

# Andrew Meaney

Partner

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Languages: English and German



## Expertise

- Antitrust
- Behavioural Economics
- Commercial Litigation and International Arbitration
- Infrastructure
- Performance, Productivity and Efficiency
- Public Policy and Impact Assessment
- Regulation
- State Aid
- Strategy
- Transaction Advice

## Sectors

- Postal and Logistics
- Transport

## Profile

Andrew is head of Oxera's Transport team and specialises in the economics of the sector. He supports clients across Europe and further afield, providing advice on the impact of transport policy interventions, economic regulation, pricing, transactions and state aid. He regularly provides expert testimony to courts, parliaments and roundtables, as well as commercial advice to governments and businesses. He has 20 years' experience on infrastructure and operations across the modes, covering aviation, public transport, logistics and maritime.

## Selected professional experience

- Extensive experience advising companies, regulators and governments in the context of economic regulation and concessions in the transport, water and energy sectors. This includes expert witness appearances at ICSID, the European Commission and the UK Competition Commission, and in-depth advice on all forms of regulation and its application in many world jurisdictions. Specifically, Andrew has worked on all of the GB rail Periodic Reviews since the Railtrack Review in 2000, and he has advised both Network Rail High Speed and HS1 Ltd on the latest review of HS1.
- Expert testimony to planning inquiries (in particular the impact of the proposed M4 Relief Road on the statutory undertaking at Newport Docks) and arbitrations in the rail, maritime and aviation sectors.
- Several projects identifying and quantifying the net economic contribution of the rail industry. Andrew led the first research (in 2015) capturing this evidence for the GB rail industry, on behalf of the Rail Delivery Group, as well as a number of subsequent updates. In addition to traditional measures of impact (gross numbers of jobs and GVA), the work also captured the likely effects on users, the wider economy and the environment if rail were not available (i.e. the net additional impact). Andrew also led the economic analysis for the successful GB rail supply chain bid for a rail sector deal.
- Led the Oxera team advising the Oakervee Review of HS2—a new high-speed rail line in England—on its benefits, economic case and traffic forecasts. Oxera reviewed extensive amounts of evidence on the scheme in a short space of time, and made several recommendations to the Review Panel, which were incorporated into both the Review Report, and the Final Business Case for HS2.
- Several projects considering the structure of the rail industry from an economic perspective. After a first project for the GB rail regulator (the ORR) on this issue shortly before the McNulty Review, Andrew was a key part of the team working for the review itself on interfaces, incentives and structures (essentially, the balance between transaction costs at interfaces, and the ability to incentivise different parts of the value chain). Andrew subsequently revisited this issue for the UK Department for Transport (DfT) ahead of the 2015 general election, and in 2017. In 2019, Andrew supported the Rail Delivery Group with its submissions to the Williams Review.
- Andrew has led Oxera's work on the benefits to the UK, Europe and further afield of the Luxembourg Rail Protocol (reducing risks for rolling-stock investors from cross-border operations), has advised on several transactions involving rolling-stock companies, and has advised UK ROSCOs on various economic issues over the past 15 years.
- Andrew has developed expertise in the economic role of the Short Straits (the passenger and freight route between northern France and south-east England) from a range of commissions for the Board of the Port of Dover. This work has focused on the Port's economic contribution, its resilience to disruption, and its ongoing investment in the redevelopment of its Western Docks. Andrew has consequently given evidence to a number of UK House of Lords and House of Commons Committee inquiries on the impact of Brexit on both ports and the wider economy.
- Andrew has played an important role in the implementation of 'Roads Reform'—the creation of Highways England and the Road Investment Strategy process. From initial work for the DfT in 2012, Andrew was part of the consultancy team advising the DfT and the then Highways Agency on the development of regulatory, governance and funding arrangements ahead of the Infrastructure Act being approved by the UK Parliament and given Royal Assent. Indeed, Andrew undertook the first Efficiency Review ahead of RIS1 in six weeks in summer 2014. Andrew has advised Highways England

throughout the first Road Period, on the development of RIS2, and is currently supporting the early reporting arrangements for the second Road Period and looking ahead to RIS3.

## Selected publications

- Meaney, A. and Woll, U. (2016), 'Transport', chapter 17 in P. Werner and V. Verouden (eds), EU State Aid Control: Law and Economics, Wolters Kluwer.
- Meaney, A. (2015), 'Non-discriminatory Access Beyond the Tracks', chapter 13, in M. Finger and P. Messulam (eds), Rail Economics, Policy and Regulation in Europe, Edward Elgar.
- Meaney, A. (2015), 'Peer Review of First Interim Evaluation of High Speed 1', available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/468270/summary-peer-review.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/468270/summary-peer-review.pdf).
- Meaney, A. and Hope, P. (2012), 'Alternative Ways of Financing Infrastructure Investment: Potential for "Novel" Financing Models', International Transport Forum Discussion Papers 2012/7, OECD Publishing.
- Meaney, A., Horncastle, A. and Mahmood, A. (2010), 'Efficiency, (Over-) Compensation and State Aid for PSOs', Competition Law Journal, 9:3, pp. 371–8.
- Meaney, A. and Pilsbury, S. (2009), 'Are Horizontal Mergers and Vertical Integration a Problem?', OECD/ITF Joint Transport Research Centre Discussion Paper No. 2009–4, February.

## Qualifications

- MSc Economics and Finance (with Distinction), Warwick Business School, UK
- BSc Economics (First Class Hons), University of Bath, UK