PROJECT INTERIM MEETING
(Second Meeting of the Project Advisory Committee, CREW Project)
New Delhi, India, 20th November, 2013

Proceedings

1. Opening Remarks

1.1 Pradeep Mehta, Secretary General of CUTS commenced the meeting by welcoming all the participants in this meeting, including the Project Advisory Committee (PAC) members, partner and researchers from the project countries, special invitees and members of the CREW project implementation team. He also thanked the three PAC members who had promised to join the proceedings through the video-conference facility.

1.2 He set the meeting in motion by laying out the procedure and expectations. The aim was to discuss and review the presentations prepared by the respective countries on the basis of the Terms of Reference (ToR) of the Diagnostic Country Report (DCR) and get consensus on certain emerging issues, so that there is consistency across the countries. The idea was to filter and sharpen these issues for the final DCR and provide guidance for the secondary and primary data to be generated in the next months, as the partners start the process of drafting the DCRs.

2. Country-Specific Presentations

2.1 The presentations made by the countries covered the following issues:

- Review of policies and legislations (already identified in the DCR ToR) to highlight the impact that they have or could have on competition in the relevant markets
- The types of secondary data (including sources) that is available and the way it would be analysed to answer some of the research questions
- Primary data to be gathered and some idea of the type of analysis that it would be employed

3. The Philippines: Roehlano Briones, Senior Research Fellow, Philippines Institute of Development Studies (PIDS)

3.1 The presentation identified the laws and policies attached to the staple food and passenger transport sector and the significant competition reforms that have taken place in the recent years. The main issues pointed out in the presentation were:

a) Bus Transport Sector

Market Environment

3.2 The sector moved from stringent regulation to liberalisation in the 1970s. Roehlano highlighted congestion as one of the main concerns for the Philippines bus transport sector. He remarked the problem was 'excess competition'. The easy entry has resulted in too many players, consequently, incurring social losses to consumers and producers.

3.3 Further, he mentioned that the sector is poorly regulated which makes it important to study the quality of regulations in the sector. It is also important to study close substitutes to buses to understand the effect of price fluctuation on consumers. Another issue flagged was the lack of data since 1980s.

Data Sources

3.4 It was said that primary data would be collected through Focus Group Discussions (FGDs) and perception survey of the passengers and the operators. The level of concentration in the market would be obtained by using the Herfindahl-Hirschman Index (HHI). Secondary research would be based on the data available from the relevant Ministries, Government departments, etc.

b) Staple Food Sector (Rice)

Market Environment

3.5 Roehlano educated that in terms of rice imports, the National Food Authority enjoyed monopoly. The Authority has sought qualitative restriction on rice imports, which is something that has been granted to The Philippines by the WTO. However, the protection of domestic suppliers from foreign importers has resulted in deadweight loss in the country. Imported rice (from Thailand) is cheaper than domestic rice.

3.6 He stated that there were no significant reforms in the sector due to which the research is likely to be mostly *ex-ante*, to estimate benefits of possible reform measures to address consumer and producer concerns. He mentioned, similar to the bus sector, there is illegal smuggling of rice, however, there is no data for the same. Presence of a cartel between wholesalers and retailers cannot be ruled out. The Chinese traders seem use their political connections to maintain their dominance.

Data Sources:

3.7 There is satisfactory availability of data in the rice sector. The primary data would be collected by Rapid Appraisal Method based on interviews with key informants present on various nodes of the rice supply chain. Perception survey of the consumers and the farmers would be undertaken. As mentioned, the secondary data would be done through ex-ante analysis of relevant policy documents, etc.

Open Floor Discussion

3.8 Following were some of the issues that were raised and addressed during the open floor discussion:

- With respect to the bus sector, the presence of too many operators was questioned. **Frederic Jenny,** Chair of the PAC, asked the source of these operators and the reason for them not disappearing over time from the market.

