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cc: Richard Morris
Chairman,
Delay Attribution Board.

Tel: [REDACTED]
Email: [REDACTED]

Date: 3rd September 2014

Submission of proposals for change to April 2014, Delay Attribution Guide (DAG)

Dear Gerry,

I am writing seeking approval for proposed changes to the Delay Attribution Guide in accordance with Track Access Condition B2.7.2.

Please find appended to this letter details of the following Proposals for Change:

- DAB/P147 - Project Mountfield
- NR/P147.2 - Typographical errors
- DAB/P230 - GSM-R flowchart

The details for each proposal consist of the following information:

- 1 The Proposal for Change from the sponsor.
- 2 A list of the industry responses to the Proposal for Change.
- 3 The DAB decision and consideration of the responses from the industry.

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. A number of Industry Parties responded to the consultation process and these responses are included in this submission.

All decisions made by the Board have been unanimous. A copy of the minutes of the meetings where the proposed amendment 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 13th October 2013

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

Kind regards,



Ana Maria Sanchez, BA(Hons)

DAB Secretariat support
[REDACTED]

Enc –

DAB/P147-Project Mountfield,
NR/P147.2-Typographical errors,
DAB/P230- GSM-R Flowchart.

Draft October 2014 Delay Attribution Guide (DAG) with track change of the submitted changes proposed.

Originators Reference Code / N ^o	DAB/P147 - Project Mountfield
Name of the original sponsoring organisation(s)	Delay Attribution Board
Exact details of the change proposed	<p>Amend Section 4 and 7 of the DAG - as per the attached revised text - to clarify that guidance referring to freight yards and terminals is specifically concerned with locations considered as not being under the ownership or control of Network Rail.</p> <p>See attached amendments to relevant extracts of DAG Foreword, DAG Section 4 and DAG Section 7.</p>
Reason for the change	<p>The majority of incidents in freight terminals/yards are treated as “off network” and are coded in accordance with section 4.15. However, from 31 October 2014 a significant number of freight yards/terminals (108) will be transferred from various Freight Operators into Network Rail’s ownership. Whilst some of these sites are wholly sub-let to third parties and will, consequently, remain “off-network” and others are out of use, the remainder will be incorporated into the network (either in whole or in part) and operated by Network Rail. Incidents occurring in these Network Rail operated yards/terminals should be coded in accordance with the proposed section 4.44.</p>

1. Do you perceive that this proposal will have a wider impact (including commercial impact) on your business or the business of any other industry parties?

None

If yes;

For Network Rail – Please provide an impact assessment indicating the impact of the proposal on all affected industry parties.

For Train Operator – Please provide an impact assessment on your own business.

Work to implement the agreements resulting from Project Mountfield found that there would be no material impact on performance regimes or performance benchmarks due to the limited range of train services affected. Proposed changes to the DAG resulting from any future, on-going, transfer of ownership of freight yards and terminals would need to be assessed for impact on a case by case basis.

2. If you have provided an impact assessment as per question 1 above, please provide a proposed solution to neutralise any financial effect of the proposal.

N/A

DAB

Delay Attribution Board

DELAY ATTRIBUTION GUIDE

EFFECTIVE DATE – **October 13th** 2014

Deleted: April 1st

Formatted:
Superscript

Issued by:

The Secretary

Delay Attribution Board

Floor 8

1 Eversholt Street

LONDON

NW1 2DN

DELAY ATTRIBUTION GUIDE

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Foreword

This Guide is issued to all Track Access Parties by the Delay Attribution Board – a joint industry body remitted to provide guidance to the industry on delay attribution issues.

This Guide has been re-issued to incorporate Proposals for Amendment that have been agreed pursuant to the process set out in Conditions B2.5 to B2.7 of the Network Code since the issue of the previous Guide dated 15th September 2013. Consequently, this Guide supersedes the previous Guide.

Proposals for Amendment made since the issue of the previous Guide are marked with a vertical black line in the adjacent margin, additional/revised wording will be shown in italics, and deletions will be hidden (but the deletion still being denoted by way of a vertical black line in the margin)

Any Proposals for Amendment that are agreed pursuant to the process set out in Conditions B2.5 to B2.7 of the Network Code following the publication of this Guide will be issued as Supplementary Guidance Notes to be read in conjunction with this Guide until it is next reissued.

The majority of incidents in freight terminals/yards are treated as “off-network” and are coded in accordance with section 4.15. However, from 31 October 2014 a significant number of freight yards/terminals (108) were transferred from various Freight Operators into Network Rail’s ownership. Whilst some of these sites are wholly sub-let to third parties and will, consequently, remain “off-network” and others are out of use, the remainder will be incorporated into the network (either in whole or in part) and operated by Network Rail. Incidents occurring in these Network Rail operated yards/terminals should be coded in accordance with section 4.44”.

Delay Attribution Statement of Good Practice

This Statement of Good Practice is issued by the Delay Attribution Board to parties involved in the Delay Attribution Process. It has been developed in consultation with all Industry Parties and the Board considers it has wide support. While the Statement is not intended to create contractual rights or obligations the Board will expect Industry Parties to have due regard to the Statement when participating in the Delay Attribution Process.

Track Access Parties and their employees involved in the Delay Attribution Process should:

- Work together to achieve the industry vision of Delay Attribution:

“For all parties to work together to achieve the core objective of delay attribution – to accurately identify the prime cause of delay to train services for improvement purposes”,

and in doing so

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- Follow good practice in undertaking the process of delay attribution by:
 - i) accepting that the prime objective of delay attribution is to identify the prime cause of delay to train services for improvement purposes;
 - ii) accepting responsibility for ensuring that adequate resources are applied to the delay attribution process and that sufficient controls / processes are in place to ensure that attribution staff remain impartial in the attribution of delay;
 - iii) committing to train their staff effectively in the process of delay attribution and maintain their competence through a regular programme of competency assessment;
 - iv) ensuring that all appropriate information and systems are fully utilised and or investigated before allocation of any incident to an Industry Party;
 - v) only challenging attribution of an incident where there are appropriate reasons for doing so, and in so doing only providing substantive information that informs of exactly what is being challenged to enable, where possible, correct attribution;
 - vi) working together to identify correctly the cause of an incident, no matter who that incident is attributed to, recognising that it may be necessary to re-attribute on the basis of new information;
 - vii) assisting the delay attribution process by providing whatever information is necessary to enable the correct attribution of delay and confirming the source of the information as required.
 - viii) working together to identify all delay (even below threshold) where practicable and cost effective;
 - ix) avoiding adding abusive or derogatory comments to any records (systems based or otherwise) relating to Delay Attribution;
 - x) to work together to develop key indicators on the accuracy of the delay attribution process that enable each party to identify areas where the process is not being applied effectively and agree to identify and implement action plans to improve the process;
 - xi) having in place nominated persons for each level of the delay attribution process.

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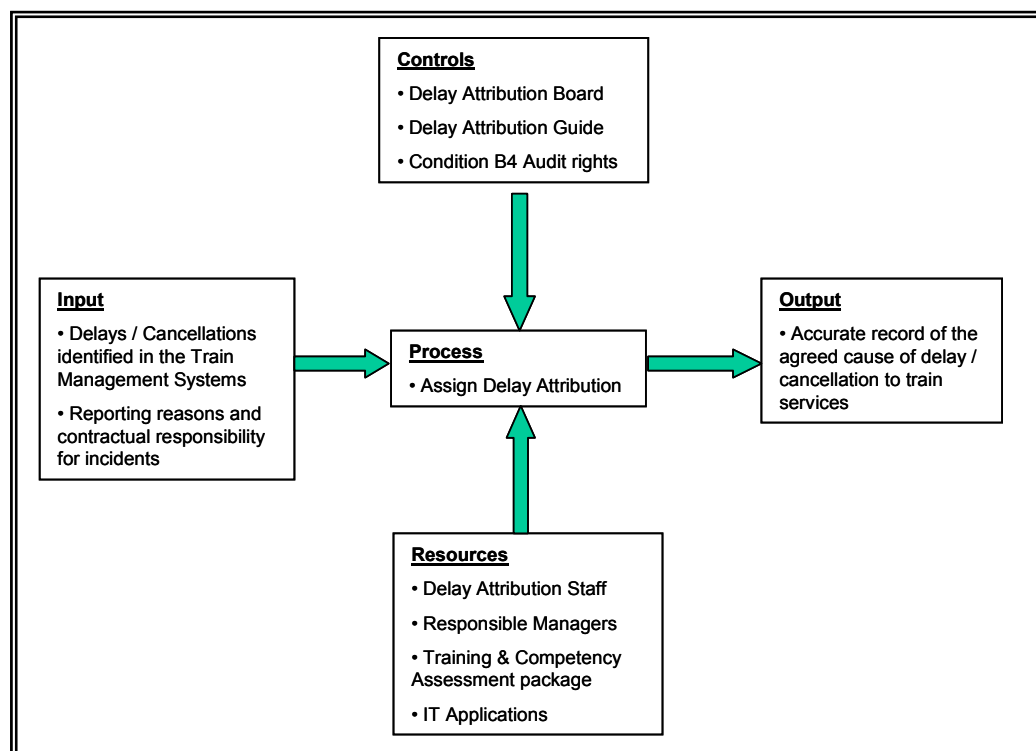
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SECTION 1: INTRODUCTION

1.1 THE NEED FOR A DELAY ATTRIBUTION GUIDE

- 1.1.1 The accurate identification of the causes of 'Minutes Delay', Cancellations, Diversions and other events is of prime importance to enable all parties to whom delay is attributed to identify action plans to improve operational performance. The Delay Attribution Vision and Statement of Good Practice (shown at the front of this document) underpins the way in which this will be achieved.
- 1.1.2 This document gives guidance on coding and attribution of 'Minutes Delay' and Cancellations so that there is a consistency of application and approach by all parties involved in the process of Delay Attribution.
- 1.1.3 The Delay Attribution Guide deals with the process of identifying the cause of delays and cancellations on the Network, that have been reported in TRUST and the process is shown in Diagram 1 below.

Diagram 1: Delay Attribution Process



1.2 CONTEXT OF THE GUIDE

- 1.2.1 The Delay Attribution Guide is incorporated into and forms part of the Network Code. However, the use of the word “Guide” is important as the document is not intended to cover every particular circumstance. A complete set of “rules” would be a constraint on contract management by the parties.
- 1.2.2 It is intended that the Delay Attribution Guide is the source of guidance on the Delay Attribution process as a whole for all parties to the Track Access Contract, and others involved in the delay attribution process.
- 1.2.3 This document can only be amended by the process defined in the Network Code Part B. In brief this requires a formal proposal for amendment to be made in writing to the Secretary of the Delay Attribution Board (the Board). A period of industry consultation on the proposal for amendment will then take place before the Board considers the merits of adopting the proposal. The Board may then recommend that the proposal for amendment is adopted. The ORR’s approval is required before an amendment can take effect. Any changes so approved will come into effect on a defined date, (i.e. will not apply retrospectively before that date). **Note:** this is a short explanatory note – please refer to Network Code Part B paragraphs 2.5, 2.6 and 2.7 for the full process (which takes precedence over this paragraph if there is any doubt).

1.3 PROVISION OF INFORMATION

- 1.3.1 All parties involved in the process of correct identification of causes of delay are required to provide any information necessary to facilitate anyone working to establish Delay Attribution. In order to do this all parties will ensure that adequate lines of communication are established and maintained to provide this information from both their own staff and any of their agents acting on their behalf.

1.4 RELIABILITY EVENTS

- 1.4.1 When a train is not able to make all the booked calls shown on the train schedule this is referred to in this Guide as a Reliability Event. They can occur in the following circumstances:
- A train cancelled for full journey;
 - A train cancelled for part of journey;
 - A train diverted from booked route, and fails to call at a booked stop;
 - A train runs through a station it is booked to call at but does not stop.

The term Reliability Event is used for all such occurrences in the rest of this document for brevity.

1.5 THE DELAY ATTRIBUTION BOARD

- 1.5.1 The purpose of the Board (as defined by the Network Code paragraph B6.1) is to manage and oversee the effectiveness and accuracy of the delay attribution process and use of the Delay Attribution Guide.
- 1.5.2 In this context the Board will:
- Ensure that delay attribution is undertaken in an unbiased and transparent manner;
 - Ensure that appropriate training and competency assessment is available to everyone involved in the process of delay attribution;
 - Provide guidance to Industry Parties on the process of delay attribution and the interpretation of the Delay Attribution Guide;

- Make recommendations for changes to the delay attribution process to improve its efficiency and effectiveness and oversee the delivery of such changes.
- 1.5.3 Any correspondence with the Board should be addressed to the Secretary at the address shown on the front page of this guide.

