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21 August 2018

Chairman
Delay Attribution Board
Floor 8
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London
NW1 2DN

NOTICE OF APPROVAL OF AMENDMENTS TO THE APRIL 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 2 August 2018 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 16 September 2018, except VTEC P04 which 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 P303 P Codes Part 1

Amend the Descriptions and Abbreviations for P Codes in Section S as below:

CODE	CAUSE	ABBREVIATION
PA	Published TSR associated with Planned Engineering Works where time loss is within Engineering Allowance	PLANND ENG
PB	Published TSR due to condition of asset (not associated with Engineering Work) where time loss is within Engineering Allowance	PLANND CON
PD	System generated cancellation (NOT to be attributed to manually)	SYSTEM CANC
PF	Planned engineering work where a published diversion/SLW is not provided for in the schedule but where time loss is within Engineering Allowance.	DIVRSN SLW
PG	Planned cancellation where that cancellation is identified and agreed prior to 22.00 the day before the schedule runs	PLAND CAPE
PJ	Cancellation of a duplicate or erroneous schedule or an identified duplicate, false or erroneous delay (NOT berth off set related)	DUPLICATE
PL	Exclusion commercially agreed and documented between Network Rail and Train Operator	AGREED EXC
PN	VSTP delays of under 5 minutes caused by regulation and or time lost in running (VSTP Schedule delay ONLY where that delay causes no reactionary delay).	VSTP DELAY
PT	Authorised TRUST reporting anomalies or inaccuracies relating to berth off sets	TRUST ANOM

Remove Delay Codes PE and PZ from Section S

DAB P304 P Codes Part 2

Remove Paragraphs C2.7 and C2.8

Add new Section C3 as below:

C3 Planned incidents and P Coding

- C3.1 Where the cause of an Incident is known in advance and can be contractually excluded from the Track Access Performance Regime, for example certain Temporary Speed Restrictions (TSRs) or Possession related restrictions, the appropriate P* Code (Planned or excluded Delays or Cancellations) can be used.
- C3.2 In the case of certain Temporary Speed Restrictions (TSRs) and Possession allowances, such delays are normally reflected in the Train Schedule in the form of Recovery Time within the Engineering



Section as defined in the Operational Planning Rules. Where Engineering Allowance does not exist refer to Sections O2 and P2.

- C3.3 P* Codes may also be used with agreement between the Parties for the allocation of particular Minutes Delay and/or Reliability Events to either Track Access Party and therefore exclude them from the Performance Regime.
- C3.4 For published TSRs, for Engineering Work and conditions of assets, where that restriction is within the Engineering Allowance Delay Codes PA and PB respectively should be used. The sum of P coding allowances for each train must NOT exceed the total allotted Engineering Allowance in that train's schedule. See Section O2
- C3.5 Where a published diversion (e.g. slow to fast line), single line working or pilot working is not provided for in the schedule but where time loss is within the Engineering Allowance then Delay Code PF can be used. See Section P2.
- C3.6 The code PG is to be used when a planned train cancellation does not have its schedule cancelled in the Train Planning System (TPS). All TPS cancellations are automatically coded PD. Manually cancelled schedules must not be allocated to PD.
- C3.7 Where a delay or Reliability Event is due to a duplicate or erroneous schedule or an identified duplicate, false or erroneous delay then Delay Code PJ should be utilised. See Section E1.
- C3.8 Where a delay is generated due to TRUST reporting anomalies or inaccuracies specifically relating to known berth off set issues then Delay Code PT should be utilised. See Section E3 and DAB Process Guide PGD15.
- C3.9 The code PL is only to be authorised for use by Network Rail Customer Teams for specific Incidents (with Responsible Manager Code P##*) where the Train Operator and Network Rail agree to the exclusion of all delays and cancellations for that Operator only. If other Operators are affected then a separate Incident must be created for the Operator concerned. Suitable documentation must support each use of this code including setting out the attribution of any resulting reactionary delays.
- C3.10 Delays of under 5 minutes incurred by a train running on a VSTP schedule can be excluded utilising Delay Code PN when it causes no further reactionary delay. See Section L1.