- **Pradeep Mehta** commented on the need to draw attention towards the poor government regulations and that governance constraints affect their implementation. **Roehlano's** response to the said questions was the easy entry into the bus sector and cheap availability of second hand imported buses. He also cited deregulation of the sector and corruption as reasons for the current state.

- **Pradeep Mehta** also observed that governance failure is often a key constraint improving bus transport sector in many developing countries and the same is seen to apply in the case of Philippines.

- **Tim Green**, Growth Team, Department for International Development, expressed concern over the findings of excess competition being contradictory to the objective of the project and what should the protocol be therein. It was however, clarified that presence of too many players (not well regulated) does not imply high level of competition. CREW defines competition reforms as a phenomenon comprising of:
    a) Enabling government policies designed to facilitate a level playing field (fair competition) in a sector
    b) Well-designed regulatory framework, adequately resourced regulatory institutions & effective actions for promoting fair competition in a sector
    c) Well defined competition legislation and effective enforcement mechanisms

- **Eberhard Feess,** Professor of Economics, Frankfurt School of Finance and Management, questioned the side effects of excess competition on the producers and consumers.

- On the issue of oversupply in the bus transport, **Paulina Agyekum**, Managing Consultant, Ablin Consult Engineers and Planners Ltd, Accra, suggested it would be useful to examine the counterfactual.

- **David Cousins,** Professor Fellow, Monash University Australia, remarked that having good quality standards can have a crowding out effect in such a market, like the bus transport sector. He added, however, that enforcement of such standards might not be easy.

- The input market in the rice sector was discussed in detail. It was explained that in the 1980s there were major reforms whereby subsidies were withdrawn and no direct support from the government was provided. Recently, there have been no reforms. While about 70% of the seeds available are farmer's own seeds, fertilizers are mostly imported.

- An important concern raised by **Pradeep Mehta** was the import barriers on rice when the country suffers from a rice deficit. It was suggested that the policies pertaining to the same be analysed. He questioned the alignment of the producers, consumers and the government in the said sector and flagged the pricing issue.

- It was submitted that the beneficiaries of the competition distortions should be identified to go to the heart of the problem. On the question of methodology, ex ante approach and the Total Welfare Impact Stimulator for Trade (TWIST) model was suggested as it is not very complicated and can be understood by lay person.

- **Tim Green** suggested doing cost benefit analysis of (a) strict regulation (b) good quality standards in bus transport

- **Own Gabbitas,** Research Manager, Productivity Commission, Australia, also echoed Pradeep Mehta's point and asked how does the project plan to take into consideration governance and competition related factors which are difficult to measure

4. Zambia: Joseph Simumba, Research Fellow, Zambia Institute of Policy Analysis and Research (ZIPAR)

4.1 The presentation highlighted the policies / regulations in both the sectors in Zambia.
   The main issues pointed out in the presentation were:

(a) Staple Food Sector (Maize)

Market Environment

4.2 Food Reserve Agency (FRA) is the body which administers the food reserves in Zambia. By an amendment in 2005, specific commodities were included that could be traded. FRA being a public entity enjoys monopoly in the market as the sole buyer of maize and has the capacity to distort the distribution channel of the maize sector. This could be a good area of intervention for the project research.

4.3 Millers form a strong hold in the maize value chain and their operations are highly cartelized. This would prove to be a useful point of assessment as it would provide an insight in the market restrictions for the new entrants being practised in Zambia. Also the influence of agents / middle men is very strong in the input supply chain.

4.4 Assessing the market distortion in the inputs market, fertilizers in particular, through programmes run by the government would be a part of the research (especially reviewing the effectiveness of the FISP programme on which the government of Zambia has spent considerable amount of money).

4.5 Due to the global grain deficit, the maize sector has seen export bans time and again.

Data Sources:
4.6 The data would be collected by primary and secondary research. The primary data collection would involve perception surveys for consumers, farmers and other producers and in-depth interviews for cooperatives and other interest groups. The secondary data would be collected by desk review of literature in relevant government departments and ministries.

