Accelerating Computational Reproducibility with the Social Science Reproduction Platform

Metascience Conference

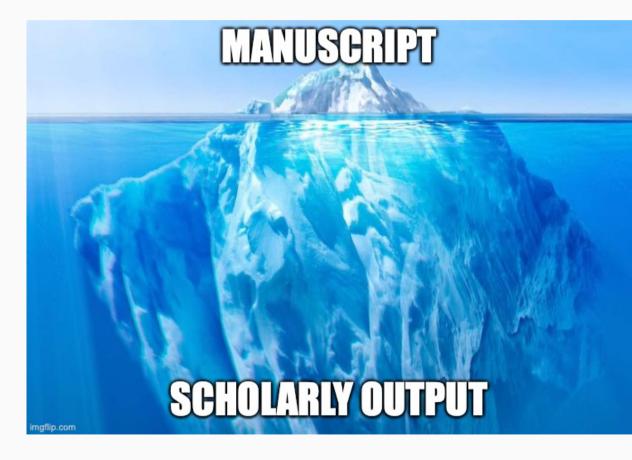
Fernando Hoces de la Guardia, BITSS September 2021 | slides

Motivation: Computational Reproducibility

Every semester, graduate students around the world take an Empirical/Applied [...] course. A typical assignment consists of reproducing the results of a paper and, possibly, testing the robustness of its results.

Stage	New Knowledge
Scope (select and verify)	Data and code exist?
Assess	Degree of reproducibility for specific part of the paper
Improve	E.g. fixed paths, libraries, added missing files, etc.

"Clarebout Principle":

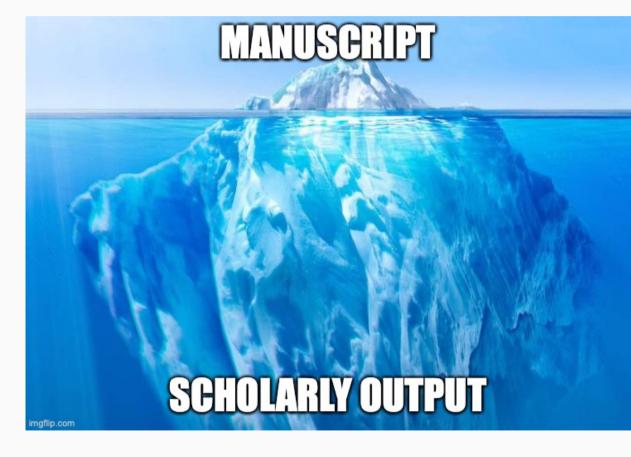


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Improve	E.g. fixed paths, libraries, added missing files, etc.				
Test robustness	Results are robust to additional specifications				

"Clarebout Principle":



Accelerating Computational Reproducibility: Framework

Beyond Binary Judgments

Reproductions can easily gravitate towards adversarial exchanges.

- Early career researchers (ECR) have incentives to emphasize unsuccessful reproductions
- Original authors have a more senior position and can use it to deter in-depth reproductions from ECRs.
- The media also focuses on eye-catching headlines

Our approach:

We do not want to say

"Paper X is (ir)reproducible"

We do want to say

"Result Y in paper X has a high/low **level** of reproducibility according to **several** reproduction attempts. Moreover, **improvements** have been made to the original reproduction package, **increasing** its reproducibility to a higher level"

ACRe Framework

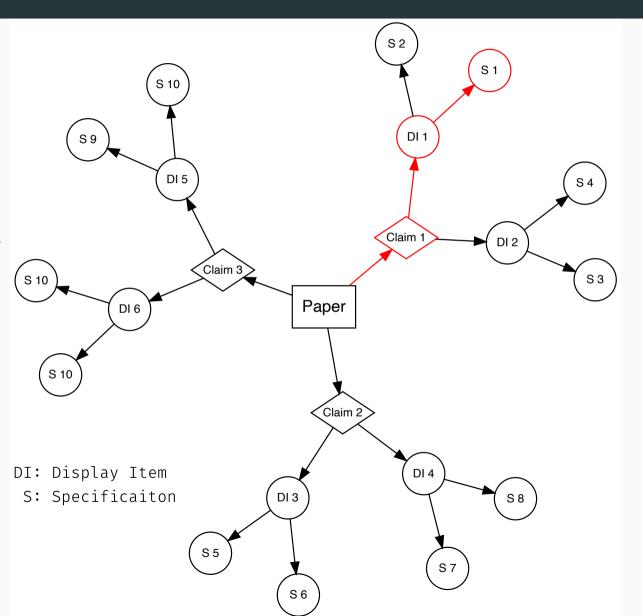
Each **reproduction attempt** is centered around scientific **claims** (following SCORE).

