DIRECTORATE FOR FINANCIAL, FISCAL AND ENTERPRISE AFFAIRS
COMMITTEE ON COMPETITION LAW AND POLICY

Working Party No. 2 on Competition and Regulation

DRAFT AGENDA OF THE 17th MEETING

To be held at the Château de la Muette, Paris
Starting at 9:30 am on 27 October 2000
DRAFT AGENDA

SEVENTEENTH MEETING OF WORKING PARTY No. 2
27 October 2000

I. ADOPTION OF DRAFT AGENDA

II. APPROVAL OF DRAFT SUMMARY RECORD FROM LAST MEETING

For Information:

- List of participants
- Aide memoire of the roundtable discussion on Pharmaceuticals
- Executive summary of the roundtable on Pharmaceuticals
- Aide memoire of the discussion on a possible recommendation on vertical separation of regulated firms

III. ROUNDTABLE ON REGULATION AND COMPETITION ISSUES IN ROAD TRANSPORT

1. Trucking
2. Buses and Coaches
3. Taxis

For Discussion:

Country contributions from competition authorities:

- Australia
- Czech Republic
- Italy
- Japan
- Netherlands
- Norway
- Spain
- Turkey
- Poland
IV. VERTICAL SEPARATION IN REGULATED INDUSTRIES

a) Draft Council Recommendation on Vertical Separation

For Discussion:


b) CLP/WP2 Report on Vertical Separation in Regulated Industries

For Discussion:

-- Revised background paper DAFFE/CLP/WP2(2000)8

For Information:

-- Czech Republic DAFFE/CLP/WP2/WD(2000)41
-- Finland DAFFE/CLP/WP2/WD(2000)40
-- Ireland DAFFE/CLP/WP2/WD(2000)42
-- Mexico DAFFE/CLP/WP2/WD(2000)45
-- Switzerland DAFFE/CLP/WP2/WD(2000)38

V. REGULATORY REFORM

Review of Ireland

For discussion:

-- Note by the Secretariat DAFFE/CLP/WP2(2000)9

VI. OTHER BUSINESS

ANOTATIONS

Item III.

The Working Party will hold a roundtable discussion on regulation and competition issues in road transport, based on country submissions, a background paper prepared by the Secretariat DAFFE/CLP/WP2(2000)7 and with the contribution of transport policy-makers. The following questions will be explored:

(1) Trucking

- Are all segments of the trucking industry equally competitive? In which segments of this industry is concentration highest? Is there a tendency towards increasing concentration in some markets such as the less-than-truckload market? Is this concentration cause for concern?

- What lessons can be drawn from the experience of those countries which have liberalised the trucking sector? What benefits have resulted from liberalisation? What problems have arisen? What conclusions can be drawn for those countries which have not yet fully liberalised?

- What is the best way forward for the liberalisation of international trade in trucking services?

- Does the pursuit of other regulatory objectives (e.g., the protection of the environment, the pursuit of safety or prevention of road congestion) affect the level of competition in trucking?

- Is the trucking industry subject to special treatment under OECD competition laws? What competition cases have arisen following liberalisation?

(2) Buses and Coaches

- Are economies of scale and scope important in long-distance bus services? Can this market sustain effective competition? What forms of competition emerge in the absence of regulation? What are the barriers to competition in this market?

- Why are local bus services usually treated differently to long-distance bus services? Can this market sustain effective competition? Would the definition and enforcement of “curb rights” facilitate competition in this market? What are the strengths and weaknesses of using competitive tendering to select bus operators?

- What lessons can be drawn from those countries that have liberalised the bus sector (either local or long-distance)? What principles should high-quality regulatory reform follow in this sector?
• What competition cases have arisen in liberalised markets? How have these cases been addressed?

(3) Taxis

• Are all segments of the taxi market naturally competitive? In which segments is competition less effective? Why is competition less effective in these segments? What can be done about it?

• What has been the experience of those countries that have liberalised the taxi market? What principles should high-quality regulatory reform follow in this sector?

• What competition cases have arisen in taxi markets?

Item IV.

Following the discussion which took place during the fifteenth meeting of WP2, several countries made written contributions describing their experience with separation. These experiences have been included within the report [DAFFE/CLP/WP2(2000)8] which is also submitted to the Working Party for discussion. A revised version of the OECD recommendation on vertical separation [DAFFE/CLP/WP2(2000)2REV2] has also been prepared.

Item V.

The Working Party will carry out a regulatory reform country review of Ireland, based on a chapter prepared by the Secretariat [DAFFE/CLP/WP2(2000)9]. The sectors specifically addressed in this chapter are professional services, electricity and gas. The review will be lead by two examining countries. There will also be an opportunity for delegates to directly pose questions to the country under review. The review is scheduled to last two hours.

Item VI.

In order to plan the work of the Working Party over the next year, delegates will be asked to express their views on possible future roundtables. A list of possible future topics is set out in document DAFE/CLP/WP2(2000)10.