



ADVOCACY WORKING GROUP
MARKET STUDIES PROJECT

MARKET STUDIES INFORMATION STORE

SECTOR

TRANSPORT

UPDATED: JULY 2020

Information Store

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| Jurisdiction: | Brazil | | | | | | | | | | | |
| Sector: | Transport | | | | | | | | | | | |
| Market: | Container shipping market | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | 2018 | | | | | | | | | | | |
| Duration: | | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Source of idea for study: | | | | | | | | | | | | |
| Outcome: (check all relevant boxes) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the underlying problems?): | The study was inspired by recent discussions regarding associative contracts between container shipping companies. It evaluates traditional procedures that result in market concentration in the container shipping market (mergers and acquisitions, ownerships and joint ventures) aiming at clearly understanding the main competitive behaviors overserved in the market. | | | | | | | | | | | |
| Link to report: | http://www.cade.gov.br/aceso-a-informacao/publicacoes-institucionais/publicacoes-dee/caderno-mercado-de-transporte-maritimo-de-containers-versao-final.pdf | | | | | | | | | | | |
| Remarks (if any): | | | | | | | | | | | | |



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| Jurisdiction: | Brazil | | | | | | | | | | | |
| Sector: | Transport | | | | | | | | | | | |
| Market: | Taxi and paid rides | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | 2018 | | | | | | | | | | | |
| Duration: | | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Source of idea for study: | | | | | | | | | | | | |
| Outcome: (check all relevant boxes) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the underlying problems?): | The study evaluates the competition impacts of Uber entry in the market of taxi and paid rides in 590 Brazilian municipalities encompassing the period of 2014 to 2016. | | | | | | | | | | | |
| Link to report: | http://www.cade.gov.br/aceso-a-informacao/publicacoes-institucionais/dee-publicacoes-anexos/documento-de-trabalho-001-2018-uber.pdf | | | | | | | | | | | |
| Remarks (if any): | | | | | | | | | | | | |

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| Jurisdiction: | Brazil | | | | | | | | | | | |
| Sector: | Air Transport | | | | | | | | | | | |
| Market: | Civil Aviation | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | 2018 | | | | | | | | | | | |
| Duration: | | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Source of idea for study: | Own initiative | | | | | | | | | | | |
| Outcome: (check all relevant boxes) | | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the underlying problems?): | The study subsidized government discussions regarding the opening of the air transport sector to foreign investment. CADE jointly with the Federal Prosecution Service and the National Secretariat for Consumers submitted a note to the National Civil Aviation Agency of Brazil encompassing recommendations to foster competition in the sector. | | | | | | | | | | | |
| Link to report: | N/A | | | | | | | | | | | |
| Remarks (if any): | | | | | | | | | | | | |

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| Jurisdiction: | Brazil | | | | | | | | | | | |
| Sector: | Transport | | | | | | | | | | | |
| Market: | Air travel market | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | 2017 | | | | | | | | | | | |
| Duration: | | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Source of idea for study: | | | | | | | | | | | | |
| Outcome: (check all relevant boxes) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the underlying problems?): | The report provides a broad overview of the air transportation markets in Brazil, ranging from cargo to passenger transportation. Mergers and conducts in the sector are discussed in order to provide decision-makers and public officers with an historical analysis (in a case-oriented perspective) of the antitrust evolution of the sector. | | | | | | | | | | | |
| Link to report: | http://www.cade.gov.br/aceso-a-informacao/publicacoes-institucionais/publicacoes-dee/Mercado de transporte aereo de passageiros e cargas.pdf | | | | | | | | | | | |
| Remarks (if any): | | | | | | | | | | | | |

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| Jurisdiction: | Brazil | | | | | | | | | | | |
| Sector: | Transport | | | | | | | | | | | |
| Market: | Port services | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | 2017 | | | | | | | | | | | |
| Duration: | | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Source of idea for study: | | | | | | | | | | | | |
| Outcome: (check all relevant boxes) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the underlying problems?): | The study covers port services markets and presents an overview of the port sector in the Brazilian economy. It addresses relevant aspects of sectoral regulation and describes CADE's analysis and decisions in cases concerning mergers anticompetitive conducts in these markets. | | | | | | | | | | | |
| Link to report: | http://www.cade.gov.br/aceso-a-informacao/publicacoes-institucionais/dee-publicacoes-anexos/CadernosdoCadePortos26092017.pdf | | | | | | | | | | | |
| Remarks (if any): | | | | | | | | | | | | |

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| Jurisdiction: | Colombia | | | | | | | | | | | | |
| Sector: | Airline domestic transportation | | | | | | | | | | | | |
| Market: | O&D: Bogotá-Barranquilla Bogotá-Barrancabermeja Bogotá-Bucaramanga Bogotá-Cartagena Bogotá-Santa Marta | Range of Possible Outcomes | | | | | | | | | | | |
| End Date: | 20-12-2019 | | | | | | | | | | | | |
| Duration: | 1 year | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found | |
| Source of idea for study: | Consumers red flags | | | | | | | | | | | | |
| Outcome: (check all relevant boxes) | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| Reason for study (what were the underlying problems?): | <p>There are frequent claims Is highly about the airline's fares for domestic transportation in Colombia. Therefore, the Superintendence of Industry and Commerce decided to do economic screening to answer the following questions:</p> <ol style="list-style-type: none"> 1. Is the airline domestic market in Colombia segmented? 2. Are there any cartel markers in the airline domestic market in Colombia? | | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | | |
| Remarks (if any): | The Superintendence concluded that it does not exist any market segmentation in sample O&D routes in Colombia, nor any indication of a price fixing cartel. | | | | | | | | | | | | |

