EVALUATION MODELS

How the benefits of various products and solutions are evaluated

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Evaluation models

EXPRESSING WHY VARIOUS PRODUCTS AND SOLUTIONS ARE RELEVANT FOR YOU

To express why various products and solutions are relevant for you, each product is evaluated based on the benefits it provides and the costs associated with achieving them.

This structured approach is rooted in the ISO55000 framework and ensures that different solutions are assessed on comparable terms.

For Condition Monitoring, additionally, the FAB model (Features–Advantages–Benefits) is used to communicate how technical features translate into real-world value.

In Decision Support and Construction & Maintenance, evaluation also focuses on alignment with DRSA's strategic goals — enabling more trains on existing infrastructure by improving speed, quality, confidence in decision-making, and maximizing time during limited track access.

The next slides illustrate how this model is practically applied in each domain.

Use Case	Evaluation Focus	Strategic Impact
Condition Monitoring	FAB model: Feature → Benefit	Confidence in decisions
Decision Support	Speed, Quality, Confidence	Better planning, fewer delays
Track Works	Time efficiency during track closures	More work in less time

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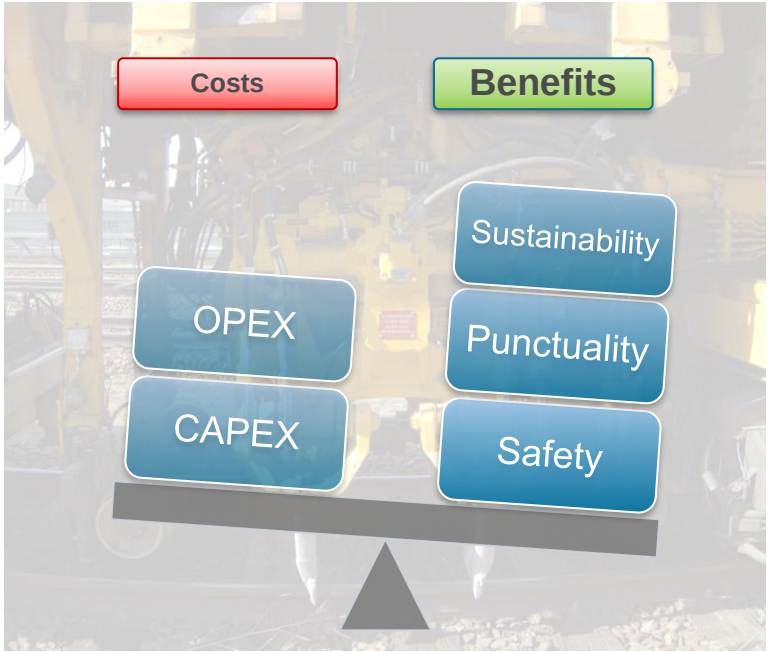
ISO 55000 Asset Management Investment Evaluation Model

INVESTMENT EVALUATION CRITERIA FOR RAILWAY INFRASTRUCTURE MANAGERS

- Based on the standard, UIC recommends the following decision making criteria for an asset management investment:

Safety	Risks to the passengers, workforce and members of the public
Punctuality	The impact of the infrastructure faults on train performance, which is likely to vary by the criticality of the route
Sustainability	The impact of the infrastructure and associated interventions on the environment
Financial: CAPEX and OPEX	The remaining life of the infrastructure, based on nominal life, current condition and long term condition trends & whole life cycle cost requirements versus current budget restraints

- If several solutions at high level provide the same benefits, the cost of each solution should be evaluated in a way which is comparable e.g. per km or per object.



SOURCE: UIC'S APPLICATION GUIDE TO ISO 55001 SECTION 1.5.2 (LINK)

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Construction- and maintenance works

EVALUATION MODEL IN RELATION TO DRSA'S VISION

- The governing principle solutions from DRSA is "More trains on existing infrastructure" which in the context of construction- and maintenance works implies *"More work in less time".*
- Construction and maintenance is assumed to be made during track closures/possessions, so the vision of the future track work process is to use time as efficient as possible.
- Future track works, is obtained by one or more of the following product benefits:
  - **Faster working time (production rate/performance)**
    To be able to do more in less time
  - **Less non-working time (savings)**
    Reduce time for activities that are not track works
  - **Pre-work in regular traffic (work preparation)**
    Do work before the track possession
- Strategic benefits, such as *automation of handover* and *integrated data flows* are not evaluated for each individual products, but will be part of the business case for the integrated solutions.
- Furthermore, the strategic evaluation criteria of **ISO 55000** applies

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