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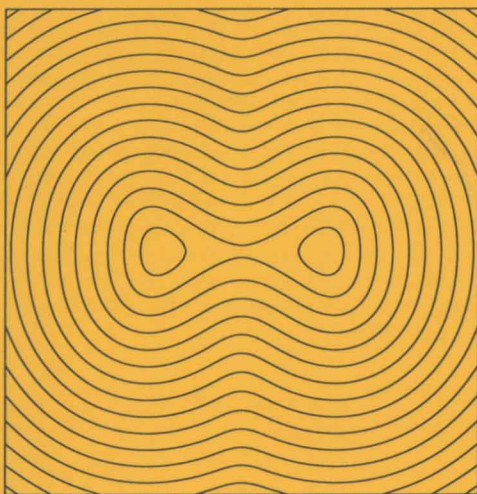
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M. Mimura
H. M. Soner

Mathematical Aspects of Evolving Interfaces

1812

Madeira, Funchal, Portugal 2000

Editors: P. Colli, J.F. Rodrigues



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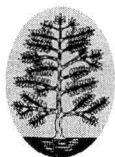
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Mathematical Aspects of Evolving Interfaces

Lectures given at the C.I.M.-C.I.M.E.
joint Euro-Summer School
held in Madeira, Funchal,
Portugal, July 3–9, 2000

Editors: P. Colli
J.F. Rodrigues



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Lecture Notes in Mathematics

Edited by J.-M. Morel, F. Takens and B. Teissier

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Preface

The Euro-Summer School on Mathematical Aspects of Evolving Interfaces gathered senior experts and young researchers at the University of Madeira, Funchal, Portugal, in the week July 3-9, 2000. This meeting arose as a joint school of CIM (Centro Internacional de Matemática, Portugal) and CIME (Centro Internazionale Matematico Estivo, Italy).

The school was intended to present an advanced introduction and state of the art of recent analytic, modeling and numerical techniques to the mathematical representation and description of moving interfaces. Five complementary courses were delivered and this volume collects the notes of the lectures.

Interfaces are geometrical objects modeling free or moving boundaries and arise in a wide range of phase change problems in physical and biological sciences, in particular in material technology and in dynamics of patterns. Especially in the end of last century, the rigorous study of evolving interfaces in a number of applied fields becomes increasingly important, so that the possibility of describing their dynamics through suitable mathematical models became one of the most challenging and interdisciplinary problems in applied mathematics.

It was recognized that essential problems related to evolving interfaces can be modelled by means of partial differential equations and systems in domains whose boundary depends on time. In many complicated cases these boundaries are themselves unknown, and correspond, e.g., to a particular level set, or to the discontinuity set, of some physical quantity. In particular, free boundary problems are boundary value problems for differential equations set in a domain where part of the boundary is "free" and further conditions allow to exclude undeterminacy.

Although the first modern work in a free boundary problem was written by Lamé and Clapeyron in 1831, who considered a simple model for the solidification of a liquid sphere, in the last decades of the XXth century this interdisciplinary field developed tremendously with many new computational demands and new problems from industry and applied sciences, as well as with increasing contributions from Mathematics. Indeed, problems of this sort

are concerned with several phenomena of high applied interest. Examples include Stefan type problems, where, typically, the free boundary is the moving interface between liquid and solid, as well as, more general models of phase transitions. Another important example arises in filtration through porous media; here free boundaries occur as fronts between saturated and unsaturated regions. Interesting examples also come from reaction-diffusion models, fluid dynamics, contact mechanics, superconductivity and so on. Several of these problems are also of direct industrial interest, and offer an interesting opportunity of collaboration among theoretical analysts, mathematical physicists and applied scientists.

The Madeira school reported on mathematical advances in some theoretical, modeling and numerical issues concerned with dynamics of interfaces and free boundaries. Specifically, the five courses dealt with an assessment of recent results on the optimal transportation problem (L. Ambrosio), the numerical approximation of moving fronts evolving by mean curvature (G. Dziuk), the dynamics of patterns and interfaces in some reaction-diffusion systems with chemical-biological applications (M. Mimura), evolutionary free boundary problems of parabolic type or for Navier-Stokes equations (V.A. Solonnikov), and a variational approach to evolution problems for the Ginzburg-Landau functional (H.M. Soner).

We expect that these lecture notes will be useful not only to experienced readers, to find a detailed description of results and a presentation of techniques, but also to the beginners that aim to learn some of the mathematical aspects behind the different fields.