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| Jurisdiction: | Mexico - Federal Economic Competition Commission (COFECE) | | | | | | | | | | | |
| Sector: | Transport | | | | | | | | | | | |
| Market: | Passenger Auto Transport | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | Abril 2019 | | | | | | | | | | | |
| Duration: | One year | | | | | | | | | | | |
| Source of idea for study: | The federal passenger transportation service is the main means of public transport between cities in Mexico: in 2017 it mobilized 95.8% of public transport passengers. | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Outcome: (check all relevant boxes) | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the underlying problems?): | Improvement of the market conditions to guarantee more competition | | | | | | | | | | | |
| Link to report: | https://www.cofece.mx/wp-content/uploads/2019/04/Estudiocompetenciaautotransportefederalpasajeros.pdf#pdf | | | | | | | | | | | |
| Remarks (if any): | Study only available in Spanish language. | | | | | | | | | | | |

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| Jurisdiction: | Sweden | | | | | | | | | | | |
| Sector: | Transport | | | | | | | | | | | |
| Market: | Land and air transport | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | Feb 12, 2018 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | 9 months | | | | | | | | | | | |
| Source of idea for study: | Government commissioned inquiry | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | General concerns and monitoring of markets. Follow up of reforms. | | | | | | | | | | | |
| Link to report: | http://www.konkurrensverket.se/globalassets/publikationer/rapporter/rapport_2018-1.pdf see also http://www.konkurrensverket.se/globalassets/publikationer/uppdraagsforskning/forsk_rap_2015-7.pdf | | | | | | | | | | | |



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| Jurisdiction: | Israel | | | | | | | | | | | |
| Sector: | Transport | | | | | | | | | | | |
| Market: | Shared Transportation | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | | | | | | | | | | | | |
| Duration: | | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Source of idea for study: | | | | | | | | | | | | |
| Outcome: (check all relevant boxes) | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the underlying problems?): | Shared transportation is limited in Israel due to outdated regulation. The study reviews the shared transportation services provided in other jurisdictions, the ways in which such services could benefit Israeli passengers, as well as sets forth policy recommendations. | | | | | | | | | | | |
| Link to report: | Draft for Public Comments – Shared Transport (December 3 th , 2017) https://www.gov.il/he/departments/publications/reports/draft-coopertransportresearch (Hebrew) | | | | | | | | | | | |
| Remarks (if any): | | | | | | | | | | | | |

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| Jurisdiction: | Italy | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Local public transport | | | | | | | | | | | |
| End Date: | Ongoing | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | | | | | | | | | | |
| Duration: | 22 months (as of November 2015) | | | | | | | | | | | |
| Source of idea for study: | Crisis of the local public transport sector, partially due to its low competitiveness. | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | To check whether the current management of local public transport complies with national and European law and to assess the real level of competitiveness in the market. | | | | | | | | | | | |
| Link to report: | http://www.agcm.it/indagini-conoscitive-db/open/C12564CE0049D161/F3E960FB5A191EA2C1257C540054A35C.html | | | | | | | | | | | |

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| Jurisdiction: | Colombia | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Aeronautics Industry in Colombia | | | | | | | | | | | |
| End Date: | Ongoing | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | | | | | | | | | | |
| Duration: | 4 months | | | | | | | | | | | |
| Source of idea for study: | Own initiative | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | This document characterizes the Aeronautics sector in Colombia, making an international contextualization, a description of the situation in Colombia and leading indicators in terms of market structure and concentration with respect to airlines and airports. | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |

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| Jurisdiction: | Australia | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Airports | | | | | | | | | | | |
| End Date: | Ongoing | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Duration: | Annually since FY1997/98 | | | | | | | | | | | |
| Source of idea for study: | Directions made under s 95ZF of the CCA | | | | | | | | | | | |
| Outcome (tick relevant columns): | | | | | | | | | | | | |
| Reason for study (what were the problems)? | To monitor prices, financial performance and quality of service at major Australian airports. (Prior to 2002-03, the monitoring reports also incorporated the results of the airports' price cap compliance.) | | | | | | | | | | | |
| Link to report: | https://www.accc.gov.au/publications/airport-monitoring-reports | | | | | | | | | | | |

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| Jurisdiction: | Brazil | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Taxi and paid rides | | | | | | | | | | | |
| End Date: | 2015 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Duration: | 1 month | | | | | | | | | | | |
| Source of idea for study: | Own initiative | | | | | | | | | | | |
| Outcome (tick relevant columns): | | | | | | | | | | | | |
| Reason for study (what were the problems)? | This analysis focus on the impact of Uber's entrance in the market. | | | | | | | | | | | |
| Link to report: | http://www.cade.gov.br/upload/Rivalidade%20ap%C3%B3s%20entrada%20-%20o%20impacto%20imediato%20do%20aplicativo%20Uber%20sobre%20as%20corridas%20de%20t%C3%A1xi.pdf | | | | | | | | | | | |

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| Jurisdiction: | Brazil | Range of Possible Outcomes | | | | | | | | | |
| Market: | Taxi and paid rides | | | | | | | | | | |
| End Date: | 2015 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | | | | | | | | | |
| Duration: | 1 month | | | | | | | | | | |
| Source of idea for study: | Own initiative | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | This work is an effort of the Department of Economic Studies of CADE (DEE / CADE) to deepen the authority understanding about the individual transport of passengers market, specifically for taxis and paid rides applications. | | | | | | | | | | |
| Link to report: | http://www.cade.gov.br/upload/0%20Mercado%20de%20Transporte%20Individual%20de%20Passageiros.pdf | | | | | | | | | | |

