



Delay Attribution Board  
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**To:** [Michael Scarff](#)  
**Executive, Stations & Depots Access**  
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**Tel:** [REDACTED]

**Email:** [REDACTED]

**cc:** Richard Morris  
Chairman,  
Delay Attribution Board.

**Date:** 26<sup>th</sup> March 2015

### **Submission of proposals for change to October 2014 Delay Attribution Guide (DAG) – Re-send**

Dear Michael,

Following our recent telephone conversation whereby we discussed the possibility of fast-tracking a small number of delay codes which had already gone through the proposal for change process, but, had been omitted in the batch of proposals that were sent 4 weeks ago to you for final approval.

The method in which this approval is being sought is slightly different than before as these codes were originally part of a larger scheme of proposals which were submitted within a larger form of this matrix, most of which have been incorporated into the April 2015 DAG.

Please find appended to this letter details of a Proposal for Change matrix for the amendment of: M2, R6, RN, T1, TC, TD, TE & TL.

The detail for each proposal is recorded within the matrix:

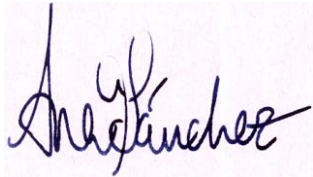
The proposals for amendment to the Delay Attribution Guide were put out to Industry Parties for formal consultation in accordance with Track Access Condition B2.5.2. The deadline for Industry responses was 14<sup>th</sup> October 2013. The Board discussed and approved the proposals for further approval by ORR, on the 29<sup>th</sup> October 2013. A number of Industry Parties responded to the consultation process and their approval is recorded within the matrix.

All decisions made by the Board were unanimous. A copy of the minutes of the meetings where the proposed matrix was agreed is available should you require them.

I await your advice on whether you approve the amendments proposed. Finally, in accordance with Track Access Condition B2.7.1, the Board has agreed that any changes approved by the Regulator should come into effect 1<sup>st</sup> April 2015

Should you wish to discuss any aspect of this submission or the proposals for that matter, please do not hesitate to contact me as detailed above.

Kind regards,



Ana Maria Sanchez, BA(Hons)  
 PA to DA Board Secretary

[Redacted contact information]

Enc – Delay codes 2014 proposal matrix M2, R\_T

PS. The overall response provided by the DAMG regarding all operator codes that were proposed to be changed was

<p>DAMG -</p>	<p>We reject all proposals for change as none contain any reference to neutralisation of the cost remapping all downstream systems to align root causing for codes that are removed or remapped. Normally this change can be absorbed by an organisation when the level of change is minimal i.e. one or two changes, however as these proposals require changes to hundreds of codes and potentially thousands root causes, the full scale cannot be evaluated until the full set of amendments is known. <b>When a funding process is agreed, this rejection will be withdrawn.</b></p>
<p>DAB DECISION</p>	<p>The DAMG Representative at the DAB meeting held on November 26<sup>th</sup> accepted Network Rail’s proposed changes to DAMG Nov 13 P17.</p> <p>At the 20th January 2015, Board meeting, the Board when reaching its decision to submit the proposals to ORR for approval, considered the industry consultation feedback and the reasoning provided within the original proposals.</p> <p>The Board agreed to fund a significant proportion of the change cost which was the overriding reason as to why the Industry had initially objected to requesting ORR approval.</p> <p>The funding is now in place. The DAMG representative withdrew its objection; allowing for the proposal to be submitted to the ORR for approval.</p> <p><b>The Board agreed to submit these proposals to ORR for approval.</b></p>

