

Jin and Leslie (2003)

From the implementation of hygiene quality grade cards to the restaurant fronts in 1998, from the changes in the health inspection scores given by the inspectors, sensitivity to the hygiene issues of the restaurant consumers and the number of hospital admission due to foodborne illnesses, had create the main question of this paper which is “does an increase in the provision of information to consumers about the quality of firms' products cause firms to improve the quality of their products?”.

The authors then used regression to estimate the effects of grade cards and disclosure regulation on hygiene score and the effects of grade cards and disclosure regulation on $\ln(\text{quarterly restaurant revenue})$ which revealed that, relatively, there is a little difference between voluntary and mandatory disclosure, with rapid effect between years and the dominant effect of the grade card may increase competition from the lower search cost. They also revealed that the observed increase in hygienes scores came from both actual restaurant hygiene improvement and health inspectors change of behavior.

In the conclusion, the results of the study had indicated that when providing people with better information by implement standard format for disclosure, causes the change their purchase decisions and causes restaurants to improved hygiene, leads to better health for the consumers.

Borenstein (1989)

The paper aims is to estimates the importance of route and airport dominance in determining the degree of market power exercised by an airline. Borenstein used 2 different approaches in order to estimate the results, first he used cross-section to estimation of a carrier's markup over cost, and then also used a cross-section to estimate on the ratio of two observed airlines' prices on a route as a function of the ratios of the airlines' costs, service qualities, and shares of traffic on the route and at the endpoint, using regression models.

The result from the calculations dictated that an airline share on route of passengers and the endpoint airport, were responsible for the high price in markup, if the consumers want to travel between two airport under the airline dominant, they will face the higher price. although not all airlines cannot able to sustain high price for long period of time and only airline that dominated large share of the traffic route can avoid the umbrella effect that would allow the other to follow its higher price. But the forming hubs system of airlines also create more efficient use of the airplanes and other inputs, and increase the total surplus profits.