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30 January 2019

Chairman
Delay Attribution Board
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NOTICE OF APPROVAL OF AMENDMENTS TO THE SEPTEMBER 2018 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 22 January 2019 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. All amendments included within the proposal will take effect from 1 April 2019.
5. A schedule of the approved Amendments to the Delay Attribution Principles and Rules is attached to this notice.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Gerry', is written over a light blue circular watermark.

GERRY LEIGHTON
Duly authorised by the Office of Rail and Road



DAB P310

Amend Flowchart F1.6.1 as follows

Replace the two decision diamonds referring to mitigations being completed with the following:-



Add Note 6 under F1.6 as below:-

Note 6 Mitigations not being completed relates to **agreed** planned mitigation that was committed to by a party in preparation for the autumn season but has not been implemented (e.g sander fitment, vegetation clearance plan, static sander fitment, RHTT programme)

DAB P311 – Winter Weather Impacts

a) Amend Q5.4(t) to read:-

t.	Icicles hanging from Network Rail structures (including tunnels) where severe weather criteria have been met – including where resulting damage to a train or its load has occurred. (For icicles on the OHLE see circumstance g above)	XT	Network Rail (XQ**).
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b) Add new Q5.12 Section Header as

below:-

Q5.12 Operating Restrictions in Severe Weather

Amend what is the current Q5.12 to be Q5.12.1

c) Add new Section Q5.13 as below:-

Q5.13 Trains Utilised for Route Proving or Ghost Trains

Q5.13.1 If a scheduled train is utilised for route proving and loses time and no other cause is identified the delays should be coded to the relevant weather Delay Code necessitating the route proving (generally XT or XW)

Q5.13.2 If a train loses time whilst being utilised as a ghost train and no other cause is identified the delay should be coded to OS (in line with the principles of RHTT operation)

Q5.13.3 Any delays or cancellations incurred as a result of running unplanned additional ghost trains due to an Operators crew or fleet subsequently being late or not available for the next booked working should be attributed in line with DAPR Section M3.3 for hired and commandeered trains.

d) Add new Section Q5.14 as below:-

Q5.14 Cancellations (including presumed cancellations) with unknown cause.

Q5.14.1 During severe perturbation best endeavours is often applied by all Parties to run the best train service it can. In some situations it is not possible to fully record if, and why, a train is cancelled. In these situations investigation and attribution of trains either cancelled or believed to be cancelled the following principles should be applied in the first instance:-

- If the train could have run (no network restriction) then allocate to the Operator to review and explain.
- If the train could not have run (due to a network or train operator restriction) then code to cause for not being able to run
- If train is cancelled as reaction to another train then utilise Reactionary Delay Codes YI and YJ.
- If the train is cancelled from a depot, yard or siding (no network restriction) then allocate to the Operator to review and explain
- If the passenger train operator cancellation is part of a plan agreed by the Parties prior to 22.00 the previous day then application of a P Code is permissible (see DAPR L1.5)
- If, after full investigation by both Parties, a cause for a cancellation cannot be ascertained then the cancellation should be coded ZU.

e) Amend Delay Code OS Description as below:-

OS	Late start or delays to Railhead Conditioning (RHC) or Ghost Train due to its own activity and not in reaction to another incident.	RHC LATE
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DAB P312 – Trains with no schedule

Add new L1.8

L1.8 For any train running without a schedule on the Network Rail network which incurs and or causes delay the following should apply:-

- If a train is running without a schedule and no other cause is identified any resulting reactionary delay incurred by other trains should be attributed to OC or OD (as appropriate) for running the train without a schedule.
- If a train running with no schedule is part of failed train recovery activity then refer to Section M3.3.
- If a delay cause can be clearly ascertained any reactionary delays caused by the train running with no schedule should be attributed to the identified cause with a clear explanation provided in that TIN.

DAB P314 – Birds Clarification

Add the following Note to DAPR Q1.7 as below: -

Note: For occurrences of incursion where the animal or bird is not struck please refer to Section Q1.8

Add the following Note to DAPR Q1.8.1 as below: -

Note: Incursion incidents involving swans (not struck by a train) are to be coded to X8 given their protected status.