	A	B	C	D	E	F	G	H	I	J	K	L
	PFC No.	Code	Code Description	Details of the proposed change	Reason for the change	DAG Sections and Pages Affected	A P P r o v e t / R e j	N R	D A M G	V i r g i n	M i l i t a r y	DAB Decision
1	DAB/P058	M2	Automatic Dropper Device activation	Remove and use code M1.	M2 represents ADD operation and ADD is a symptom of a Prime Cause - where the problem is with the pantograph equipment code M1 should be used or a code representing another system where the pantograph is not defective.	Section 4.38.2, Appendix A, Section M	Accepted	Accepted	Accepted	Accepted	Accepted	The Board considered the proposal and noted that no objections had been received during the consultation period and, approved this proposal for approval by ORR
2	DAB/P110	R6	Overtime at stations normally unstaffed	Remove and use the appropriate 'R' code representing the identified cause.	This code describes a type of delay and does not represent the cause of the delay. Code RZ could be used until such time as the cause of the incident is established. Where the cause is identified the incident can be re-coded as required.	Appendix A, Section R	Accepted	Accepted	Accepted	Accepted	Accepted	The Board considered the proposal and the industry responses received during the consultation period. The Board noted that there were no objections to the proposal and approved this proposal for approval by ORR
3	DAB/P117	RN	Passengers forcing connections between trains outside connectional allowances	Remove and use RI instead.	This is a new prime incident best indicated as code RI	Appendix A, Section R	Accepted	Accepted			Accepted	The Board considered the proposal and the industry responses received during the consultation period. The Board supports the suggestion made by the DAMG to merge RN into RI as it represents a more accurate transfer. The DAMG withdrew its objections. The Board then approved the submission of this proposal to ORR for approval.
4	DAB/P126	T1	Delay at unstaffed station to DOO train	Remove and use the appropriate 'R' or 'T' code representing the identified cause.	This code describes a type of delay and does not represent the cause of the delay. Code TZ could be used until such time as the cause of the incident is established. Where the cause is identified the incident can be re-coded as required.	Appendix A, Section T	Accepted	Accepted	Accepted	Accepted	Accepted	The Board considered the proposal and the industry responses received during the consultation period. The Board noted that there were no objections to the proposal and approved this proposal for submission to the ORR for approval.
5	DAB/P130	TC	Booked Traincrew used for additional/other service	Remove and use the code representing the identified cause (TG/TH) or if a reactionary delay then use the appropriate 'Y' code.	This code represents an activity which is in response to an incident and not the cause of an incident. 'Y' codes are appropriate where delay is reactionary or where a separate and unconnected incident of this type is identified then code TG or TH should be used to indicate incident is due to train crew availability.	Appendix A, Section T	Accepted	Accepted	Accepted	Accepted	Accepted	The Board considered the proposal and the industry responses received during the consultation period. The Board noted that there were no objections to the proposal and approved this proposal for submission to the ORR for approval.
6	DAB/P131	TD	Booked loco/stock/unit used for additional/other service	Remove and use the appropriate 'M' code representing the identified cause or if a reactionary delay then use the appropriate 'Y' code.	This code represents an activity which is in response to an incident and not the cause of an incident. 'Y' codes are appropriate where delay is reactionary or where a separate and unconnected incident of this type is identified then the appropriate 'M' code should be used to indicate incident is due to rolling stock availability.	Appendix A, Section T	Accepted	Accepted	Accepted	Accepted	Accepted	The Board considered the proposal and the industry responses received during the consultation period. The Board noted that there were no objections to the proposal and approved this proposal for submission to the ORR for approval.
7	DAB/P132	TE	Injury to passenger on train	Remove and use code VD instead.	Code VD represents delay caused by 'ill passenger on train'. Amend description of code VD to read 'Passenger taken ill'. Downstream systems can be used to indicate more detail as required.	Section 4.20.3, 4.28.2, Appendix A, Section T	Accepted	Accepted	Accepted	Accepted	Accepted	The Board considered the proposal and the industry responses received during the consultation period. The Board noted that there were no objections to the proposal and approved this proposal for submission to the ORR for approval.
8	DAB/P136	TL	Door open/not properly secured incident	Remove and use code representing the prime cause incident.	This code description does not represent the prime cause (immediate cause) of delay.	Section 4.20.3, Page 56, Appendix A, Page 115	Accepted	Accepted	Accepted	Accepted	Accepted	The Board considered the proposal and the industry responses received during the consultation period. The Board noted that there were no objections to the proposal and approved this proposal for submission to the ORR for approval.