1.6 REVISIONS TO THE DELAY ATTRIBUTION GUIDE

- 1.6.1 Any Track Access Party may propose revisions to the Delay Attribution Guide. Revisions should be made in writing to the address shown in 1.5.3 above and should be submitted providing the following information:
- The name of the sponsor (or sponsors if more than one sponsor is proposed) – sponsors can only be Access Parties (Note: the ORR is also able to propose revisions, but a different process is applied when this occurs);
 - The proposal – this needs to be precise i.e. proposing to insert specific words, sentences, paragraphs or diagrams into the Delay Attribution Guide and or delete specific text or diagrams. To facilitate understanding when proposals are put to consultation there should be one proposal per existing paragraph in the Delay Attribution Guide, unless the proposal covers the replacement or insertion of multiple consecutive paragraphs and it is more sensible to submit the proposal as one proposal.
 - Other implications; would the proposed amendment have an impact on other areas beyond the proposed change to the Delay Attribution Guide i.e. as a result of benchmarks or system implications, frequency of event, and management information? Please note this is not an exhaustive list. If so the Sponsor should also suggest a proposed approach to addressing these areas;
 - An explanation as to why the proposal is being made including any associated benefits.
- 1.6.2 Track Access Parties are reminded that whilst the Delay Attribution Guide is part of the Network Code it is also a working document. Proposals for revision should be made with this in mind. The Delay Attribution Board will consider if the proposal is fit for purpose (i.e. will be understandable to the users of the document) and may refer a proposal back to the Track Access Party if it is judged that this is not the case. Any specific rewording should be drafted in plain English.

SECTION 2: OVERVIEW OF DELAY ATTRIBUTION AND SYSTEM DEFINITIONS

Throughout this and subsequent sections, ‘*’ represents the choice of a character. For example, Y* means a two character code with first letter Y. Similarly ‘##’ stands for the Business Code of a Passenger or Freight Train Operating Company.

2.1 INTRODUCTION

- 2.1.1 This section is a brief guide to the way in which TRUST identifies the occurrence of train delays and then allows explanation and attribution of these together with Reliability Events.
- 2.1.2 The TRUST system essentially has four component parts:
- The Train Plan;
 - Records of the times at which trains arrive, depart or pass specific locations;
 - The cause of train delays and Reliability Events;
 - Incidents which can be attributed to the ‘responsible’ organisation and to which individual train delays and Reliability Events can be allocated.

2.2 THE TRAIN PLAN

- 2.2.1 TRUST accesses the Train Schedule, the timetable for each individual train that is planned to operate on a given day. This includes the arrival and departure time at all calling points and also the passing time at other key locations. Normally, schedules are created through interface with the access planning systems within Network Rail. However, Network Rail Controls can create schedules principally for Very Short Term Planned specials which have been advised to Network Rail outside the normal Operational Planning timescales. Depending on the timescale of creation, these can be either Applicable or Non-Applicable timetable services for Performance regime purposes, though they are all subject to normal Delay Attribution.

2.3 TRAIN TIME REPORTS

- 2.3.1 By either automatic (direct links to TRUST from modern signalling systems) or manual (keyboard input) means, it is possible to report the times that trains arrive, depart or pass Recording Points. These are a specific sub-group of all locations shown on a train’s schedule and normally reflect stations or yards at which major activity takes place and key junctions. TRUST also treats all origin and destination locations for a given train as pseudo Recording Points, if required, although normally this is only necessary for freight trains.
- 2.3.2 By comparing the time at which a train actually arrives at, departs from or passes a Recording Point with that shown in the Train Schedule, TRUST is able to calculate the ‘Lateness’ at that particular point.

2.4 RECORDING OF RELIABILITY EVENTS

- 2.4.1 Full train cancellations and the majority of partial cancellations can be recorded directly in TRUST. Only trains diverted to an alternative destination can be recorded as diversions. For other types of Reliability Event the Failure to Stop report should be used in respect of all locations at which the train is booked to call. See paragraph 1.4.1 for definition of Reliability Events.

2.5 MEASURING AND RECORDING THE CAUSES OF DELAY

- 2.5.1 By comparing two successive recordings of Lateness, TRUST identifies any ‘Minutes Delay’ that a train has incurred. It is these “Minutes Delay”, essentially incremental Lateness, that is pivotal to the TRUST delay explanation and attribution process as they can be attributed to Train Operators or Network Rail using the Incident concept (see Section 2.6).

The Lateness at a given Recording Point, subject to a train being able to recover lost time, is the aggregate of all the individual 'Minutes Delay' from origin to that Recording Point

2.5.2 'Minutes Delay' fall into three categories:

- Late starts where the 'Minutes Delay' is equal to the Lateness of departure;
- Location delays which are 'Minutes Delay' incurred between the arrival at and departure from the same Recording Point at which a train is booked to call. This is known as 'station or yard overtime';
- Section delays which are 'Minutes Delay' incurred between two successive recordings at different Recording Points.

2.5.3 Once 'Minutes Delay' is identified as having been incurred, the TRUST system will seek an explanation. This includes unrecovered time where Recovery Time is shown in the Train Schedule between two successive Recording Points and a late running train arrives or passes the second location late. Firstly TRUST will look to see if there is a 'Network Delay' for that location or section between two successive TRUST Recording Points. A Network Delay is normally used to explain small delays, up to a specified threshold that will be inflicted upon every train due to a particular problem. For example, a Temporary Speed Restriction or a signal failure requiring trains to stop and the driver to be cautioned past the signal by the signaller.

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, sometimes these will be explained and attributed to provide additional information for performance management purposes but will not feature in Performance Regime calculations. 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.

2.5.5 As part of the Train Consist reporting procedures, Freight Operators are required to input a 'Late Start Reason Code' (Delay Code) if a train leaves a private siding or yard late. This might include Simplified Direct Reporting freeform text, which is added to support the use of a particular delay code, e.g. the inward service that caused a late start for which code Y* has been used.

2.5.6 The explanation for those delays above the threshold or those explained by Network Delays is in the form of a TRUST Delay Code that indicates the cause, e.g. points failure, locomotive failure, and incorrect regulation. The Delay Code consists of two characters with the first indicating the general type of delay: Infrastructure failure, Network Rail Production or Train Operator problem etc. The second allows categorisation to provide more detail.

2.5.7 When trains are recorded in TRUST as 'cancelled' for any part of their booked journey, a Cancellation Code is mandatory. Similarly for trains diverted from their booked route and which start or terminate at a location off the planned route a cancellation code for that part cancelled is required. These codes are those Delay Codes that are appropriate for cancellations or diversions.

2.6 INCIDENTS

- 2.6.1 The TRUST Incident concept allows allocation of instances of 'Minutes Delay' and/or Reliability Events to a particular occurrence and attribution to a 'responsible' organisation.
- 2.6.2 Each separate and unconnected occurrence resulting in 'Minutes Delay' and or Reliability Events is set up by Network Rail staff as a TRUST Incident. Such incidents may also be created for other events in which case they have no relevance to train performance schemes until 'Minutes Delay' are allocated to them. An incident is a partly structured 'log entry' describing the event and includes five particularly important fields:-
- Incident Title (up to 30 characters)
 - Description Code (TRUST Delay Code)
 - Responsible Manager Code
 - Acceptance Status Code
 - Free format text (currently maximum of 30 lines).
- 2.6.3 The type of occurrence is codified using the TRUST Delay Code that best describes it. These codes map to a default Responsible Manager Code identified by TRUST. However, it is possible to overwrite this if the automatic attribution is at variance to the contractual responsibility for that particular event.
- 2.6.4 The Responsible Manager Code consists of four characters. Normally the first coincides with the initial letter of the Delay Code to drive the automatic attribution process. However, any can be matched to a Network Rail Production code (OQ**) and there is also some flexibility with other codes to reduce the number of different Responsible Manager Codes required for each organisation. This is detailed in paragraph 3.2.3.
- 2.6.5 The middle two characters are the finance systems Business Code for the organisation involved. There are separate ones for each Network Rail Route, TOC and Freight Operator. These also drive the security arrangements for browse and update access as they also form part of the user NCI sign-on (see section 6).
- 2.6.6 The last character allows the subdivision of a particular organisation to reflect different managerial responsibilities. For certain Train Operators the last character differentiates between trains operated under different Track Access Agreements. The system allows these to be changed by staff in the Responsible Manager's organisation. In particular, Train Operators may wish to use this facility to assist with identification of attribution to their own sub-contractors but the last letter must not be altered without Network Rail's agreement if the Incident would switch to a different Access Contract. Network Rail will not be responsible for correct allocation of managerial responsibility within another company's organisation but will set up required codes in the TRUST Systems Tables.
- 2.6.7 The Network Rail Manager Code represents the location of the incident that caused the delay minutes or cancellations. Whilst this overriding principle should be applied when attributing incidents, care must be taken to fully investigate each incident to ensure it is correctly applied.
- 2.6.8 Where a delay is caused on another Network Rail Route or management area as a result of a TRUST section spanning two Routes or management areas, the delay in the case of an asset failure should be attributed to the owner of the asset responsible for the failure (through use of the Responsible Manager Code) and to the area in which the asset failed (through use of the Network Rail Manager Code).
- 2.6.9 In the case of incidents involving, for example, animals on the line, vandalism or trespass where a location has been identified the Network Rail Manager Code used in the TRUST incident should represent the Route or management area in which the incident occurred.

- 2.6.10 When incidents occur where a specific location has not been identified, i.e. an unconfirmed report of stone throwing, the Responsible Manager and Network Rail Manager Codes used should represent the Route or management area of the TRUST section on which the delay alert is generated. This should be the default code generated by the TRUST DA system.
- 2.6.11 Where a Route or management area have running lines that cross each other or run adjacent to each other and an incident occurs on one Route or management area resulting in trains being delayed, i.e. as a result of a fire on NR infrastructure, the delay should be attributed a Responsible Manager and Network Rail Manager Code that represents the Route or management area on which the original incident occurred.
- 2.6.12 If an incident occurs off the Network e.g. a security alert or fire and it doesn't directly affect an asset but does affect more than one station, yard, depot or running lines, a separate primary incident should be created for each directly affected location. The Network Rail Manager should represent these locations, notwithstanding the requirements of the DAG when one incident for each affected train operator is required.
- 2.6.13 If an incident occurs off the Network and directly affects an asset and in the process affects more than one station, yard, depot or running line, the incident should be created in accordance with the DAG and the Responsible and Network Rail Manager codes should reflect the management area that owns the affected asset.
- 2.6.14 If a security alert is on the Network and affects more than one station, yard, depot or running line the incidents should be created in accordance with the DAG and the Responsible Manager and Network Rail Manager Codes attributed should represent the management area that the incident occurred on.
- 2.6.15 Cross-boundary delays due to wrong regulation should be attributed to the Route or management area that was responsible for causing the delay. The Network Rail Manager and Responsible Manager codes must represent the Route or management area whose signalbox made the last incorrect regulating decision.
- 2.6.16 Cross boundary delays resulting from a VSTP schedule are an exception to the rule as the incident can be the result of a decision made in a remote location not represented by any Network Rail Manager Code and the limitations of the current delay attribution system does not allow for the kind of complexity faced with these types of incident. Therefore;
- 2.6.16.1 When delays occur as a result of schedule errors, including VSTP moves, the incident should be attributed a Network Rail Manager Code that represents the Route or management area on which the delay alert is generated on because that is where the incident first manifests itself and allocated a Responsible Manager Code indicating the responsibility for the creation/validation of the VSTP that caused the incident.
- 2.6.17 Network Rail Manager Code Attribution Examples:
- A. Incident with a known location
- A train is delayed or held on Route or management area 'A' due to an asset failure that has occurred at an identified location on Route or management area 'B'. The delay should be attributed to an incident with the Network Rail Manager code of Route or Area 'B'.
- B. Incident with no known location
- A train is delayed or held on Route or management area 'A' as a result of an incident for which no known location has been identified. The delay should be attributed to an incident with the Network Rail Manager code of Route or Area 'A'.
- C. Where lines run adjacent or cross over each other
- Where Route or management area 'A' running line crosses over Route or management area 'B' running lines and an incident occurs on Route or Area 'A' affecting trains on Route or Area 'B', the delay should be attributed to an incident with a Network Rail Manager code of Route or Area 'A'.

D. Incorrect Regulation

- A delay on Route or Area 'B' caused by wrong regulation by the last signalbox on Route or management area 'A' should be attributed to an incident with a Network Rail Manager Code of Route or Area 'A' as the owner of the signalbox that caused the delay.

E. Schedule Errors including VSTP moves.

- Where a train has incurred delay due to a schedule error, the delay should be attributed to an incident with a Network Rail Manager representing the Route or management area where the delay alert has been generated.

F. Failure to mitigate incidents

- When Route or management area 'A' requests a 'failure to mitigate' incident (that is attributed to a Train Operator) to be created on Route or management area 'B' for an incident that originated on Route or area 'A' then the Network Rail Manager should be that of Route or area 'A'.
- When Route or management area 'A' requests a 'failure to mitigate' incident (that is attributed to Network Rail) to be created on Route or management area 'B' for an incident that originated on Route or area 'A' but has been exacerbated by a failure to mitigate by Network Rail on Route or area 'B', then the Network Rail Manager should be that of Route or area 'B'.