One paper can contain several claims.

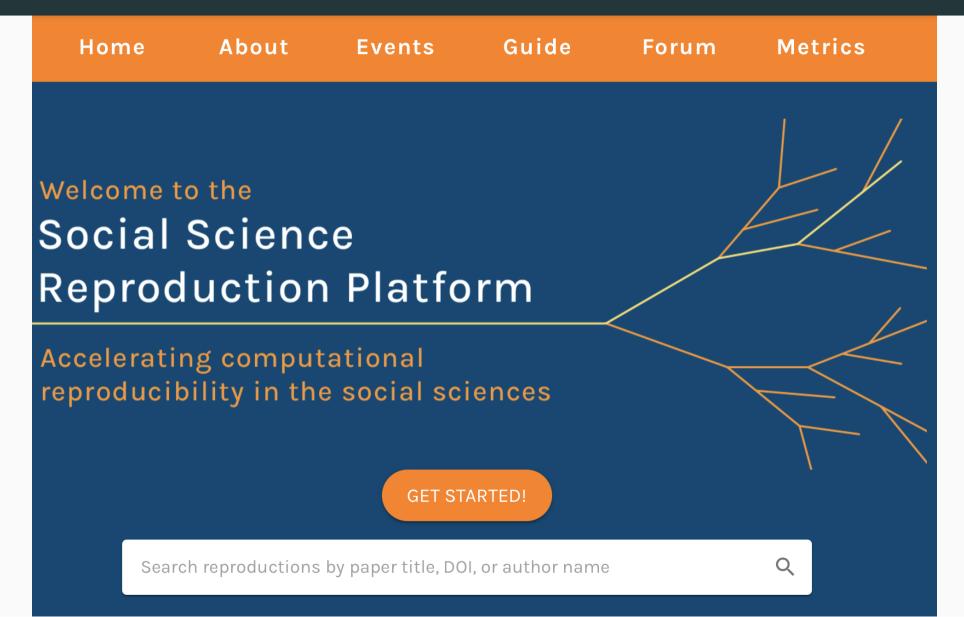
Each claim may be supported by various **display items**: tables, figures & inline results.

A reproduction attempt is at the claim level, and reproducers must record their **specifications** of interest.

Key challenge: **standardization** of concepts and formats.



Demo: socialsciencereproduction.org



Select a paper

Article Information Abstract How large are the benefits of transportation infrastructure projects, and what explains these benefits? This paper uses archival data from colonial India to investigate the impact of India's vast railroad network. Guided by four results from a general equilibrium trade model, I find that railroads: (1) decreased trade costs and interregional price gaps; (2) increased interregional and international trade; (3) increased real income levels; and (4) that a sufficient statistic for the effect of railroads on welfare in the model accounts well for the observed reduced-form impact of railroads on real income in the data. **Citation** Donaldson, Dave. 2018. "Railroads of the Raj: Estimating the Impact of Transportation Infrastructure." American Economic Review, 108 (4-5): 899-934. DOI: 10.1257/aer.20101199 **Choose Format:** V **Additional Materials** Data Set (17.80 MB) Online Appendix (247.97 KB) Author Disclosure Statement(s) (63.46 KB)