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| Jurisdiction: | Japan | Range of Possible Outcomes | | | | | | | | | |
| Market: | logistics | | | | | | | | | | |
| End Date: | March 2015 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | | | | | | | | | |
| Duration: | 1 year | | | | | | | | | | |
| Source of idea for study: | Internal competition concern | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | In recent years, it is said that logistics companies have been faced with difficult business environments. For example, it is said that even when fuel prices increase, the shippers do not accept the fare increase and force logistics companies to continue transactions with the same price. Given such situation, the JFTC examined the actual trade practices between shippers and logistics companies to see whether or not any conduct that may constitute abuse of a superior bargaining position had been carried out. | | | | | | | | | | |
| Link to report: | (Press release and full report in Japanese only) http://www.jftc.go.jp/houdou/pressrelease/h27/mar/150311.html | | | | | | | | | | |

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| Jurisdiction: | Norway | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Taxi market | | | | | | | | | | | |
| End Date: | 2015 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | | | | | | | | | | | | |
| Source of idea for study: | Concerns that taxi market is overregulated, i.e. inhibiting entry of innovative services | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | The Norwegian taxi market is highly regulated. In urban areas with competing dispatch centrals, prices are not regulated, but there are barriers to entry based on licencing by the county authorities. The assessment is based on whether or not there is a need for new taxi licenses. In the rest of the country, such restrictions are combined with price regulations. The results are in both cases markets out of balance, with little flexibility in supply. In this report, the NCA argues i.e. that with a high penetration of smart phones, thus, the information asymmetry argument for regulation loosing its validity, time has come to reassess regulations so that they are adapted to a modern reality. | | | | | | | | | | | |
| Link to report: | http://www.konkurransetilsynet.no/globalassets/filer/publikasjoner/rapporter/rapport_drosjemarked-for-fremtiden.pdf (in Norwegian) | | | | | | | | | | | |

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| Jurisdiction: | Spain | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Airport Sector | | | | | | | | | | | |
| End Date: | July, 2014 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | | | | | | | | | | | | |
| Source of idea for study: | The recent partial privatization of AENA, the public corporation that owns the vast majority of Spanish airports. | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | <ul style="list-style-type: none"> • Over-capacity of the airports, which is perceived as a barrier to entry in the market, along with other economic and technical barriers. • The sector suffers from inefficient centralized decisions on fares and a lack of development of commercial revenues. • Liberalization strategy should allow the entrance of private capital. Also, dividing the airport system in asymmetric, non-regional lots should be analyzed. | | | | | | | | | | | |
| Link to report: | http://cnmc.es/Portals/0/Ficheros/Promocion/Informes y Estudios Sectoriales/2014/140703 E CNMC 0002_14 Estudio aeroportuario integrado.pdf | | | | | | | | | | | |

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| Jurisdiction: | France | Range of Possible Outcomes | | | | | | | | | |
| Market: | Interregional coach transport services | | | | | | | | | | |
| End Date: | February 2014 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | | | | | | | | | |
| Duration: | 15 months | | | | | | | | | | |
| Source of idea for study: | Internal | | | | | | | | | | |
| Outcome (tick relevant columns): | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | | | | | | | | | | |
| Reason for study (what were the problems)? | <p>The Autorité opened on its own initiative an extensive market study into the workings of domestic inter-regional coach transportation services, in view of the small share of passenger transport in France, despite its many advantages and the excellent condition of the road network.</p> <p>In its opinion, it found that the sector was subject to exceedingly restrictive regulations, which hindered the development of market operators and prevented them from meeting an existing demand. The main constraint was that domestic interregional services could only be provided if ancillary to a regular international service. (so-called "cabotage").</p> <p>Operators were also subject to a lengthy and relatively opaque authorisation process. Finally, a competition issue was identified in that access to coach stations was uneasy and subject to rules that were uneven and lacked in transparency</p> <p>The Autorité issued a three-fold series of recommendations:</p> <ul style="list-style-type: none"> - easing up the conditions to access the market and lifting the unduly burdensome "cabotage" requirement; - securing fair, non-discriminatory and transparent conditions of access to coach stations; - setting up an independent, multi-modal regulator to implement this new regulatory framework in an objective manner. <p>Policymakers followed in full the Autorité's proposals in a 2015 statute law that immediately brought about tangible results –within one month of the new law coming into effect, twice as many passengers travelled on a coach than over the whole preceding year.</p> | | | | | | | | | | |
| Link to report: | <p>Press release in English http://www.autoritedelaconurrence.fr/user/standard.php?id_rub=592&id_article=2687</p> <p>Full opinion in French http://www.autoritedelaconurrence.fr/pdf/avis/14a05.pdf</p> | | | | | | | | | | |

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| Jurisdiction: | El Salvador | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Passenger air transport | | | | | | | | | | | |
| End Date: | 27th November 2013 DECISION DATE | | | | | | | | | | | |
| Duration: | Start date (contract): October/2011 End date (decision): November/2013 | | | | | | | | | | | |
| Source of idea for study: | In April, 2009, the findings of two Studies on the competition conditions of the passenger air transport sector in Central America produced by the ECLAC (Economic Commission for Latin America and The Caribbean) were known. Afterwards the SC created a profile for the passenger and freight air transport services in El Salvador, which concluded in March, 2011. From its findings, the SC determined that it was necessary to conduct a market study to analyze the performance and competition conditions of the air passenger transport in El Salvador. | | | | | | | | | | | |
| Outcome (tick relevant columns): | | | | | | | | | | | | Competition Enforcement |
| Reason for study (what were the problems)? | The general objective of the study is to diagnose the competition conditions in the passenger air transport, which includes, among others, the identification of the main variables that influence its supply and demand, the determination of relevant markets and the existence of agents with a dominant position or market power, and the analysis of the legal framework that influences the competition conditions of the activities involved. | | | | | | | | | | | |