DAB P305 – P Codes Part 3

Replace Paragraph E1.1 with the following:-

E1.1

Due to TRUST's handling of certain train timing reports, instances of Reliability Events or Minutes Delay may appear falsely, erroneously or as a duplicate. Examples include:-

- Where lateness at a manual timing report is entered after a subsequently recorded delay at the next recording point has been attributed thus generating two delay alerts for just one delay event.
- Incorrect entry of a manual timing point generating a delay that did not exist.
- A train auto recording at a timing point registering for the wrong entry in its schedule generating a delay that did not exist

In cases such as these Delay Code PJ should be used for attribution of the duplicate or erroneous delays.

Amend Paragraph L1.4 as follows:-

L1.4

Where a VSTP service has been agreed and input, and **that train only** incurs **delays of less than 5 minutes due to a scheduling issue with that VSTP** then these delays may be attributed to a separate incident coded PN/PQ**. In the event **that any reactionary delays are caused by the VSTP schedule issue then the incident must be re-coded to QN / QQ**** in accordance with paragraph L1.2.

Reword current Paragraph L1.5 as follows:-

L1.5

Trains not cancelled via the Train Planning System (TPS), for whatever reason, but which are agreed to be cancelled prior to 22.00 the day prior should be allocated to incidents with delay code PG, and Responsible Manager Code PQ**. Where the cancellations or alterations are in relation to an emergency train plan that plan must be prescriptive in the trains affected (either by specific train I.Ds or clock face departure times)

Replace current Paragraph L1.6 with the following:-

L1.6

Delay Code PD is automatically applied to any schedule planned cancelled in the TPS so manually cancelled schedules must **not** be allocated to PD whether or not they should have been processed through that system.

DAB P306 – P Codes Part 4

Amend the listed entries in O2.4 as set out below

No.	Circumstances	Delay Code	Incident Attribution
a.	Published TSR in connection with maintenance or renewal Engineering Work covered by sufficient Engineering Allowance within the train's schedule (where allowance and restriction are in the same Engineering Section).	PA	Network Rail (PQ**)
b.	Published TSR in connection with planned maintenance or renewal Engineering Work that is not covered by sufficient Engineering Allowance within the train's schedule.	JA	Network Rail (IQ**)

e.	Published TSR due to condition of track or structure (not Engineering Work related) covered by sufficient Engineering Allowance within the train's schedule (where allowance and restriction are in the same Engineering Section) Engineering Section).	PB	Network Rail (PQ**)
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	Network Rail (IQ**)
g.	Published TSR due to condition of track or structure (not Engineering Work related) which is covered by sufficient Engineering Allowance within the train's schedule but published rectification date has passed and the restriction is no longer covered by an Engineering allowance.	JS	Network Rail (IQ**)
j.	Published TSR in connection with condition of earthworks covered by sufficient Engineering Allowance within the train's schedule (where allowance and restriction are in the same Engineering Section) where restriction is not due to inadequate drainage maintenance.	PB	Network Rail (PQ**)
k.	Published TSR in connection with condition of earthworks not covered by sufficient Engineering Allowance within the train's schedule.	IV	Network Rail (IQ**)



Amend P2.19 (a) as below

	Circumstances	Delay Code	Incident Attribution
a.	Train Operator(s) and Network Rail agree not to retime trains for a published Possession / Line Block (e.g. SLW or booked line diversions) between the Recording Points where the work is taking place, and sufficient Recovery Time exists in the schedule to prevent any reactionary delays to other services occurring.	PF	Network Rail (PQ**).

DAB P307 – DAPR Minor Amendments

Amend last bullet in O1.4 to read as follows:-

The code IS should be used where a suspected track defect is reported but no fault is found.