Scope

Go to page 19

trade costs

in trade costs

C. Results

Table 2 presents ordinary least squares (OLS) estimates of equation (12). In umn 1 I estimate the effect of the lowest-cost route effective distance on trade of when the relative costs of each mode (α) are set to observed historical relative freight rate estimates. I use the relative per unit distance freight rates describe Section IB (at their midpoints): $\alpha^{road} = 4.5$, $\alpha^{river} = 3.0$, and $\alpha^{coast} = 2.25$ relative to the freight rate of railroad transport, normalized to 1). Column 1 der strates that the elasticity of trade costs with respect to the lowest-cost route effective strates that the elasticity of trade costs with respect to the lowest-cost route effective strates that the elasticity of trade costs with respect to the lowest-cost route effective strates are strategies as the elasticity of trade costs with respect to the lowest-cost route effective strategies are strategies as the elasticity of trade costs with respect to the lowest-cost route effective strategies are strategies as the elasticity of trade costs with respect to the lowest-cost route effective strategies are strategies as the elasticity of trade costs with respect to the lowest-cost route effective strategies and the elasticity of trade costs with respect to the lowest-cost route effective strategies and the elasticity of trade costs with respect to the elasticity of the elasticity of trade costs with respect to the elasticity of the elasticity of trade costs with respect to the elastic trade costs with respect to the elasti distance, calculated at observed freight rates, is 0.088, and this is statistically significant. icant at the 5 percent level.

However, as argued in Section IB, it is possible that these observed relative freight rates do not capture the full benefits (such as increased certainty or savings) of railroad transport relative to alternative modes of transportation. this reason the NLS specification in column 2 estimates the relative freight 133 districts in Northern India, annually from 1861 to 1930. Column 1 and column 2 estimated by OLS and NLS (i.e., the parameters α) that minimize the sum of squared residuals in equation (12). Column 2 is my preferred specification. When the mode-wise distance costs (i.e., α)

are not restricted to be equal to the observed freight rates, the estimated elasticity of trade costs with respect to effective distance (i.e., δ) rises to 0.169. Even when controlling for all unobserved, time-constant determinants of trade costs between all salt sources and destinations, as well as unrestricted shocks to the source price of each salt type, reductions in trade costs along lowest-cost routes (estimated from railroad-driven time variation in these routes alone) have a large effect on reducing salt price gaps over space.

Table 2—Railroads and Trade Costs: Step 1							
Dependent variable: log salt price at destination	(1)	(2)					
log effective distance to source, along lowest-cost route (at historical freight rates)	0.088 (0.028)						
log effective distance to source, along lowest-cost route (at estimated mode costs)	55551	0.169 [0.062, 0.296]					
Estimated mode costs per unit distance: Railroad (normalized to 1)		l N/A					
Road		2.375 [1.750, 10.000]					
River		2.250 [1.500, 6.250]					
Coast		6.188 [5.875, 10.000]					
Observations R^2	7,345 0.946	7,345 0.946					

Notes: Regressions estimating equation (12) using data on 6 types of salt (listed in online Appendix A), from



Assess

Readme for data files.pdf

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√ income

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    m secant_price2.m
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√ 

    trade costs

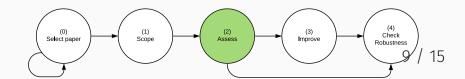
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√ income

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   prices_salt.dta
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    trade_data.dta
    trade_prices_1870.dta
    meight-value.dta
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Assess

Readme for data files.pdf

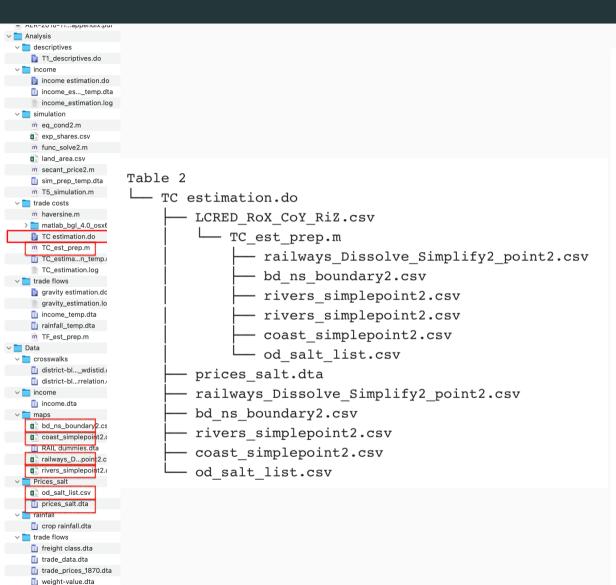


Table 3.5: Levels of Computational Reproducibility (P denotes "partial," C denotes "complete")

