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Level 2

Telecom Infrastructure Decision Support Tool Handbook

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Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 05 March 2011.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 4 to continue to comply with the Issue of any relevant Network Rail Standards current when GRIP Stage 4 was reached and not to comply with requirements contained herein, unless the designated Standard Owner has stipulated otherwise in the accompanying Briefing Note.

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1 Purpose

The purpose of this specification is to mandate and standardise the use of the DST (Decision Support Tool) across all Network Rail Routes.

2 Scope

This standard relates to the use and population of the DST and in particular the asset decision making sections.

3 Reference Documentation

NR/L1/TEL/30099 Telecom Asset Management.

NR/L1/TEL/30102 Network Rail Asset Management Policy for Telecoms Equipment

NR/L2/TEL/30133 Asset Condition Assessments for Telecoms Equipment.

4 Roles and Responsibilities

Role	Responsibility
Head of Asset Management (S&T)	Ownership of the DST. Management of the process. Peer review. Consistent application.
Route Asset Manager (S&T) - RAM(S&T)	Determination of engineer's competence.
Senior Business Planning manager	Governance and reporting.
Telecoms Renewal & Enhancement Engineer	Management of the Route Decision Support Tool (DST). Determination of asset condition. Inputting and update of central data. Intervention proposals where required.
Asset Performance Specialists (SP&C)	Provision of sanitised performance data (section "R")

5 Definitions

Term	Description
Condition	The rating of an asset when compared to the engineering expectations
CRD	Current Review Date