

**Gerry Leighton**  
**Head of Stations & Depots and Network Code**  
Telephone 020 7282 2030  
Email [gerry.leighton@orr.gov.uk](mailto:gerry.leighton@orr.gov.uk)



**BY EMAIL ONLY**

16 February 2022

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

**NOTICE OF APPROVAL OF AMENDMENTS TO THE SEPTEMBER 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 7 February 2022 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 1 April 2022.
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.

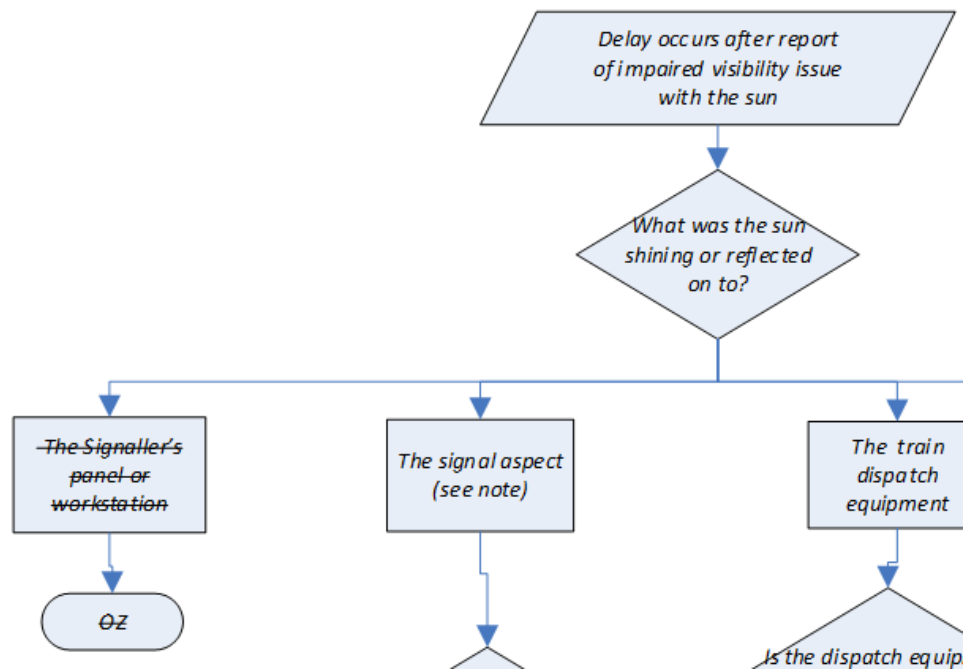
**GERRY LEIGHTON**  
Duly authorised by the Office of Rail and Road



## Schedule 1

### **DAB P348**

Remove the reference to “Signaller’s panel or workstation” as a potential asset that could be affected by sunlight from Flowchart Q5.10 as below:



**DAB P349**

Reword the following section of Clause B6.12 as below:

“The Network Rail Manager should represent these locations, notwithstanding the requirements of the DAPR, when one incident for each directly affected train operator ~~directly affected~~ is required.”

**NR P211**

***Amend the description and wording of clause B6.17.G to read as follows:***

*G. Asset Failures preventing the normal use of infrastructure on another area.*

*An asset or component failure on Route or Area “A” that prevents infrastructure on Area “B” from working as designed should be attributed to an incident with a Network Rail Manager Code of Route or Area “B” but with Responsibility assigned to Route or Management Area “A”. An example of this could be a signalling system that fails on Area “A” but which prevents routes from being set on Area “B”.*

**NR P212**

Amend clause O5.2.h to change the delay code to be used for dropped Bowmacs from IS to JF as below.

h	Dropped <u>bowmac</u>	JF	Network Rail (IQ**)
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Also add Bowmacs to the list of off-track assets listed as attributable to code JF in Clause O.17.1.as below:

*O17.1 For defects or issues relating to fencing, gates, walkways, Bowmac crossing panels or lighting on the Network Rail network (not including station infrastructure) Delay Code JF should be utilised except in circumstances where vandalism or severe weather is demonstrated (see Sections Q4 and Q5).*

**NR P213**

Replace DAPR Clause O.19.2.2.3. with the below:

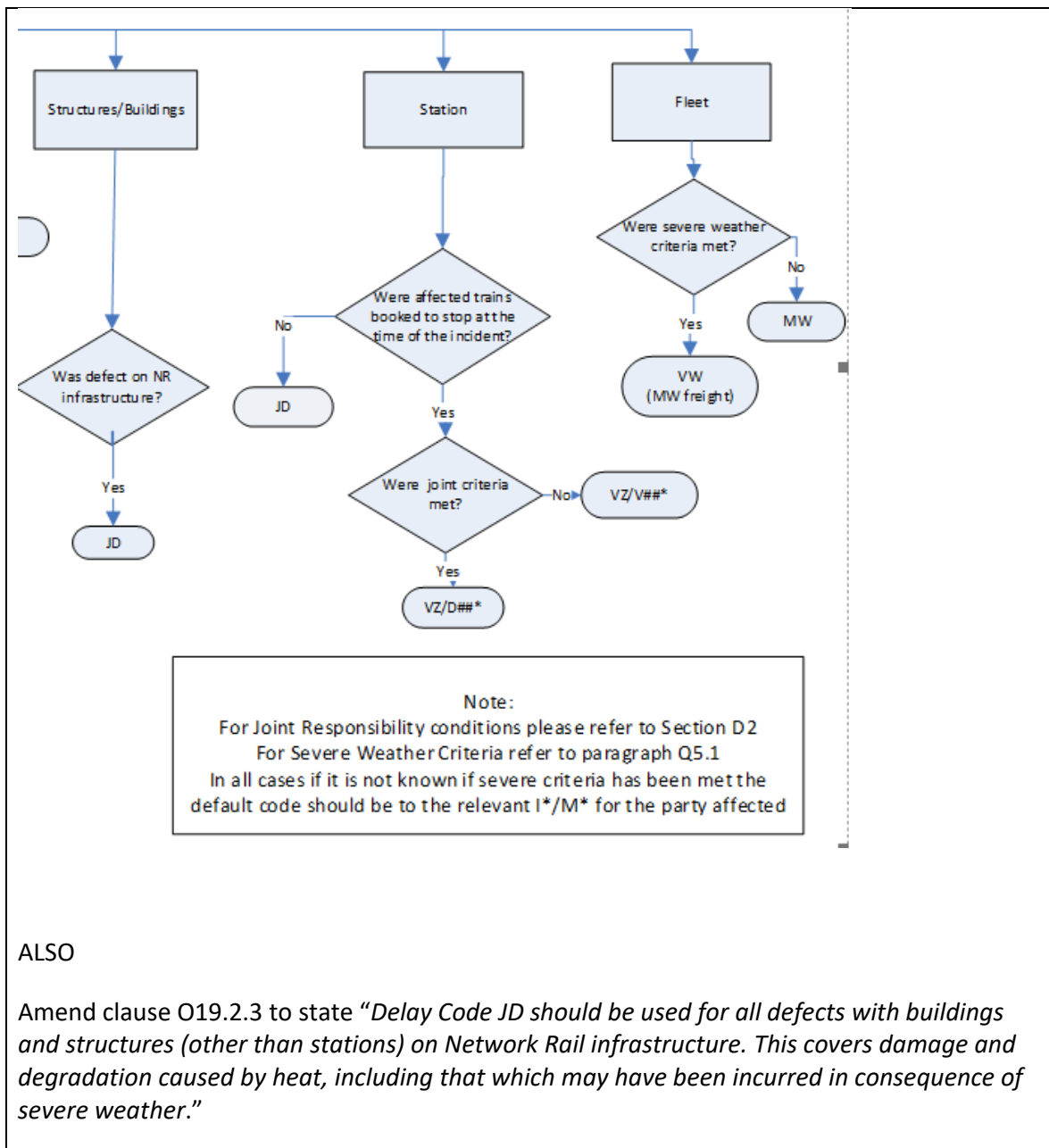
*“All asset failures triggered by location cabinets overheating should be coded to the asset that has failed.”*

**NR P214**

Amend heat flowchart Q5.8 so that:

- References to code "XH" are removed
- All heat-related issues associated with Network Rail buildings and structures are shown as attributable to code "JD" (thus removing an unnecessary query step as to whether severe weather criteria have been met).
- The reference to "the party effected" in the Note at the foot of the flowchart is changed to "the party affected".

