

Price fixing

CCP suspects collusion among auto dealers

Serves notice on PAMADA; finds evidence of cartelisation

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ISLAMABAD

The antitrust watchdog has busted a cartel of automobile dealers who have ganged up to fraud consumers seeking after-sale services of vehicles sold by connected car-assemblers.

The Competition Commission of Pakistan (CCP) has issued show-cause notices to the Pakistan Automotive Manufacturers Authorized Dealers Association (Pamada) and 44 of its members for cartelisation amongst automobile dealers, according to a handout issued by the antitrust watchdog on Monday. Under the CCP law, making cartels is prohibited and such unlawful activity may result in heavy penalties.

The CCP issued the notice at a time when it is struggling to enforce its quasi-judicial powers, as most of the cases have been granted stay orders by courts. The federal government has also failed to administratively and financially strengthen the commission.

The CCP had received a letter from the Insurance Association of Pakistan (IAP), informing it about a decision of Pamada to increase the price of body repairs and paint jobs.

The automobile manufacturers-cum assemblers – a market mainly dominated by three big players – have hired dealers to sell their assembled cars and spare parts.

The commission conducted an inquiry and carried out a search and inspection of the premises of Pamada.

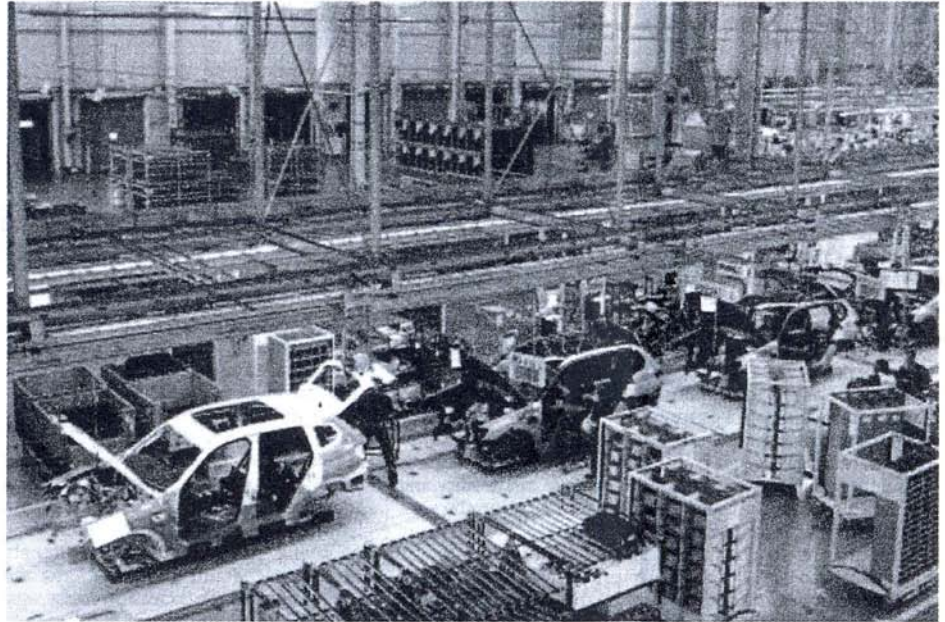
Pamada President Saleem Godil decided to boycott EFU Insurance due to company's refusal to accept revised paint job rates of Pamada

According to the commission, the scrutiny of the impounded documents indicates that Pamada is possibly taking decisions with regard to fixing charges of automobile body repairs and paint jobs, fixing the prices of genuine automobile spare parts, dividing new automobile markets and restricting inter-dealership employment, indicating prima facie violation of the provisions of Section 4 of the act.

According to impounded minutes of a meeting between Pamada and Toyota held on February 7 this year, Pamada President Saleem Godil decided to boycott EFU Insurance due to company's refusal to accept revised paint job rates of Pamada, findings of the CCP showed.

The CCP stated that the findings of internal inquiry suggested that collusion was taking place in the four relevant fields: automobiles sales, genuine automobile spare parts, automobile body repairs and paint jobs, and in hiring of experienced sales and technical staff by these authorised dealers in Pakistan.