DAB P315 – Section H Update

SECTION H: DEPOTS, YARDS, **TERMINALS** AND SIDINGS INCIDENTS

Note: When using this Section H reference should also be made to Process Guides PGD8 and PGD14.

H1 Incidents affecting non Network Rail network infrastructure

H1.1 For the purpose of this Section H, the term 'off Network Rail network location' relates to any non-Network Rail infrastructure such as Third Party Fleet Depots, Maintenance Depots, Yards, Terminals or Sidings.

H2 Waiting Acceptance into an off Network Rail network location

H2.1 Normally the 'Minutes Delay' will be allocated to the appropriate A*, F* or M* Code Incident occurring in the off Network Rail **network location** and attributed to the Operator whose trains are **directly delayed**. For multi-operator locations a separate incident **should be** created for each Operator **affected**. Responsibility is not attributed to the off Network Rail network location owner.

H2.2 Common scenarios:

No.	Circumstances	Delay Code	Incident Attribution
a.	Infrastructure defect or operating problem within an off Network Rail network location affecting trains entering that location.	AA / MU	Incident created for each Operator directly affected. See also PGD14
b.	Off Network Rail network location operating problem, mishap (including staffing, congestion or planning issues) affecting trains entering that location	AA / MU	Incident created for each Operator directly affected.
c.	Trains delayed entering the off Network Rail location due to a defect or problem with another Operator's train at that location.	AA / MU	Incident created for each Operator directly affected.

H2.3 Likely exceptions:

No.	Circumstances	Delay Code	Incident Attribution
a.	Infrastructure defect or problem on Network Rail network infrastructure affecting trains leaving the Network Rail network	I*/J*/X* as appropriate	See Section O1 and also Process Guide PGD14
b.	Incident within off Network Rail network location , causing trains to be delayed entering that location or an adjacent off Network Rail network location sharing the same connection to the Network Rail network.	Appropriate A*, F* or M* Code	Operator(s) - separate Incident for each Operator affected (A##* / F##* / M##* / N##* / T##*)
c.	Operator of train waiting outside an off Network Rail network location does not provide information on an incident in that off Network Rail network location.	AA / MU	Operator of train concerned (A##* / M##* / N##*)
d.	Delays to trains on the Network Rail network because an early running train cannot enter an off Network Rail network depot, terminal, yard or siding .	OB, OC or OD as appropriate	Network Rail (OQ**) See Section K7

H2.3 For delays associated with **depots, yards, terminals and sidings on the Network Rail network** please refer to Section H4

H3 Off Network Rail network Infrastructure and Operating Incidents.

H3.1 Normally Minutes Delay **caused by an incident in an off Network Rail network location** will be coded with the appropriate A*, F*, M* or T* Code and attributed to the Operator of the train(s) **directly** delayed. **For multi-operator locations** separate Incidents **should** be created for each Operator **directly** affected **by the incident each** with Responsible Manager Code A##*, F##*, M##*, N##* or T##*, as appropriate. **Responsibility is not attributed to the off Network Rail network location owner.**

H3.2 Common scenarios:

No.	Circumstances	Delay Code	Incident Attribution
a.	Infrastructure defect or operating problem within the off Network Rail network location affecting trains entering or leaving that location.	AA / AX / MU	Incident created for each Operator directly affected. See also PGD14
b.	Operating problem or mishap affecting trains entering or leaving an off Network Rail network location	AA / AK / FZ / MU / TY	Incident created for each Operator directly affected.

c.	Trains delayed entering or leaving an off Network Rail network location due to a defect or problem with another Operator's train at that location.	AA / AZ / MU	Incident created for each Operator directly affected.
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H3.3 Likely exceptions:

No.	Circumstances	Delay Code	Incident Attribution
a.	Infrastructure defect or problem on Network Rail network affecting trains entering the Network Rail network	I*/J*/X* as appropriate	See Section O1 and also Process Guide PGD14
b.	Right time departure delayed waiting passage of late running train(s) on the Network Rail network	YB, YE or YG as appropriate	Incident(s) causing other train(s) to be late at that point
c.	Right time departure delayed waiting passage of early running train on the Network Rail network	OB, OC or OD as appropriate	Network Rail (OQ**) See Section K7
d.	Late departure of a freight train caused by late arrival of inward loco, Driver or wagons (including those off a connecting service) where inward workings are being operated under the same Track Access Contract.	YI/YJ	Principal Incident causing inward loco / crew to be late
e.	Fire or Security Alert occurring in an off Network Rail network location that is directly affecting the Network Rail network and preventing trains from passing that location (Not including trains booked into that location or trains in a queue behind those trains) (See Flow Diagrams Q7.7 and Q8.8)	XI / XL (As appropriate)	Network Rail (XQ**)
f.	GSM-R REC initiated from an identified unit / loco in an off Network Rail network location where that unit / loco is operated by, or registered to, a Track Access Party (See Section G4)	MU/TG/FC/TH/TZ as applicable to staff involved	Operator or registered Operator of that unit / loco (F##* / M##* / N##* / T##*)
g.	GSM-R REC initiated from a non-identified unit / loco or by a non-Track Access Party	XZ	Network Rail (XQ**)

(where the loco / unit is not registered to an Access Party) in an off Network Rail network location (See Section G4)

H3.4 It will be the responsibility of the Train Operator in any off Network Rail network location to provide the necessary information to Network Rail to accurately allocate the Minutes Delay to an Incident. For Freight Operators this will often be by use of the Late Start Reason Code in the TOPS/SDR Departure input. Any incident attributed on the basis of such input must state the data source in the freeform text. When a Y* code is used the Operator must advise Network Rail the reporting number of the delayed inward working. The Delay Attribution staff must ensure that this reactionary delay is validated and then attributed to the prime incident. If no information is provided, then the Delay Minutes will be allocated to an Incident coded FW or TZ, as appropriate and attributable to that Train Operator.

H3.5 For delays associated with depots, yards, terminals and sidings on the Network Rail network please refer to Section H4.

H4 Depots, Yards, Terminals and Sidings on the Network Rail network

H4.1 Where a depot, yard, terminal or siding is wholly or partly on the Network Rail network, the responsibility for delays may differ from those locations that are off the Network Rail network. Specifically, only one incident is required to capture cause and responsibility. There is no requirement to create separate incidents for each Operator affected as it is for off Network Rail network locations.

H4.2 Common scenarios:

No.	Circumstances	Delay Code	Incident Attribution
a.	Infrastructure defect or restriction within a depot, yard, terminal or siding on the Network Rail network.	I*/J*/X* as appropriate	See per Section O1
b.	Late start from an on Network Rail network depot, yard, terminal or siding due to incident relating to the train, vehicles, crew, loading or other operator cause.	A*/F*/M* as appropriate	Train Operator (A##*/F##*/M##* N##*)
c.	Waiting acceptance into a depot, yard, terminal or siding on the Network Rail network due to late departure of another train from that location.	Y*	Principle Incident causing the late running of either train as per Section K
d.	Delay to a train waiting acceptance into, or departing from a depot, yard, terminal or siding on the Network Rail network due to a late departure, or late arrival, of another train at another on Network Rail network depot, yard, terminal or siding which	Y*	Principle Incident causing the late running of either train as per Section K

	shares a common connection.		
e.	Incident within a depot, yard, terminal or siding on the Network Rail network causing trains to be delayed entering or leaving that location	Appropriate code reflecting identified cause	Principal Incident causing the train to be delayed.
f.	Where a train is not in its booked siding or yard on the Network Rail network and as a result causes a Reactionary Delay that would not have occurred if that train were in its booked siding or yard reactionary delay is allocated to the incident that caused the train to be in the wrong siding or yard	Appropriate Y* Code	Principal Incident causing train to be in the wrong siding or yard.