The editors

Pierluigi Colli, Pavia

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Lecture Notes on Optimal Transport Problems

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Introduction

These notes are devoted to the Monge–Kantorovich optimal transport problem. This problem, in the original formulation of Monge, can be stated as follows: given two distributions with equal masses of a given material $g_0(x)$, $g_1(x)$ (corresponding for instance to an embankment and an excavation), find a transport map ψ which carries the first distribution into the second and minimizes the transport cost

$$C(\psi) := \int_X |x - \psi(x)| g_0(x) dx.$$

The condition that the first distribution of mass is carried into the second can be written as

$$\int_{\psi^{-1}(B)} g_0(x) dx = \int_B g_1(y) dy \quad \forall B \subset X \text{ Borel} \quad (1)$$

* This work has been partially supported by the GNAFA project “Problemi di Monge–Kantorovich e strutture deboli”

or, by the change of variables formula, as

$$g_1(\psi(x)) |\det \nabla \psi(x)| = g_0(x) \quad \text{for } \mathcal{L}^n\text{-a.e. } x \in B$$

if ψ is one to one and sufficiently regular.

More generally one can replace the functions g_0, g_1 by positive measures f_0, f_1 with equal mass, so that (1) reads $f_1 = \psi_{\#} f_0$, and replace the euclidean distance by a generic cost function $c(x, y)$, studying the problem

$$\min_{\psi_{\#} f_0 = f_1} \int_X c(x, \psi(x)) df_0(x). \quad (2)$$

The infimum of the transport problem leads also to a c -dependent distance between measures with equal mass, known as Kantorovich–Wasserstein distance.

The optimal transport problem and the Kantorovich–Wasserstein distance have a very broad range of applications: Fluid Mechanics [7, 8]; Partial Differential Equations [32, 29]; Optimization [13, 14] to quote just a few examples. Moreover, the 1-Wasserstein distance (corresponding to $c(x, y) = |x - y|$ in (2)) is related to the so-called flat distance in Geometric Measure Theory, which plays an important role in its development (see [6], [24], [30], [27], [44]). However, rather than showing specific applications (for which we mainly refer to the Evans survey [21] or to the introduction of [7]), the main aim of the notes is to present the different formulations of the optimal transport problem and to compare them, focussing mainly on the linear case $c(x, y) = |x - y|$. The main sources for the preparation of the notes have been the papers by Bouchitté–Buttazzo [13, 14], Caffarelli–Feldman–McCann [15], Evans–Gangbo [22], Gangbo–McCann [26], Sudakov [42] and Evans [21].

The notes are organized as follows. In Section 1 we discuss some basic examples and in Section 2 we discuss Kantorovich’s generalized solutions, i.e. the transport plans, pointing out the connection between them and the transport maps. Section 3 is entirely devoted to the one dimensional case: in this situation the order structure plays an important role and considerably simplifies the theory. Sections 4 and 5 are devoted to the ODE and PDE based formulations of the optimal transport problem (respectively due to Brenier and Evans–Gangbo); we discuss in particular the role of the so-called transport density and the equivalence of its different representations. Namely, we prove that any transport density μ can be represented as $\int_0^1 \pi_{t\#}(|y - x|\gamma) dt$, where γ is an optimal planning, as $\int_0^1 |E_t| dt$, where E_t is the “velocity field” in the ODE formulation, or as the solution of the PDE $\operatorname{div}(\nabla_{\mu} u \mu) = f_1 - f_0$, with no regularity assumption on f_1, f_0 . Moreover, in the same generality we prove convergence of the p -laplacian approximation.

In Section 6 we discuss the existence of the optimal transport map, following essentially the original Sudakov approach and filling a gap in his original proof (see also [15, 43]). Section 7 deals with recent results, related to those obtained in [25], on the regularity and the uniqueness of the transport density.

Section 8 is devoted to the connection between the optimal transport problem and the so-called mass optimization problem. Finally, Section 9 contains a self contained list of the measure theoretic results needed in the development of the theory.