Proposed changes as they will appear in flowchart Q5.8 below:



ALSO

Amend clause O19.2.3 to state *“Delay Code JD should be used for all defects with buildings and structures (other than stations) on Network Rail infrastructure. This covers damage and degradation caused by heat, including that which may have been incurred in consequence of severe weather.”*

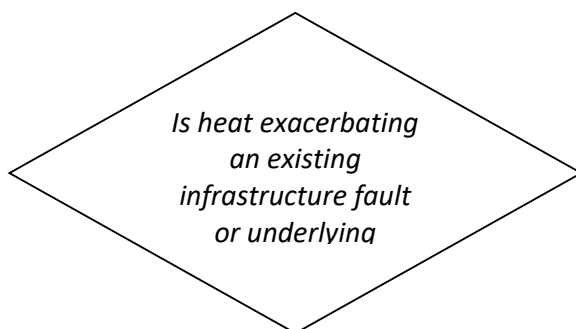
**NR P215**

Amend DAPR Paragraphs O19.2.1.3 and O19.2.1.4 as follows: -

*O19.2.1.3. Where renewals work is being / has been undertaken or there is an underlying fault or condition with the track then use the delay code appropriate to the condition causing the restriction.*

*O19.2.1.4 Any speed restriction due to a buckled rail or other track defect caused by heat (where CRT was not exceeded) should be coded to IR or IS as appropriate.*

Amend Flow diagram in DAPR Q5.8. Under the tranche covering TSR/ESR, imposed amend the diamond querying whether the restriction is due to a buckled rail with the following: -



**NTL/01**

*Create new Cause codes*

- *MF – Engineering non-technical delays associated with Engineering staff who are not based in an Engineering depot e.g. Cleaners*
- *MG – Engineering technical failures/defects associated with T+RS that has just come off depot*

**M - MECHANICAL OR FLEET ENGINEER CAUSES**

Abbreviated Departmental Cause Code: T+RS (Traction and Rolling Stock)

**Add**

MF Off depot non-technical fleet delay, NON TECH

MG Technical failure off depot OFF DEPOT

**Amend**

*G4.1*

*From*

e) A REC is initiated in error from a train cab

that is on the Network by a member of

train maintenance staff or cleaner

MU Operator of train

involved (M##\*)

To

e) A REC is initiated in error from a train cab

that is on the Network by a member of



train maintenance staff or cleaner

MF Operator of train

involved (M##\*)

**Add**

**G1.2 Passenger Train Operator Delays (including Charter Trains):**

**o.** Off depot non-technical fleet delay

*Delay code: MF*

*Systems : Doors left isolated by Cleaners ; Fitter completing non-technical inspections (Coolant/Fuel checks)*

*Incident Attribution : Train Operator (M##\*)*

**p.** Engineering technical failures/defects associated with T+RS that has just come off depot

*Delay code: MG*

*Systems : isolated from depot e.g. Door locked out of use, TPWS isolated ; Equipment fails off depot e.g. repeat failure of windscreen wiper ; loss of power*

*Incident Attribution : Train Operator (M##\*)*

**NTL/02**

*Create new cause code*

- *TC – delays resulting from Traincrew/loco/stock/unit diagrams issues resulting from an agreed mitigation resource plan, at 22:00 the day prior to operation*

**Add to Section S Part T - PASSENGER OPERATING CAUSES**

TC - agreed mitigation resource plan (**crew/stock**) issues – *EMRG PLAN*

Amend

TA Train-crew/loco/stock/unit diagram issues ~~within normal capacity planning time scales~~  
**other than in connection with emergency timetables** DIAG ISSUE

**Amend**

**J2.3**

From

d. If prior to working their train (after booking on duty), the relevant train-crew were booked to travel passenger on a train that was a Planned Cancellation (i.e. P\* coded in line with the 22.00 cut off the previous day as per paragraph C1.5) -

Where diagram commences post the 22.00 agreement deadline.

FH / TI Operator of traincrew booked pass

(F##\* / T##\*)

To

d. If prior to working their train (after booking on duty), the relevant train-crew were booked to travel passenger on a train that was a Planned Cancellation (i.e. P\* coded in line with the 22.00 cut off the previous day as per paragraph C1.5) -

Where diagram commences post the 22.00 agreement deadline.