2.6.18 It is important that TRUST incidents are updated as new or later, more accurate information comes to light, particularly information that relates to the Delay Code and Responsible Manager. All information which assists the process of accuracy and clarity should be entered promptly, and reference made to the source of data or information in the freeform text.

2.7 DEFINITIONS

2.7.1 Primary Delay

A Primary Delay is a delay to a train that results from an Incident that directly delays the train concerned, irrespective of whether the train concerned was running to its schedule (schedule includes booked platform or line) at the time the incident occurred, i.e. the delay is not the result of another delay to the same or other train. Primary Delay should not be attributed a 'Y' reactionary code.

2.7.2 Reactionary Delay

A Reactionary Delay is a delay to a train that results from an incident that indirectly delays the train concerned, i.e. the delay is the result of a prior delay to the same or any other train.

2.7.3 Section 4.1.24 provides an example of attribution of a series of delays occurring to a Plymouth to York train. In the example given, trains held behind the Plymouth to York train held approaching Derby should be attributed to the signal failure as a Primary Delay until dissipation of the queue of trains has begun. Any delays to trains joining the queue after this train should be treated as Reactionary Delays.

2.7.4 All Delay Minutes and Reliability Events explained under paragraphs 2.5.3, 2.5.4, 2.5.5 or 2.5.7 can then be attributed to the 'prime' incident. This includes the Y* Reactionary Delays which describe Delay Minutes caused, normally away from the immediate vicinity of the incident, due to the consequential late running of one or more trains that have been delayed by it. The reporting number of the other train involved in the Reactionary Delay should be shown in the free format delay text field. 'Minutes Delay' requiring explanation as per paragraph 2.5.4 can be allocated to an existing Incident if they are incurred in the vicinity of its occurrence (i.e. not a Reactionary Delay), once investigation has shown no other incident has occurred, in which case they pick up the same Delay

Code as the Incident. Reactionary delays (Y*) must not be used against P-coded incidents; a fresh incident should be created in accordance with Sections 4.8 and 4.29

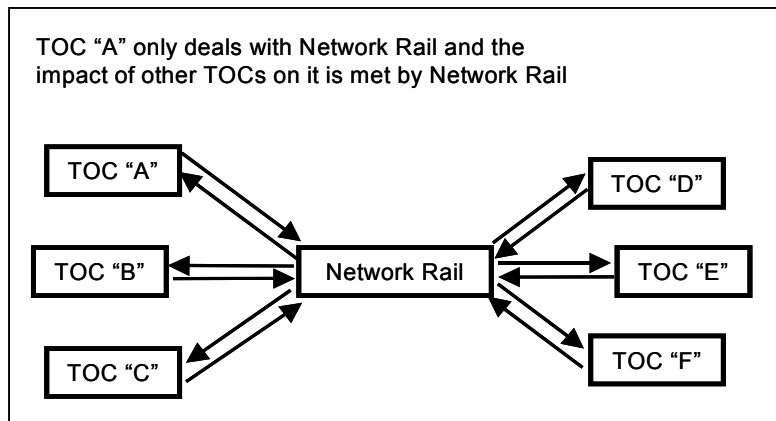
- 2.7.5 It follows that TRUST Incidents must not have a Y* Delay Code. The analysis of Reactionary Delays in a particular area (irrespective of the Incident) allows identification of delays resulting from managerial procedures. On the other hand the full effect of particular Incidents (both prime cause and reactionary) can be measured by extraction of Incident information.
- 2.7.6 Where a train diverted from its scheduled line or platform causes a delay, Reactionary Delay is allocated to the prime incident that caused the diversion, irrespective of the lateness of the diverted train. Any excessive delay incurred to the diverted train within the diversion should be investigated as a potential new prime incident. Where the diverted train is delayed by a new prime incident the further delay should be allocated to the new prime incident and not the reason for the diversion.

SECTION 3: CATEGORIES OF TRUST DELAY CODE AND DEFAULT ATTRIBUTION

3.1 BASIS OF ATTRIBUTION

- 3.1.1 The Guide reflects the principles of the Track Access Contract and Network Code as set out in the Track Access Contract in Schedule 8 and in the Network Code, Part B. As this document is a guide and not a contractual document, the guide may not be a perfectly accurate reflection of those contractual entitlements. The contractual roles carried out by the parties are;
- Network Rail - Operator of Infrastructure (The Network)
 - Train Operator - Operator of Trains
- 3.1.2 Where, in these roles, either party contracts with another organisation then any 'Minutes Delay' or Reliability Events as a result of a separate contract are still attributable to the party concerned. As far as a Train Operator is concerned this includes responsibility for Incidents associated with hiring resources and access to stations (including Network Rail Managed Stations) and Light Maintenance Depots.
- 3.1.3 Under the Access Contracts, Network Rail is responsible for the effects of one Train Operator, but only as an Operator of Trains (see 3.1.1), on another in respect of problems on the Network Rail infrastructure, the so-called 'Star Model'. So that the full impact of an occurrence can be evaluated and to support certain Open Access Contracts all 'Minutes Delay' and Reliability Events will be allocated to the associated TRUST Incident.

Figure 1 - Diagram of the Star Model



- 3.1.4 Attribution will normally be to the prime cause of delay, which may be the initial reported cause of the delay or the symptom by which a more complex prime cause manifests itself.
- 3.1.5 If an operator's service is delayed due to overcrowding as a result of *an* operator's train either being cancelled, or delayed, any delay or cancellation is to be attributed to *the* prime cause of why the initial train was delayed, or cancelled.
- 3.1.6 Where an operator's service suffers delay as a result of overcrowding or station overtime due to that train being of short-formation, and all reasonable attempts to mitigate have been made, the delay should be attributed to the prime cause incident that resulted in the train being of short-formation for that service.

3.2 CATEGORIES OF TRUST DELAY CODE AND THEIR DEFAULT ATTRIBUTION

- 3.2.1 As mentioned in Section 2 of this guide, TRUST Delay Codes are used to describe the TRUST Incident causing 'Minutes Delay' and/or Reliability Events. The initial letter of its TRUST Delay Code drives the automatic default attribution of a TRUST Incident as described in section 3.2.3 below. If the Delay Code describes an occurrence normally attributable to Network Rail or its contractors, then it and the management area of the Incident allow selection of the appropriate default Network Rail Responsible Manager Code. If the TRUST Delay Code is normally associated with Train Operator, its combination with the identity of the first train allocated to the Incident allows TRUST to identify the default Train Operator Responsible Manager Code. This reflects the ability of Train Operators to operate across the Network.
- 3.2.2 Because this is a guide it cannot cover every circumstance that may arise and thus, there will always be certain scenarios where the default attribution is not appropriate. These will either be identified directly by Network Rail or as part of the contract management process in real time or after the event.
- 3.2.3 In drawing together this Guide, cognisance has been taken of the contractual responsibilities of Train Operators, Network Rail and Network Rail's Contractors, and to ensure that these are encompassed as far as possible in the Delay Codes. The table below gives details of the categories including the default attribution and the form of the associated Responsible Manager Code. The full list of codes is shown in Appendix A. Changes to these codes will be advised through an update of this Guide.

Delay Code Category	Brief Description	Default Attribution and Responsible Manager Code Form	Other Valid Responsible Manager Codes
A	Freight Terminal Operations Causes	Operator(s) of trains affected (A##*)	D##*
F	Freight Train Operator causes (excluding Fleet and Terminal problems)	Operator (F##*)	D##*
I and J	Non Passenger's Charter Excludable infrastructure problems	Network Rail (IQ**)	CQ** OQ**
M and N	Passenger and Freight Train Operator Fleet problems	Operator (M##*)	D##*
O	Network Rail Operating causes	Network Rail (OQ**)	OQ**
P	Planned or excluded delays/cancellations	See paragraph 3.2.5 (PQ**)	OQ**
Q	Network Rail internal non-Operating causes	Network Rail (QQ**)	OQ**
R	Station Operations Causes	Operator(s) of passenger trains affected (R##*)	D##*
T	Passenger Train Operator causes (excluding Fleet and Station problems)	Operator (T##*)	D##*

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Delay Code Category	Brief Description	Default Attribution and Responsible Manager Code Form	Other Valid Responsible Manager Codes
V	Passenger's Charter excludable events the responsibility of Passenger Train Operators	Operator (V##*)	D##*
X	Passenger's Charter excludable events the responsibility of Network Rail	Network Rail (XQ**)	O##*
Y	Reactionary/consequential delays arising as a result of trains being delayed earlier by a given incident	As per Incident to which they are allocated	
Z	Unexplained delays and cancellations	Network Rail (OQ**)	Z##*

3.2.4 Although reference to Passenger's Charter excludable events has no relevance for non-passenger Operators, the separate coding of such events allows any Passenger Operator to separately identify any associated 'Minutes Delay' or Cancellations for exclusion from Passenger's Charter figures. While this document seeks to identify likely circumstances where Passenger's Charter exclusion may apply and provide a definition of when Passenger's Charter exclusion criteria have been met, it is the Train Operator's prerogative as to whether any particular incident is excludable.

3.2.5 In the event of a request to exclude a particular incident being received which does not appear to accurately reflect the circumstances of the incident or meet the criteria laid down for passenger charter excludable delays (As defined in DAG 3.2.6), the request must be further confirmed with the operator, to avoid errors. The operator should be asked to justify the details of the request, which must then be entered in the freeform and the incident recoded. Such recoding should not be undertaken without supporting justification being provided and documented

3.2.6 For passenger charter exclusion criteria to have been met then at least one of the following principles should apply: -

- the relevant authorities advising the public not to travel due to adverse weather
- the Met Office issuing a severe weather notice to the industry
- other modes of transport are being affected by severe weather e.g.
 - motorway traffic being disrupted
 - airports being affected
 - local roads been affected
 - ferry sailings having been suspended
- a railway asset is operating outside of the design parameters due to the conditions being experienced
- an incident that is not avoidable by industry partners and is not the responsibility of a railway industry company
- an impact on the operation of the railway caused by individuals or organisations outside of the railway industry

3.2.7 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) and Possessions, the appropriate P* Code (Planned or excluded Delays or Cancellations) is used. In these circumstances the known occurrence of such delays is normally reflected in the Train Schedule on the day in the form of Recovery Time, often shown on a subsequent TRUST section, or inflated point to point running times. In some cases payment will have been made for this under Schedule 4 or through an Amended Timetable mechanism. It should be noted that Condition of Track/Structure speed restrictions will not necessarily qualify in this way contractually. Some will be attributable to Network Rail. The default Responsible Manager Code will be a Network Rail one (of the form PQ**) but this may be overridden as described in Sections 4.8 and 4.29

3.2.8 P* Codes may also be used to avoid allocation of particular 'Minutes Delay' and/or Reliability Events to either Track Access Party and hence exclude them totally from the Performance Regime. The codes PE, PG are to be used when a planned train cancellation does not have its schedule cancelled in the Integrated Train Planning System (ITPS). All ITPS cancellations are automatically coded PD. Staff entering schedules into TRUST/TSI must not use this latter code. The code PL is only to be authorised for use by Account Executives 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.

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SECTION 4: GUIDANCE ON THE CODING OF INCIDENTS AND CONTRACTUAL RESPONSIBILITIES IN REAL TIME

4.1 INTRODUCTION

4.1.1 This section gives detailed guidance to Network Rail Control, Performance and other staff on how many types of occurrence causing 'Minutes Delay' and, or Reliability Events should be coded, and identify likely situations where the default attribution may need to be overridden. It should be noted that the list is not exhaustive. The contracting parties will be expected to agree attribution for events not fully covered by this Guide or for which exceptional circumstances apply. See paragraph 1.2.1.

4.1.2 Normally all 'Minutes Delay' (whether direct or reactionary) and, or Reliability Events because of an occurrence will be allocated to one TRUST Incident and will be attributed to the Responsible Manager identified. Two principal exceptions are Joint Responsibility incidents (see Section 4.1.3 to 4.1.16 and incidents arising out of other access agreements (see Section 4.1.18)

4.1.3 Joint Responsibility incidents

4.1.4 A special type of incident may affect trains of a Template Schedule 8 Train Operator. These are contractually known as Joint Responsibility incidents and fall into two categories. The first are specifically those incidents at stations which prevent a train entering or passing through a station at the time it is scheduled to do so and the access of passengers through the station to or from the train.

4.1.5 The other circumstance is where Network Rail and the Train Operator agree that they are equally responsible for an incident under their access contract and the circumstance is not covered elsewhere in the DAG.

4.1.6 When Joint Responsibility criteria is met the Responsible Manager Code attributed to the incident takes the form of D##*, indicating that the incident is jointly accepted and that the delays will be shared between the parties in the performance systems downstream from TRUST.

4.1.7 For Joint Responsibility to be applicable for an incident at, or affecting a station both of the following criteria need to be met by the train incurring 'Minutes Delay' or cancellation:

- a) The train is prevented from entering the station at the time it is booked to call, and
- b) Passengers would be prevented from accessing the train if the train called at the station at the time it was booked to call.