(b) Bus Transport Sector
Market Environment

4.7 Zambia has the presence of minibuses on intra-city routes as they are cheaper and easier to procure. The removal of the import tariff in 1994 resulted in easy import of second hand buses and helped in the development of the fleet.

4.8 The inter-city routes are serviced by large buses with a carrying capacity of upto 76 passengers.

4.9 The condition of buses is a major concern in Zambia and safety of the passengers is often compromised. Road Transport and Safety Authority (RTSA) is the licensing authority for the vehicles and also have some responsibility in ensuring passenger safety. But the implementation of their regulatory responsibilities has not been satisfactory.

4.10 The choice of services for the consumers is very limited in Zambia.The maintenance cost and the input costs for vehicles is very high in Zambia. With every hike in fuel prices the fares rise exponentially and the consumers are adversely affected.

4.11 There is no scientific price setting mechanism and fares are arrives at through negotiations between the government and the operators' unions. The recent removal of fuel subsidies has resulted in the escalation of mini bus fares that has affected the average consumer.

4.12 An interesting finding that came across is that there is a high consumer spending on transport in Zambia with a poor consumer spending 45 percent of his/her monthly expenses on transport.

Data Sources:
4.13 The primary data would be collected through perception survey of the passengers and the operators. In-depth interviews of government bodies / regulators would be undertaken to highlight the practices in the bus sector. The secondary data would be collected by way of literature review of the policies and studies already available. (For instance a study on passenger transport recently done by ZIPAR).

 (c) ***Open Floor Discussion***

- **Pradeep S Mehta** pointed out that in Zambia the presence of two wheelers is limited. It would be useful to assess the absence of the same considering there could be a barrier to entry of these vehicles. Some of the participants from Zambia, indicated factors like social status and safety as issues that have affected the development of the two wheeler market in the country.

- **David Cousins** and **Owen Gabbitas** highlighted that the absence of substitutes (is a competition policy issue) would be important to look at. It may bring to light issues related to barriers to entry and vested interests in the bus transport market.

- **Rijit Sengupta,** Director, CUTS International, mentioned that in stakeholder discussions during the NRG I visit to Zambia, it was brought to light that the buses ply unregulated in Zambia. The drivers operate on routes that are convenient and profitable to the operators. He further mentioned that for maize sector it would be useful to undertake a cost – benefit analysis of the FISP scheme. An assessment of the role of Millers Association of Zambia (MAZ) would be important to gauge if collusion exists in the milling sector. It would be benefitting to involve Competition and Consumer Protection Commission (CCPC) in this process.

- **Thula Kaira,** CEO and Secretary of Competition Authority of Botswana (and former Executive Director of the Zambia Competition Commission), added that in Zambia once the crop is harvested, the farmer has no control on the product anymore. The harvested crop becomes a government commodity. He further highlighted that the fertilizers prices in Zambia are very high.

- **Tim Green** pointed out that from the presentation it seems that the private sector participation is very limited in the sectors and even the secondary research seems to show this.

- **Eberhard Feess** raised an important point of assessing the quality of existing regulations from the point of promoting competition in markets for benefitting consumers and producers.

- **Shyam Khemani,** Project Advisor and Principal – MICRA, summarised the discussion by stating that the assessment of benefits of competition in the project sectors is very important. This would help in proposing a recommendation for a better regulatory framework with competition enhancing tenets. The examples of appropriate framework can be taken from other countries.

- Again some issue about proper understanding of competition reforms was highlighted. It is important at the onset to define the three components of competition reforms as discussed during the Open Floor discussion of Philippines.

