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6 August 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 20 July 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

A handwritten signature in black ink, appearing to read 'Gerry', written in a cursive style.

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

DAB/P244 – Incidents caused by erroneous documentation

Amend Note (only) under section 4.31.2 to read as below:-

Note: If the delay cause is confirmed as due to the Operator's documentation not corresponding with the uploaded schedule(s) and

- Provided that Network Rail's response to the relevant access request by that operator was made within the timescales laid down in Part D of the Network Code **and**
- **Provided that no error(s) has been introduced to the uploaded schedule(s) then:**

Code FH for freight operators and TA for passenger operators should be used. (4.31.2 itself and table below the Note unaffected)

DAB/P245– amend 2.5.4 – insert as the need arises and suitable guidance for sub thresh hold.

Amend the word 'sometimes' in the third sentence in DAG 2.5.4 to 'as the need arises' and add relevant circumstances so as to read:-

2.5.4 Any 'Minutes Delay' that cannot be explained by a Network Delay are then directed to a particular point (normally a Network Rail Control or signal box) for explanation, subject to any minimum threshold that may have been set. Delays below this threshold are excluded from the explanation and attribution process and are known as 'Derived Delays' or sub threshold delays. However, **as the need arises** these will be explained and attributed to provide additional information for performance management purposes but will not feature in Performance Regime calculations. **As a minimum this shall include where the below threshold delay is the prime delay or required to complete a chain of reactionary delay.** As part of a system based communication process to reduce the level of telephone calls, these initial 'Delay Requests' for a particular station could be sent to a Train Operator's representative for initial explanation although Network Rail would still be responsible for attribution.



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DAB/P246–Attribution of reactionary delay - Clarification

Move Reactionary Delay Example currently under section 4.1.23 to be under 4.1.22 and title ‘Reactionary Example 1’

Delete current 4.1.26 and replace with new 4.1.26

4.1.26 Notwithstanding lost time / lateness that has been recovered from previously incurred delays, Y* coded delays in a reactionary chain should be split if the working to which it relates has 2 (or more) incidents with delay minutes of the same value attributed to it.

Reactionary Example 2

Train running for 2E40

Note: In this example there is no recovered time or any sub thresh hold delay

Location	Booked Arrive	Booked Depart	Actual Arrive	Actual Depart	Time Loss	Cause
Paignton		10.33		10.33		
Torquay	10.37	10.38	10.37	10.41	3' delay	INCIDENT A
Newton Abbot	10.49	10.51	10.52	10.54		
Teignmouth	10.57	10.58	11.00	11.04	3' delay	INCIDENT B
Dawlish	11.02	11.03	11.08	11.09		
Exeter St Davids	11.27		11.33			

2E40 arrives Exeter St Davids 6 late and the unit forms 2E42 which leaves 6 late

Reactionary chain of delay from 2E42 onwards is as follows:-

2E42	6'	YI	2E40
2R55	4'	YD	2E42
1G90	3'	YD	2R55
2H48	4'	YB	1G90
1B37	3'	YD	2H48

Attribution in this scenario should therefore be:-

INCIDENT A			
2E40	3'		
2E42	3'	YI	2E40
2R55	2'	YD	2E42
1G90	2'	YD	2R55
2H48	2'	YB	1G90
1B37	1'	YD	2H48

INCIDENT B			
2E40	3'		
2E42	3'	YI	2E40
2R55	2'	YD	2E42
1G90	1'	YD	2R55
2H48	2'	YB	1G90
1B37	2'	YD	2H48

Each delayed train in the reactionary chain is split equally between Incidents A and B, The odd (3 minute)delays to 1G90 and 1B37 are split alternately between Incident A and Incident B



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DAB/P247 - DAG section 4 re-organisation
To re-order Section 4 of the DAG as follows:-