4.1.8 Only when both criteria have been met can the incident be attributed with a D##* Responsible Manager Code.

4.1.9 In all cases the closure of access to the station must be undertaken by a responsible person and be reasonable and justified in the circumstances, which should be detailed in the incident freeform text.

4.1.10 In the event of Joint Responsibility being applicable in accordance with the guidance above, an incident should be created for each operator incurring at least one direct Primary Delay in respect of any train booked to call at the station affected during the period of closure. Any subsequent direct delays in respect of trains booked to stop incurred by that operator should be allocated to this incident. However, where trains of one operator so delayed then affect those of another operator elsewhere on the Network the delay to the second operator's train should be allocated to the incident created for the first operator, i.e. normal arrangements apply in respect of the attribution of Reactionary Delay (see paragraph 2.7.2.). Subsequent directly affected trains not booked to call should be attributed to Network Rail.

- 4.1.11 Failures to call at a booked stop (otherwise known as cancelled stops or cancellations) may also be allocated to the Joint Responsibility incident where the train would not have been able to call (stop) at the time it is scheduled to do so and the access of passengers to/from that train would have been prevented.
- 4.1.12 Initial attribution in accordance with the guidance above should be reviewed by performance/account teams to ensure that all parties have taken reasonable steps to avoid and/or mitigate the effects of the incident. Any failure to mitigate delay must be attributed to the responsible party in accordance with DAG Section 4.1.21 Failure to Mitigate.
- 4.1.13 Circumstances may arise where Joint Responsibility criteria are met for only a limited period within the overall duration of an incident; for example, initially both the line and the station may be closed, but then one re-opens, while the other remains closed. In these circumstances multiple incidents may be required. For example, a failure to call at a booked stop should not be allocated to a Joint Responsibility incident where the access of the train to the station was not prevented – this would be a cancelled stop the responsibility of the Train Operator. Equally, the failure to call at a booked stop should not be allocated to a Joint Responsibility incident where the access of passengers to/from that train would not have been prevented – this would be a cancelled stop the responsibility of the party causing the incident that led to the cancellation.
- 4.1.14 Joint Responsibility criteria would not apply in any of the following circumstances:
- Where the source of the incident originates from or affects the station, and does not affect the Network or its operation.
 - Where the source of the incident is train borne.
 - Where the source of the incident originates from signalling and associated equipment.
 - Where the source of the incident is in relation to physical works undertaken by Network Rail at that station.
- 4.1.15 The causes of Joint Responsibility incidents in connection with stations are wide-ranging and therefore guidance on the correct Delay Code to use is provided in the section of the DAG relating to the type of incident, examples include:
- Fatalities (4.10)
 - Fires, including false alarms (4.11)
 - Security alerts (4.27)
 - Trespass, including threats of suicide (4.35)
 - Weather affecting station buildings (4.37)
- 4.1.16 In all the circumstances in this Section 4.1, the term station should be taken to include Network Rail Managed Stations.
- 4.1.17 Guidance for the correct allocation of delays caused by Joint Responsibility type incidents at a station is given in DAG Section 4.28.6

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4.1.18 Incidents arising out of other Access Agreements

Incidents can arise from other access agreements, such as those due to Station Operating activities (station access agreements) or delays or Reliability Events arising on infrastructure not operated by Network Rail. The latter include, but ~~are not limited to~~ depots, ~~and private sidings off Network Rail operated infrastructure and~~ London Underground or Eurotunnel lines (see sections 4.2, 4.13, 4.15 and 4.27). A separate incident is created for each Train Operator affected. However, where trains of one operator so delayed then affect those of another operator elsewhere on the Network the delay to the second operator's train should be allocated to the incident created for the first operator, i.e. normal arrangements apply in respect of the attribution of Reactionary

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Delay (see paragraph 2.7.1.). Specific guidance is given in the relevant sections where these kinds of incidents may occur.”

4.1.19 where reference is made to a Train Operator this refers to the following Passenger and Freight Train Operating Companies:

Operating Company	Business Code
Amey Infrastructure Services	RE
Arriva Trains Wales	HL
Balfour Beatty Rail Plant	RZ
C2C	HT
Chiltern Railways	HO
Colas Rail	RG
Cross Country Trains	EH
Devon and Cornwall	EN
Direct Rail Services	XH
East Midlands Trains	EM
DB Regio Tyne and Wear Metro (Nexus)	PG
DB Schenker Rail	WA
East Coast Trains	HB
Europorte Channel	PT
Eurostar International	GA
First Capital Connect	EG
First Greater Western	EF
First Hull Trains	PF
First Keolis-Transpennine	EA
Freightliner Heavy Haul	DB
Freightliner Intermodal	DB
GB Railfreight	PE
Grand Central Trains	EC
Harsco	RT
Heathrow Connect	EE
Heathrow Express	HM
London Midland	EJ
London Overground	EK
LUL Bakerloo	XC
LUL District (Richmond)	XE
LUL District (Wimbledon)	XB
Mersey Rail Electrics	HE
Greater Anglia	EB
North Yorkshire Moors Railway	PR
Northern Rail	ED
Rail Express Systems	WA
SB (Swietelsky Babcock)Rail	RD
Scotrail	HA
South West Trains	HY
Southeastern	HU
Southern Railway	HW
Virgin Trains	HF
West Coast Railway Company	PA
HS1	QQ

This decision
pertains to
DAB/P230-GSM-R
Industry consultation
available following
28 of this document

Note: The names in the above list are intended to be correct at the date the DAG was issued. However, it should be noted that they are subject to change at any time.

Network Rail Route	Business Code
Anglia	QH
East Midlands	QV
Kent	QM
London North Eastern	QG
London North Western	QR
Scotland	QL
Sussex	QB
Wales	QW
Wessex	QC
Western	QD

- 4.1.20 Engineering trains and on-track machinery (including those servicing possessions) are now subject to an incentivised performance scheme. It is therefore vital that delays to these trains are attributed delay codes and responsible manager codes, subject to the full provisions of this guide. Section 4.9 refers.
- 4.1.21 when agreeing attribution of 'Minutes Delay', or Reliability Events the contractual responsibility of Network Rail and Train Operators to mitigate the effects of an Incident should be taken into account. This includes where one of the Track Access Contract parties refuses a reasonable request (usually defined with reference to any contingency / service recovery plans that may have been agreed) to terminate one or more trains short of destination to prevent knock-on effects continuing for an extended period on intensively diagrammed services. A separate incident attributed to the party concerned is to be created for the effects of such failure to mitigate.
- 4.1.22 In the case of incidents where Network Rail is held to be at fault, if the acts or omissions of the Train Operator were such as to prevent the mitigation of delay then the additional delays must be attributed accordingly. The converse also applies to the acts or omissions of Network Rail, its staff or agents, in the case of incidents where a Train Operator is at fault.
- 4.1.23 As mentioned in paragraph 2.7.4, the group of Y* Codes (Reactionary Delays) are used to describe the effect of late running due to an earlier occurrence on the same or other trains. Although the 'Minutes Delay' carries a separate TRUST Reactionary Delay Code they are still attributed to the principal Incident (i.e. the one that has the largest number of 'Minutes Delay' allocated to it that contributes to the lateness at that point). Where two or more Incidents have had the same affect then the Reactionary Delay must be split equally between them.

4.1.24 if the largest cause of delay is a succession of unexplained sub-threshold cumulative delays, whether attributed as such or otherwise, the provisions of DAG Section 4.33 apply.

Example	
Suppose a Plymouth to York train is delayed as follows:-	
At Plymouth:	10 minutes due to vehicle defect.
Approaching Bristol:	3 minutes due to loss of path.
Approaching Derby:	8 minutes due to signal failure.
Approaching Sheffield:	4 minutes due to waiting platform (due to its late running it has lost its platform 'slot').
<p>The 'Minutes Delay' approaching Bristol would be attributed to the vehicle defect but using the Delay Code YC or YD to describe its loss of path. If no time were regained then the 4 'Minutes Delay' approaching Sheffield would also be attributed to the vehicle defect using code YO since the 13 'Minutes Delay' due to this exceeds the 8 'Minutes Delay' due to the signal failure. However, if the train had regained all but 5 minutes by the time it left Birmingham, the delay outside Sheffield would be attributed to the signal failure since only 5 minutes of the lateness approaching Sheffield is due to the vehicle defect. It is important that the effects of subsequent incidents are properly taken into account when considering the attribution of reactionary delays, and determining where the earlier incident's effects have ceased.</p> <p>Apart from YL in respect of FOC delays (See 4.28.2), the only other exception is where the main or only cause of delay is a P* coded incident in which case the code JB is to be used, reflecting that the location of the Recovery Time in the train schedule does not avoid conflicts with other trains after the TSR has been encountered. See Sections 4.29.</p>	

4.1.25 Additional guidance for the correct attribution of Reactionary Delay in other scenarios is given in the following sections:

- 2.7 Definitions
- 4.2 Acceptance into ~~off Network Freight Terminals/Yards~~
- 4.17 Late Start from Origin
- 4.23 Regulation and Signalling of Trains
- 4.28 Station Operating Delays

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4.1.26 In the event of a train regaining all lost time, no attributed delay incurred prior to such a recovery may be considered as a valid cause for subsequent delay. Such delays must be investigated and attributed either to a direct cause, or as reaction to a further incident causing conflicting late running.

4.1.27 Y* coded delays should be split if the working to which it relates has 2 or more incidents with minutes of the same value on it.

i.e. 2J61 – 4" YD 000001
4" YO 000002

2G64 – 4" YI 000001
4" YI 000002.

4.1.28 A special type of Incident may affect trains of a Model TAC Schedule 8 Train Operator. These are contractually known as Joint Responsibility Incidents and fall into two categories. The first are specifically those at stations which both prevent a Train entering or passing through a station at the time it is scheduled to do so and access for passengers through the station to or from the Train. An example is a security alert where passengers are not allowed access to the platforms and Trains are not allowed to operate through or into the station. A Joint Responsibility Incident would not apply where a train is held at a platform due to an incident on the station. All such occurrences must have a separate TRUST Incident for each Template Schedule 8 Train Operator affected and be given a Responsible Manager Code of the form DH##*.

4.1.29 The various scenarios covered in this section are listed below:

- 4.2 Acceptance into ~~off Network Freight Terminals/Yards~~
- 4.3 Adhesion Problems Including Leaf-Fall
- 4.4 Animal incursion, strikes and infestation
- 4.5 Bridge Strike
- 4.6 Cancellation of Freight Services
- 4.7 Duplicate Delays
- 4.8 Planned and Emergency Possessions (including Overruns)
- 4.9 Engineers On-Track Equipment and Engineering Haulage Train Failure or Other Problem
- 4.10 Fatalities and Injury
- 4.11 Fires (including False Alarms)
- 4.12 Fleet Equipment Problems
- 4.13 Fleet Depot Delays (including Major Maintenance Depots)
- 4.14 Flooding
- 4.15 Freight Terminal / Yard /Other ~~off Network~~ Infrastructure Delays
- 4.16 Infrastructure Equipment Failure
- 4.17 Late Start from Origin
- 4.18 Loading Problems
- 4.19 Marshalling of Train Incorrect
- 4.20 Mishaps and Major Safety Incidents
- 4.21 'Minutes Delay' not apparently due to Network Rail
- 4.22 TRUST Berth Errors
- 4.23 Regulation and Signalling of Trains
- 4.24 Safety Problems Reported by Staff or Public
- 4.25 Guidance where No Fault Found (technical equipment)
- 4.26 Railhead Conditioning Trains
- 4.27 Security Alerts
- 4.28 Station Operating Delays
- 4.29 Temporary (Including Emergency) Speed Restrictions
- 4.30 The Special Train
- 4.31 Timetable and Resource Planning Errors
- 4.32 Trackside Signs Including TSR/ESR Board Defective/Blown Down
- 4.33 Trains Incurring Several Small Delays
- 4.34 TRUST Outages
- 4.35 Vandalism/Theft/Trespass
- 4.36 Waiting Train crew
- 4.37 Weather Effects
- 4.38 Wires Down and Other OLE Problems
- 4.39 Failure of TASS Balise System
- 4.40 Failure of ETCS/ERTMS Balise System
- 4.41 Operational GSM-R (Railway Emergency Call)
- 4.42 Operational GSM-R Systems-Faults/Failures
- 4.43 Attribution of Delay Incidents caused by TPWS Intervention or Failure
- 4.44 **Network Yards and Terminals**

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N.B. In the sections below '##' means the Business Code of the Train Operating Company/Companies Concerned, and '*' indicates a choice of letter/number.

4.2 ACCEPTANCE INTO OFF NETWORK FREIGHT TERMINALS/YARDS

- 4.2.1 Normally the 'Minutes Delay' will be allocated to the appropriate A*, F* or M* Code Incident occurring in the ~~off Network terminal/yard~~ and attributed to the Freight Operator whose trains are affected, with a separate incident being created for each Freight Operator involved.

