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**BY EMAIL ONLY**

28 July 2021

Chairman  
Delay Attribution Board  
Floor One, Mimet House  
5a Praed Street  
London  
W2 1NJ

**NOTICE OF APPROVAL OF AMENDMENTS TO THE APRIL 2021 DELAY ATTRIBUTION PRINCIPLES AND RULES**

1. This notice is given under Condition B2.7.2 of the Network Code. Terms defined in the Network Code have the same meaning in this notice. References in this notice to Conditions are references to Conditions of the Network Code.
2. On 8 July 2021 the Delay Attribution Board (DAB) submitted Proposals for Amendment to the Office of Rail and Road (ORR) in accordance with Condition B2.7.1.
3. The Secretary to the DAB has confirmed the reasons for the proposed amendments and these have been accepted by the DAB following the consultation process, as required by Condition B2.7.1.
4. For the purpose of Condition B2.7.2. ORR now gives notice to the DAB that it approves the Proposals for Amendment. All amendments included within the proposal will take effect from 19 September 2021.
5. The approved Amendments to the Delay Attribution Principles and Rules are attached to this notice at Schedule 1.

A handwritten signature in blue ink, appearing to read 'Gerry', is positioned above the printed name.

**GERRY LEIGHTON**  
Duly authorised by the Office of Rail and Road



### Schedule 1

**DAB P346 – Accepted Design Limitation**

**Add new paragraph to O14.1 as below: -**

O14.1 (h) Where an Accepted Design Limitation would not ordinarily cause delay when an asset is operating correctly but is deemed to have done so in reaction to another Delay Incident, this should be considered as a direct consequence of the other incident. Any delay should be attributed to that incident (e.g. a level crossing needing to be reset after a train has already activated the treadle but failed to traverse the crossing in the allotted time)

**DAB P347 – Delay Code JX**

**Amend scenario F1.7.3.d to read:**

d	Where oil, grease or other substances, except water or ice, whose source cannot be identified, is found on the railhead	JX	Network Rail (IQ**)
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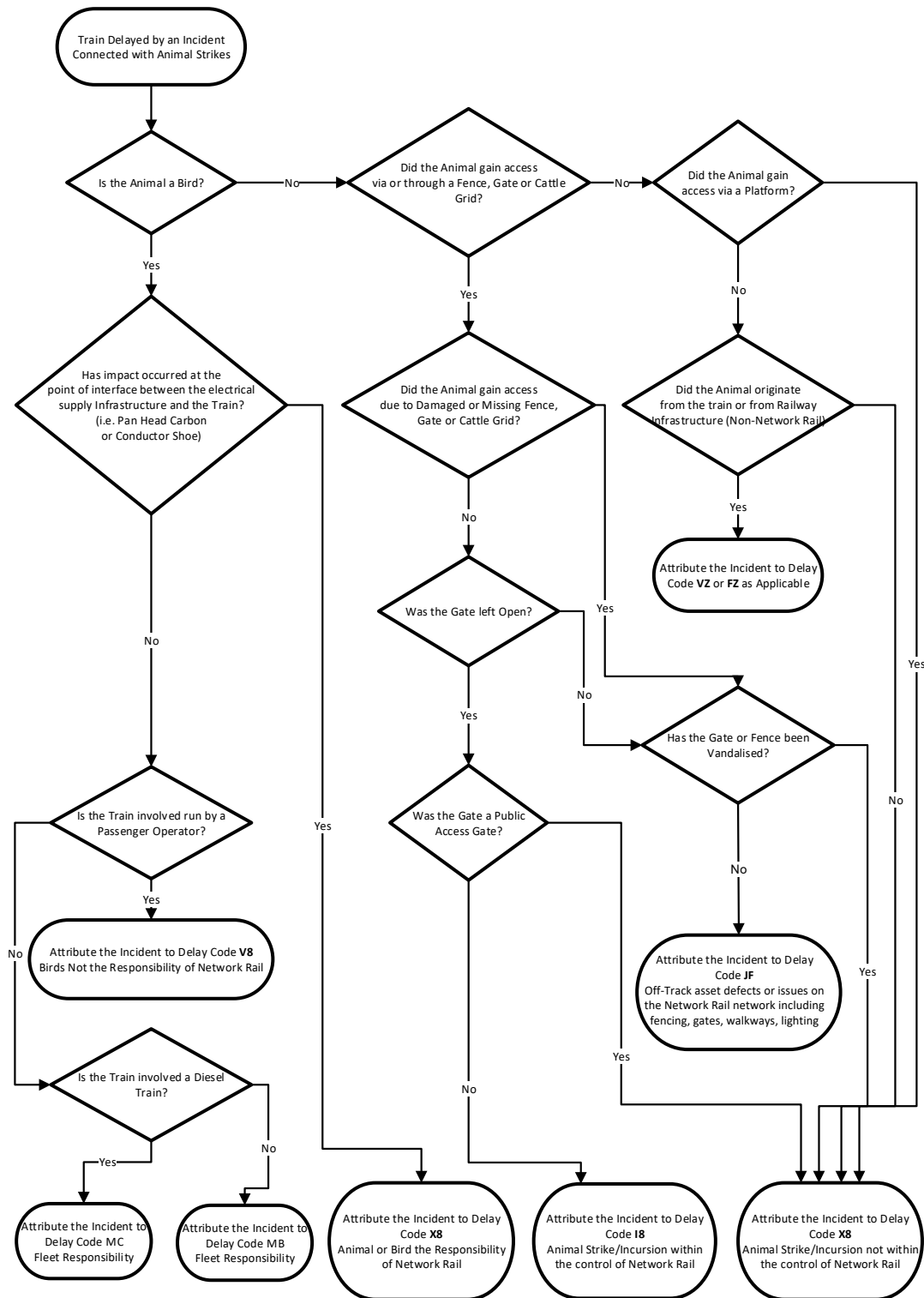
**NR P209 – Delay Code IJ**

**Amend Description for Delay Code IJ in Section S as below: -**

IJ	AWS/ATP/TPWS/Train Stop (lineside/on-track equipment failure)	AWS/ATP
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***NR P210 – Use of Code JF in connection with animal incursions***

- a) Add an additional end result to flowchart Q1.7, stating that code “JF” should be used when the animal gained access due to a damaged or missing fence, gate or cattle grid, or when a gate has been left open, which is not the result of vandalism. See below:***



**b) Update Section Q1.8.1.a to include code JF as a possible code to be used in connection with animal incursions that do not result in the animal being struck but do result in cautioning on a Safety of the Line basis, as below:**

No.	Circumstances	Delay Code	Incident Attribution
a.	Animal incursion reported as a safety of the line incident. Delay occurs to reporting train and subsequent cautioning.	I8 /X8/JF in line with rationale in flowchart Q1.7	Network Rail (IQ** / XQ**).