With respect to the market for new automobiles, Pamada appeared to have taken decisions regarding the division of the market and allocation of quota with



SCRUTINY: The CCP had received a letter from the Insurance Association of Pakistan (IAP), informing it about a decision of Pamada to increase the price of body repairs and paint jobs. PHOTO: FILE

respect to new automobile sales. Similarly, Pamada apparently fixed the prices of genuine spare parts supplied by automobile manufacturers by strictly prohibiting its members to offer discounts, according to the CCP.

In the area of body repairs and paint jobs, Pamada took collective decisions regarding the rates of automotive body repairs and paint job services offered by its members, especially for insurance companies.

And finally, Pamada took collective decisions to restrict the movement of human resources between automobile dealers.

The inquiry report noted that these arrangements between Pamada and its members apparently have the object and effect of preventing, restricting or reducing competition in the relevant markets.

The CCP's inquiry observed that collusion and cartelisation are the

most egregious form of anti-competitive behaviour. It also raises barriers, restricting entry of new players which further stagnates competition.

The automobiles sector in Pakistan is a relatively small one, with just a handful of major market players competing in the market. In this situation, any collusion in the sector will lead to a serious degradation of competition in the market, observed the CCP.

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CCP issues notices to automotive manufacturers

By Our Reporter

ISLAMABAD: The Competition Commission of Pakistan (CCP) has issued show-cause notices to Pakistan Automotive Manufacturers Authorised Dealers Association (Pamada) and its 44 members for prima facie cartelisation in violation of Section 4 of the Competition Act, 2010.

The CCP took suo motu notice of the allegations against the association for fixing rates of automobile repair and paint jobs.

Consequent to an inquiry conducted by the commission, a search and inspection of the premises of the association was also carried out under Section 34 of the Act on May 7.

According to the findings of the inquiry report, collusion took place in four relevant markets. These included new automobiles sales, genuine automobile spares, automobile body repairs and paint jobs and the experienced sales and technical staff hiring market.

With respect to market for new automobiles, the association appears to have taken decisions regarding the division of the market and allocation of quota with respect to new automobile sales, the CCP said.

The CCP said that the association apparently fixed prices of genuine spares supplied by the automobile manufacturers by strictly prohibiting its members to offer discounts. In the area of body repairs and paint jobs, the association took collective decisions regarding rates of automotive body repairs and paint job services offered by its members, especially for insurance companies.

Finally, the evidence of collusion was found in the area of human resource where association took collective decisions to restrict movement of human resources between automobile dealers.

The report has also highlighted that these arrangements between Pamada and its members apparently have the object and effect of preventing, restricting or reducing competition in the relevant markets.

On the basis of the findings of the inquiry report, Pamada and its 44 members were issued show cause notices. CCP's inquiry observed that collusion and cartelisation are the most egregious forms of anti-competitive behaviour.

"When competitors take collective business decisions, the market and consumers suffer from uncompetitive prices, fewer choices, and reduced quality of products," the notice said, adding, "collusion and cartelisation also raise entry barriers, restricting entry of new players, which further stagnates competition."

The CCP had earlier issued a policy note on the auto sector where it was highlighted that automobiles sector in Pakistan is a relatively small one, with just a handful of major market players competing in the market.

In this situation, any collusion in the sector, like the instances highlighted in this inquiry, will lead to a serious degradation of competition in the market.

CCP issues notices to PAMADA, its members

RECORDER REPORT

ISLAMABAD: In a major breakthrough, the Competition Commission of Pakistan (CCP) has issued show cause notices to Pakistan Automotive Manufacturers Authorized Dealers Association (PAMADA) and its 44 members for prima facie cartelization, collusion, price fixation and collective decision making.

In this regard, the CCP has issued show cause notices to

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PAMADA and its 44 members here on Monday – a major action against cartels in Pakistan.

The commission has also drafted a detailed analytical inquiry report on automobile sector containing data and other supportive evidence regarding cartelization.

The CCP took a suo motu notice of allegations against PAMADA that it was fixing rates of automobile repair and paint jobs. Consequent to an inquiry conducted by the Commission, a search and inspection of the premises of PAMADA was also carried out, under Section 34 of the Act, on 7 May 2014.