Deleted: terminal/yard

4.2.2 Likely exceptions:

No.	Circumstances	Delay Code	Incident Attribution
a.	Infrastructure defect or problem on Network Rail operated infrastructure outside any-terminal/yard	I*/J*/X* as appropriate	See section 4.16
b.	Incident within a yard or terminal off Network Rail operated infrastructure , causing trains to be delayed entering into either that off Network yard/terminal or an adjacent off Network yard or terminal sharing the same connection to the Network.	Appropriate A*, F* or M* Code	Freight Operator(s) - separate Incident for each Operator involved (A##*)
c.	Freight Operator of train waiting outside off Network terminal or yard does not provide information on incident in off Network terminal or yard.	AA	Operator of train concerned (A##*)
d.	Delays to other trains because an early running freight train cannot enter an off Network terminal	OB	Network Rail (OQ**)
e.	Where a train is not in its booked siding or yard on Network Rail Infrastructure and as a result causes a Reactionary Delay that would not have occurred if it were in its booked siding or yard on Network Rail Infrastructure (subject to occurrences of any further incident causing delay), reactionary delay is allocated to the incident that caused the train to be in the wrong siding or yard on Network Rail Infrastructure.	Appropriate Y* Code	Principal Incident causing train to be in the wrong siding/yard.
f.	Incident within a Network Yard or Terminal causing trains to be delayed entering or leaving that Network Yard or Terminal.	Appropriate code	Principal Incident causing train to be delayed.

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4.3 ADHESION PROBLEMS INCLUDING LEAF-FALL

4.3.1 Introduction

The principles of this attribution process are based on reasonableness and pragmatism. The procedures and the guidance, if applied in the right spirit, have the potential to reduce TRUST incident disputes during each autumn.

4.3.2 Use of flowchart

This guidance should be read in conjunction with the associated flowcharts (see section 4.3.6) as this encapsulates the overall process flows for determining responsibility for delays.

4.3.3 Application of the autumn Attribution Process

The period during which this guidance should apply will normally be aligned to the commencement and cessation of the route railhead treatment programme undertaken by Network Rail. E.g. autumn attribution can be “turned on or off” by joint agreement where adhesion related delays on a route are observed, predicted, reported or apparent in line with the prevailing conditions as per individual agreements for managing the adhesion delays between Network Rail and operators.

4.3.4 Principles

The process for attribution is dependent on two crucial pieces of information:

- Lists of **jointly agreed Neutral Zones**;
- Jointly agreed definitions of **‘reasonable time-loss’** values for each of the jointly agreed Neutral Zones.

These crucial pieces of information need to be worked out and agreed between Network Rail and operators and supplied to attribution staff.

In jointly agreed Neutral Zones and where the level of delay is within the 'reasonable time-loss', then attribution of that delay will be to an agreed Neutral Zone in accordance with DAG 4.3.5.

4.3.4.1 Jointly agreed Neutral Zones

Each Network Rail Route will agree with their lead Train Operator(s) a list of locations where adhesion problems are common (and on behalf of other Routes in which that operator runs trains). These may be compiled from any supporting source, and are to be presented in the form of a list of affected TRUST delay sections. Examples of such sources are:

- Lists of sites vulnerable to low adhesion, as published in the Sectional Appendix.
- TRUST sections where performance analysis shows delays in the autumn-related categories to be high.

4.3.4.2 Determining the level of 'reasonable time-loss' in a jointly-agreed Neutral Zone.

Each Network Rail route will also agree with their lead operator(s), in relation to the list above, the number of 'Minutes Delay' in a given delay section which shall normally be agreed as the maximum 'reasonable time-loss' for inclusion in the "Neutral Zone" incidents as described above. The 'reasonable time-loss' agreed with the operator may be specific to particular classes of train or traction type. 'Reasonable time-loss' will be either pre agreed for that section or be in line with average time losses in that section, that day. It may be appropriate to have different values for different times of day particularly given the nature of autumn adhesion conditions in the early morning and around dusk. 'Reasonable time-loss' can be amended at any time with consent of affected parties based on the severity of actual or predicted adhesion conditions as per DAG 4.3.4.4.

4.3.4.3 Actions to Mitigation.

In determining both the attribution of delays within a section to a responsible manager or to the Neutral Zone (see below) and the level of 'reasonable time-loss', there should be due cognisance taken of the extent to which any of the parties has undertaken actions to mitigate delay prior to and during the autumn period to prevent or reduce train delays. Examples of this would be the extent to which Network Rail has undertaken effective measures in mitigating the effects of deciduous vegetation that can lead to adhesion problems, or where an operator has undertaken to have sanding equipment fitted to trains.

4.3.4.4 Review of Neutral Zone lists.

The jointly agreed Neutral Zone list will be agreed annually prior to the autumn season and be subject to mutual review. Annual agreement does not preclude amendment by all-party agreement at any time, either in respect of the list of delay sections or 'reasonable time-loss' levels applied. For instance, in the event of delay levels indicating that a further section should be added to the list of sites where problems may be expected, this may be affected immediately upon the consent of the affected parties. 'Reasonable time-loss' will also have to be determined.

N.B: Nothing in Section 4.3.4.1 or 4.3.4.2 precludes the real-time mutual agreement of an amendment to the list of agreed Neutral Zones or 'reasonable time-loss', which may be applied to one or more train delays. Network Rail routes and their lead Train Operators should consider the mechanisms required to make such real-time agreement the subject of a permanent amendment, if desired.

4.3.5 The 'Neutral Zone' concept

The "Neutral Zone" is intended to allow for the fact that the exact circumstances of delay due to the wheel/rail interface are complex, not fully understood by the industry, and that industry parties frequently suffer from a lack of detailed information and resource during the autumn period.

4.3.5.1 Setting up Neutral Zone incidents.

Initial attribution of "Neutral Zone" incidents will be on a TRUST Section or Route Section-specific basis. For each section, one incident per directly affected operator is to be created at a periodicity to be agreed with each operator, using delay code **TT** (**FT** for Freight operators) and the Network Rail Manager code for the management area in which the section sits. The Responsible Manager code is the operator covered by the incident. The Delay Code must be used for this **and no other** purpose.

The attribution to a responsible manager code is purely for systems purposes. It should not be regarded as an operator delay code and delays attributed to the TT/FT delay code remain an industry opportunity if successfully tackled.

4.3.5.2 Use of Neutral Zone incidents

It is important that the Neutral Zone delay code is only used:

- Provided other possible causes of train delay have been investigated, considered and exhausted as agreed reasonable by both parties;
- Provided normal reactionary delay principles are applied.

It is feasible that a train may be delayed by several leaf-fall incidents, each of a low order of minutes but with a larger cumulative impact. If that same train is then delayed further by an incident such as a points failure, that defect may be the largest single incident contributing to the total lateness, although the cumulative effect of leaf-fall remains the majority cause of delay. Under normal attribution principles, this largest single incident would be used to determine the attribution of reactionary delay i.e. reactionary delays to other services would be attributed to the points failure. However, leaf-fall is widely accepted as a generic delay cause representing a challenge to the entire industry, in much the same way as unexplained delay, and as such should be dealt with in a similar fashion to cumulative unexplained delay. Therefore, attribution of reactionary delay, where leaf-fall is the majority delay cause (but the largest single incident causing delay is not leaf-fall), should be to the majority delay cause, the provision of DAG 4.1.23 notwithstanding.

If leaf-fall is determined to be the highest cause of delay, then reactions should be attributed to the principle leaf-fall incident (i.e. the one that has the largest number of delay minutes allocated to it that contributes to the lateness at that point). For further guidance, see section 4.3.8.

Where two or more leaf-fall incidents have the same effect then reactionary delay must be split equally between them. Subsequent 'reaction to the reaction' should follow DAG 4.1.23

4.3.6 Delays in TRUST sections not on jointly agreed Neutral Zones lists.

The notes below relate to the annotated reference points in flow-charts 4.3.6.1 and 4.3.6.2.

Note 1 The jointly agreed Neutral Zone list can be updated on the day in question and thus a poor performing section can be agreed to be included real time.

Note 2 Autumn 'reasonable time-loss' will be either pre agreed for that section or in line with average time losses in that section, that day.

Note 3 Mitigation by the TOC includes but should not be limited to on-train sanders, WSP, driving in accordance with the policy as outlined in the autumn working arrangements.

Note 4 For a driver's report to be considered valid, the following criteria must be adhered to:

1. Was the report received as expeditiously as possible, given prevailing reporting methods at the location affected?
2. Was the report sufficiently specific to allow for appropriate site investigation and corrective action to be taken?

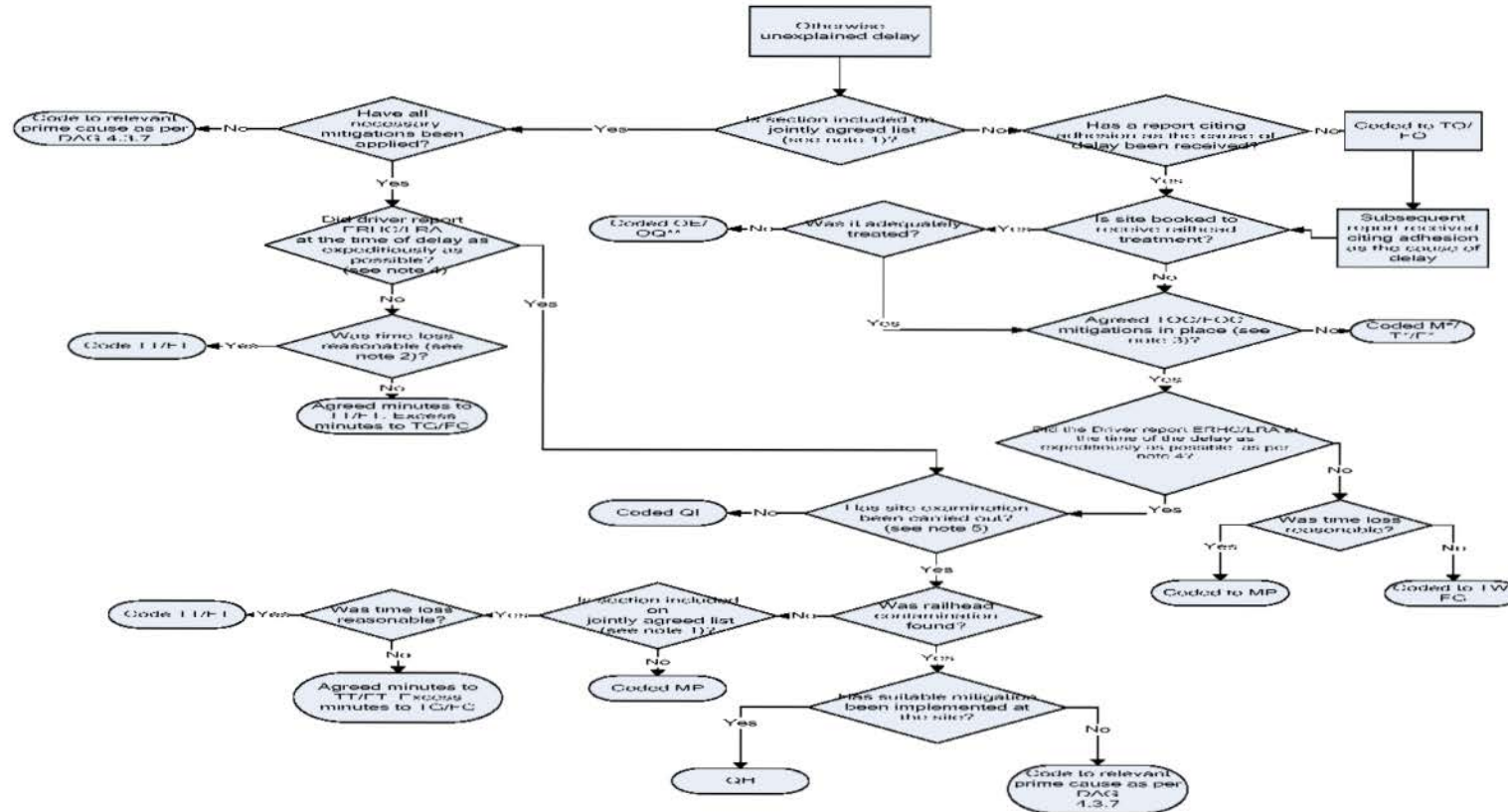
If a site is correctly reported and subsequent drivers are being advised of the reported conditions pending examination, no requirement to report poor conditions is incumbent upon those subsequent drivers. Attribution of delays so caused will be determined by the findings of the investigation.

