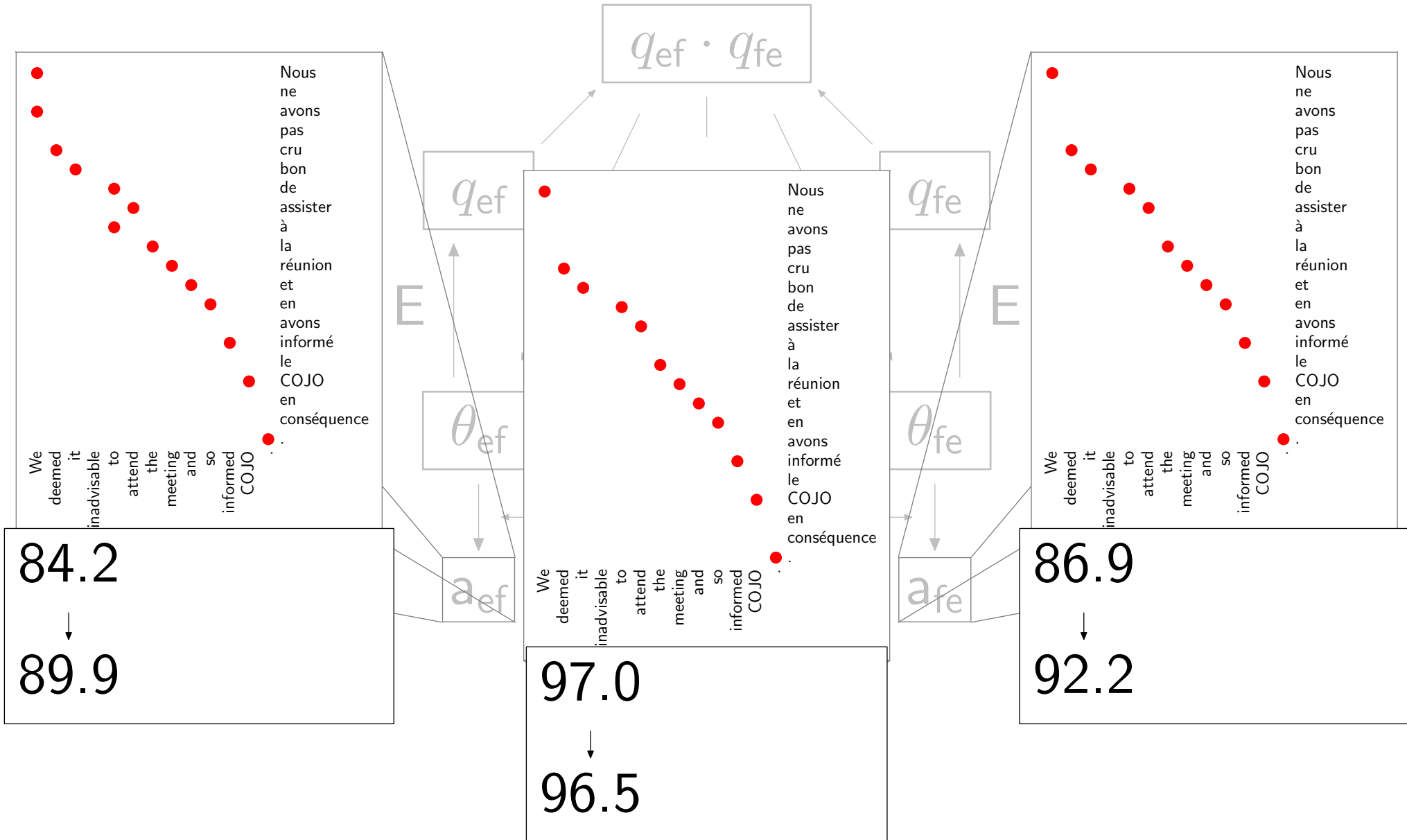
Two complementary models

Models that are trained to agree predict better.