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| Link to report: | http://www.sc.gob.sv/pages.php?Id=1142 Decision: http://www.sc.gob.sv/pages.php?Id=1422 |
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| Jurisdiction: | Colombia | | | | | | | | | | | |
| Market: | Port Industry in Colombia | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | 2013 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Duration: | 4 months | | | | | | | | | | | |
| Source of idea for study: | Own initiative | | | | | | | | | | | |
| Outcome (tick relevant columns): | | | | | | | | | | | | |
| Reason for study (what were the problems)? | An integration between the Port Regional Society of Buenaventura, Buenaventura Specialized Container Terminal and port operators was authorized by the Superintendence of Industry and Commerce. In this line, the aim of the study is to analyse the impact of the integration on efficiency and competition. | | | | | | | | | | | |
| Link to report: | http://www.sic.gov.co/drupal/recursos_user/documentos/promocion_competencia/Estudios_Economicos/Estudios_Economicos/Estudios_Mercado_Puertos.pdf | | | | | | | | | | | |

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| Jurisdiction: | Spain | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Rail Freight Transport | | | | | | | | | | | |
| End Date: | May, 2013 | Competition Enforcement <input type="checkbox"/> | Consumer Enforcement <input type="checkbox"/> | Consumer Education <input type="checkbox"/> | Business Education <input type="checkbox"/> | Voluntary Business Compliance <input checked="" type="checkbox"/> | Voluntary Business Action <input checked="" type="checkbox"/> | Recommendations to Government for Changes in the Law <input checked="" type="checkbox"/> | Recommendations to Government to Change Market Structure <input checked="" type="checkbox"/> | Recommendations for Changes to Government Policy <input checked="" type="checkbox"/> | Referral to Third Parties <input type="checkbox"/> | No Problems Found <input type="checkbox"/> |
| Duration: | 1 year | | | | | | | | | | | |
| Source of idea for study: | Previous reports of draft legislation identified potential barriers to enter the market and the persistence of certain advantages in the regulations favoring the incumbent. | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | <ul style="list-style-type: none"> • Low level of effective competition in rail freight transport in Spain • RENFE-Operadora has significant market power in the rail freight market but also in the provision of rail freight services. In addition, there exists a weak competitive structure in the provision of services at logistics terminals. • Procedures to obtain and renew the qualifying permits are burdensome and lengthy. • Rail freight transport in Spain is underdeveloped and has low efficiency level. • Poor development of infrastructure and intermodal transport. • RENFE-Operadora enjoys some significant advantages and has significant links with ADIF and with the Ministry of Development. | | | | | | | | | | | |
| Link to report: | http://www.cnmc.es/Portals/0/Ficheros/Promocion/Informes_y_Estudios_Sectoriales/2013/CNC_TRANSPORTE%20FERROCARRIL.pdf | | | | | | | | | | | |

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| Jurisdiction: | Ireland | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Ports | | | | | | | | | | | |
| End Date: | 2013 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | | | | | | | | | | |
| Duration: | 12 months | | | | | | | | | | | |
| Source of idea for study: | Minister for Jobs, Enterprise and Innovation requested a study of competition in the Irish Ports Sector | | | | | | | | | | | |
| Outcome (tick relevant columns): | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | As an island nation, Ireland is heavily dependent on its ports. Any restrictions on competition in the ports sector can increase the cost of trade and damage Ireland's competitiveness. | | | | | | | | | | | |
| Link to report: | http://www.ccpc.ie/competition-irish-ports | | | | | | | | | | | |

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| Jurisdiction: | Poland | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Transport of goods by rail | | | | | | | | | | | |
| End Date: | September 2012 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | | | | | | | | | | |
| Duration: | 24 months | | | | | | | | | | | |
| Source of idea for study: | | | | | | | | | | | | |
| Outcome (tick relevant columns): | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | The main problem analysed during the market study was delimitation of the relevant market or markets covering transport of goods by rail. The definition so far used by UOKiK had been questioned by railway companies. UOKiK had to decide whether it was justified to separate rail freight market into block trains and single wagon load trains. | | | | | | | | | | | |
| Link to report: | http://www.uokik.gov.pl/download.php?plik=12502 | | | | | | | | | | | |

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| Jurisdiction: | Colombia | Range of Possible Outcomes | | | | | | | | | |
| Market: | Automobile Industry in Colombia | | | | | | | | | | |
| End Date: | July 2012 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | | | | | | | | | |
| Duration: | 4 months | | | | | | | | | | |
| Source of idea for study: | Own initiative | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | <p>In the last decade, the automotive sector has been one of the most dynamic and internationally. Particularly, it has been one of sectors that showed more significant recovery after the financial crisis in 2007. This document makes a characterization of the sector in Colombia and analyses policy issues associated with consumer protection, intellectual property, and competition in the light of recent free trade agreements.</p> | | | | | | | | | | |
| Link to report: | http://www.sic.gov.co/drupal/recursos_user/documentos/Estudios-Academicos/Documentos-Elaborados-Grupo-Estudios-Economicos/1_Estudio_Sector_Automotor_Colombia_Julio_2012.pdf | | | | | | | | | | |

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| Jurisdiction: | Pakistan | Range of Possible Outcomes | | | | | | | | | |
| Market: | Aviation | | | | | | | | | | |
| End Date: | April, 2012 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | | | | | | | | | |
| Duration: | 09 Months | | | | | | | | | | |
| Source of idea for study: | Internal | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | <p>The reason of study was to gain in-depth understanding of how the sector is working.</p> | | | | | | | | | | |
| Link to report: | http://cc.gov.pk/images/Downloads/research_and_publications/final_aviation_report_5_april_2012_v2.pdf | | | | | | | | | | |