According to the findings of the inquiry report, prima facie, collusion took place in four relevant markets, i.e., (i) new automobiles sales, (ii) genuine automobile spare parts, (iii) automobile body repairs and paint jobs, and (iv) the experienced sales and technical staff hiring by authorized dealers in Pakistan.

With respect to the market for new automobiles, PAMADA appears to have taken decisions regarding the division of the market and allocation of quota with respect to new automobile sales. Similarly, PAMADA apparently fixed the prices of genuine spare-parts supplied by automobile manufacturers by strictly prohibiting its members to offer discounts. In the area of body repairs and paint jobs, PAMADA took collective decisions regarding the rates of automobile body repairs and paint job services offered by its members, especially for insurance companies. And finally, the evidence of collusion was allegedly found in the area of human resources, where PAMADA allegedly took collective decisions to restrict the movement of human resources between automobile dealers.

The inquiry report noted that these arrangements between PAMADA and its members apparently have the object and effect of preventing, restricting or reducing competition in the relevant markets. On the basis of the findings of the inquiry report, PAMADA and its 44 Members were issued show cause notices.

The CCP's inquiry observed that collusion and cartelization are the most egregious forms of anti-competitive behavior. When competitors take collective business decisions, the market and consumers suffer from uncompetitive prices, fewer choices, and reduced quality of products. Collusion and cartelization also raise entry barriers, restricting entry of new players, which further stagnates competition. The automobile sector in Pakistan is a relatively small one, with just a handful of major market players competing in the market. In this situation, any collusion in the sector, like the instances highlighted in this inquiry, will lead to a serious degradation of competition in

the market. It would, therefore, be in the public interest to ensure that there is no collusion or cartelization in the sector so as to ensure a healthy competition therein.

It is the responsibility and obligation of the Commission under the Competition Act to ensure a free competition in all spheres of commercial and economic activity to enhance economic efficiency and to protect consumers from anti-competitive behaviour.

The report said that usually, the insurance companies entertain the claims of their clients at the authorized dealerships of the auto manufacturers to ensure quality of work, although similar work can be done in the open market at lesser rates, and the customers also prefer to get their work done at the authorized dealerships of auto manufacturers perceiving better quality. However, the documents impounded from the PAMADA office indicate that PAMADA members, by way of collectively fixing the rates of the services, are prima facie hampering the free market mechanism of price discovery. Such arrangement of fixing prices is clearly against the interest of insurance companies who are subjected to a fixed price irrespective of the quality of service they obtain, and to customer who invariably end up paying higher premiums. Furthermore, such arrangements leave no incentive for the service provider to improve the quality of service and attract new customers. Therefore, in long run, the investment in development of new products and services is also curtailed.

The documentary evidence indicates that PAMADA has formulated a policy whereby a member cannot hire another member's employees without the latter's consent. An example has been provided in the evidence in which an ex-employee of one PAMADA member who was hired by another PAMADA member was fired to avert a violation of PAMADA policy. This provides an unwarranted means of collectively controlling movement of human resource within the industry. The restriction hampers competition between members, as experienced sales and technical staff cannot freely move around, which is critically important for bringing effective competition in the relevant market.

During the examination of documents, it has been observed that PAMADA members have divided the market for new automobile sales and have allocated quotas on the basis of geography and customers. The evidence indicates that PAMADA's members, along with other dealers, have taken the decision to divide and allocate vehicles sales along territorial lines and have an understanding not to poach each others' corporate clients. Clearly, this restricts and potentially eliminates any meaningful competition, to a large extent, in the relevant market, it added.

Competition watchdog finds automobile dealers fleecing customers

By Mehtab Haider

ISLAMABAD: The Competition Commission of Pakistan (CCP), an independent watchdog, has found automobile dealers involved in cartelisation and fleecing customers.

A CCP probe into the activities of automobile dealers found collusion in four areas, including sales of vehicles and genuine spare parts, body repairs and paint jobs and hiring of manpower at sales and service centres of authorised dealers, said an inquiry report on Monday.

