# Sensitivity analysis in moment condition models

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#### 1 Introduction

The package GMMSensitivity implements estimators and confidence interval for sensitivity analysis in moment condition models considered in Armstrong and Kolesár [2018]. In this vignette, we demonstrate the implementation of these confidence intervals using the demand model for automobiles from Berry et al. [1995].

The package includes the dataset blp, which contains estimates of the Berry et al. [1995] model, as implemented by Andrews et al. [2017]. A description of the dataset can be obtained via the documentation in R, using ?blp. For convenience, we give the description here:

- G Matrix with 31 rows and 17 columns, estimate of derivative of the moment condition G
- H Vector of length 17, estimate of derivative of average markup  $h(\theta)$ .
- W Weight matrix used to obtain the estimate of theta.
- g\_init Average moment condition, evaluated at estimate  $\hat{\theta}$  of  $\theta$  from Berry et al. [1995].
- h\_init Estimate of the average markup,  $h(\hat{\theta})$ .
- names Two lists, one for names of the moment conditions, and one for elements of theta
- ZZ Gram matrix of the instruments, used to specify the set  $\mathcal C$
- Sig Variance of moment condition, estimate of  $\Sigma$ .
- sdZ vector of standard deviations of the instruments
- perturb scaling parameter to give interpretable meaning to violations of moment conditions. For demand-side moments, it corresponds to an estimate of  $\delta_d = 0.01 \overline{p}/(\overline{y}/\alpha)$ , and for supply-side moments, it corresponds to an estimate of  $\delta_s = -0.01 \overline{p}/\overline{mc}$ , where  $\overline{p}$  is average price,  $\overline{y}$  is average income,  $\overline{mc}$  is average marginal cost, and  $\alpha$  is a parameter in the utility function. With this scaling, if a given demand-side instrument enters the utility function with coefficient  $\delta_d$ , a consumer is willing to pay 1% of the average car price for a unit increase in

the instrument. If a given supply-side instrument enters the cost function with coefficient  $\delta_s$ , increasing the instrument by one unit decreases the marginal cost by 1% of the average car price.

n Sample size, number of model/years.

## 2 Usage

The package implements estimators, confidence intervals, and efficiency calculations for the model (in the notation of Armstrong and Kolesár [2018])

$$g(\theta_0) = c$$
,  $c = B\gamma$ ,  $\|\gamma\|_p \le M$ .

Suppose that we want to allow all excluded instruments in the Berry et al. [1995] application to be potentially invalid. Fix B to a scaling matrix so that if the jth supply-side instrument is invalid with  $\gamma_{sj}=1$ , this means that changing the instrument by one standard deviation changes the marginal cost by  $\gamma_{sj}$ % of the average car price, and if the j the demand-side instrument is invalid with  $\gamma_{dj}=1$ , then the consumer willingness to pay for one standard deviation change in the instrument is  $\gamma_{dj}$ % of the average 1980 car price. Let p=2, and  $M=\sqrt{\#I}$ , where #I is the number of invalid instruments so that  $\gamma=1$  is included in the set (this is the same scaling as described in Armstrong and Kolesár [2018] in the paper). Then the confidence interval can be constructed as follows:

```
## Construct estimate of initial sensitivity
blp$k_init <- -drop(blp$H %*% solve(crossprod(blp$G, blp$W %*%
    blp$G), crossprod(blp$G, blp$W)))
## list collecting initial estimates of H, G, Sigma, n,
## g(thetahat), initial sensitivity k, and initial
## estimate of average markup h(thetahat)
eo <- list(H = blp$H, G = blp$G, Sig = blp$Sig, n = blp$n,
    g_init = blp$g_init, k_init = blp$k_init, h_init = blp$h_init)
## Rows corresponding to invalid instruments
I <- vector(mode = "logical", length = nrow(eo$G))</pre>
I[c(6:13, 20:31)] \leftarrow TRUE
## Matrix B, scaled as described in the paper
BO <- blp$ZZ %*% diag(sqrt(blp$n) * abs(blp$perturb)/blp$sdZ)
## Value of M
MO <- sqrt(sum(I))
## Select columns of B0 corresponding to invalid
## instruments
OptEstimator(eo, BO[, I], M = MO, p = 2, alpha = 0.05, opt.criterion = "FLCI")
```

```
#>
#>
#>
#> Estimate Max. bias SE CI
#> ------
#> 0.5598805 0.06295884 0.02268748 (0.459604, 0.6601569)
```

The efficiency  $\kappa_*$  for this confidence interval can be computed using the EffBounds function (which can also be used to compute efficiency of one-sided confidence intervals):

```
EffBounds(eo, BO[, I], M = MO, p = 2)$twosided

#> [1] 0.9704414
```

In contrast the CI based on the initial estimate is much wider:

A specification test for whether the value M = M0 is too low, that is a test of the hypothesis  $H_0$ :  $M \le M0$ , can be conducted using the Jtest function:

```
Jtest(eo, BO[, I], M = MO, p = 2, alpha = 0.05)
#> $J
#> [1] 404.6756
#>
#> $p0
#> [1] 0
#>
#> $pC
#> [1] 0.001361034
#>
#> $Mmin
#> [1] 4.836483
```

Here J is the *J*-statistic, p0 is the p-value of the usual *J*-test (that assumes M=0 under the null), pC is the *p*-value of the test, and Mmin is the smallest value of M that is not rejected.

If were only concerned about the validity of the demand-side instrument "demand\_firm\_-const" (number of cars produced by the same firm), then since this is the sixth instrument, an analogous analysis could be conducted as:

```
I <- vector(mode = "logical", length = nrow(eo$G))</pre>
I[6] <- TRUE
OptEstimator(eo, BO[, I, drop = FALSE], M = 1, p = 2, alpha = 0.05,
   opt.criterion = "FLCI")
#>
#>
#> Estimate Max. bias
                    SE
                               CI
#> -----
EffBounds(eo, BO[, I, drop = FALSE], M = 1, p = 2)$twosided
#> [1] 0.8593365
OptEstimator(eo, BO[, I, drop = FALSE], M = 1, p = 2, alpha = 0.05,
   opt.criterion = "Valid")
#>
#>
\#> Estimate Max. bias SE CI
#> -----
Jtest(eo, BO[, I, drop = FALSE], M = 1, p = 2, alpha = 0.05)
#> $J
#> [1] 404.6756
#>
#> $p0
#> [1] 0
#>
#> $pC
#> [1] 0
#>
#> $Mmin
#> [1] 9.767053
```

# References

Isaiah Andrews, Matthew Gentzkow, and Jesse M. Shapiro. Measuring the sensitivity of parameter estimates to sample statistics. *Quarterly Journal of Economics*, 132(4):1553–1592, November 2017.

Tim Armstrong and Michal Kolesár. Sensitivity analysis using approximate moment condition models. arXiv:1808.07387, August 2018.

Steven T. Berry, James Levinsohn, and Ariel Pakes. Automobile prices in market equilibrium. *Econometrica*, 63(4):841–890, 1995.