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| Jurisdiction: | Norway | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Domestic air traffic | | | | | | | | | | | |
| End Date: | 2011 | Competition Enforcement <input type="checkbox"/> | Consumer Enforcement <input type="checkbox"/> | Consumer Education <input type="checkbox"/> | Business Education <input type="checkbox"/> | Voluntary Business Compliance <input type="checkbox"/> | Voluntary Business Action <input type="checkbox"/> | Recommendations to Government for Changes in the Law <input type="checkbox"/> | Recommendations to Government to Change Market Structure <input type="checkbox"/> | Recommendations for Changes to Government Policy <input checked="" type="checkbox"/> | Referral to Third Parties <input type="checkbox"/> | No Problems Found <input type="checkbox"/> |
| Duration: | | | | | | | | | | | | |
| Source of idea for study: | The study was prepared for the Ministry of Government Administration, Reform and Church Affairs | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | <p>The ban on frequent flyer or loyalty programs for most domestic airline routes in Norway was introduced in 2002. In the report to the Ministry, the NCA recommends continuing the ban on frequent flyer or loyalty programs for most domestic airline routes in Norway, but is proposing to repeal the ban on the three largest city pairs, Oslo-Bergen, Oslo-Trondheim and Oslo-Stavanger. The Competition Authority considers that the competition is sufficiently robust in these three busiest domestic air routes to recommend that they are excluded from the prohibition on earning points in loyalty programs. The major distinction in the Norwegian aviation market is between those airline passengers who face a monopoly and those who face competition. A full repeal of the ban on frequent flyer programs could lead to a significantly diminished schedule of flights and more monopoly routes. However, each of the three routes where the Competition Authority suggests that the ban can be removed serves well over a million passengers annually. The NCA considered it unlikely that the airlines will reduce their capacity significantly on these routes if earning loyalty points is allowed. The recommendations was based on a competition economics analysis of the effects of the loyalty programs on competition in Norwegian air traffic. Based on this assessment, the NCA also examined whether there is legal authority to maintain a prohibition within the framework of the Section 14 of the Competition Act.</p> | | | | | | | | | | | |
| Link to report: | Please contact the NCA to obtain more information | | | | | | | | | | | |

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| Jurisdiction: | Slovak Republic | Range of Possible Outcomes | | | | | | | | | |
| Market: | Railway transport services | | | | | | | | | | |
| End Date: | 2011 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Duration: | | | | | | | | | | | |
| Source of idea for study: | | | | | | | | | | | |
| Outcome (tick relevant columns): | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | The liberalization and the changes in the railway market, identification of main competition problems. | | | | | | | | | | |
| Link to report: | http://www.antimon.gov.sk/data/att/367.pdf | | | | | | | | | | |

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| Jurisdiction: | Estonia | Range of Possible Outcomes | | | | | | | | | |
| Market: | Taxi service | | | | | | | | | | |
| End Date: | June 2010 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Duration: | 6 months | | | | | | | | | | |
| Source of idea for study: | Public resources | | | | | | | | | | |
| Outcome (tick relevant columns): | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | Tallinn City Government and Kuressaare City Government practice on issuing the taxi stops permits which limits the competition | | | | | | | | | | |
| Link to report: | No available | | | | | | | | | | |

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| Jurisdiction: | Estonia | Range of Possible Outcomes | | | | | | | | | | | |
| Market: | long-distance regular bus service | | | | | | | | | | | | |
| End Date: | June 2010 | <table border="1"> <tr> <td>Competition Enforcement</td> <td>Consumer Enforcement</td> <td>Consumer Education</td> <td>Business Education</td> <td>Voluntary Business Compliance</td> <td>Voluntary Business Action</td> <td>Recommendations to Government for Changes in the Law</td> <td>Recommendations to Government to Change Market Structure</td> <td>Recommendations for Changes to Government Policy</td> <td>Referral to Third Parties</td> <td>No Problems Found</td> </tr> </table> | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Competition Enforcement | Consumer Enforcement | | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found | | |
| Duration: | 6 months | | | | | | | | | | | | |
| Source of idea for study: | Public resources | | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Reason for study (what were the problems)? | <p><i>In the last seven years the main aspect assessed upon granting permits for a long-distance regular service has been the issue of whether the line permit would interfere with the currently provided regular services in economic terms. In the opinion of the Competition Authority the provisions of the Public Transport Act § 41 (2)(2) constitute a very exceptional mechanism, which has not been specified in any other fields of business.</i></p> | | | | | | | | | | | | |
| Link to report: | http://www.konkurentsiamet.ee/public/AnnualReports/_ANNUAL_REPORT_2010_ECA.pdf page 24 | | | | | | | | | | | | |

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| Jurisdiction: | Spain | Range of Possible Outcomes | | | | | | | | | | | |
| Market: | Public concessions on national inter-city bus lines for passengers | | | | | | | | | | | | |
| End Date: | March, 2010 | <table border="1"> <tr> <td>Competition Enforcement</td> <td>Consumer Enforcement</td> <td>Consumer Education</td> <td>Business Education</td> <td>Voluntary Business Compliance</td> <td>Voluntary Business Action</td> <td>Recommendations to Government for Changes in the Law</td> <td>Recommendations to Government to Change Market Structure</td> <td>Recommendations for Changes to Government Policy</td> <td>Referral to Third Parties</td> <td>No Problems Found</td> </tr> </table> | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Competition Enforcement | Consumer Enforcement | | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found | | |
| Duration: | 1 year | | | | | | | | | | | | |
| Source of idea for study: | Follow up on 2008 study on inter-city bus services for passengers | | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Reason for study (what were the problems)? | <ul style="list-style-type: none"> Public Concessions are often automatically renewed, which could limit the effective competition and increase the barriers to enter, foreclosing the market to new entrants. Follow up on the implementation of <i>EC Regulation 1370/2007 on public passenger transport services by rail and by road</i> by public authorities and operators in the Spanish market. | | | | | | | | | | | | |
| Link to report: | http://www.cnmc.es/Portals/0/Ficheros/Promocion/Informes_y_Estudios_Sectoriales/2010/100322%20Informe%20general%20situacion%20concesiones%20esatales%20autobus.pdf | | | | | | | | | | | | |