On the basis its findings, the commission has issued show-cause notices to automobile dealers on allegation of cartelisation.

The CCP had conducted raids at offices of Pakistan Automotive Manufacturers' Dealers Association (PAMADA) to verify the complaints before issuing the notices to the association and its 44 members. The inquiry report mentioned the prima facie cartelisation amongst automobile dealers was in violation of Section 4 of the Competition Act, 2010.

There was an allegation that the dealers were fixing rates on automobile repair and paint jobs. The CCP team visited the premises of the association under the section 34 of the Competition Act in May this year. The inquiry suggested the collective fixing of rates by the association flouts fair competition. The findings found that the association had determined rates of automotive body repairs and paint job services offered by its mem-

bers, especially for insurance companies.

Similarly, the PAMADA apparently fixed the prices of genuine spare parts supplied by automobile manufacturers by strictly prohibiting its members to offer discounts. Besides, the CCP said the association has restricted the shift of human resources from and to automobile dealers.

Further, showed the inquiry report, the association hurt the competition by taking collective decision when it comes to the division of the market and quota allocation of new vehicles.

All these, the commission said, are tantamount to preventing, restricting or reducing competition. Thus, these acts are anti-competitive.

The report said when competitors take collective business decisions, the market and consumers don't benefit from competitive prices and have fewer choices and poor quality of products.

In the past, dealers were alleged of charging premium prices on cars from customers.

Collusion and cartelisation raise entry barriers, restricting entry of new players, which further stagnates competition.

The automobile sector in Pakistan is a relatively small one with just a handful of major market players competing in the market. In this situation, any collusion in the sector will lead to a serious degradation of competition in the market.

It will, therefore, be in the public interest to ensure that there is no collusion or cartelisation in the sector to ensure healthy competition, said the report.

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CCP issues show-cause notice to Pamada for cartelisation



**OUR STAFF REPORTER
ISLAMABAD**

The Competition Commission of Pakistan (CCP) has issued show cause notices to Pakistan Automotive Manufacturers Authorized Dealers Association (PAMADA) and its 44 members for prima facie cartelisation amongst automobile dealers in violation of Section 4 of the Competition Act, 2010.

The CCP took suo moto notice of allegations against PAMADA that it was fixing rates of automobile repair and paint jobs. Consequent to an inquiry conducted by the Commission, a search and inspection of the premises of PAMADA was also carried out, under Section 34 of the Act, on 7 May 2014.

According to the findings of the inquiry report, prima facie, collusion took place in the four relevant markets, i.e. (i) new automobiles sales, (ii) genuine automobile spare parts, (iii) automobile body repairs and paint jobs, and (iv) the experienced sales and technical staff hiring market at authorized dealers in Pakistan.

With respect to the market for new automobiles, PMADA appears to have taken decisions regarding the division of the market and allocation of quota with respect to new automobile sales. Similarly, PAMADA apparently fixed the prices of genuine spare parts supplied by automobile manufacturers by strictly prohibiting its members to offer discounts. In the area of body repairs and paint jobs, PAMADA took collective decisions regarding the rates of automotive body repairs and paint job services offered by its members, especially for insurance companies. And finally, the evidence of collusion was found in the area of human resources, where PAMADA took collective decisions to restrict the movement of human resources between automobile dealers.

The inquiry report noted that these arrangements between PAMADA and its members apparently have the object and effect of preventing, restricting or reducing competition in the relevant markets. On the basis of the findings of the inquiry report, PAMADA and its 44 members were issued show cause notices.

CCP's inquiry observed that collusion and cartelization are the most egregious form of anti-competitive behavior. When competitors take collective business decisions, the market and consumers suffer from uncompetitive prices, fewer choices, and reduced quality of products.

Collusion and cartelization also raise entry barriers, restricting entry of new players, which further stagnates competition. The automobiles sector in Pakistan is a relatively small one, with just a handful of major market players competing in the market. In this situation, any collusion in the sector, like the instances highlighted in this inquiry, will lead to a serious degradation of competition in the market. It would, therefore, be in the public interest to ensure that there is no collusion or cartelization in the sector so as to ensure healthy competition therein.