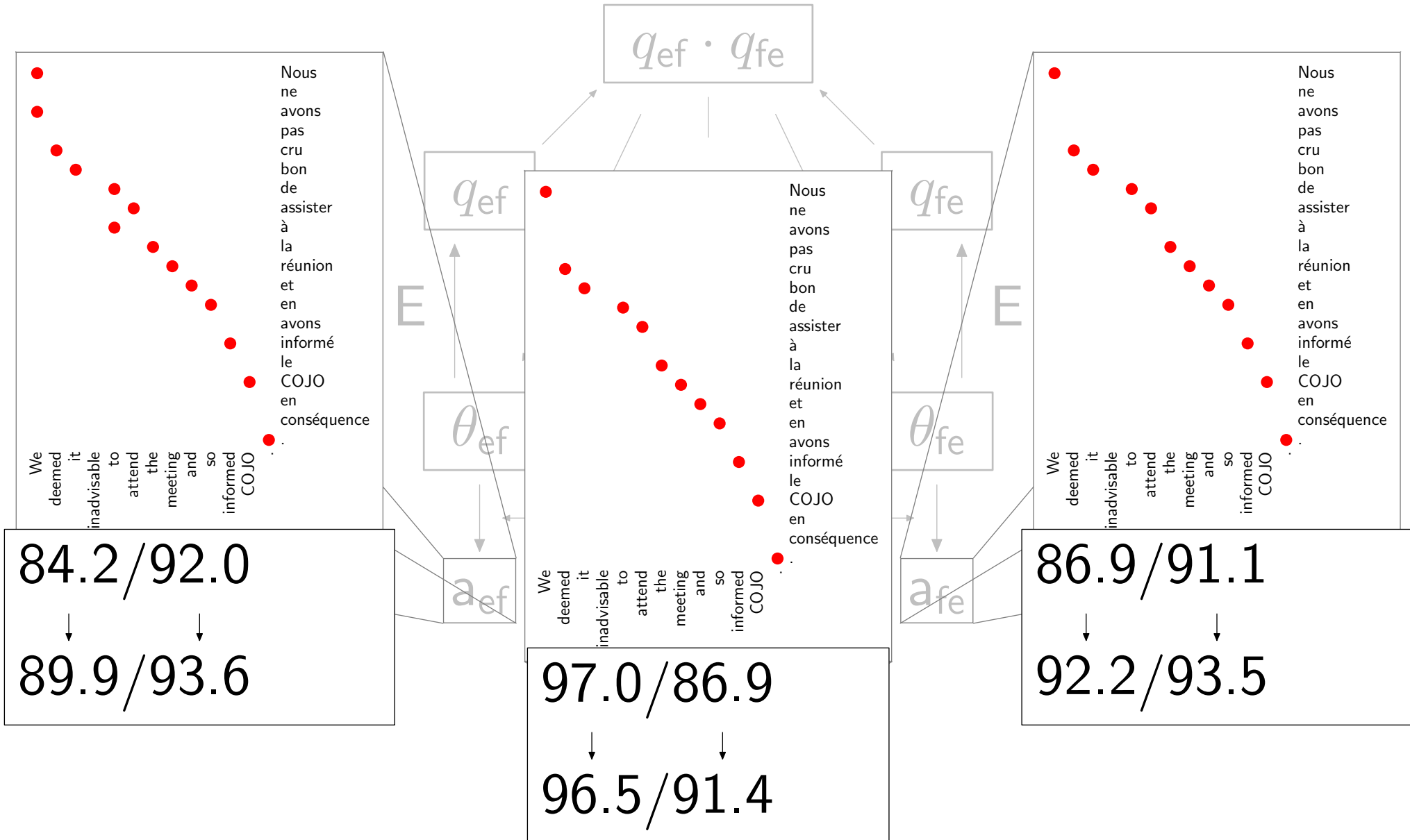
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