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| Jurisdiction: | Spain | | | | | | | | | | | |
| Market: | Public concessions on regional inter-city bus services for passengers | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | March, 2010 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | 1 year | | | | | | | | | | | |
| Source of idea for study: | Follow up on the implementation of <i>EC Regulation 1370/2007 on public passenger transport services by rail and by road</i> by regional authorities | | | | | | | | | | | |
| Outcome (tick relevant columns): | | | | | | | | | | | | |
| Reason for study (what were the problems)? | <ul style="list-style-type: none"> Public Concessions are often automatically renewed, which could limit the effective competition and increase the barriers to enter, foreclosing the market to new entrants. The rules governing public concessions are heterogeneous among the regions and not fully in line with the rules at national level. There is risk of a circumventing the implementation of <i>EC Regulation 1370/2007 on public passenger transport services by rail and by road</i> by regional authorities. | | | | | | | | | | | |
| Link to report: | http://www.cnmc.es/Portals/0/Ficheros/Promocion/Informes_y_Estudios_Sectoriales/2010/100322%20Informe%20general%20situacion%20concesiones%20auton%C3%83%C6%92%C3%82%C2%B3micas%20autobus.pdf | | | | | | | | | | | |

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| Jurisdiction: | Estonia | | | | | | | | | | | |
| Market: | Airport charges | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | January 2010 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | 4 months | | | | | | | | | | | |
| Source of idea for study: | Market participants | | | | | | | | | | | |
| Outcome (tick relevant columns): | | | | | | | | | | | | |
| Reason for study (what were the problems)? | The level of airport charges in Tallinn (Estonia) and Riga (Latvia). | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |

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| Jurisdiction: | Honduras | | | | | | | | | | | |
| Market: | Freight shipping transportation services | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | | | | | | | | | | | | |
| Source of idea for study: | Internal | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | To look into high rates of freight transportation services which are causing high import costs. | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |

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| Jurisdiction: | Poland | | | | | | | | | | | |
| Market: | Air transport market | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | 2010 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | | | | | | | | | | | | |
| Source of idea for study: | | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | Assessment of competition and market structure 5 years after its liberalisation. | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |

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|---|---|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| Jurisdiction: | Spain | | | | | | | | | | | |
| Market: | Railway | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | December 2009 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Duration: | 2 weeks | | | | | | | | | | | |
| Source of idea for study: | Request by the Spanish Ministry for Development Transport | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | <p>Studies:</p> <p>(1) ADIF Statutes. ADIF is the state-owned company in charge of the management and development of railway infrastructures.</p> <p>(2) Royal Decree Omnibus: Railroad Sector.</p> <p>The reports were released in the context of the transposition of the EU Services Directive into Spanish law.</p> <p>The main problems identified are the following: lack of transparency of price regulation, administrative entry barriers for access to the activity, dominant undertaking's privilege position, non-market oriented sector regulation.</p> <p>Reports in full (only in Spanish):</p> | | | | | | | | | | | |
| Link to report: | <p>http://cnmc.es/es-es/promoci%C3%B3n/informessobrenormativa.aspx?num=IPN%20031/09&ambito=Informes%20de%20Propuestas%20Normativas&b=&p=142&ambitos=Informes%20de%20Propuestas%20Normativas&estado=0&sector=0&av=0</p> <p>http://cnmc.es/es-es/promoci%C3%B3n/informessobrenormativa.aspx?num=IPN%20030/09&ambito=Informes%20de%20Propuestas%20Normativas&b=&p=143&ambitos=Informes%20de%20Propuestas%20Normativas&estado=0&sector=0&av=0</p> | | | | | | | | | | | |

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| Jurisdiction: | UK | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Local Bus Services | | | | | | | | | | | |
| End Date: | August 2009 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | 5 months | | | | | | | | | | | |
| Source of idea for study: | In-house | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Reason for study (what were the problems)? | <p>The following factors influenced the OFT's decision to carry out this market study:</p> <ul style="list-style-type: none"> evidence from merger enquiries that suggested that local markets were more profitable once they were monopolised our investigation of and decision against Cardiff Bus for predatory behaviour and a number of other allegations of exclusionary behaviour in bus markets across the UK, and concerns about the rising cost of bus services, both for commercial services and for supported services, and whether this may be, in part, related to weak competition. | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |

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| Jurisdiction: | Honduras | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Freight and Passengers Transportation Services | | | | | | | | | | | |
| End Date: | June 2009 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | 7 months | | | | | | | | | | | |
| Source of idea for study: | Internal | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | <p>Only a few enterprises serving the most important routes of the country - possibly causing market distortion on the suppliers side and damage to the users.</p> | | | | | | | | | | | |

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| Jurisdiction: | Poland | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Organisation of public transport in selected cities | | | | | | | | | | | |
| End Date: | 2009 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | 10 months | | | | | | | | | | | |
| Source of idea for study: | | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | UOKiK's Department of State Aid Monitoring asked for an analysis of organisation of public transport in a group of selected cities. | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |