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CCP's show-cause notices to PAMADA members on cartelisation

ISLAMABAD: Competition Commission of Pakistan (CCP) issued show cause notices to Pakistan Automotive Manufacturers Authorised Dealers Association (PAMADA) and its 44 members for prima facie cartelisation among automobile dealers in violation of Section 4 of Competition Act 2010.

CCP took suo moto notice of allegations against PAMADA that it was fixing rates of automobile repair and paint jobs. Consequently an inquiry conducted by Commission and a search and inspection of the premises of PAMADA was also carried out under Section 34 of Act on May 7, 2014.

According to the findings of the inquiry report, prima facie collusion took place in the four relevant markets including new automobiles sales, genuine automobile spare parts, automobile body repairs and paint jobs and the experienced sales and technical staff hiring market at authorised dealers in Pakistan.

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prices of genuine spare parts supplied by automobile manufacturers by strictly prohibiting its members to offer discounts.

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The evidence of collusion was found in the area of human resources, where PAMADA took collective decisions to restrict the movement of human resources between automobile dealers.

These arrangements between PAMADA and its members apparently have the object and effect of preventing, restricting or reducing competition in the relevant markets.

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مسابقتی کمیشن نے پاماڈا اور اس کے

44 ارکان کو شوکانوںس جاری کر دیئے

اسلام آباد (خبرنگار خصوصی) پاکستان مسابقتی کمیشن نے آٹوموبائل ڈیلرز کے مابین کارٹل بنانے اور مسابقتی قوانین کی خلاف ورزی پر پاکستان آٹوموٹیو مینوفیکچررز اتھورٹیز ڈیلرز ایسوسی ایشن (پاماڈا) اور اسکے 44 ارکان کو شوکانوںس جاری کر دیئے ہیں اور قرار دیا ہے کہ بادی النظر میں پاماڈا کارٹل بنا کر مارکیٹ میں قیمتوں میں اثر انداز ہونے میں ملوث پایا گیا ہے اس ضمن میں پاکستان مسابقتی کمیشن کی جانب سے پیر کو یہاں سے جاری ایک اعلامیہ کے مطابق مسابقتی کمیشن نے پاماڈا کیخلاف آٹوموبائل ری پیئر اینڈ پینٹ جابز کے نرخ فحس کرنے کی شکایات پر از خود نوٹس لیا تھا اور پاماڈا کیخلاف 7 مئی 2014ء کو مسابقتی ایکٹ 2010ء کی شق 34 کے تحت کارٹل بنانے کے معاملے کی تحقیقات کی گئی جس کیلئے پاماڈا کے ایریا کی اسپکشن بھی کی گئی تحقیقاتی رپورٹ میں یہ بات سامنے آئی ہے کہ پاماڈا بادی النظر میں مارکیٹ کے چار شعبوں نیو آٹوموبائل سیلز، جینوئن آٹوموبائل سپیر پارٹس، آٹوموبائل باڈی ری پیئر اینڈ پینٹ جابز میں کارٹل بنانے میں ملوث ہے بالخصوص پاماڈا نے آٹوموبائل ڈیلرز کی مارکیٹ میں تجربہ کار اور تربیت یافتہ سیلز اینڈ ٹیکنیکل سٹاف کی بھرتیاں کرنے میں مسابقتی قوانین کی خلاف ورزی کی ہے پاماڈا نے اسے فیصلے کئے جس سے مارکیٹ کو تقسیم کیا گیا اور آٹوموبائل سیلز کا کوٹہ مختص کیا اور جینوئن سپیر پارٹس کی سپلائی میں قیمتیں فحس کی گئیں پاماڈا اور اسکے ارکان نے انسانی وسائل کے شعبہ میں ملازمتوں کی پیشکش کی۔ پاماڈا نے انسانی وسائل کی نقل و حرکت پر پابندی لگانے کے اجتماعی فیصلے کئے جس کے ٹھوس شواہد ملے ہیں۔ تحقیقاتی رپورٹ میں یہ بات سامنے آئی ہے کہ پاماڈا اور اسکے ارکان نے مارکیٹ میں مقابلہ کی فضا کو نقصان پہنچایا اور ایسے اقدامات کئے جو مسابقتی کمیشن کی خلاف ورزی کے زمرے میں آتے ہیں کمیشن نے یہ اختیار حاصل کیا ہے کہ وہ فری مارکیٹ اور مسابقتانہ فضا قائم کرنے، اقتصادی سرگرمیوں کے فروغ اور صارفین کے حقوق کا تحفظ یقینی بنائے۔

