

Template for Submission of Proposed Amendments to the Delay Attribution Principles and Rules or the Performance Data Accuracy Code (Form A)

Originators Reference Code / N ^o	PDAC 2021/1
Name of the original sponsoring organisation(s)	DAB
Exact details of the change proposed	<p>Add a new Paragraph 3.10, as below:</p> <p>Responsibility for reporting Timings at locations on Network Rail infrastructure is the sole responsibility of Network Rail. Such Timings may not be infilled or overwritten by the representatives of Train Operators or any other party outside of Network Rail.</p> <p>Responsibility for reporting Timings at locations that are not part of Network Rail’s infrastructure (i.e. “Off-Network”) lies with the operator of the individual train using that location. Such Timings may not be infilled or overwritten by representatives of Network Rail other than in the following circumstances:</p> <ul style="list-style-type: none"> • Where a time has been amended but not supported or validated and it is deemed necessary to revert the revised manual report to its original entry (in accordance with the terms of paragraph 3.8). • Where local agreement has been arranged between an operator and Network Rail for Network Rail to report Timings on the operator’s behalf. • Where a train is scheduled to depart from an Off-Network location before proceeding onto the Network Rail network and is not reported by the Operator within 30 minutes of that train having accessed the network. In such cases: <ul style="list-style-type: none"> ○ Network Rail should endeavour to contact the relevant operator to request a timing report prior to carrying out reporting itself. ○ If no report has been obtained after this 30-minute timeframe has elapsed, Network Rail may infill a report that is consistent with the next timing report captured against the train’s schedule.

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Reason for the change	<p>The Delay Attribution Board consider it necessary to formalise organisational responsibilities for train reporting, with a view to clarify where responsibilities lie in terms of reporting trains at on-network and off-network locations respectively. These have not previously been documented within PDAC.</p> <p>The change is now felt to be necessary in consequence of a recent change to the TRUST DA system which prevents delays manifesting between points of origin and the first subsequent Delay Recording Point from being attributed unless a time has been successfully infilled at the origin location. Defining a clear chain of responsibility between Train Operators and Network Rail should mitigate the risk of this arising.</p>
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1. Do you perceive that this proposal will have a wider impact (including commercial impact) on your business or the business of any other industry parties?

No

If yes;

For Network Rail – Please provide an impact assessment indicating the impact of the proposal on all affected industry parties.

For Train Operator – Please provide an impact assessment on your own business.

N/A

2. If you have provided an impact assessment as per question 1 above, please provide a proposed solution to neutralise any financial effect of the proposal.

N/A