

DAB P362

Amend Paragraph M1, Scenario A, to show that delays associated with a freight driver not being able to take a recognised diversionary route should be coded to FF instead of FH as below

M1 Diversionary Route Knowledge

No.	Circumstances	Delay Code	Incident Attribution
a.	Train is requested to be diverted in line with pre-agreed contingency plans but train crew do not have the required route knowledge.	FH FF/TI	Operator of train unable to be diverted (F##*/T##*)

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Develop the final paragraph of Clause A1.1 as below:

A1.1 The accurate identification of the causes of Minutes Delay, Cancellations, Diversions and other events is of prime importance to enable all parties to whom delay is attributed to identify action plans to improve operational performance. The Delay Attribution Vision and Statement of Good Practice (shown at the front of this document) underpins the way in which this will be achieved.

This document sets out the Principles and Rules regarding coding and attribution of Minutes Delay and Cancellations so that there is a consistency of application and approach by all parties involved in the process of Delay Attribution.

~~The Delay Attribution Principles and Rules deal with the process of identifying the cause of delays and cancellations on the Network that have been reported in TRUST and the process is shown in Diagram 1 below.~~

The Delay Attribution Principles and Rules deal with the process of identifying the cause of delays and cancellations that have been reported in TRUST. These Principles are to be applied throughout the Network Rail network (or “the Network”) and also on non-Network Rail infrastructure that interacts with it.

Note in this context that:

- “Network” is defined in the Network Code Part A as “the network in respect of which Network Rail is the facility owner and which is situated in England, Wales and Scotland”
- Where attribution principles for locations outside of the Network differ from those within it, these are detailed within this document.

The delay attribution process is shown in Diagram 1 below.

[Note – No changes are required to Diagram 1 itself]

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Revise the definitions of codes RI/RM/R8/TM/T3/T8 in DAPR Section S as below:

OFFICIAL

RI	Waiting connections from other trains- not authorised by TOC Control and not part of a connection policy	UNAUTH CON
RM	Waiting connections from other transport modes – not authorised by TOC Control	XTNL CONN UNAUT
R8	Delay at staffed station believed to be Operator cause and information required from Operator (Station Responsibility)	STN STF UNEX
TM	Connection from other trains authorised by TOC Control but out with not part of a connection policy	AUTH CONN
T3	Waiting connections from other transport modes – authorised by TOC Control	XTNL CONN AUTH
T8	Delay at unstaffed Station believed to be Operator cause and information required from Operator (Ops Responsibility)	STN USTF UNEX

Also amend the existing scenarios N6.1 cand d, and add new scenarios E and f, as below:

c.	Waiting passenger connections from other trains authorised by TOC but out-with TOC/Network Rail Connection Policy	RK/TM	Operator of train being held (R##*/T##*)
d.	Waiting passenger connection from other trains- arranged locally by station staff and not authorised by Control	RI	Operator of train being held (R##*)
e.	Waiting passenger connections from other forms of transport (e.g. replacement buses) authorised by TOC Control but out-with TOC/Network Rail Connection Policy	T3	Operator of train being held (T##*)
f.	Waiting passenger connections from other forms of transport (e.g. replacement buses) - arranged locally by station staff and not authorised by Control	RM	Operator of train being held (R##*)

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Remove Delay code RO from DAPR Section S

RO	Passengers taken ill on platform	PASS-ILL
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Amend the definition of Code VD as below:

VD	Passenger taken ill on train or incurring non-malicious injury	ILL PASS
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Amend Section N4.1, scenario a, and add new scenarios b and c as below, with existing scenarios b-l renumbered d-n respectively.

No.	Circumstances	Delay Code	Incident Attribution
a	Illness or Non-malicious injury to passenger (including delays awaiting ambulances and/or where the access of other passengers to a platform is impacted) but there is nothing to prevent the passage of the train itself	VD	Operator of train involved (V##*)
b	Illness or Non-malicious injury to passenger on a platform which is both preventing the access of passengers to the train and causing an infrastructure restriction to the passage of the train itself.	VD	Joint responsibility (D##*)
c	Illness or Non-malicious injury to passenger where there are no issue with passenger access to the platform and the only reason for delay is that the stricken person has encroached over/fallen off the platform edge or is deemed at risk of doing so	XA	Network Rail (X##*)

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Amend the reference to principle NCI 9.1 within Paragraph L1.7 to NOP 3.26 as below.

