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The Commission's recent decisional practice has specified further the conditions under which State aid to maritime transport through tonnage taxation schemes can be considered compatible with the internal market. The present article analyses those developments with particular respect to the vessels that are eligible, as well as the treatment of charter-in and charter-out operations.

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In *EasyPay and Finance Engineering* (C-185/14), the CJEU has revisited the concept of undertaking for the purposes of the application of EU competition law. It has clarified the test applicable to economic agents engaging in "mixed" economic and non-economic activities. The *EasyPay* test determines that, in order not to be qualified as "economic" because of its links with another activity that fulfils an exclusively social and entirely non-profit making function based on the principle of solidarity, an activity must be inseparably connected to it by its nature, its aims and the rules to which it is subject. In the article, we discuss how the CJEU has arguably given a stricter interpretation and adopted a less lenient approach to the severability or separation of activities than in previous cases like *FENIN*, *Selex* or *Compass-Datenbank*. Beyond that general discussion, the article focuses on the potential implications of the *EasyPay* test in the area of public procurement and, in particular, for the activities of central purchasing bodies. We submit that *EasyPay* facilitates a highly desirable revision of the current position regarding the direct applicability of EU competition law to entities carrying out public procurement activities and, in particular, central purchasing bodies.

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The purpose of this article is to demonstrate the practical challenges arising from the integration of the free rider argument into the enforcement logic of art.101 TFEU, particularly within the context of the e-marketplace. Following a critical assessment of the relevant analytical framework, it will be argued that the availability of the free rider argument as a potential efficiency defence for resale price maintenance is unlikely to be of any practical significance.

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Enforcement gaps in concentration control lead to the constant discovery of new areas of competitively significant links that distort competition. Understanding the nature of such gaps and making a realistic assessment of their ability to influence competition can help regulators decide the most appropriate actions required to counter them. Links with potential competitive concerns inherent in certain kinds of stand-alone acquisition of non-controlling minority shares, is one such area which has recently captured the attention of regulators, scholars and practitioners alike. This article tries to investigate the above area vis-à-vis the theoretical basis of the complex competitive concerns arising out of it. An attempt has also been made to highlight the inadequacy of existing legal tools at the disposal of EU regulators to handle cases of non-controlling minority shares.

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