Amend P2.19(m) to read:-

m	Safety speed restriction imposed due to a track patrol. If published any P* code allowance should be utilised.	I6	Network Rail organisation managing the track patrol or line block (IQ**)
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Amend Description for Delay Code JA to read:-

JA	TSR speed restrictions for track work outside of the Timetable Planning Rules	TSRNOT EAS
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Amend Description for Delay Code OC to read:-

OC	Signaller including mis-routing (not ERTMS/ETCS related)	SIGNALLER
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DAB P308 Autumn Amendments

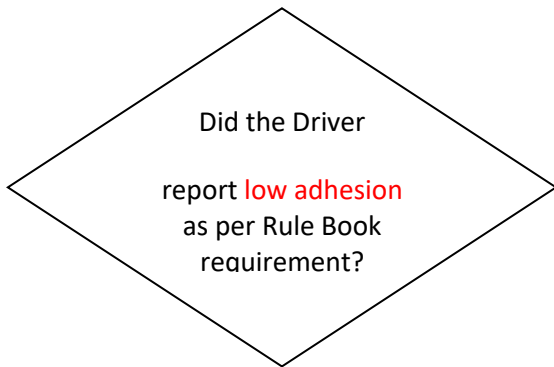
Amend first sentence in Note 4; Section F1.6 to read:-

Note 4 For a Driver’s report of **poor railhead conditions** to be considered valid, the following criteria must be adhered to:

(Bullets 1 and 2 remain unaltered)

Amend F1.6.1 Flowchart follows

Replace the wording 'ERHC/LRA' with the words 'low adhesion' in the two diamonds that contain 'ERHC/LRA' so they read:-



Amend circumstance 'f' in Section F1.7.1 to read:-

f.	Railhead examination not carried out in line with Rule Book requirements after low adhesion reported (as per flowchart F1.6.1)	QI	Network Rail (QQ**)
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Amend circumstance 'b' in Section F1.7.2 to read:-

b	Signal passed at danger or station over shoot at a published site due to contamination (as published in the sectional appendix or Autumn working arrangements (AWA)).	TG/FC	Operator of train (T##*)
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NR/P196 JL Delay Code

Amend JL Delay Code Descriptions and Abbreviations as below:-

JL	Safety related incident caused by maintenance or infrastructure staff oversight or error (not Operations staff)	SAFETY INF
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NR P197 – Sighting TSR

Introduce new Delay Code OT into the DAPR

Add Delay Code OT into Section S

OT	Operational Safety TSR implemented for sighting issues relating to foot crossings, level crossings or signals (Not vegetation caused)	SIGHT TSR
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Add new circumstance ‘o’ and ‘p’ to Section O2.4 as below

o	Safety ESR or TSR implemented for sighting issues for level crossings, foot crossings or signals (excluding vegetation)	OT	Network Rail (OQ**)
P	Safety ESR or TSR implemented for sighting issues for level crossings, foot crossings or signals due to vegetation	JP	Network Rail (IQ**)

DAB P309

Add new Paragraph to DAPR Section O2 as below:-

O2.5 In circumstances where a section delay due to single TSR is attributed as a part P Code and part **non-P** code; for reactionary delay principles the TSR should be considered as one delay event (i.e. not two delay incidents). Any reactionary delay due to the TSR should be allocated to the non P Code element of the TSR delay.

NR P198

Amend Delay Code X9 Description and Abbreviation in Section S

X9	Points failure caused by severe snow or ice where heaters are fitted and working as designed	PNTS SNOW
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Amend Delay Code XT description in Section S

XT	Severe snow or ice affecting infrastructure the responsibility of Network Rail	SEV SNOW
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VTEC P04 – Bird Strikes

Replace Paragraph Q1.6 with the following:-

Q1.6 For incidents involving trains striking animals please refer to Flowchart Q1.7

Amend Section 5 as follows:-

V8	Train striking or being struck by a bird	BIRDSTRIKE
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Amend Flowchart Q1.7 as shown below (removing the diamond relating to bird size)

Q1.7 Animal Strikes