L1.7 Where a freight train is provided with an Alternative Train Slot (VSTP) under the Management of Freight Services during disruption protocol (~~NCI 9.1~~ NOP 3.26), the cancellation of the Base Train Slot should be attributed to the TRUST delay incident created for the disruptive event that has caused the need for the Alternative Train Slot to be implemented.

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Reorder and revise the table of station infrastructure-related circumstances in DAPR N8.1 – scenarios a-e - as below

No.	Circumstances	Delay Code	Incident Attribution
a.	Failure of external power supply to any station structures or systems that does not affect the power supply for the operation of trains.	VZ	Train Operator - separate Incident to be created for each directly affected (V##*)
b.	Failure of internal power supply to station structures or systems excluding those covered in examples c and d below	RA	Train Operator - separate Incident to be created for each directly affected (R##*)
c.	Overtime to passenger train caused by failure of lifts or escalators (including those caused by a loss of power supply)	RE	Train Operator - separate Incident to be created for each directly affected (R##*)
d.	Overtime to passenger train caused by failure of customer information systems (including those caused by a loss of power supply)	RV	Train Operator - separate Incident to be created for each directly affected (R##*)
e.	Loss of station lighting	RA	Train Operator - separate Incident to be created for each directly affected (R##*)

NR P224

Amend Clause O9.1. Scenario h as below.

h	Obstruction / tripping due to bird strike, nest building or other animal incursion. where no damage is caused or remedial action or repair is required.	X8 I8	Network Rail (XQ**IQ**)
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Amend Clause Q.1.3 as below

Q1.3 In the event of damage caused to the infrastructure by an animal, ~~where the animal is present (alive or dead), and removal results in rectification with no remedial works,~~ use delay code ~~X8~~. via means other than infestation, code JF is used if that animal has gained access to the infrastructure via a fence (including where it has jumped over it), or a gap where a fence panel that should be in place is missing.

Delete the existing Clause Q1.4 and replace with the below.

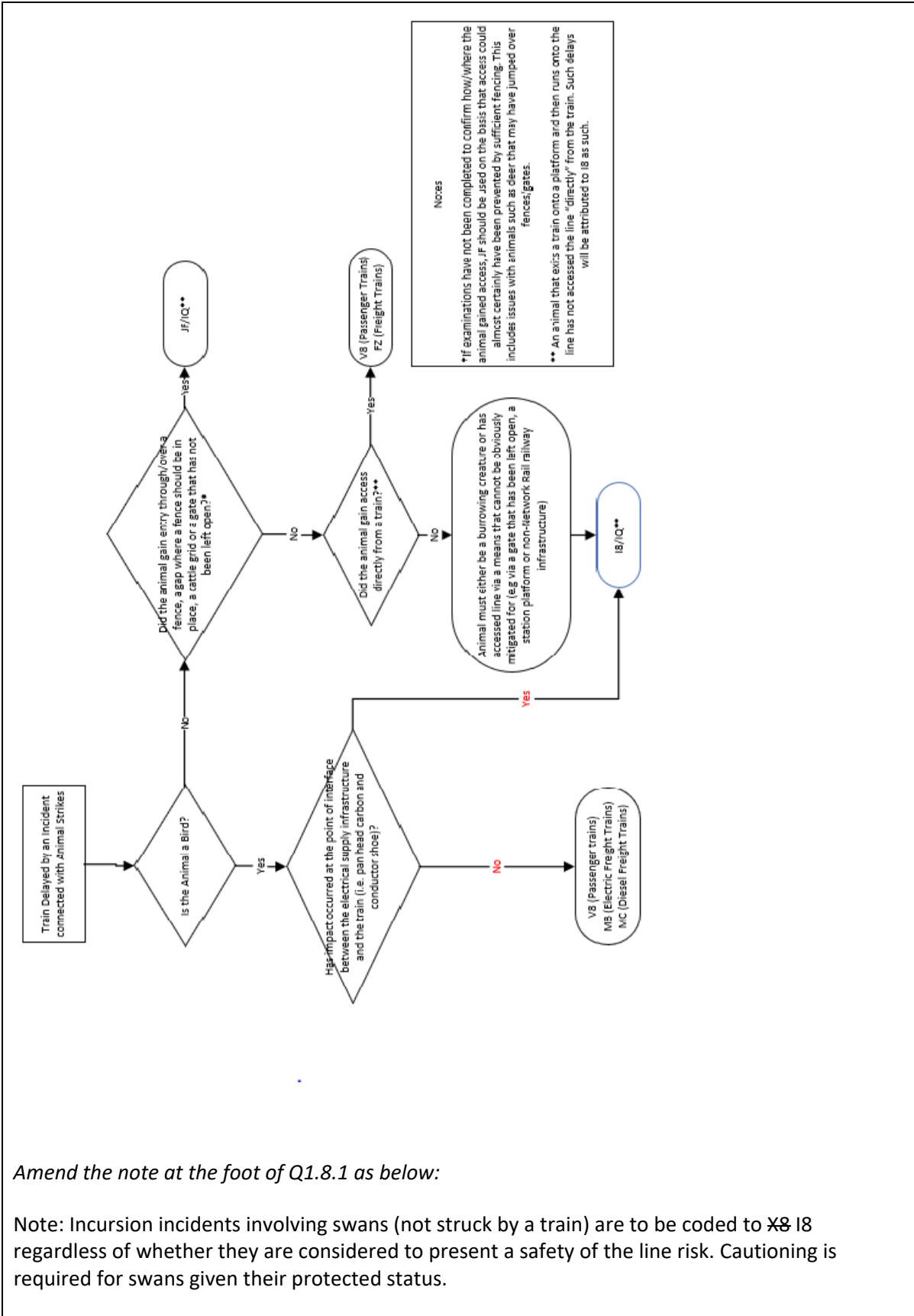
Q1.4 In cases where it has not been possible to complete an examination to identify where and how an animal has accessed the line and that animal is not a bird or burrowing creature (i.e. access should have been preventable by adequate fencing), JF is also to be used.