Renumber	TO	Description
4.7	4.2	DUPLICATE DELAYS
4.21	4.3	'MINUTES DELAY' NOT APPARENTLY DUE TO NETWORK RAIL
4.22	4.4	TRUST BERTH ERRORS
4.33	4.5	TRAINS INCURRING SEVERAL SMALL DELAYS
4.34	4.6	TRUST OUTAGES
4.30	4.7	THE SPECIAL TRAIN
4.3	4.8	ADHESION PROBLEMS INCLUDING LEAF-FALL
4.26	4.9	RAILHEAD CONDITIONING TRAINS
4.12	4.10	FLEET EQUIPMENT PROBLEMS
4.39	4.11	FAILURE OF TASS BALISE SYSTEM.
4.40	4.12	FAILURE OF ETCS/ERTMS BALISE SYSTEM
4.41	4.13	OPERATIONAL GSM-R RAILWAY EMERGENCY CALL (RECS)
4.42	4.14	OPERATIONAL GSM-R SYSTEMS –FAULTS OR FAILURES
4.43	4.15	ATTRIBUTION OF DELAY INCIDENTS CAUSED BY TPWS INTERVENTION OR FAILURE
4.13	4.16	FLEET DEPOT DELAYS (INCLUDING MAJOR MAINTENANCE DEPOTS)
4.2	4.17	ACCEPTANCE INTO OFF NETWORK FREIGHT TERMINALS/YARDS
4.15	4.18	OFF - NETWORK FREIGHT TERMINAL OR YARD OR OTHER NON-NETWORK RAIL OPERATED INFRA DELAYS
4.44	4.19	NETWORK YARDS AND TERMINALS
4.18	4.20	LOADING PROBLEMS
4.19	4.21	MARSHALLING OF TRAIN INCORRECT
4.6	4.22	CANCELLATION OF FREIGHT SERVICES
4.17	4.23	LATE START FROM ORIGIN
4.36	4.24	WAITING TRAINCREW
4.23	4.25	REGULATION AND SIGNALLING OF TRAINS
4.31	4.26	TIMETABLE AND RESOURCE PLANNING ERRORS
4.28	4.27	STATION OPERATING DELAYS
4.16	4.28	INFRASTRUCTURE EQUIPMENT FAILURE
4.29	4.29	TEMPORARY (INCLUDING EMERGENCY SPEED RESTRICTIONS)
4.32	4.30	TRACKSIDE SIGNS INCLUDING TSR/ESR BOARD DEFECTIVE/BLOWN DOWN
4.38	4.31	WIRES DOWN AND OTHER OLE PROBLEMS
4.9	4.32	ENGINEERS ON-TRACK EQUIPMENT AND ENGINEERING HAULAGE TRAIN FAILURE
4.8	4.33	PLANNED AND EMERGENCY
4.4	4.34	ANIMAL INCURSION, STRIKES AND INFESTATION
4.5	4.35	BRIDGE STRIKES
4.10	4.36	FATALITIES AND INJURIES
4.11	4.37	FIRES (INCLUDING FALSE ALARMS)
4.14	4.38	FLOODING



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4.35	4.39	VANDALISM, THEFT AND TRESPASS
4.37	4.40	WEATHER EFFECTS
4.27	4.41	SECURITY ALERTS
4.20	4.42	MISHAPS AND MAJOR SAFETY INCIDENTS
4.24	4.43	SAFETY PROBLEMS REPORTED BY STAFF OR PUBLIC
4.25	4.44	GUIDANCE WHERE NO FAULT FOUND (TECHNICAL EQUIPMENT)

ALL REFERENCES WITHIN AND TO THESE SECTIONS TO BE AMENDED APPROPRIATELY SO AS TO REFER TO EXACTLY THE SAME WRITTEN PARAGRAPHS WITH THEIR NEW NUMBERS

DAB/P248 - Amend 4.38.2g to replace OI:-

g.	Incident subject to formal inquiry	FU / TU	Operator of train involved (F##*, T##*)
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NR/P179– Station platforms definition

Add wording in sections 4.1.16

4.1.16 In all the circumstances in this Section 4.1, the term station should be taken to include Network Rail Managed Stations and individual platforms at a station

NR/P180 – Fires in off network rail facilities

Additional entry under section 4.11

4.11.7 For the scenarios above involving fires originating in an off network yard, terminal or depot, any delays caused directly to trains on the network due to the effects of the fire (cautioning or stopping traffic due to smoke, proximity of the fire itself) should be attributed to a separate XL coded incident. This would not include trains delayed waiting entry to the off network location.

Re-number remainder of 4.11 as appropriate:-

Re-number flowchart 4.11.7 to 4.11.8

Re-number note 4.11.7.1 to 4.11.8.1

Additional note to fire flowchart (current) 4.11.7



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4.11.8.2 For any resulting attribution scenarios pertaining to fires originating in an off network yard, siding, terminal or depot, it should be noted that any delays caused directly to trains on the network due to the effects of the fire (smoke, proximity of the fire itself) should be attributed to a separate XL coded incident.



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