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Chairman
Delay Attribution Board
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NOTICE OF APPROVAL OF AMENDMENTS TO THE SEPTEMBER 2015 DELAY ATTRIBUTION GUIDE

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 27 November 2015 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, as set out in a schedule to this notice. The amendments will take effect on 1 April 2016.
5. A schedule of the approved Amendments to the Delay Attribution Guide is attached to this notice.

Yours sincerely

GERRY LEIGHTON
Duly authorised by the Office of Rail and Road



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Schedule of approved amendments to the April 2015 Delay Attribution Guide

Amendments sought

DAB/P250 – Train Crew provision

- **Amend / Expand 4.24.1 (shown in red):**
Delays or cancellations caused by train crew booking on duty late for whatever reason **are** the responsibility of the Train Operator **and should be allocated to a new prime cause incident. This includes circumstances where train crew are late following regulation rest breaks either within the turn of duty or between turns when required to 'lodge'.**
- **Add wording (in red) to 4.24.3(a) to read:**
'If the Train Operator confirms that the train crew were working a late inward service and both the incoming and outgoing services **(on the same turn of duty)** are the responsibility of the same Train Operator'

DAB / P251 Prime Cause

- **Add new paragraph 2.7.1:**
The immediate cause or event that results in delay to a train is known as "Prime Cause". Until a Prime Cause has occurred there will be no delay to a train service. For the avoidance of doubt, "Prime Cause" cannot be a reaction to a previous incident. In addition, where a delay is caused by a human error or oversight then that delay should be considered as a potential new "Prime Cause". Examples of the Application of Prime Cause can be found in DAB Process and Guidance Document PGD1 (which can be found on the DAB website)
- **Renumber current paragraphs 2.7.1 to 2.7.6 accordingly.**

DAB/P252 DAG Tidy Ups Part 1

- **Amend all cases of 'Off Network' to read 'off Network Rail network'.**
- **Change wording '(use delay code IN)' in 4.44.2 to '(use delay code I*, J*)'.**
- **Move the 5th paragraph in the Foreword 'The majority of freight...' to a new 4.18.1 and reword/ amend as follows:**
The majority of incidents in freight terminals/yards are treated as 'off Network Rail network' and are coded in accordance with this section 4.18. However, on 31st October 2014 a significant number of freight yards/terminals (108) were transferred from various Freight Operators into Network Rail's ownership. Whilst some of these sites are wholly sub-let to third parties and will, consequently, remain "off Network Rail network" and others are "out of use", the remainder will



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be incorporated into Network Rail's network (either in whole or in part) and operated by Network Rail. Incidents occurring in the Network Rail operated yards/terminals should be coded in accordance with section 4.19

- **Current paragraphs 4.18.1 to 4.18.3 to be renumbered accordingly.**
- **4.10.2 table – re-letter (m), (n) and (o) to (l), (m) and (n)**
- **4.10.3 table – re-letter (p) to (e)**
- **4.39.1 table – re-letter (m) and (n) to (l) and (m)**

DAB/P253 – Animal Incursion

- **Add new section 4.34.4 as below:**

4.34.4 Animal Incursion

In instances of animal incursion that do not result in an animal strike as set out in 4.34.3 above, attribution should be applied as to how the incursion was reported and action taken by the appropriate person in line with current Rules and Regulations

No.	Circumstances	Delay Code	Incident Attribution
a.	Animal incursion reported as a safety of the line incident. Delay occurs to reporting train and any subsequent cautioning.	I8 / X8 in line with rationale in 4.34.3	Network Rail (IQ** / XQ**).
b.	Animal incursion reported by driver (not as safety of line). Delay occurs to reporting train.	TG / FC	Operator of train involved (T###/F###)
c.	Animal incursion reported (not reported as safety of the line per current Rules). No delay to reporting train but delay occurs to subsequent train(s).	OC	Network Rail (OQ**)

Note: Safety of the Line in this circumstance is deemed to be where the reporting person believes there is potential risk to the safety of their train, other trains, any persons on those trains or the overall safe operation of the railway.

NR/P181 – Delay Code I3 removal

- **Remove I3 delay code from Section 7I – Infrastructure Causes**



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- **Amend 4.28.11 so as to read:-**

4.28.11 Electrification

Code I1 should be used for a failure of the overhead line equipment or the third rail equipment.

Code I2 should be used where trips on OHLE or third rail (not relating to pantographs or shoes) occur and no known reason can be found.

Obstruction of the overhead wires or third rail should be allocated to the reason for the item being there, i.e. weather, vandalism, trespass or items which have been thrown or have fallen from a train.

Code I4 should be used when there are problems associated with motorised and manual switches, incoming breakers, track feeder breakers and isolation irregularities.

Code JP should be used where the OCB trip is caused by vegetation within the 5 metre confines of the flail strip, including when attached to a structure.

- **Amend 4.31.2 so as to read:**

4.31.2 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Wires down due to high winds	XW	Network Rail (XQ**)
b.	OHLE trip (cause not known)	I2	Network Rail (IQ**)
c.	Miscellaneous items on the OHLE	Appropriate to item / cause	Network Rail (IQ** / XQ**)
d.	OHLE power reduction	I4	Network Rail (IQ**)
e.	Locomotive ADD activation	M1	Operator of train concerned (M##*)
f.	Tripping or damage due to vandalism	XB	Network Rail (XQ**)
g.	Incident subject to formal inquiry	FU / TU	Operator of the train involved (F##* / T##*)



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NR/P182 – Staff Errors and IZ usage

- **Add new entry as 4.28.17 as below:-**

4.28.17 Staff Errors (Delay Code JL)

Staff errors (delay code JL) should only be utilised:-

- When there is a confirmed staff error which causes damage and an immediate failure of an asset (e.g. cable cut by contractor)
- When failure is caused by direct action or by not following standards and or procedure

Staff errors should not be considered for:-

- A subsequent reactionary failure (e.g. tracing a fault in a location cabinet that causes a TCF due to a loose wire).
- A fault that manifests itself after 24 hours of train running from any work being carried out (which is to be considered an asset failure)

- **Add new entry as 4.28.18 as below:-**

4.28.18 Infrastructure Other (Delay Code IZ)

Delay code IZ should NOT be used:-

- Where a delay code exists that represents the cause
- Because there is no FMS number recorded
- For repeat failures
- Design limitations

For TRUST incidents that should have been merged to the original failure incident

VTEC001”Sports”

- **Amend the abbreviation in Section 7R - Station Operating Company Causes for Code R7 from ‘SPORTS’ to read:-
“SPEC EVENT”**



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