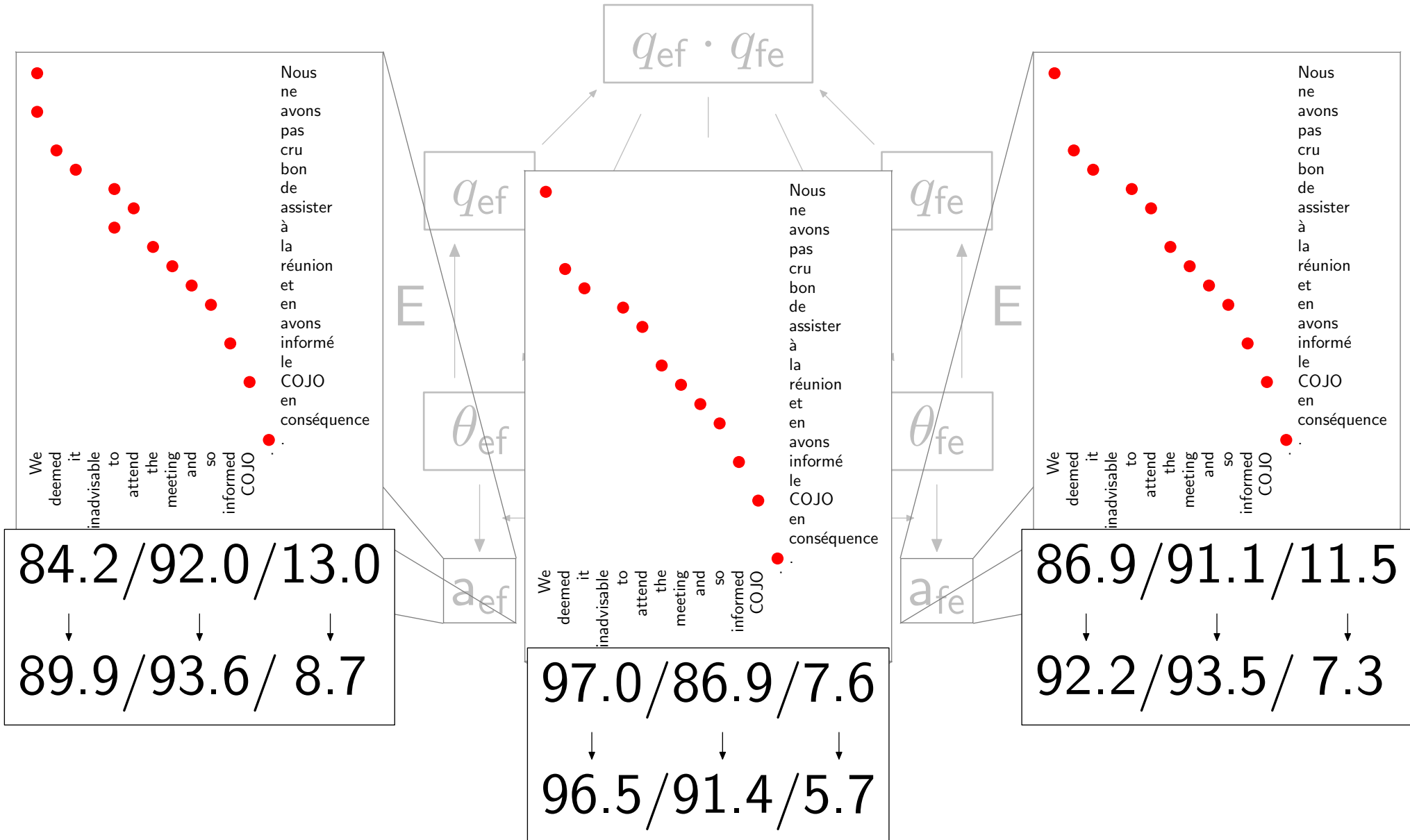
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Initialization