Note 5 If a valid report is received, it will be necessary to determine whether the examination was carried out in an appropriate manner. The test of appropriateness is whether given the circumstances the report was acted upon and examination carried out in a reasonable and timely fashion dependent upon circumstances including (without limitation):

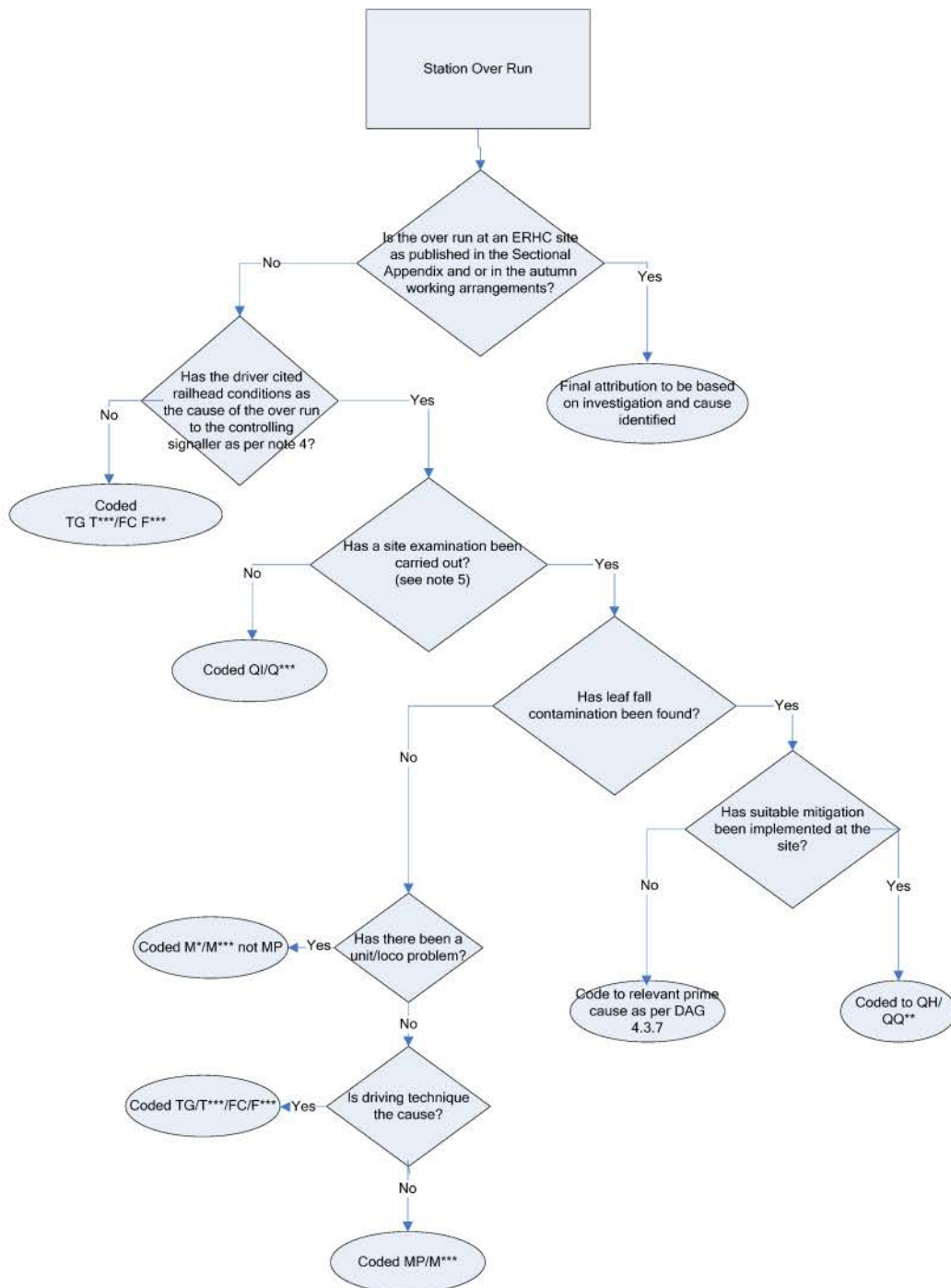
1. Location
2. Potential impact on safety
3. Potential impact on performance
4. Number of low adhesion reports for this site
5. Number of low adhesion reports to be acted upon
6. Train service density

In the event that the response to the report of exceptional rail head condition (ERHC) and low rail adhesion (LRA) and/or the examination proves unsatisfactory, it should be considered invalid and should be coded **Q!** as shown.

4.3.6.1 Autumn attribution: joint process: Chart 1



4.3.6.2 Station over runs during autumn period: Chart 2



4.3.7 Additional coding guidance

4.3.7.1 Guidance in respect of Network Rail attributable incidents

No.	Circumstances	Delay Code	Incident Attribution
a.	Failure to operate the agreed railhead treatment programme	See DAG 4.26	See DAG 4.26
b.	Failure to maintain vegetation within network boundaries in accordance with prevailing Network Rail standards, including where signals or track side signs are obscured by vegetation and where trains strike branches - not due to the weather.	JP	Network Rail (IQ**)
c	Late start or delays to Railhead Conditioning Train (RHC) including any reactionary delay to other trains'	OS	Network Rail (OQ**)
d	Contamination present but agreed vegetation measures completed	QH	Network Rail (QQ**)
e	Failure to carry out railhead examination after ERHC and/or LRA railhead report (as per charts 4.3.6.1 and 4.3.6.2)	QI	Network Rail (QQ**)
f	Cautioning of trains when contamination is present	QI	Network Rail (QQ**)
g	Special working implemented for leaf fall track circuit operation	QJ	Network Rail (QQ**)

4.3.7.2. Guidance in respect of operator -attributable incidents

No.	Circumstances	Delay Code	Incident Attribution
a	Failure of on train adhesion equipment (e.g. WSP, sanders)	M* as appropriate for vehicle type	operator of train (M##*)
b	Signal passed at danger or station over shoot at an ERHC site due to contamination (as published in the sectional appendix or Autumn working arrangements (AWA)	TG/FC	Final attribution to be based on investigation and cause identified
c	Minutes in excess of agreed 'reasonable time-loss' in agreed Neutral Zone or location	TW/FG	operator of train (T##*/F##*)

4.3.7.3 Guidance in respect of adhesion difficulties that arise outside autumn period

(Note that site examination may indicate that certain of these circumstances apply within the Autumn period also)

No	Circumstances	Delay Codes	Incident Attribution
a	Where there is a greases on the railhead due to incorrect working of a flange greaser and/or the Infrastructure Maintainer is asked to clear the railhead	IZ	Infrastructure Maintainer (IQ**)
b	Where contamination of the railhead is due to spillage of substances from a train	M* as appropriate to vehicle type	Train operator causing problem (M##*)
c	Where water or ice is found upon the running railhead (Conductor Rail icing, see DAG 4.37	MP	Train operator (M##*)
d	Where oil, grease or other substances, except water or ice, whose source cannot be	OZ	Network Rail (OQ**)

	identified, is found on railhead		
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4.3.7.4 Manual Treatment

In the event of manual treatment being utilised as part of a booked programme, the consequences of failing to adhere to that programme should be attributed in accordance with the principles of DAG 4.26, i.e. attributed to Network Rail as appropriate. Where manual treatment is required in reaction to evidence of contamination, attribution of delay resulting from the application should be to the base cause, i.e. to the reason for the contamination being present.

4.3.7.5 Principles of Railhead treatment attribution (to be taken to include all forms of treatment utilised by the Network Rail routes

- In the event of railhead treatment services not gaining access to the line on time or at all i.e. cancelled. However caused, initial attribution of delays caused by the impact of the failure to treat the railhead should be to Network Rail.
- If a railhead treatment service is unable to complete its programme due to problems with the unit or treatment equipment, initial attribution of delays caused by the impact of the failure to apply railhead treatment should be to Network Rail.
- If the railhead treatment train is rendered unable to complete its programme because of an incident or incidents, the responsibility of an operator or contractor, the delays to the treatment train service and reaction thereto should be attributed to that incident as per normal reactionary delay principles for any train
- Delays due to failure to complete the railhead treatment programme should be attributed in accordance with DAG 4.26 (see also DAG 4.3.7.4).
- It is acknowledged that Train operators act as contractors to Network Rail, to supply maintenance or train crew services in respect of railhead treatment services, and that delay due to any failure under this contract may be reflected via the commercial settlement of autumn attribution. This guidance does not preclude the subsequent re-attribution of such incidents if required by a commercial agreement, but as any such policy would not be nationally applicable it is outside the document's terms of reference.

4.3.8 Additional Guidance On The Attribution Of Reactionary Delays Incurred Related To Leaf-Fall And Adhesion Attribution.

During the period that the principles set out in section 4.3 apply, special arrangements apply for attribution of reactionary delays. It is recognised that a train may be delayed by several leaf-fall incidents, each of a relatively low order of minutes but with an overall larger cumulative impact. In such cases, attribution of reactionary delay, where leaf-fall is the majority delay cause (but not the largest single incident causing delay), should be to the majority delay cause. For example, if a train is delayed a total of 16 minutes to several FT/TT incidents, and a further 12 minutes to a points failure, reactionary delay would be attributed to leaf-fall, being the majority delay cause.

Example 1 – reactionary delay to a single leaf-fall incident.

Where a train is delayed by a leaf-fall incident, then reactionary delays caused or incurred by that train will be attributed to that leaf-fall incident, as per standard reactionary delay principles.

Example 2 – reactionary delay attribution to multiple leaf-fall incidents.

Where a train has been delayed by multiple leaf-fall incidents, attribution of reactionary delay is to that incident causing the majority delay, i.e. if one incident contains 7 minutes and another incident 5 minutes, then the reactionary delay will be attributed to the 7 minute incident

Example 3 - reactionary delay attribution to two or more leaf-fall incidents of the same magnitude

Where a train is delayed by different leaf-fall incidents, all of which have the same number of minutes attributed, at the point of reactionary delay occurring, attribution should be split between the TOC leaf-fall incidents for the operator of the train that **causes** the reactionary delay.

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Example 4 – reactionary delay attribution when leaf-fall is the largest overall delay cause

Where a train is delayed, for example, 16 minutes due to 4 separate leaf-fall incidents and 12 minutes due to a points failure, and then causes reactionary delay, at that point the reactionary delay should be attributed to the greater of the TOC-specific leaf-fall incidents for the operator that **causes** the reactionary delay.

4.4 ANIMAL INCURSION, STRIKES AND INFESTATION

4.4.1 The term ‘infestation’ used in this section, represents animal behaviour which on the balance of probability, commenced prior to the last planned infrastructure maintenance inspection; or two months before the date of infrastructure failure; whichever is sooner.

4.4.1.1 If the incident is the result of damage due to repeated and chronic animal behaviour (infestation as opposed to incursion or strike), code to I*/J* Delay Code for the equipment failure type.

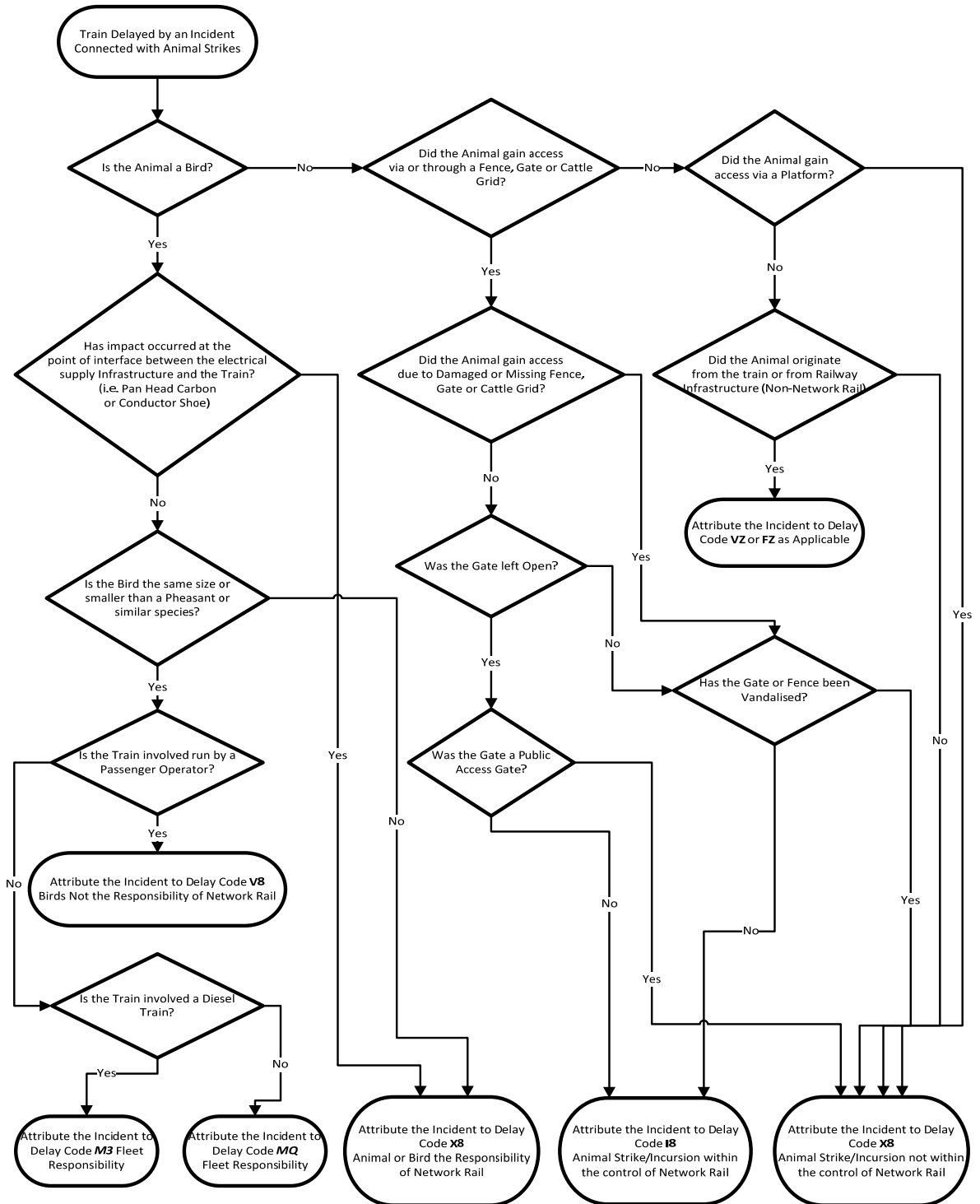
4.4.1.2 In the event of damage caused to the infrastructure by an animal, where the animal is present (alive or dead), and removal results in rectification with no remedial works, use delay code X8.

