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BY EMAIL ONLY

24 April 2023

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

NOTICE OF APPROVAL OF AMENDMENTS TO THE APRIL 2023 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 14 April 2023 the Delay Attribution Board (DAB) submitted a Proposal 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 28 May 2023.
5. The approved amendments are shown in the marked-up extracts from the Delay Attribution Principles and Rules 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



NR P223

Re-introduce code PE for Planned Cancellations in consequence of Network Rail requirements as below:

PE	Planned cancellation due to Network Rail restrictions of use (including engineering work) where that cancellation is identified and agreed prior to 22.00 the day before the schedule runs	NR P CANC
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Revise the description of code PG and associated short description to exclusively cover Planned Cancellations in consequence of Train Operator requirements as below:

PG	Planned cancellation due to Train Operator requirements where that cancellation is identified and agreed prior to 22.00 the day before the schedule runs	PLAND-CAPE OP P CANC
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Amend Paragraph C3.6 as below:

C3.6 The codes PE (for cancellations stemming from a Network Rail restriction of use) or PG (for those stemming from an Operator requirement) is to be used when a planned train cancellation does not have its schedule cancelled in the Train Planning System (TPS). All TPS cancellations are automatically coded PD. Manually cancelled schedules must not be allocated to PD.

Amend Paragraph L1.5 as below:

L1.5 Trains not cancelled via the Train Planning System (TPS), ~~for whatever reason~~, but which are agreed to be cancelled prior to 22.00 the day prior should be allocated to incidents with delay code PE (for cancellations stemming from a Network Rail restriction of use) or PG (for those stemming from an Operator requirement), and Responsible Manager Code PQ**. Where the cancellations or alterations are in relation to an emergency train plan that plan must be prescriptive in the trains affected (either by specific train I.Ds or clock face departure times).