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مسابقتی کمیشن نے پاماڈا کو کارٹلائزیشن پر شوکاز نوٹس دیدیا

آٹوموبائل مرمت و پیٹ جابس کے ریش فکس کرنے کے الزامات پر از خود کارروائی

انکوائری پر 4 متعلقہ مارکیٹس میں ساز باز کے شواہد ملنے پر 44 ارکان کو بھی نوٹس جاری

مارکیٹ کے حوالے سے لگتا ہے کہ پاماڈا نے مارکیٹ کی تقسیم اور کوئی مختص کرنے کیلئے فیصلے کیے، اسی طرح پاماڈا نے بظاہر اپنے ممبرز کو ڈسکاؤنٹ آفر سے سختی سے روک کر آٹوموبائل مینوفیکچررز کے اصل اسپئر پارٹس کی قیمتیں بھی فکس کیں، ہاڈی ریپیئررز اور پیٹ جابس کے معاملے میں پاماڈا نے اپنے ممبرز کی آٹوموبائل ہاڈی ریپیئررز اور پیٹ جابس سرورسز خصوصاً بیر کینیوں کیلئے خدمات کے نرخوں کے متعلق اجتماعی فیصلے کیے اور آخر میں انسانی وسائل کے شعبے میں بھی ساز باز کے شواہد ملے جہاں پاماڈا نے آٹوموبائل ڈیلرز کے درمیان انسانی وسائل کی نقل و حرکت کو محدود کرنے کیلئے اجتماعی فیصلے کیے، انکوائری رپورٹ میں نوٹ کیا گیا کہ پاماڈا اور اس کے ارکان کے درمیان ان انتظامات میں بظاہر متعلقہ مارکیٹس میں مسابقت روکنے، محدود یا کم کرنے کے اثرات ہیں، رپورٹ کے ان نتائج پر پاماڈا اور اس کے 44 ارکان کو شوکاز نوٹس جاری کر دیے گئے ہیں۔

کراچی (برنس ڈیسک) مسابقتی کمیشن آف پاکستان (سی سی پی) نے پاکستان آٹوموبیل مینوفیکچررز اتھارٹیز ڈیلرز ایسوسی ایشن (پاماڈا) اور اس کے 44 ارکان کو ہادی انٹرنر میں آٹوموبائل ڈیلرز کے درمیان کمیشن ایکٹ 2010 کی سیکشن 4 کی خلاف ورزی کرتے ہوئے کارٹلائزیشن کرنے پر شوکاز نوٹس جاری کر دیے۔ گزشتہ روز جاری بیان کے مطابق سی سی پی نے آٹوموبائل مرمت اور پیٹ جابس کے ریش فکس کرنے کے الزامات کا از خود نوٹس لیا اور ایکٹ کی سیکشن 34 کے تحت کمیشن نے ایک انکوائری کی، پاماڈا کے احاطے میں 7 مئی کو تلاش و معائنہ کاری کی گئی۔ انکوائری کی رپورٹ کے مطابق ہادی انٹرنر میں 4 متعلقہ مارکیٹس نئی آٹوموبائل سیکلز، آٹوموبائل کے اصل اسپئر پارٹس، آٹوموبائل ہاڈی ری پیئررز و پیٹ جابس اور پاکستان میں مجاز ڈیلرز میں تجربہ کار سٹورز و تکنیکی عملے کو بھرتی کرنے کی مارکیٹ میں گھنٹے جوڑ پایا گیا، نئی آٹوموبائلز کی



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مسابقتی قوانین کی خلاف ورزی پر شوکاژ نوٹس