4.4.1.3 In the event of an incident involving an animal, where the animal is present (alive or dead), and infrastructure damage has been caused by that interface, with post-removal rectification works required, code to I*/J* code for the equipment failure type.

4.4.1.4 If the incident is the result of a sudden impact and the animal is not present at the point of failure, use delay code I8.

4.4.2 In the flowchart 4.4.3 the answer to the question as to whether the bird is the same size or smaller than a pheasant is to be determined by the average weight of the species of the bird involved, irrespective of the number of birds involved in the incident.

4.4.3 Animal Strikes



4.5 BRIDGE STRIKES

- 4.5.1 For the purposes of delay attribution, a Bridge Strike is defined as an incident in which a road vehicle or its load, or a waterborne vessel or its load, impacts with the fabric of a Bridge:

An incident in which a rail vehicle or its load collides with a bridge and is not a Bridge Strike but is an incident to be recorded under 4.8 or 4.9, as applicable.

- 4.5.2 A bridge strike shall be coded XP and all delays caused by a bridge strike shall be allocated to Network Rail.
This coding shall be used prior to and after an examination of the bridge by a Bridge Strike Nominee when:

- trains are stopped in accordance with the Rule Book
- a Signal Box Special Instruction is in place permitting trains to continue to run over or under the bridge;
- trains continue to run in accordance with the Operating Instruction for a late reported Bridge Strike or in accordance with an Operating Instruction for Bridge Strikes by light vehicles.

4.6 CANCELLATION OF FREIGHT SERVICES

- 4.6.1 Unless a freight train is clearly cancelled as a result of an Incident attributable to Network Rail, it will be the responsibility of the Freight Operator to advise the reason to the Network Rail Route Control responsible for the immediate vicinity of the point of cancellation. If no such information is available, then the code FL is to be used.

4.7 DUPLICATE DELAYS

- 4.7.1 Due to the possibility of TRUST's handling of out of sequence train timing reports, a single instance of 'Minutes Delay' may appear twice either with the same or different coding and attribution. Delay Code PJ should be used for attribution of the duplicate minutes.

4.8 PLANNED AND EMERGENCY POSSESSIONS

- 4.8.1 This section covers delays resulting from the need to divert trains, operate Single Line Working or other special method of working trains (including during signalling disconnections) due to a pre-planned possession or other blockage of one or more tracks and for which there is no Recovery Time or amendment of train schedules.
- 4.8.2 Where guidance in this section specifies the use of a P* delay code, reactionary delay as a result of attribution to this incident should be allocated to a separate incident, coded QP. In the event that a possession cause reactionary delay in an area controlled by a different Area Production Manager (or equivalent) to that where the possession is located, the QP incident to which those delays are attributed should have a Network Rail manager code matched with that of the P-code possession incident. In the event that more than one P-coded possession is responsible, the Network Rail Manager code should match that of the P-coded possession contributing the largest number of delay minutes at the point of reactionary delay. If two or more possessions contribute an equal number of minutes, DAG section 4.1.23 applies. The description of the QP-coded incident must include a reference to the incident number of the P-coded possession.

4.8.3 Where Guidance in this section specifies the use of a P* delay code, reactionary delay as a result of attribution to this incident should be allocated to a separate incident, coded QP. In the event that a possession causes reactionary delay in an area controlled by a different Area Production Manager (or equivalent) to that where the possession is located, the QP incident to which those delays are attributed should have a Network Rail Manager code matched with that of the P-code possession incident. In the event that more than one P-coded possession is responsible, the Network Rail Manager code should match that of the P-coded possession contributing the largest number of delay minutes at the point of reactionary delay. If two or more possessions contribute an equal number of minutes, DAG section 4.1.23 applies. The Description of the QP-coded incident must include a reference to the Incident number of the P-coded possession.

4.8.4 Emergency Possessions

When diversions or single line working are necessary due to an emergency possession or unplanned blockage of the route any 'Minutes Delay' are attributed to the appropriate incident as per Section 4.16. This ensures that the appropriate I*/J*/Q*/X* Code is used to reflect the actual reason for Possession.

4.8.5 Possession Overruns

Where a possession is likely to, or has overrun (and a delay is likely to be caused owing to a late hand back), an incident should be created for each such event. The details to be recorded must include the identification of the nature of works being undertaken, the estimated time of overrun, line(s) affected, and details identifying from whom the information was received. The incident should then be attributed to Delay Code I5. For the purposes of attribution in accordance with this section, it should be noted that the term "Overrun" also includes the completion of any associated S and T work after the possession has been given up, in the event of such remedial works being required. It also includes the giving up of any OLE isolation.

4.8.6 Delay resulting from T2, T12 or GZAM possessions taken for the purpose of track inspections or patrolling should be allocated to an incident attributed with Delay Code I6. Where delay is caused by the agreed duration of a possession or block being exceeded the delay should be allocated to an incident attributed with Delay Code I5 and treated as a possession overrun. However, if the overrun has been the result of the inspection finding a defect requiring attention then the resulting delay should be allocated to an incident that reflects the nature of the defect found. T2, T12 and other blocks taken to rectify faults and defects should be allocated to an incident attributed a Delay Code that reflects the need for the possession as per Section 4.16.

4.8.7 Multiple Worksite possessions

The TRUST Responsible Manager for 'Minutes Delay' in the event of an overrun is the Possession Manager as listed in the WON. The Possession Manager should identify the TRUST Responsible Manager responsible for the worksite overrun and arrange for the incident to be re-attributed as necessary. If a single TRUST Responsible manager cannot be identified then delay minutes should remain attributed to the Possession Manager.

4.8.8 Single Worksite Possession

The Trust Responsible Manager for 'Minutes Delay' in the event of an overrun is the Possession Manager.

4.8.9 In either of the circumstances above, where delay is identified as being caused by an agent acting for the Possession Manager the delay should be attributed to the Possession Manager

Note: -. When identifying the owner of the worksite that has caused the overrun, if the cause of the problem is of a FOC or on-track machine provider nature Section 4.9 should be consulted.

4.8.10 Infrastructure Trains

Where an infrastructure train is delayed entering a possession “waiting acceptance” purely because the site is not ready to accept the train (as opposed to infrastructure failure or train failure for example), or where an infrastructure train is delayed leaving a possession for reasons which are the responsibility of the Possession Manager, but the possession does NOT overrun, then the delay should be allocated to an incident coded I7 and attributed in accordance with DAG Section 4.9.

4.8.11 Waiting To Pass Booked Trains During Possessions

If ‘Minutes Delay’ are incurred by trains running in their booked path on approach to the possession site but are delayed waiting for the possession to be (partly) given up as per published arrangements for the possession, the Incident to be coded I6 and attributed to Network Rail.

4.8.12 If the train is running significantly late, the ‘Minutes Delay’ to be allocated to the principal Incident causing the train to be late on the approach to the possession site.

4.8.13 Likely Circumstances:

No.	Circumstances	Delay Code	Incident Attribution
a.	Train Operator(s) and Network Rail agree not to retime trains for pre-planned Possessions between the Recording Points where the work is taking place, and sufficient Recovery Time exists to avoid delays to other services	PF	Not the responsibility of any organisation (PQ**)
b.	Train Operator(s) and Network Rail agree not to retime WTT trains for pre-planned Possessions between the Recording Points or where Network Rail fail to make necessary re-timings. <ul style="list-style-type: none"> • the work is taking place but delays exceed maximum Recovery Time per train; or • no recovery time exists to avoid delays to other services. 	QB	Network Rail (QQ**) (Excess minutes only)
c.	Train Operator(s) and Network Rail agree not to retime trains for pre-planned TSRs but in doing so delay other trains not included in the agreement.	JB	Separate incident for such trains attributed to Network Rail (IQ**). This includes any trains operated by Operator(s) party to the agreement, but which would not otherwise have been delayed or for which adequate Recovery Time is not available.
d.	Train Operator(s) and Network Rail agree not to retime trains for pre-planned Possessions but in doing so delay other trains not included in the agreement	QP	Separate incident for such trains attributed to Network Rail (QQ**). This includes any trains operated by Operator(s) party to the agreement, but which would not otherwise have been delayed or for which adequate Recovery Time is not available.
e.	Overrun of Possession, not due to the failure of an Engineers Train or On-Track Machine	I5	As Per Section 4.16

No.	Circumstances	Delay Code	Incident Attribution
f.	Overrun of Possession, due to the failure of an Engineers Train or On-Track Machine	**	As Per Section 4.9
g.	Where possession over-run is due to a late start caused by problem with the train plan	QM	Network Rail (QQA*)
h.	T2 or T12 taken to repair a defect	I*/J* As applicable	As Per Section 4.16
i.	Track patrol possession not published in the WON	I6	Network Rail organisation managing the possession (IQ**)
j.	Track patrol published in the WON If published any P* code allowance should be utilised	I6	Network Rail organisation managing the possession (IQ**)
k.	Waiting for a block to be given up to pass a booked train during the planned times of the block. (excluding track patrol blocks) If published any P* code allowance should be utilised	I5	Network Rail organisation causing the overrun (IQ**)
l.	Trains weaving fast to slow etc due to a track patrol If published any P* code allowance should be utilised	I6	Network Rail organisation managing the possession (IQ**)
m.	Cover speed imposed due to a track patrol If published any P* code allowance should be utilised	I6	Network Rail organisation managing the possession (IQ**)
n.	Overrun of patrol beyond the agreed times where reason is unknown	I5	Network Rail organisation managing the possession which overruns (IQ**) (Excess minutes only)
o.	Overrun the result of a defect found	I*/J* As applicable	As Per Section 4.16 (Excess minutes only)

4.9 ENGINEERS ON-TRACK EQUIPMENT AND ENGINEERING HAULAGE TRAIN FAILURE OR OTHER PROBLEM

No.	Circumstances	Delay Code	Incident Attribution
a.	Self-propelled on track equipment (“ yellow plant ”) failure or defect and late start from any stabling point/Yard.	MV	Contractor under whose Access Agreement the move is being made (MR**)
b.	Engineers’ train failure or defect including late start from any yard or stabling point	F*/M*	Train Operator. (for example: (DBS), *DBI(FLHH), *PEI(GBRf), *XHI (DRS) and *RGI (Colas))
c.	“ Yellow Plant ” or Engineers’ train awaiting access to possession site.	I7	Attributed to the prime cause of why the possession was taken late. (IQ**)

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No.	Circumstances	Delay Code	Incident Attribution
d.	“Yellow Plant” or Engineers Train late coming out of possession/ work site due to work in possession/work site late. (Possession Overrun)	I7 (or I5 if an overrun results)	The Contractor responsible for the work site where the problem arose (IQ**).
e.	Engineers’ train late coming out of possession site due to waiting traincrew, vehicle fault or other train operator problem	F*/M* /A*	Freight train operator (F##*/M###*).
f.	Yellow Plant late coming out of possession site due to waiting traincrew, vehicle fault or other train operator problem	MV	Yellow Plant operator (M##*)

Note: If **“Yellow Plant”** or an engineer’s train is late from **any** siding or yard or stabling point awaiting a possession to be taken, then attribution is to the prime cause as to why the possession is taken late.