Jointly-trained models less sensitive to initialization

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Uniform	AER > 50

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- Two models have somewhat disjoint capacities for producing bad alignments
- Agreement biases parameters away from troublesome areas

Agreement provides staged training

E-step:

$$q(\mathbf{a}_{i,j} \mid \mathbf{e}, \mathbf{f}) := p(\mathbf{a}_{i,j} \mid \mathbf{e}, \mathbf{f}; \theta_{ef}) p(\mathbf{a}_{i,j} \mid \mathbf{e}, \mathbf{f}; \theta_{fe})$$

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$$\theta_t(to \rightarrow de) \propto \sum_{\mathbf{e}_i=to, \mathbf{f}_j=de} q(\mathbf{a}_{i,j} \mid \mathbf{e}, \mathbf{f})$$

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- Magnitude of fractional q = influence in M-step
- Downweight hard cases where two models disagree
- As models get better, harder examples contribute

General unsupervised approach

- Input $\mathbf{x} = (\mathbf{e}, \mathbf{f})$, output $\mathbf{z} = \mathbf{a}$
- Two complementary models $p_1(\mathbf{x}, \mathbf{z}; \theta_1), p_2(\mathbf{x}, \mathbf{z}; \theta_2)$

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Useful in grammar induction [Klein, Manning '04]

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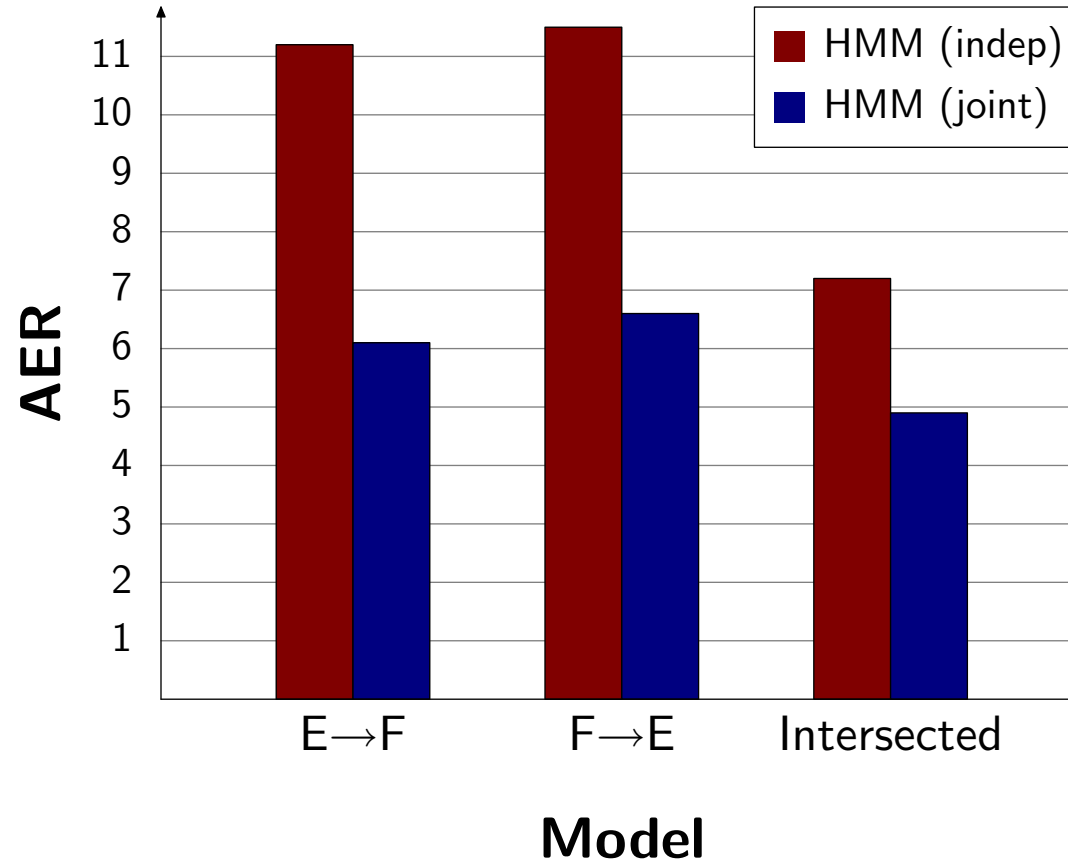
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Related work: co-training [Blum, Mitchell '98]

CoBoost [Collins, Singer '99]