5. Presentation for India: Abhijit Sarkar, Senior Economist / Vice President – R&D, Indicus Analytics Pvt. Ltd.

5.1 It was stated that the main feature which sets the Indian research apart is the diversity across the states. Due to the federal nature of administration, policies get developed at the national level (for both sectors), but the responsibility for their implantation and regulation is allocated to the states. The main issues faced by the Indicus team were:

(a) *Bus Transport Sector*

Market Environment
5.2 The two states chosen for the study of bus transport were Madhya Pradesh (MP) and Gujarat. The reason for selecting these states was the stark contrast in the nature of the market in them. While in MP, the entire sector had been privatised, in Gujarat, on intra-city route public sector had monopoly. This was in line with the 'difference-in-difference' approach that was agreed for India.

5.3 Abhijit mentioned that one of the main issues faced by the Indicus team during research was the unavailability of secondary data, for instance, there is no information regarding details on permits issued, timeliness of service, travel time or amenities. Further, there is also paucity of readily available information regarding details on permits issued. The research team needs to establish contacts in relevant state authorities for obtaining such data. The second major issue faced was the inconsistency between the policies and subsequent practices.

Data Sources:
5.4 It was said that the primary data would be gathered by perception surveys of the passengers and the in-depth interviews of the operators, transport officials, etc. The availability of secondary data in the public domain is limited; therefore data would be gathered from the state specific departments. One key information was the experience across states with respect to implementing the BRTS programme (a reform measure in bus transport).

(b) Staple Food Sector (Wheat)

Market Environment
5.5 It was said that in the wheat sector it was comparatively easier to obtain market data as compared to the bus sector. There is data for the agriculture sector at country level, however, extracting state level data could be a challenge. Similarly, there is no data on price realization between farmers and agents and between farmers and *mandi* (wholesale market). Similar to the bus sector, in this sector too there is lack of consistency in the policies and practices. Moreover, there is variance in implementation of policies from state to state.

Data Sources:
5.6 Survey of the wheat/atta consumers and the farmers would be undertaken to understand the supply chain dynamics from both ends. In-depth interviews of the government officials and some important people are critical nodes of the wheat sully chain would also be undertaken. Data availability is limited in the public domain and therefore the data on prices, quantity etc would have to be collected from the respective government bodies, both national and state level.

(c) *Open Floor Discussion*

5.7 The two main issues sketched by Abhijit were the lack of data and inconsistency between policies and their implementation. The discussion that followed the presentation was as:

- Regarding the bus sector it was decided that most of the issues regarding cartels, governance and regulatory regimes would be answered through field visits and primary data collected from producers, consumers and companies. This would also help answer the issues related to price rise and the competition climate.

- **Dripto Mukhopadhyay,** Vice President – Indicus Analytics Pvt. Ltd. added that quantitative research will be supplemented by qualitative research. In addition to gathering perception data, the interview process would be conducted by using a 'probing' approach, so that qualitative, objective data can be gathered.

- **Tim Green** and **Owen Gabbitas** raised the issue of restrictions on imports and exports to other states and overseas. **Dripto** answered that there are no restrictions on movement, especially inter-state. However, overseas movement could definitely be looked at.

- **Udai Mehta,** Assistant Director, CUTS International pointed the need to include middle men in analysing the wheat sector as they play a crucial role. Most of the poor farmers sell their produce through these middlemen as they get their payments faster through them rather than participate in the markets themselves directly. He remarked that it will also be relevant to include the determination method of the Minimum Support Price (MSP). It was discussed that there is a need to see how MSP is determined and who are involved in the process.

- **Shyam Khemani** reminded the audience of a study by the World Bank on warehousing in Bihar. The two main issues which emerged in the study were – firstly, the operators are politically connected; secondly, these warehouses are mostly exclusively reserved for government procurement. A lot of poor farmers engage in distress selling because of the lack of storing and transport facilities. Therefore, it would be crucial to include the issue of governance in the analysis.