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| Jurisdiction: | UK | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Isle of Wight Ferry Services | | | | | | | | | | | |
| End Date: | June 2009 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | 4 months | | | | | | | | | | | |
| Source of idea for study: | Complaint received by the OFT | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Reason for study (what were the problems)? | <p>The complaint raised the following points of concern:</p> <ul style="list-style-type: none"> • There was a lack of competition between ferry operators which was accentuated by high barriers to entry • Prices were too high • The quality of service was declining • The companies involved were making very high profits • The ownership and financing arrangements of the companies were predicated on significant future increases in prices and profitability. | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |

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| Jurisdiction: | Honduras | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Air Transportation of Passenger Service | | | | | | | | | | | |
| End Date: | May 2009 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | 8 months | | | | | | | | | | | |
| Source of idea for study: | Internal | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | A notorious price difference arising in international routes that have traditionally been the same price. | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |

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| Jurisdiction: | UK | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Rolling Stock Leasing | | | | | | | | | | | |
| End Date: | April 2009 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | 2 years | | | | | | | | | | | |
| Source of idea for study: | Referred to the CC by the Office of Rail Regulation (ORR) under section 131 of the Enterprise Act 2002 | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | <p>There is a shortage of alternative rolling stock solutions available to the Train Operating Companies (TOCs) when bidding for passenger railway franchises.</p> <p>The interaction between the franchising system and the leasing of rolling stock for franchised services determines many aspects of the structure of the market.</p> <p>Rolling stock leasing companies (ROSCOs) in many cases have weakened incentives to compete on lease rentals of used rolling stock.</p> <p>Barriers to entry into the market(s) for the leasing of rolling stock to franchised passenger services, whether entering using new or particularly used rolling stock, are high.</p> | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |

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| Jurisdiction: | Spain | | | | | | | | | | | |
| Market: | Ports | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | April 2009 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | 10 days | | | | | | | | | | | |
| Source of idea for study: | Own initiative. <u>Study:</u> Report on the Draft Bill on Ports | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | http://cnmc.es/es-es/promoci%C3%B3n/informessobrenormativa.aspx?num=IPN%20006/09&ambito=Informes%20de%20Propuestas%20Normativas&b=&p=120&ambitos=Informes%20de%20Propuestas%20Normativas&estado=0&sector=0&av=0 | | | | | | | | | | | |
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| Jurisdiction: | UK | Range of Possible Outcomes | | | | | | | | | |
| Market: | BAA Airports | | | | | | | | | | |
| End Date: | March 2009 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Duration: | 2 years | | | | | | | | | | |
| Source of idea for study: | Referred to the CC by the OFT under sections 131 and 133 of the Enterprise Act 2002 | | | | | | | | | | |
| Outcome (tick relevant columns): | | | | | | | | | | | |
| Reason for study (what were the problems)? | <p>Arising from Common ownership</p> <ul style="list-style-type: none"> - Common ownership of Edinburgh and Glasgow airports - Common ownership of the three BAA London Airports - Common ownership of Southampton and both Heathrow and Gatwick - Common ownership of the BAA London airports restricts competition between airports through its effects on capacity constraints and exacerbates the inadequacies of the regulatory system <p>Heathrow's position as the only significant hub airport in the South-East and the UK restricts competition between airports for some airlines.</p> <p>Aberdeen's comparatively isolated geographical position relative to other centres of population combined with other general factors that make it unattractive to serve a catchment of Aberdeen's size with more than one airport and so deter market entry.</p> <p>Aspects of planning restrictions and Government policy contribute to the current capacity constraints at the BAA London airports.</p> <p>The current system of regulation of airports distorts competition between airlines.</p> <p>The current London Air Traffic Distribution Rules which prevent the operation of new cargo services from Heathrow and Gatwick at peak times restrict competition between airports and cargo airlines.</p> | | | | | | | | | | |
| Link to report: | | | | | | | | | | | |

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| Jurisdiction: | Korea | | | | | | | | | | | | |
| Market: | Aviation Industry | Range of Possible Outcomes | | | | | | | | | | | |
| End Date: | December 2008 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Duration: | 9 months | | | | | | | | | | | | |
| Source of idea for study: | National Assembly, media, consumer group | | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | <p>The aviation industry:</p> <ul style="list-style-type: none"> • has lots of regulations such as the license system, price authorization system, • high possibility of competition restrictive activities such as cartels due to its oligopolized market structure • is closely related to people's daily lives considering that the air-mileage issue which brings up the needs for consumer right protection. <p>So the KFTC tried to reform related regulations of the regulatory body and induced economic entities' self-correction.</p> | | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | | |

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| Jurisdiction: | US - DOJ | | | | | | | | | | | | |
| Market: | Airline Competition | Range of Possible Outcomes | | | | | | | | | | | |
| End Date: | October 2008 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Duration: | 1 day workshop | | | | | | | | | | | | |
| Source of idea for study: | | | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | <p>This 2008 workshop on academic research addressed developments in airline antitrust and competition 30 years after deregulation. The sessions covered regulatory reform in the airline industry, financial volatility, recent trends, and entry.</p> | | | | | | | | | | | | |
| Link to report: | http://www.justice.gov/atr/airline-competition-workshop-agenda | | | | | | | | | | | | |

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| Jurisdiction: | Spain | | | | | | | | | | | |
| Market: | Intercity Passenger Transport by Bus | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | July 2008 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | 10 months | | | | | | | | | | | |
| Source of idea for study: | Own initiative <u>Study:</u> Competition in Intercity Passenger Transport by Bus | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | <p>The aim of the report was to analyse the regulatory framework for access to the market for regular and ongoing passenger transport by bus. The current concession system only allows competition at the time of the public bid.</p> <p>The report tries to find ways to improve the level of competition in the bids, especially after some mergers in the sector were made during 2007. It was a crucial time for the sector since most of the concessions would expire shortly and EU Regulation 1370/2007 on Public Passenger Transport Services by Rail and by Road came into force end 2009.</p> | | | | | | | | | | | |
| Link to report: | http://www.cnmc.es/Portals/0/Ficheros/Promocion/Informes y Estudios Sectoriales/2008/autobus.pdf | | | | | | | | | | | |