Delete the existing Clause Q1.5 and replace with the below.

Q1.5 In the event that damage has been caused to the infrastructure by an animal, via means other than infestation:

- If rectification work to restore the asset is required even after the animal has been removed, the incident should be coded as appropriate to the asset affected.
- If the asset restores without the need for rectification work upon removal of the animal, and it has been identified that the animal has not gained access via a fence, gate or cattle grid, code I8 is to be used.
- If the asset restores without the need for rectification work upon removal of the animal, but the animal has gained access to the access via a fence, gate or cattle grid or it has not been determined how access was gained, code JF is to be used.

Replace the flowchart Q1.7, covering animal strike scenarios, with the below [amended text from current version in red]



Amend the note at the foot of Q1.8.1 as below:

Note: Incursion incidents involving swans (not struck by a train) are to be coded to X8 I8 regardless of whether they are considered to present a safety of the line risk. Cautioning is required for swans given their protected status.

NR P225

Remove Scenario B from Table F1.7.1 on additional autumn-related coding guidance (with subsequent scenarios c-h renumbered as b-g respectively)

b.	Vegetation within network boundaries is not in accordance with prevailing Network Rail standards, including where signals or track side signs are obscured by vegetation and where trains strike branches - not due to the weather.	JP	Network Rail (IQ**)
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Add a new Section O20 covering vegetation management that is not specifically autumn or weather related as below:

O20 – Vegetation

Delays caused by overgrown or overhanging vegetation that is not the direct result of weather conditions and/or has not caused adhesion issues will normally be attributed to JP (when the vegetation has grown within the Network Rail boundary) ~~or XO (when it has grown outside of the boundary but is ingressing/overhanging onto it).~~

Examples and Exceptions:

a.	Vegetation within network boundaries is not in accordance with prevailing Network Rail standards, including where signals or track side signs are obscured by vegetation and where trains strike branches - not due to the weather.	JP	Network Rail (IQ**)
b	Obstruction in points (sufficient to cause failure and observed on site) caused by overgrown vegetation.	JX	Network Rail (IQ**)
c	ESR / TSR implemented for crossing sighting issues due to vegetation encroachment.	JP	Network Rail (IQ**)
d	Obstruction / tripping of OHLE due to vegetation (<i>even where source of growth is outside of the Network Rail boundary</i>)	JP	Network Rail (IQ**)
e.	Trees striking, or at risk of striking, branches from overhanging trees that are growing outside of the Network boundary (not weather related)	XO	Network Rail (XQ**)

For principles relating to adhesion, including adhesion issues stemming from leaves and other vegetation, refer to Section F of this document. For issues relating to falling or damaged trees caused by weather, refer to Section Q5.