Main notation

X	a compact convex subset of an Euclidean space \mathbb{R}^n
$\mathcal{B}(X)$	Borel σ -algebra of X
\mathcal{L}^n	Lebesgue measure in \mathbb{R}^n
\mathcal{H}^k	Hausdorff k -dimensional measure in \mathbb{R}^n
$\text{Lip}(X)$	real valued Lipschitz functions defined on X
$\text{Lip}_1(X)$	functions in $\text{Lip}(X)$ with Lipschitz constant not greater than 1
Σ_u	the set of points where u is not differentiable
π_t	projections $(x, y) \mapsto x + t(y - x)$, $t \in [0, 1]$
$\mathcal{S}_o(X)$	open segments $]x, y[$ with $x, y \in X$
$\mathcal{S}_c(X)$	closed segments $[x, y]$ with $x, y \in X$, $x \neq y$
$\mathcal{M}(X)$	signed Radon measures with finite total variation in X
$\mathcal{M}_+(X)$	positive and finite Radon measures in X
$\mathcal{M}_1(X)$	probability measures in X
$ \mu $	total variation of $\mu \in [\mathcal{M}(X)]^n$
μ^+, μ^-	positive and negative part of $\mu \in \mathcal{M}(X)$
$f_{\#}\mu$	push forward of μ by f

1 Some elementary examples

In this section we discuss some elementary examples that illustrate the kind of phenomena (non existence, non uniqueness) which can occur. The first one shows that optimal transport maps need not exist if the first measure f_0 has atoms.

Example 1.1 (Non existence). Let $f_0 = \delta_0$ and $f_1 = (\delta_1 + \delta_{-1})/2$. In this case the optimal transport problem has no solution simply because there is no map ψ such that $\psi_{\#}f_0 = f_1$.

The following two examples deal with the case when the cost function c in $X \times X$ is $|x - y|$, i.e. the euclidean distance between x and y . In this case we will use as a test for optimality the fact that the infimum of the transport problem is always greater than

$$\sup \left\{ \int_X u d(f_1 - f_0) : u \in \text{Lip}_1(X) \right\}. \quad (3)$$

Indeed,

$$\int_X u d(f_1 - f_0) = \int_X u(\psi(x)) - u(x) df_0(x) \leq \int_X |\psi(x) - x| df_0(x)$$

for any admissible transport ψ . Actually we will prove this lower bound is sharp if f_0 has no atom (see (6) and (13)).

Our second example shows that in general the solution of the optimal transport problem is not unique. In the one-dimensional case we will obtain (see Theorem 3.1) uniqueness (and existence) in the class of nondecreasing maps.

Example 1.2 (Book shifting). Let $n \geq 1$ be an integer and $f_0 = \chi_{[0,n]} \mathcal{L}^1$ and $f_1 = \chi_{[1,n+1]} \mathcal{L}^1$. Then the map $\psi(t) = t + 1$ is optimal. Indeed, the cost relative to ψ is n and, choosing the 1-Lipschitz function $u(t) = t$ in (3), we obtain that the supremum is at least n , whence the optimality of ψ follows. But since the minimal cost is n , if $n > 1$ another optimal map ψ is given by

$$\psi(t) = \begin{cases} t + n & \text{on } [0, 1] \\ t & \text{on } [1, n]. \end{cases}$$

In the previous example the two transport maps coincide when $n = 1$; however in this case there is one more (and actually infinitely many) optimal transport map.

Example 1.3. Let $f_0 = \chi_{[0,1]} \mathcal{L}^1$ and $f_1 = \chi_{[1,2]} \mathcal{L}^1$ (i.e. $n = 1$ in the previous example). We have already seen that $\psi(t) = t + 1$ is optimal. But in this case also the map $\psi(t) = 2 - t$ is optimal as well.

In all the previous examples the optimal transport maps ψ satisfy the condition $\psi(t) \geq t$. However it is easy to find examples where this does not happen.

Example 1.4. Let $f_0 = \chi_{[-1,1]} \mathcal{L}^1$ and $f_1 = \delta_{-1} + \delta_1$. In this case the optimal transport map ψ is unique (modulo \mathcal{L}^1 -negligible sets); it is identically equal to -1 on $[-1, 0)$ and identically equal to 1 on $(0, 1]$. The verification is left to the reader as an exercise.

We conclude this section with some two dimensional examples.

Example 1.5. Assume that $2f_0$ is the sum of the unit Dirac masses at $(1, 1)$ and $(0, 0)$, and that $2f_1$ is the sum of the unit Dirac masses at $(1, 0)$ and $(0, 1)$. Then the “horizontal” transport and the “vertical” transport are both optimal. Indeed, the cost of these transports is 1 and choosing $u(x_1, x_2) = x_1$ in (3) we obtain that the infimum of the transport problem is at least 1.

Example 1.6. Assume that f_1 is the sum of two Dirac masses at $A, B \in \mathbb{R}^2$ and assume that f_0 is supported on the middle axis between them. Then

$$\int_X |x - \psi(x)| df_0(x) = \int_X |x - A| df_0(x)$$

whenever $\psi(x) \in \{A, B\}$, hence any admissible transport is optimal.