Availability of materials, and reproducibility

		alysis ode		alysis Oata	CRA		eaning Code		aw ata	CRR
	Р	С	Р	С		Р	С	Р	С	
L1: No materials	-	-	-	_	-	_	-	_	-	_
L2: Only code	~	~	-	_	-	_	-	_	-	-
L3: Partial analysis data & code	~	~	✓	_	_	_	_	_	-	_
L4: All analysis data & code	~	~	✓	•	-	_	-	_	-	-
L5: Reproducible from analysis	~	~	✓	~	~	-	-	-	-	-
L6: All cleaning code	~	~	~	~	-	~	~	_	-	-
L7: Some raw data	~	~	✓	•	-	•	~	~	-	-
L8: All raw data	~	~	~	~	-	~	~	~	~	-
L9: All raw data + CRA	~	~	✓	~	~	~	~	~	~	_
L10: Reproducible from raw data	~	~	~	~	V	~	V	V	~	~

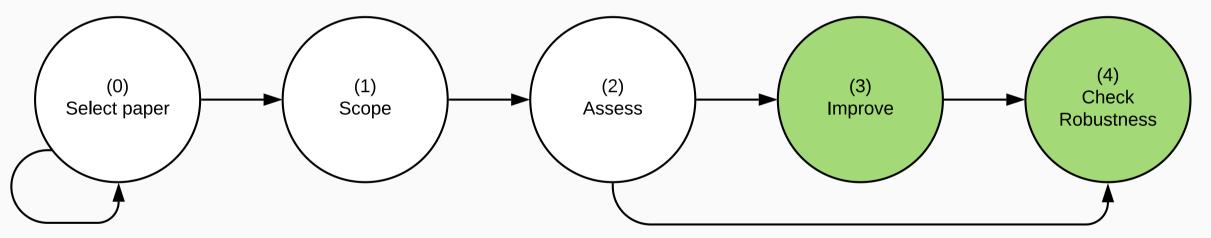
^a Computationally Reproducible from Analytic data (CRA): The output can be reproduced with minimal effort starting from the *analytic* datasets.

b Computationally Reproducible from Raw data (CRR): The output can be reproduced with minimal effort from the *raw* datasets.

Improvements & Robustness

Three types of improvements:

- 1. Improvements at the paper level
- 2. Improvements at the display-item level
- 3. Specific future improvements



Two main parts for robustness:

- 1. Increase the number of robustness checks
- 2. Justify the reasonableness of a specific test

Completed Reproduction: Example

Reproduction of: Railroads of the Raj: Estin Transportation Infrastructure American Ecor https://doi.org/10.1257/aer.20101199

Reproducer: Emma Ng

Date created: November 19 2020 Date submitted: August 03 2021

Claims assessed: 1

Display Items (DI) assessed: 1

Improvements: 3

Robustness tests:

- Feasible choices added: 0
- Specifications justified: 0

Claims identified by reproducer:

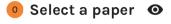
"The paper estimated the value of the extent to whi
within colonial India using OLS and NLS methods. I
costs of different modes of transportation are estir
reduction of LCRED (lowest-cost route effective dis
trading cost. This estimate has a 95% confidence in

Select a paper • Declare the paper that you will analyze which you were unable to obtain acces **VIEW THIS SECTION** Scoping • Assessment 3 Improvement ① Robustness