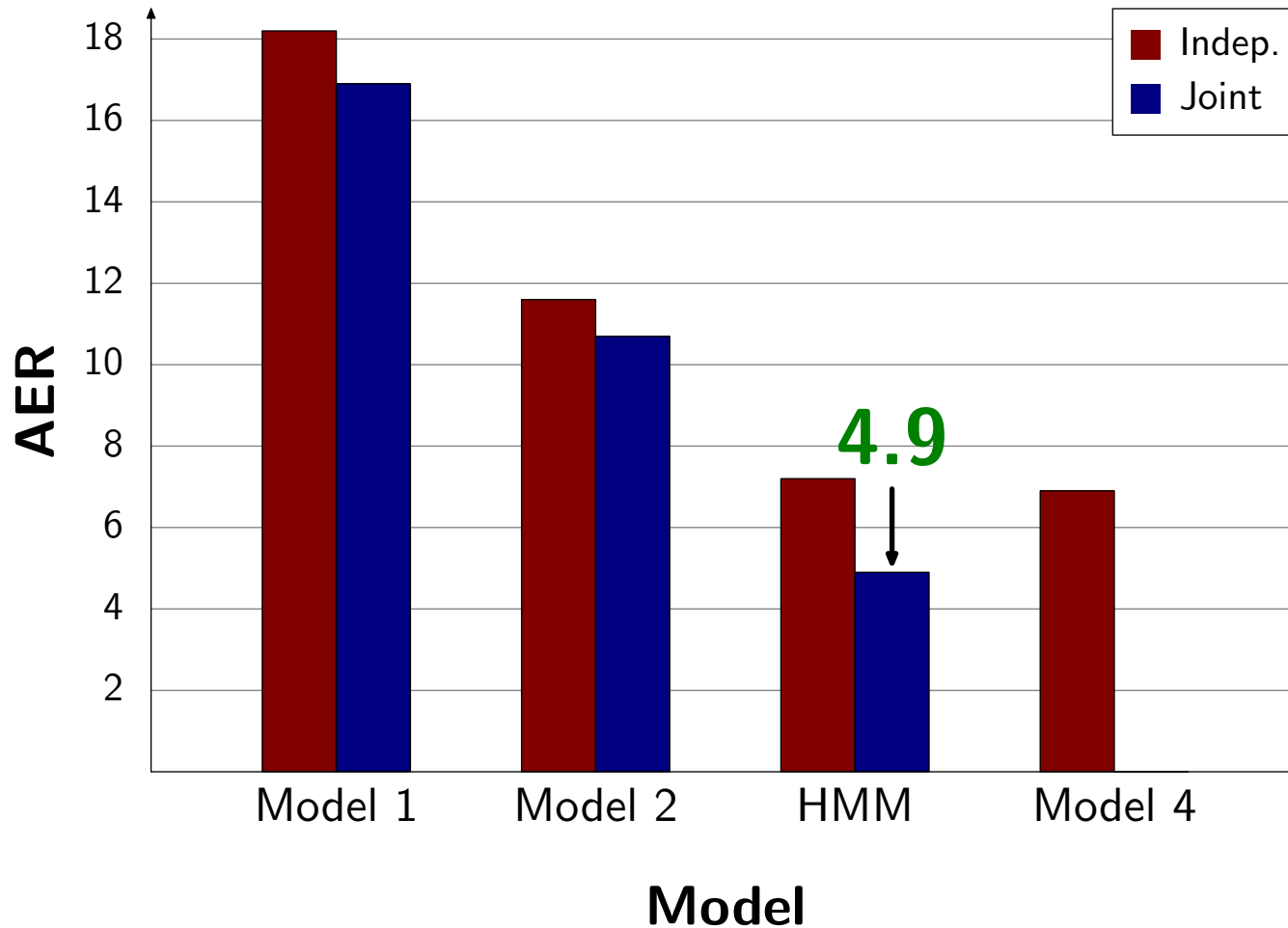
Final results

Hansards (1.1M training sentences, 347 test sentences)



Joint training improves both directional and intersected models

Final results



Significant error reduction for various models

29% reduction in AER over model 4

Conclusion

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