6. Ghana: Dr. Patricia Aidam, ISSER and Dr. Paulina Agyekum, Ablin Consults

(a) Bus Transport Sector:
6.1. Dr. Paulina Agyekum, Managing Consultant, Ablin Consult Engineers and Planners Ltd, Accra, and Sector Expert for Bus Transport sector in Ghana presented the bus transport methodology in Ghana. The presentation brought to light the various policies / regulations that are currently in practice in the bus transport sector in Ghana.The highlights of the presentation are:

Market Environment:
6.2 Government is the majority shareholder in the bus transport sector and therefore exercise influence on the transport companies and set fares. Concessions and subsidies provided to public operators, act to the disadvantage of private players who are intended to enter this sector.

6.3 The regulatory regime has been week in Ghana. The government had failed to successfully implement the Omnibus Service Decree of 1972 that led to a regulatory vacuum in Ghana. Metro Mass Transit Limited (MMT) is now functional in place of the Omnibus Decree.

6.4 MMT allows the private players to own vehicles but the ownership in terms of fare regulation is still with the government. Under the private player participation, the government is providing finance for the first to private owners for procuring buses.

6.5 Even though MMT is catering to the consumer need of providing services to the consumer, MMT being a quasi – private organisation enjoys an unfair competitive advantage over other private operators. A key question for the research would be to analyse as to how sustainable is the arrangement for the government to continue subsidising the MMT.

6.6 The route allocation is sporadic and unregulated. The operators ply their vehicles on routes on the basis of profitability. This is unregulated due to the lack of proper reforms and also due to the strong influence of unions. In addition to this no scientific method for tariff – setting exists. There is no discipline in route allocation and the information on cost of operation of the buses is also not available.

6.7 Also some assessment on the drivers' unions also needs to be undertaken to understand their nature of operation. This would help to gauge whether they work as cartels or independently.

Data Sources:
6.8 The data sources for secondary research are limited and the research would have to rely on primary data for gauging the true nature of the practices. The primary analysis would be through passenger and operators surveys and detailed interviews from the representatives from regulators / government bodies (including 'incumbent' and 'reforms' analysis).

(b) Staple Food Sector:
6.9 Dr. Patricia Aidam, Research Fellow, Institute of Statistical, Social and Economic Research (ISSER) presented the maize sector methodology for Ghana on behalf of the sector expert for Staple Food (Maize) Dr. George Kwadzo, Regional Hub Coordinator – West Africa, Department of Agricultural Economics and Agribusiness, University of Ghana. The highlights of the presentation are:

Market Environment:
6.10 Maize is the largest staple crop in Ghana and accounts for 50-60% of total cereal production. Ghana is almost self-sufficient in white maize. The small volumes imported are mainly if not entirely constituted by yellow maize which is used in the poultry feed industry.

6.11 'Market Queens' engaged in maize trading; dominate the local and regional markets while larger groups of wholesalers engage in spatial arbitrage across regions/districts. These market queens directly buy from the farmers and also provide loans to them.

6.12 Interventions in the maize sector that would be relevant for the project research would pertain to the following areas: fertilizer subsidy, mechanization programme, block farm programme and the buffer stock scheme. It would be useful to look at the trade policy for maize. Ghana sometimes blocks the duty-free importation of goods originating in ECOWAS by applying a wide range of additional taxes, levies and fees.

Data Sources:

6.13 The data in terms of wholesale and retail prices is available, but it is unclear which data series is available and for what period. Also data is available at a macro level. The data availability at a local level is uncertain. The primary data would be collected through perception surveys of the farmers / consumers and in-depth interviews of the representatives from the regulators / government bodies.

(c) Open Floor Discussion

- **Samuel Kofi Date – Bah**, Retired Justice of the Supreme Court of Ghana, highlighted the need of assessment of the costs that builds up due to the rise in the fuel prices. He further mentioned that even though most of the passenger buses are second hand vehicles, the government manipulates the fare on ad-hoc basis. Generally the fares are negotiated amongst the government officials and the unions and a figure is decided on the basis of mutual discussion. Such negotiated fares are generally very high for the consumers and the process is very 'opaque'.

- **Pooja Pokhrel** emphasised that for the project research, it would be useful to assess the price and distribution chain of the maize sector.