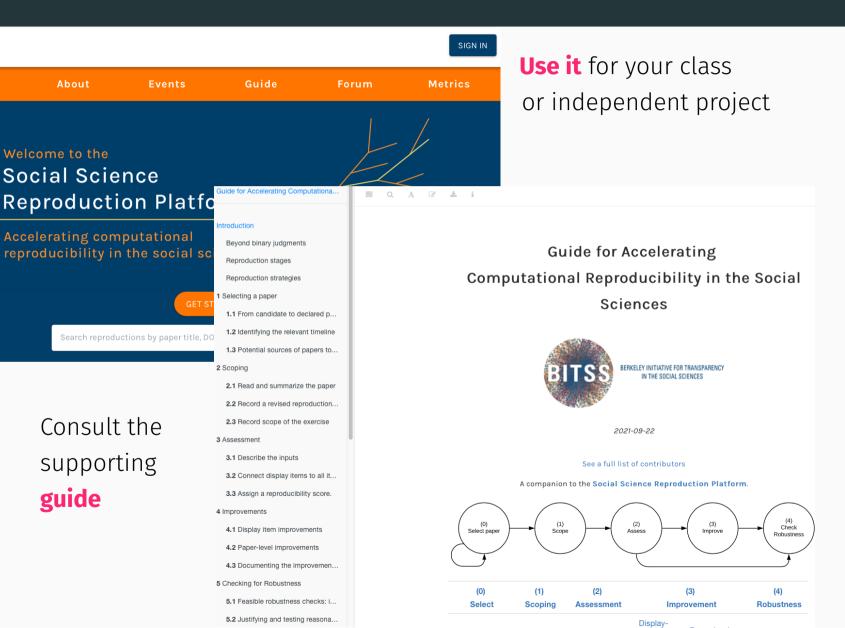
Reproducibility of Display Items:

1. Table 2 - Table 2 -- Railroads and Trade Costs: Step 1. . .

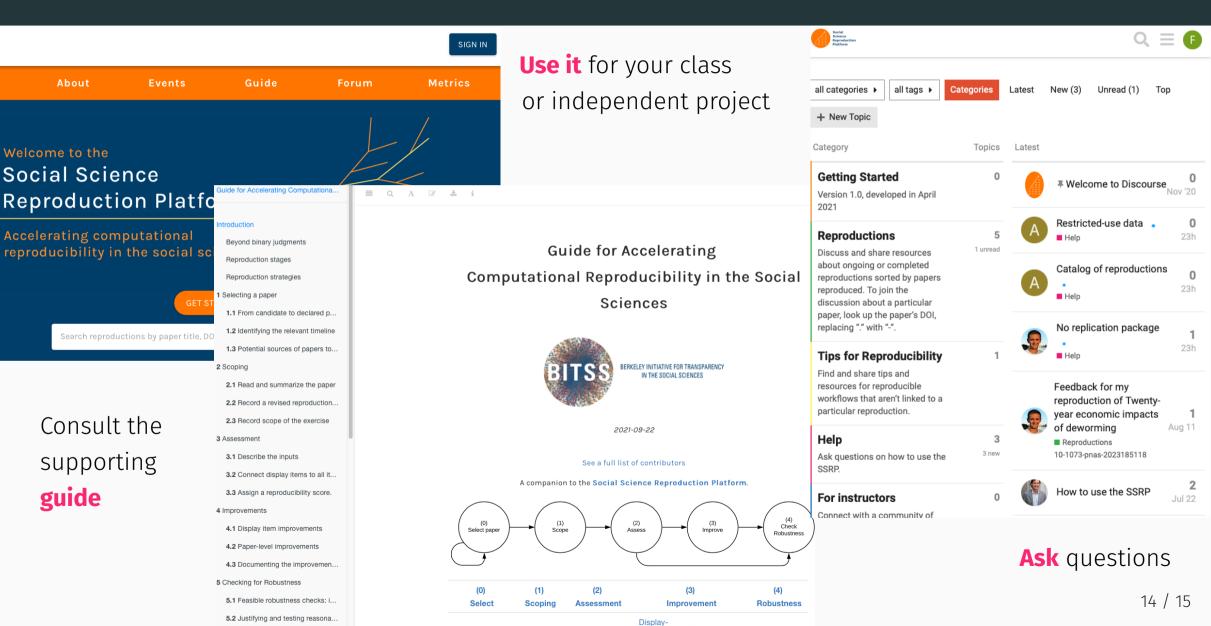
Original reproduction package: https://www.aeaweb.org/articles?id=10.1257/aer.201 Revised reproduction package: https://github.com/em-ng21/railroads-of-the-raj Original authors' availability for further inquiries: Not sure



How Do I Get Started?



How Do I Get Started?



Thank You

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