

CURRICULUM VITAE

NAME: Andrew Simon John Smith

DATE OF BIRTH: 13 June 1970

QUALIFICATIONS: PhD, Economics of Rail Regulation, University of Cambridge ; MSc Economics, University of Warwick 1992; BSc Economics (1st Class), University of Hull 1991

CURRENT POSITION: Professor of Transport Performance and Economics, Institute for Transport Studies and Leeds University Business School, University of Leeds

Visiting Researcher, Centre for Transport Studies, Royal Institute of Technology (KTH) and Swedish National Road and Transport Research Institute (VTI), Sweden (2009 to date).

ACADEMIC AND PROFESSIONAL POSTS

2016 to date	Professor of Transport Performance and Economics, Institute for Transport Studies (ITS) and Leeds University Business School, University of Leeds.
2004 to 2016	Lecturer then Senior Lecturer in Transport Regulation & Economics, Institute for Transport Studies (ITS) and Leeds University Business School, University of Leeds.
2001-2004	PhD Student, Judge Institute of Management, University of Cambridge
1997 to 2001	Manager, Financial Strategy, BBC Corporate Finance
1992-1997	Consultant, Strategy Division of Deloitte Consulting and Coopers & Lybrand

KEY RESEARCH INTERESTS

Andrew is Professor of Transport Performance and Economics at the Institute for Transport Studies, University of Leeds. He leads the Institute's Rail Research Group. His research is focused on: (1) infrastructure access pricing and marginal cost research, rail regulation and the impact of rail reforms on economic efficiency; (2) cost and efficiency modelling, with particular focus on rail transport, utilities (water and energy) and health; and (3) modelling the economic impact of rail technology innovations. He has published important work in these areas and has led or is leading a wide range of research projects, funded by, for example, the British Office of Rail Regulation, Ofwat, the European Commission, SNCF, UK Research Councils, National Institute for Health Research (NIHR), and the UK Department for Transport. Andrew is also academic advisor to water regulator, Ofwat on econometric benchmarking. The European funded research on rail infrastructure marginal cost has been used to inform EU legislation on access charges. Andrew teaches at undergraduate level on Advanced Microeconomics and Public Enterprise and Regulation and teaches / or has taught at Masters level on Economics of Transport Regulation and Public Transport Planning and Management.

SELECTED RESEARCH PROJECTS AND EXPERIENCE

- Econometric evidence on economies of scale and density in railways (2015): Competition and Markets Authority (CMA).
- Marginal cost estimation for rail infrastructure: EU funded, CATRIN (2007-2009). Role: Principal Investigator at University of Leeds (international consortium).
- Econometric modelling of track maintenance costs for infrastructure charging: SNCF funded project, 2015-2106, with Stratec and Ecoplan. Role: Principal investigator.
- Visiting Researcher, Centre for Transport Studies, Royal Institute of Technology (KTH) and Swedish National Road and Transport Research Institute (VTI) (2009 to ongoing).

- Secondment, Special Economic Advisor to Office of Rail Regulation on econometric cost modelling and efficiency analysis (2011 to 2014).
- International Study on Railway Unbundling (2012). Community of European Railway and Infrastructure Companies (CER). Role: Principal Investigator.
- Academic advisor to OFWAT on econometric efficiency analysis (including 2015 CMA enquiry), OFWAT (2013 to ongoing).
- Relative cost of damage mechanisms on rail infrastructure: combining economic and engineering approaches, EU funded, SUSTRAIL (2012 to 2015). Role: Task leader (international consortium).
- Needs Tailored Interoperable Railway (NeTIRAIL-INFRA). EU Funded - Horizon 2020 (awarded 2015). Principal Investigator at University of Leeds (international consortium).
- Designing steel composition and microstructure to better resist degradation during wheel-rail contact (project awarded in 2015). EPSRC. Principal Investigator at University of Leeds (UK based consortium).
- National Modelling Framework Franchised Train Operating Company (TOC) Econometric Model Development, Department for Transport (2009-2010). Role: Principal Investigator (with SDG).
- Secondment, Special Economic Advisor to Office of Rail Regulation on econometric cost modelling and efficiency analysis (2011 to 2014). Role: Principal Investigator.
- International rail infrastructure econometric cost modelling and efficiency analysis of Network Rail, Office of Rail Regulation (2005 to 2012). Role: Principal Investigator.
- Econometric modelling of the impact of open access competition in rail, Competition and Markets Authority, 2015. Role: co-investigator.

SELECTED RELEVANT PUBLICATIONS

- Rasmussen, T., Wheat, P.E. and Smith, A.S.J. (2015), 'Do open access train operators exhibit inherent cost benefits compared to their franchised counterparts?', ITEA Annual Conference.
- Mizutani, F, Smith, A.S.J., Nash, C.A. and Uranishi, S (2015), Comparing the Costs of Vertical Separation, Integration, and Intermediate Organisational Structures in European and East Asian Railways, *Journal of Transport Economics and Policy*, Volume 49, Number 3, July 2015, pp. 496-515.
- Smith, A.S.J. and Nash, C.A. (2014) Rail Efficiency: Cost Research and its Implications for Policy, *International Transport Forum Discussion Paper 2014: 22*, OECD.
- Odolinski, K. and Smith, A.S.J. (2016), Assessing the cost impact of competitive tendering in rail infrastructure maintenance services: evidence from the Swedish Reforms (1999 to 2011), *Journal of Transport Economics and Policy*, Volume 50, Number 1, January 2016, pp. 93-112.
- Smith, A.S.J., Benedetto, V. and Nash, C.A. (2015), The impacts of economic regulation on the efficiency of European railway systems, Thredbo 14 Conference - International Conference Series on Competition and Ownership in Land Passenger Transport, Santiago, Chile.
- Smith A.S.J. (2012) The application of stochastic frontier panel models in economic regulation: Experience from the European rail sector, *Transportation Research Part E: Logistics and Transportation Review*, 48, pp.503-515.
- Wheat PE; Smith A.S.J. (2015) Do the usual results of railway returns to scale and density hold in the case of heterogeneity in outputs: A hedonic cost function approach, *Journal of Transport Economics and Policy*, 49, pp.35-47.
- Smith A.S.J.; Wheat P (2012) Evaluating alternative policy responses to franchise failure: Evidence from the passenger rail sector in Britain, *Journal of Transport Economics and Policy*, 46, pp.25-49.
- Smith A.S.J.; Wheat P (2012) Estimation of cost inefficiency in panel data models with firm specific and sub-company specific effects, *Journal of Productivity Analysis*, 37, pp.27-40.

- Andersson M; Wikberg T; Smith A.S.J.; Wheat P (2012) Estimating the marginal cost of railway track renewals using corner solution models, *Transportation Research Part A: Policy and Practice*, 46, pp.954-964.
- Smith A.S.J, Buckell J., Wheat P.E., and Longo R. (2016), Hierarchical performance and unobservable heterogeneity in health: A dual-level efficiency approach applied to NHS pathology in England, in Greene, W.H., Sickles. R., Khalaf, L., Veall, M., and Voia, M.C.. eds., *Productivity and Efficiency Analysis*, Springer Proceedings in Business and Economics, Chapter 8, pp. 119-143.
- Wheat P; Greene W; Smith A.S.J. (2014) Understanding prediction intervals for firm specific inefficiency scores from parametric stochastic frontier models, *Journal of Productivity Analysis*, vol. 1 (1), pp.55-65.