- **Roehlano Briones** mentioned that it was inferred from the discussion that white maize seemed to be a non-tradable commodity in Ghana. This can also be inferred from the number of import restriction that the Ghanaian government has levied on white maize.

- **Rijit Sengupta** added that it would be good for the researchers to refer to Nathan Associates' paper on DCR methodology. He further mentioned that once the primary data is analysed and gathered, the cross – country comparison would be easier to do.

7. Roundtable Discussions

- The participants agreed that availability of data (both quantitative and qualitative) could be a challenge in some countries, so the variables need to be accordingly selected for testing the hypothesis.
- It was decided that the focus of the project research should be on the relevant effects of competition and the selected reforms.
- Analysis can be limited in some of the countries, given the data availability. But it was clear that in India the study would be able to undertake difference – in – difference analysis.
- The members agreed upon identifying consumer variable that are relevant for project research. The variables are as follows: (i) Price, (ii) Entry, (iii) Investments, (iv) Quality, (v) Growth, (vi) Productivity and (vii) Other factors.
- The impact of these variables could be different across the project countries and also vary in the project sectors. In order to tackle this problem during the analysis of primary data, dummy variables could be used by representing the data in the form of percentage.
- The need for having a pointed questionnaire both for consumers and producers / operators was emphasised upon.

- The partners then pointed out their expectations/concerns for the research:

(i) ***The Philippines***: It would be useful to have a template of a standard perception survey as planned in the primary research. This would help in maintaining coherence across the project countries. In transport sector, the issue was a need to reining the regulatory framework and institution. Anti-competitive practices are alleged at the level of the operators. In terms of consumer variables, the rice sector would be bound more by the prices and the Bus transport sector would largely be influenced by quality.

(ii) ***India:*** The accessibility of reform initiatives both to the producer / operator and the end consumer would be difficult to gauge in India. Difference – in – difference approach to be used for the cross comparison across the selected states.

(iii) ***Zambia:*** With reference to the consumer variables, productivity and investments could be challenge in Zambia.

(iv) ***Ghana:*** The need of a common template for perception survey was again emphasised.

8. Action Points

The following action points were agreed upon at the end of the meeting:

i. The relevant policies / reforms would be put into a matrix with the agreed variables.
ii. CUTS would provide the template of this matrix to the partners and the researchers would finalise this matrix by December 15, 2013.
iii. The inputs from the partners would be sent to the PAC members for review, so that a final set of hypothesis and variables for all the countries could be arrived at
iv. Once the matrix is finalised, CUTS would provide some guidance on undertaking secondary data analysis (to ensure consistency across the countries).
v. CUTS would also develop draft questionnaires once the hypotheses and variables have been finalised. Next the partners would undertake the perception survey.
vi. The first draft of the DCRs would be completed by end of February, 2014.
vii. The second round of the National Reference Group meetings (NRG II) would be conducted in March, 2014. Time schedule of activities would be accordingly refined and reflected in the current revised OSN (Dec, 2013).
viii. Subsequently the researchers would work on identifying the linkages of the research findings to the next phase of the project.
ix. CUTS would develop a more efficient way of communication with the PAC members in order to streamline the review of project documents and on the source. One option that could be looked at was using 'Google docs'.

