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ORR
OFFICE OF **RAIL REGULATION**

7 July 2015

Ana Maria Sanchez
PA to Delay Attribution Board Secretary
Delay Attribution Board
Floor 8
1 Eversholt Street
London
NW1 2DN

Dear Ana

NOTICE OF APPROVAL OF AMENDMENTS TO THE APRIL 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 24 June 2015 the Delay Attribution Board (DAB) submitted a Proposal for Amendment to 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 14 September 2015.

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 Regulation

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Schedule of approved amendments to the April 2015 Delay Attribution Guide

NR/P172
- **Add new 4.31.2(h)**

No.	Circumstance	Delay Code	Incident Attribution
h.	Short Term Plan (STP) errors in connection with a freight schedule	QM	Network Rail (QQAK)

- **Add new 4.31.7**

  4.31.7 Where a freight train is provided with an Alternative Train Slot (VSTP) under the Management of Freight Services during Disruption protocol (NCI 9.1), 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.

NR/173
- **Add further scenarios to DAG 4.8.13:-**

No.	Circumstance	Delay Code	Incident Attribution
p.	Overrun of possession, due to a substandard action or inaction of a member of route operations staff (e.g. signallers, MOM's, LOM's)	I5	Network Rail (OQ**)
q.	Overrun of possession, due to the removal of staff from a worksite(s)	I5	Network Rail (IQ**)
r.	Overrun of possession, due to a substandard action or inaction of a member of NSC operations staff	I5	Network Rail (IQAW)

NR/P175

- **Additional wording in paragraph 4.23.3 (red)**

  4.23.3 In the event of a train being incorrectly regulated or routed as a result of a signaller correctly applying an incorrectly-produced Train Service Simplifier, the 'Minutes Delay' should be attributed to Network Rail and coded OQ/OQ**. This coding shall apply irrespective of who created the simplifier or the source of the information. The exception is when the simplifiers are produced by Capacity Planning which should be coded to (QA/QM / QQ**).

NR/P176

- **New 4.23.6**

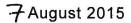 4.23.6 Regulation of early running trains
  (Add matrix shown below)

No.	Circumstances	Delay Code	Incident Attribution
a.	Train running early *and out of path* (any reason) and regulating error occurs at point of delay (i.e. early train could have been held at that point causing no delay)	OB	Attribution to LOM code controlling section that regulation error occurred (OQ**)
b.	Train running early and out of path that could have been held at a prior regulating point where no delay would have occurred (no regulating error at point of delay)	OC	Attribution to LOM code controlling section where train could have been held Note – if the section is on another Route then DAG 2.6.17applies (OQ**)
c.	Train running early *and out of path* on control agreement (not withstanding scenario a)	OD	Attribution to go to the Control Manager that agreed running early Note – If it is another Route Control agreement then 2.6.17 applies (OQ**)

d.	Train running early *and out of path* due to a driver / shunter request that signaller agrees to (i.e. not processed through Control) (not withstanding scenario a)	OC	Attribution to LOM code controlling the 'box that allowed early running (OQ**)
e.	Train running early *and out of path* as a direct result of a known incident – e.g. diverted via quicker route. (not withstanding scenario a)	Prime cause inciden t	Attribution to the incident causing early running.

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Schedule of approved amendments to the April 2015 Delay Attribution Guide

DAB/P243-Change despatch to dispatch

- Change all entries of '**despatch**' in the DAG to read '**dispatch**'

- Remove the wording '**dated 15th September 2013**' from the second paragraph in the foreword.

- Amend 4.3.7.3(a) circumstances wording from '**Where there is a greases on**…' to '**Where there is grease on**..'

NR/P171-Change Operational Planning to Capacity Planning

- Change all references within the DAG of **Operational Planning** to **Capacity Planning**

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