لاہور (کامرس رپورٹر) مسابقتی قوانین کی خلاف ورزی کرتے ہوئے گلہ جوڑ کے ذریعے زرخنامے تیار کرنے کے الزام پر مسابقتی کمیشن پاکستان نے پاکستان آٹوموٹیو میٹوینٹس چیمبرز آف ٹھورائز ڈیٹلز ایسوسی ایشن کے 44 ارکان کو شوکاژ نوٹس جاری کر دیے۔ مسابقتی کمیشن نے گاڑیوں کی مرمت اور رنگ و روغن کرنے کے ریٹ فکس کرنے پر از خود نوٹس لیا تھا۔

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آٹوموبائل انڈسٹری ہائی ایچ ایم اے ڈی اور 44 آرکان کو نظر ہار جوہ کانسٹریکشن میں گٹھ جوڑ کا الزام

مسابقتی کمیشن نے ایسوسی ایشن پر آٹوموبائل ریپیئر اور پینٹ جاب پرائیونٹ کنٹرول رکھنے کے الزامات پر فیصلہ سنا دیا

اسلام آباد (دو قانع نگار) مسابقتی کمیشن پاکستان (سی سی پی) نے پاکستان آٹوموبائل انڈسٹری ڈیزلرز ایسوسی ایشن (پی اے ایم اے ڈی اے) اور اس کے 44 آرکان کو آٹوموبائل انڈسٹری میں بظاہر گٹھ جوڑ پر اظہارِ وجوہ کانسٹریکشن جاری کیا ہے جو کہ مسابقتی قانون 2010 کے سیکشن 4 کی خلاف ورزی ہے۔ مسابقتی کمیشن نے یہ الزامات ان آرکان کے بعد لیا جن میں کہا گیا تھا کہ پی اے ایم اے ڈی اے آٹوموبائل کی ریپیئر اور پینٹ جاب کے کام میں قیمتوں کے تعین پر اپنا کنٹرول رکھ رہا ہے۔ جس کے نتیجے میں کمیشن کی طرف سے اس معاملے کی انکوائری کی گئی اور مسابقتی قانون 2010 کے سیکشن 34 کے مطابق 7 جون 2014 کو پی اے ایم اے ڈی اے کے دفتر کی تلاشی لی گئی اور معائنہ کیا گیا۔ انکوائری رپورٹ سے حاصل ہونے والی معلومات کے مطابق بظاہر چار متعلقہ مارکیٹ میں گٹھ جوڑ ہونے کا انکشاف ہوا۔ (i) نئی آٹوموبائلز کی فروخت (ii) آٹوموبائلز کے فاضل پرزہ جات

(iv) Spare Parts (iii) آٹوموبائلز کی مرمت اور ڈینٹنگ بیننگ اور تجربہ کار سیلز اور ٹیکنیکل اسٹاف کی ملازمت نئی آٹوموبائلز کی مارکیٹ میں پی اے ایم اے ڈی اے نے بظاہر مارکیٹ کی تقسیم اور کوٹر مقرر کرنے کے متعلق فیصلے کیے۔ اسی طرح پی اے ایم اے ڈی اے نے بظاہر آٹوموبائل بنانے والوں کی طرف سے فراہم کردہ اصلی فاضل پرزہ جات (ایجنیر پارٹس) کی قیمت فروخت مقرر کر دی اور اپنے ممبرز کو ڈسکاؤنٹ دینے سے سختی منع کر دیا۔ پی اے ایم اے ڈی اے نے آٹوموبائل انڈسٹری میں مرمت اور ڈینٹنگ بیننگ کے کاموں میں قیمتوں کے تعین کے متعلق فیصلے خاص طور پر انکوائریس کمپنیوں کے لیے کیے اور ریوینس میں گٹھ جوڑ کے ثبوت ملے جہاں پی اے ایم اے ڈی اے نے متفقہ فیصلہ کرتے ہوئے آٹوموبائل انڈسٹری کے انسانی وسائل (ہیومن ریوینس) کے ایک سے دوسرے آٹوموبائل ڈیلرز میں نقل و حرکت پر بھی پابندی لگا دی تھی۔

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