Annexure: List of Participants

<table>
<tr><td colspan="3">LIST OF PARTICIPANTS – CREW SECOND MEETING OF THE PARTNETRS'
(CREW Partners' II Meeting)</td></tr>
<tr><td>S.NO</td><td>Invitees</td><td>Organisation</td></tr>
<tr><td>1.</td><td>Eiko Kauffman
SV Sustainable Economic Development, Consultant
German Society for International Cooperation (GIZ) GmbH</td><td>GIZ</td></tr>
<tr><td>2</td><td>Tim Green
Department for International Development (DFID)</td><td>DFID</td></tr>
<tr><td>3.</td><td>Frederic Jenny
Chairman, OECD Competition Law and Policy Committee and CREW Project Adviser</td><td>OECD Competition Law and Policy Committee</td></tr>
<tr><td>4.</td><td>Rughvir Shyam Khemani
Principal MICRA and CREW Project Adviser</td><td>MICRA</td></tr>
<tr><td>5.</td><td>Tania Begazo
World Bank</td><td>World Bank</td></tr>
<tr><td>6.</td><td>Eberhard Feess
Professor of Managerial Economics</td><td>Frankfurt School of Finance & Management</td></tr>
<tr><td>7.</td><td>Natalie Timan
Senior Economist, Chief Economist's Office</td><td>Chief Economist's Office</td></tr>
<tr><td>8.</td><td>Owen Gabbitas
Research Manager, Productivity Commission</td><td>Productivity Commission, Australia</td></tr>
<tr><td>9.</td><td>Pradeep S. Mehta
Secretary General CUTS International</td><td>CUTS</td></tr>
<tr><td>10.</td><td>Thula Kaira
CEO and Secretary of Competition Authority of Botswana</td><td>Competition Authority, Botswana</td></tr>
<tr><td>11.</td><td>Samuel Kofi Date – Bah
Retd. Justice Supreme Court of Ghana and Chair of CUTS Accra Board</td><td>CUTS Accra</td></tr>
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	LIST OF PARTICIPANTS – CREW SECOND MEETING OF THE PARTNETRS' (CREW Partners' II Meeting)	
12.	**David Cousins** Professor Fellow, Monash University Australia	Monash University, Australia
13.	**Pooja Pokhrel** Managing Associate, Nathan Associates	Nathan Associates
14.	**Ram Tamara** Managing Director, Nathan Associate	Nathan Associates
15.	**Eberhard Feess** Professor of Managerial Economics	Frankfurt School of Finance & Management
16.	**Patricia Woedem Aidam** Research Fellow, Institute of Statistical, Social and Economic Research (ISSER)	ISSER
17.	**Paulina Agyekum** Managing Consultant, Ablin Consult Engineers and Planners Ltd, Accra	Ablin Consult Engineers and Planners Ltd
18.	**Joseph Simumba** Research Fellow, Zambia Institute for Policy Analysis and Research (ZIPAR)	ZIPAR
19.	**Roehl Briones** Senior Research Fellow, Philippine Institute for Development Studies (PIDS)	PIDS
20.	**Dripto Mukhopadhyay** Indicus Analytics, India	Indicus Analytics
21.	**Abhijit Sarkar** Indicus Analytics, India	Indicus Analytics
22.	**Anuj Sharma** Indicus Analytics, India	Indicus Analytics
23.	**Swastik Das** Indicus Analytics, India	Indicus Analytics
24.	**Mahinder Arora** Indicus Analytics, India	Indicus Analytics

S.NO	Invitees	Organisation

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S.NO	Invitees	Organisation
25.	**Bipul Chatterjee** Deputy Executive Director	CUTS
26.	**Rijit Sengupta** Director CUTS International	CUTS
27.	**Udai S. Mehta** Associate Director & Centre Head - CUTS Centre for Competition, Investment& Economic Regulation (CUTS – CCIER)	CUTS
28.	**Kshitiz Sharma** Assistant Director CUTS International	CUTS
29.	**Alice Pham** Director, Hanoi Resource Centre	CUTS
30.	**Shreya Kaushik** Programme Officer	CUTS
31.	**Neha Tomar** Programme Officer	CUTS
32.	**Appiah Kusi Adomako** Centre Coordinator, CUTS Accra	CUTS
33.	**Faith Mwamba** Assistant Programme Officer, CUTS Lusaka	CUTS
34.	**Sussanne Rabisch** Project Officer, CUTS Nairobi	CUTS
35.	**Leonard Ugbajah** CUTS Representative, Nigeria	CUTS
36.	**Neguyen Than-ha** Project Officer, CUTS Hanoi	CUTS