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| Jurisdiction: | Spain | | | | | | | | | | | |
| Market: | Carriage of Goods by Road | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | July 2008 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | 1 month | | | | | | | | | | | |
| Source of idea for study: | Spanish Ministry of Development <u>Study:</u> Report on the fixing of minimum tariffs for carriage of goods by road. | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | The sector was asking the Government to fix minimum tariffs for the services. | | | | | | | | | | | |
| Link to report: | http://www.cnmc.es/Portals/0/Ficheros/Promocion/Informes y Estudios Sectoriales/2008/mercancias.pdf | | | | | | | | | | | |

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| Jurisdiction: | Poland | | | | | | | | | | | |
| Market: | Freight Transport | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | 2008 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Duration: | | | | | | | | | | | | |
| Source of idea for study: | | | | | | | | | | | | |
| Outcome (tick relevant columns): | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | UOKiK's earlier antitrust proceeding. | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |

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| Jurisdiction: | Denmark | | | | | | | | | | | |
| Market: | Danish Taxi Industry | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | October 2007 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Duration: | 7 months | | | | | | | | | | | |
| Source of idea for study: | Internal competition concerns | | | | | | | | | | | |
| Outcome (tick relevant columns): | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | | | | | | | | | | | | |
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| Jurisdiction: | India | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Passenger Transportation | | | | | | | | | | | |
| End Date: | July 2007 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | 16 months | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Source of idea for study: | CCI Advisory Committee on Market Studies | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | To assess the state of competition in passenger transportation and to suggest measures to enhance competition and better services to the passengers. | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |

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| Jurisdiction: | India | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Road Goods Transport Industry | | | | | | | | | | | |
| End Date: | April 2007 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | 21 months | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Source of idea for study: | Suggested by the CCI Advisory Committee on Market Studies | | | | | | | | | | | |
| Outcome (tick relevant columns): | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | Mainly to analyse the competition issues in the Road Goods Transport Industry in India with special reference to the Mumbai Metropolitan Region and to understand the supposedly competitive nature of the market for general road freight transport services with a view to examining the role of different players in the industry in fixation of tariffs. | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |

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|---|---|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| Jurisdiction: | UK | | | | | | | | | | | |
| Market: | UK Airports | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | March 2007 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Duration: | 10 months | | | | | | | | | | | |
| Source of idea for study: | Internal competition concerns | | | | | | | | | | | |
| Outcome (tick relevant columns): | | | | | | | | | | | | |
| Reason for study (what were the problems)? | <p>OFT carried out a study with a view to deciding whether or not to make a market investigation reference. It examined the scope for benefits to arise from enhanced competition between airports (e.g. via divestment of airports) or from enhanced competition within airports (e.g. via divestment or long term lease of terminals or runways within an airport). It also looked at the constraints which may limit increased competition, such as short-term capacity constraints, longer-term planning restrictions, price regulation and the restrictions on trading of landing/take-off slots. The geographic scope of the study was the South East of England and Scotland and the North of England.</p> | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |

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|---|---|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| Jurisdiction: | Turkey | | | | | | | | | | | |
| Market: | Intercity passenger (road) transport | Range of Possible Outcomes | | | | | | | | | | |
| End Date: | January 2006 | Competition Enforcement Consumer Enforcement Consumer Education Business Education Voluntary Business Compliance Voluntary Business Action Recommendations to Government for Changes in the Law Recommendations to Government to Change Market Structure Recommendations for Changes to Government Policy Referral to Third Parties No Problems Found | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Duration: | 6 months | | | | | | | | | | | |
| Source of idea for study: | Numerous complaints from customers and undertakings | | | | | | | | | | | |
| Outcome (tick relevant columns): | | | | | | | | | | | | |
| Reason for study (what were the problems)? | <p>As a result of structural problems and demand-supply imbalance in the market, there were many complaints regarding regional anti-competitive agreements between companies operating in the market of intercity passenger (road) transport, in particular as to price fixing and market sharing. In order to determine actual reasons for these chronic violations and to assess complaints properly, a market study was conducted.</p> | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |

ADVOCACY WORKING GROUP
MARKET STUDIES PROJECT

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|---|--|-----------------------------------|-----------------------------|---------------------------|---------------------------|--------------------------------------|----------------------------------|---|---|---|----------------------------------|--------------------------|
| Jurisdiction: | Zambia | Range of Possible Outcomes | | | | | | | | | | |
| Market: | Competition at Mpulungu Harbour | | | | | | | | | | | |
| End Date: | 2003 | Competition Enforcement | Consumer Enforcement | Consumer Education | Business Education | Voluntary Business Compliance | Voluntary Business Action | Recommendations to Government for Changes in the Law | Recommendations to Government to Change Market Structure | Recommendations for Changes to Government Policy | Referral to Third Parties | No Problems Found |
| Duration: | | | | | | | | | | | | |
| Source of idea for study: | Essential facilities doctrine | | | | | | | | | | | |
| Outcome (tick relevant columns): | | √ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | √ | √ | √ | <input type="checkbox"/> | <input type="checkbox"/> |
| Reason for study (what were the problems)? | The operator was not granting equal access to the essential facility to its competitors. | | | | | | | | | | | |
| Link to report: | | | | | | | | | | | | |