H4.3 For delays associated with Off Network Rail network depots, yards, terminals and sidings please refer to Sections H2 and H3.

DAB P316 – DAPR Corrections and Clarifications

a) Amend DAPR P2.19(h) as below: -

h.	Line block taken to repair an infrastructure defect	I* / J* as appropriate to asset (See Section O1)	Network Rail (IQ**)
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b) Add Delay Code JD to DAPR O2.4(f) as below: -

f.	Published TSR due to condition of track or structure (not Engineering Work related) not covered by sufficient Engineering Allowance within a train's schedule.	JS / JD (as appropriate)	Network Rail (IQ**)
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c) Amend DAPR Q5.10 left hand box containing "The Signaller's Panel' to read: -

The Signaller's panel or

workstation

d) Amend Description of Delay Code YI in Section S to read: -

YI	Late arrival of booked inward stock (inward and outward trains are operated under the same Track Access Contract)	INWD STOCK
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~~e) Amend Description of Delay Code YI in Section S to read: -~~

YI	Late arrival of booked train crew (inward and outward trains are operated under the same Track Access Contract)	INWD CREW
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f) Amend DAPR Paragraph J1.2 to read: -

J1.2 When a train starts late due to the late arrival of incoming locomotive and/or stock operated by a different Train Operator (including those operating under different Track Access Contracts), the late start shall be treated as a separate incident and attributed to the operator of the outgoing train that has departed late.

g) Amend Description and Abbreviation of Delay Code VH in Section S as below: -

VH	Passenger Communication cord, door egress or emergency train alarm operated	PASS COMM
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h) Remove the word 'theft' from DAPR N2(y)

i) Amend DAPR E6.1 to read: -

E6.1 The Special Train will run without a schedule and is regulated as priority. If any train delay results from the running of The Special Train then it is to be coded OZ and allocated to an Incident with Responsible Manager Code OQAX.

j) Amend Description and Abbreviation of Delay Code YE in Section S to read: -

YE	Waiting path onto/from single line	WTG S/LINE
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k) Amend Description and Abbreviation of Delay Code OH in Section S to read: -

OH	ARS / TMS / SARS software problem (excluding scheduling issues and technical failures)	ARS / TMS
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DAB P317 – Radio Systems Update

Remove ‘CSR’ and ‘NRN’ entries from DAPR G1.2(b)

Amend DAPR O1.8 to read: -

O1.8 Radio Failures (Legacy Communications)

The Code I0 (zero) should be used for delays due to failures of the RETB radio system (excluding train based equipment).

Amend DAPR O1.9 to read: -

O1.9 Radio Failures (GSM-R)

For delays caused by GSM-R faults and failures please refer to Section G5

Remove ‘IVRS’ ‘CSR’ and ‘NRN’ entries from table in DAPR R3.5

Amend Delay Code I0 (zero) Description and Abbreviation as follows: -

I0 (zero)	Telecom equipment legacy radio failure (RETB)	RETB FLR
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Amend Delay Code J0 (zero) Description and Abbreviation as follows: -

J0 (zero)	Telecom equipment radio failure (GSM-R)	GSM-R FLR
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NR P199 – Key Route Strategy

Amend Delay Code X4 Description to read as below: -

X4	Blanket speed restriction or Key Route Strategy implemented for extreme heat or high winds (not snow) in accordance with the Group Standards	KRS / BLKT
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Amend Q5.4 (f) as below: -

f.	High winds or extreme heat requiring imposition of blanket speed restrictions or implementation of Key Route Strategy in accordance with Group Standards or other instructions.	X4	Network Rail (XQ**).
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Amend flow diagram Q5.8 (top left box) to read as below: -

Blanket Speed
restriction or Key
Route Strategy
implemented.

Amend Delay Code XT Description to read as below: -

XT	Severe snow or ice affecting infrastructure which is the responsibility of Network Rail (including implementation of Key Route Strategy)	SEV SNOW
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