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Table of Contents

Editorial

ALEXANDER M. WAKSMAN

Editorial 191

Articles

ARIANNA ANDREANGELI

When in Rome—breaking in the taxi services market with new technologies: the MyTaxi decision of the Italian Competition Authority 192

This article examines the *MyTaxi* decision, adopted by the Italian competition authority (Autorità Garante della Concorrenza e del Mercato). It provides an overview of the decision and discusses it in light of the existing art.101 TFEU interpretation. It also considers whether this approach is appropriate to address the challenges posed by new technologies in services markets (especially regulated ones).

J. NICOLÁS OTEGUI NIETO

Developments in competition damages claims in Spain, take II: now we know Barcelona is the place to go... 202

In the framework of the Spanish envelopes cartel, and after the first judgments in Madrid and Barcelona were published, the Mercantile Courts of Barcelona made public a second row of judgments that go beyond procedural issues and award damages based on two different interpretations of the applicable law.

VICTORIA ROSENGREN

“If it walks like a duck and quacks like a duck ...” 205

The federal competition authority released a Fairness Catalogue in October 2018 detailing corporate practices which it considers unfair. Although not binding for courts or government agencies, it is likely that courts will look at it in their rulings and use it as a guideline.

ALEXANDER M. WAKSMAN

Multi-sided platforms: three questions for antitrust 207

Multi-sided platforms have experienced explosive growth and have disrupted incumbents. Faced with calls to intervene, there are three critical questions for antitrust: do these platforms have market power? How should conduct in multi-sided markets be assessed? And is it a concern that marketplace operators compete on their own platforms?

DR ROMINA POLLEY

Challenges to the dichotomy of horizontal/vertical restrictions of competition in hybrid relationships 212

This article analyses potential competitive threats arising from hybrid agreements, discusses whether the existing EU competition legal framework is suited to address those threats and tries to explain why hybrid agreements have until recently not been an enforcement priority. Finally, it makes some suggestions on how hybrid agreements should be assessed in practice.

LUIGI BONAVENTURA AND
MARGHERITA LAZZARA

The effects of fake reviews on TripAdvisor website: an agent-based model 222

This article focuses on the tourist website TripAdvisor and a judicial review by the Italian Administrative Court. The court abolished the heavy penalty, originally imposed by the Antitrust Authority, on the assumption that fake website reviews will definitely not affect the economic behaviour of consumers. This juridical examination is supported by an agent-based model (which replicates the TripAdvisor system) to define the extent to which the lack of controls which promotes fake reviews can influence information quality and travellers' choices.

EVI MOUTSIPAI AND DR ANDREAS
GEIGER

Lobbying in EU competition law 229

EU competition law has never been a standalone practice. There has always been a need to align the different sectors of EU law with each other. Competition law is no exception. But nowadays competition law needs more than ever to take into account not just other EU law sectors but EU policy areas as well. The influence of political lobbying in competition law is therefore rising.

Book Reviews

ARIANNA ANDREANGELI

Dawn Raids Under Challenge 238

National Reports

CJEU

ANTI-COMPETITIVE PRACTICES

Pharmaceutical sector N-39

Czech Republic

ANTI-COMPETITIVE AGREEMENTS

Online hotel bookings N-40

Denmark

ANTI-COMPETITIVE AGREEMENTS

Demolition N-41

Germany

PRIVATE ENFORCEMENT

Cartel N-42

Ireland

MERGER

Environmental sector N-44

Poland

PROCEDURE

Inspections N-45

Poland

ANTI-COMPETITIVE AGREEMENTS

Bus services N-46

Portugal

GENERAL

Sport broadcasting rights N-46

Spain

PROCEDURE

Paper production sector N-47

Spain

PROCEDURE

Wooden pallets N-48