FH / TC Operator of traincrew booked pass

(F##\* / T##\*)

### **L2.3**

From

d Where an agreed mitigation resource plan (crew/stock) contains conflicts, errors or omission (see paragraphs J2.1 and L2.2)

T\* Operator

(T##\*)

To

d Where an agreed mitigation resource plan (crew/stock) contains conflicts, errors or omission (see paragraphs J2.1 and L2.2)

TC Operator

(T##\*)

M2.6

From

a The cancellation or late start could have been pre-empted and therefore planned

TZ / FZ / OD Train Operator (T##\* / F##\*) or Network Rail (OQ\*\*)

as appropriate

To

a The cancellation or late start could have been pre-empted and therefore planned

TC / FZ / OD Train Operator (T##\* / F##\*) or Network Rail (OQ\*\*)



as appropriate

**NTL/03**

*Withdraw cause code*

~~TJ Tail lamp or headlamp missing, not lit or wrongly displayed LAMP ISSUE~~

Amend

R2.4

From

k. Head or tail lights are missing, not lit or wrongly displayed

FM or TJ as appropriate

to type of train

Operator of train concerned (F##\* or T##\*)

To

k. Head or tail lights are missing, not lit or wrongly displayed

FM or TG as appropriate

to type of train



Operator of train concerned (F##\* or T##\*)

**NTL/04**

Within Section S Part **M - MECHANICAL OR FLEET ENGINEER CAUSES**

Amend

M1 Confirmed Pantograph ADD, shoe beam or associated system faults Incl. positive PANCHEX activations - PANTO/SHOE

To

*M1 Confirmed Pantograph ADD, associated system faults, positive PANCHEX activations and train borne power switch over systems (AC) - PANTO/AC*

Also add new cause code

*MQ Confirmed shoe beam or associated system faults Incl. train borne power switch over systems (DC) – SHOE/DC*

Amend G1.2 Passenger Train Operator Delays (including Charter Trains):

From

a. Delays associated with faults with the Pantograph, 3rd Rail shoe beam, ADD and PANCHEX activations

Delay code : M1

Systems : 3rd Rail Pantograph ADD

Incident Attribution: Train Operator (M##\*)

To

*a. Delays associated with faults with the Pantograph, ADD, train borne power switch over systems and PANCHEX activations*

*Delay code : M1*

*Systems : Pantograph ADD, train borne power switch over systems (AC)*

*Incident Attribution: Train Operator (M##\*)*

Add

*o. Delays associated with faults with 3<sup>rd</sup> rail, shoe beam and train borne power switch over systems (DC)*

*Delay code : MQ*

*Systems : 3<sup>rd</sup> rail shoe beam, train borne power switch over systems (DC)*

*Incident Attribution: Train Operator (M##\*)*

Amend

G2.3.1

From

- a.
- c.
- e.

Delay code : M1

Incident Attribution : Train Operator (M##\*)

To

- a.
- c.
- e.

Delay code: *M1/MQ as per section G1.2*

Incident Attribution: Train Operator (M##\*)



NTL/05

*Amend existing delay code*

**M - MECHANICAL OR FLEET ENGINEER CAUSES**

Abbreviated Departmental Cause Code: T+RS (Traction and Rolling Stock)

From

MY Coupler and Coupler system faults COUPLER

To

*MY Coupler, Coupler system and Jumper cable faults COUPLER*

Amend

**G1.2 Passenger Train Operator Delays (including Charter Trains):**

**from**

i. Technical delays associated with coupler and coupling system faults, excluding track or Driver based issues

Delay code : MY

Systems : Coupler, Coupler buttons, Control systems,

Incident Attribution : Train Operator (M##\*)





To

*i. Technical delays associated with coupler and coupling system faults, excluding track or Driver based issues*

*Delay code : MY*

*Systems : Coupler, Coupler buttons, Coupler Control systems, Jumper/connective cables*

*Incident Attribution : Train Operator (M##\*)*

**NTL/06**

*Amend existing delay code*

**R - STATION OPERATING CAUSES**

Abbreviated Departmental Cause Code: STN

These codes are for delays due to station activities. Incidents are attributable to the company running

the train, and not the operator of the station.

From

RT Loading excessive luggage EXCES LUGG



To

*RT Loading luggage LUGGAGE*