4.11 FIRES (INCLUDING FALSE ALARMS)

4.11.1 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Lineside fire on Network Rail operated Infrastructure, except where caused by a traction unit, cable or other infrastructure defect.	I9	Network Rail (IQ**).
b.	Lineside fire caused by infrastructure equipment defect	Appropriate I*/J* Code	As per Section 4.16
c.	Lineside fire caused by traction unit	Appropriate M* Code	Train Operator of train causing fire (M##*)
d.	External fire to Railway Infrastructure causing delay to trains but not preventing access of passengers to and from a train at a station. (including those that spread to railway infrastructure)	XL	Network Rail (XQ**)
e.	Fire (including false alarms) in station buildings or on platform where trains may pass through and though scheduled to stop do not do so:	Not vandalism RH Caused by vandalism VF	Train Operator – separate incident for each operator serving that station at the time of the incident (R##*) Train Operators– separate incident for each operator serving that station at the time of the incident (V##*)
f.	Fire (including false alarms) in station buildings or on platform which prevents the passage of a train at the time it is scheduled to stop but not the access of passengers to or from that train Affecting operators, none of whose regular trains are booked to call at the station.	Not vandalism OJ .. Caused by vandalism XB	Network Rail (OQ**) Network Rail (XQ**)

No.	Circumstances	Delay Code	Incident Attribution
g.	Fire (including false alarms) in station buildings or on platform which prevents the passage of a train at the time it is scheduled to stop and the access of passengers to or from that train.	Not vandalism RH Caused by vandalism VF	Joint Responsibility – separate incident for each operator serving that station at the time of the incident (D##*) Joint Responsibility – separate incident for each operator serving that station at the time of the incident (D##*)
h.	Fire in Network Rail buildings other than stations: <ul style="list-style-type: none"> • Caused by vandalism • Not caused by vandalism 	XV OV	Network Rail (XQ**) Network Rail (OQ**)
i.	Fire (including false alarms) on platforms or in station buildings affecting FOC Trains booked to call at stations	AK	FOC Trains (A##*)
j.	Fire in off Network freight yard or terminal including private sidings	AK	Freight Operator(s) – separate incident for each affected (A##*)
k.	Fire in Fleet depot: <ul style="list-style-type: none"> • Caused by vandalism • Not caused by vandalism 	VF NC	Passenger Operator(s) – separate incident for each affected (VH##*) Separate incident for each Train Operator affected
l.	Fire on passenger train <ul style="list-style-type: none"> • Caused by vandalism • Not caused by vandalism 	VF MY	Operator of train involved (V##*) Operator of train involved (M##*)
m.	Fire on freight train	MY	Operator of train involved (M##*)

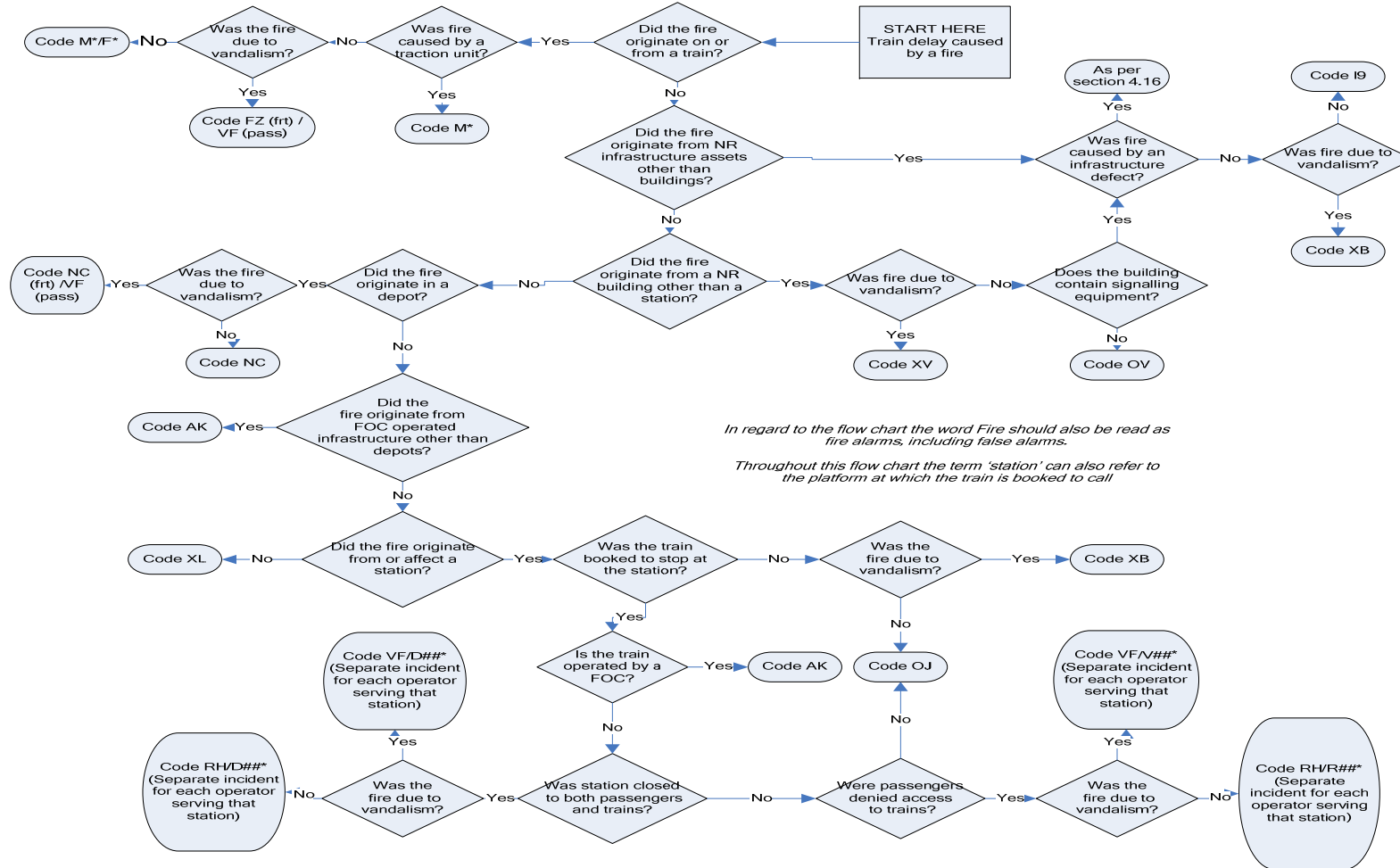
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4.11.2 Where access to trains or track is prevented see DAG section 4.1.3 to 4.1.18 inclusive for guidance on attribution of Joint Responsibility Incidents.

4.11.3 Circumstances may arise where Joint Responsibility criteria are met for only a limited period within the overall duration of the incident; for example, the police may initially close the line and the station, but then allow one to be re-opened, while keeping the other closed. In such circumstances multiple incidents may be required as defined in 4.10.2.

- 4.11.4 Note that, in the event of Joint Responsibility being applicable in accordance with the guidance, an incident should be created for each operator incurring at least one direct delay in respect of any train booked to call at the station affected during the period of closure. Any subsequent direct delays in respect of trains booked to stop incurred by that operator should be attributed to this incident. Subsequent directly affected trains not booked to call should be attributed to Network Rail.
- 4.11.5 The above section notwithstanding, normal arrangements apply in respect of the attribution of reactionary delay (see paragraph 4.1.2).
- 4.11.6 In all the circumstances in 4.11.1 above, the term station should be taken to include Network Rail Managed Stations.

4.11.7 Flowchart identifying attribution of various types of fire (including alarm activations)



Circumstances may require the creation of more than one incident in connection with the fire - as described in Section 4.11.3

4.11.7.1 For the purpose of this flowchart Network Rail Managed Stations are to be treated as a station and not a Network Rail controlled building.

4.12 FLEET EQUIPMENT PROBLEMS

4.12.1 Incidents to be given the appropriate M* or N* Code and attributed to Train Operator whose train has suffered a failure or similar problems (M##*).

4.12.2 Likely exceptions:

No.	Circumstances	Delay Code	Incident Attribution
a.	If there is severe weather affecting most modes of transport and causes problems to passenger traction units or vehicles	VW	Train Operator (V##*)
b.	Sandite vehicle /snowplough /weedkiller /break-down train failure or problems	OM	Network Rail (OQ**)
c.	Engineers On-Track machine failure or problems (except in possessions)	MV	Train Operator under whose Access Agreement the movement is made (M##*/MR**)

4.12.3 NB: Multi-Purpose Vehicles (MPVs) are frequently deployed as Railhead Conditioning (RHC) trains. In the event of such a vehicle suffering mechanical failure while operating in this capacity, coding of the incident must be in accordance with DAG paragraph 4.26.4

4.12.4 Changes to Appendix A have resulted in a considerable net increase in TOC M* and N* delay codes. Certain traction types now require different delay codes to be used in respect of particular defects. In respect of those traction types, it is the responsibility of the TOC to advise Network Rail which code should be used. If no information is provided to the person attributing should select the code described as “[vehicle type]: other” (see Appendix A, section M and N). No expansion or amendment of Network Rail’s investigative responsibilities is implied.

4.13 FLEET DEPOT DELAYS (INCLUDING MAJOR MAINTENANCE DEPOTS)

4.13.1 Normally the ‘Minutes Delay’ will be coded with the appropriate F*, M* or T* Code and allocated to an incident attributed to the Operator of the train(s) involved. Separate Incidents are to be created for each Operator directly affected with Responsible Manager Code F##*, M##* or T##*, as appropriate.

4.13.2 Likely exceptions:

No.	Circumstances	Delay Code	Incident Attribution
a.	Infrastructure defect or problem on Network Rail operated infrastructure outside the depot	I*/J*/X* as appropriate	See section relating to particular type of problem
b.	Right time departure delayed waiting passage of late running train(s)	YF or YG as appropriate	Main Incident(s) causing other train(s) to be late at that point
c.	Right time departure delayed waiting passage of early running train	OB	Network Rail (OQ**)

4.13.3 It will be the responsibility of the Freight Operator of the train delayed in any off - Network location to provide the necessary information to Network Rail to accurately allocate the 'Minutes Delay' to an Incident. Often this will 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 TRUST Delay Attribution staff must ensure that this reactionary delay is attributed to the prime incident. If no information is provided, then the Delay Minutes will be allocated to an Incident coded MZ attributable to that Operator.

Deleted: Where the Depot is not Network Rail operated infrastructure, it will be the responsibility of the Operator of the train delayed

4.14 FLOODING

4.14.1 Where flooding occurs affecting Network Rail infrastructure an incident should be raised coded (JK/IQ**).

4.14.2 Where widespread flooding occurs, disrupting other forms of transport, such as closure of a number of major roads, or where trains are delayed as the result of the Route Flood Prevention Procedure, the incident should be coded to (X2, XQ**).

4.14.3 In addition if the railway line is the lowest point in the surrounding area, other forms of transport may not be affected as they may be on higher ground therefore it may be legitimate to use code X2. If there are no other forms of transport in the area and the railway is flooded then it may be legitimate to use code X2.

4.14.4 Likely examples:

No.	Circumstances	Delay Code	Incident Attribution
a.	Flooding caused by drainage being inadequately maintained.	JK	Network Rail (IQ**)
b.	Flooding on Network Rail infrastructure significantly disrupting other forms of transport or the result of delays associated with the Route Flood Prevention Procedures.	X2	Network Rail (XQ**)
c.	Flooding on Network Rail infrastructure resulting from burst water pipes, which are outside the responsibility of the Network Rail	XM	Network Rail (XQ**)
d.	Flooding of station buildings and structures affecting the access and egress of passengers to and from the train that are not the result of weather.	RW	Train Operator – separate incident to be created for each involved affected (R##*)
e.	Localised flooding originating from FOC infrastructure affecting the operation of an off Network freight yard, or terminal	AZ	Train Operator – separate incident to be created for each involved FOC operating in or out of off Network yard, or terminal
f.	TOC/FOC directive preventing rolling stock from travelling through standing water (at a level where the rule book allows movement of trains)	MW	Operator of the train concerned (M##*)
g.	Flooding of station buildings and structures the result of floodwater from adjacent land not part of the network affecting the access and egress of passengers to and from the train.	VZ	Train Operator – separate incident to be created for each involved affected (V##*)

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4.15 OFF - NETWORK FREIGHT TERMINAL OR YARD OR OTHER NON-NETWORK RAIL OPERATED

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INFRASTRUCTURE DELAYS

4.15.1 Normally the 'Minutes Delay' will be coded with the appropriate A*, F*, M*, O* or T* Code and allocated to an incident attributed to the Operator of the train(s) involved, Responsible Manager Code A##*, F##*, M##*, O##* or T##* as appropriate. For Fleet Depots see paragraph 4.13.1.

4.15.2 Likely exceptions:

No.	Circumstances	Delay Code	Incident Attribution
a.	Infrastructure defect or problem on Network Rail operated infrastructure outside the off Network terminal or yard	I*/J*/X* as appropriate	See section relating to particular type of problem
b.	Right time departure delayed waiting passage of late running train(s)	YF or YG as appropriate	Principal Incident(s) causing other train(s) to be late at that point
c.	Right time departure delayed waiting passage of early running train	OB	Network Rail (OQ**)
d.	Late departure caused by late arrival of inward loco or traincrew or waiting connecting inward rail borne traffic	YH/YJ/YK as appropriate	Principal Incident causing inward train to be late

4.15.3 It will be the responsibility of the Freight Operator in any off Network location to provide the necessary information to Network Rail to accurately allocate the 'Minutes Delay' to an Incident. Often this will 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 TRUST Delay Attribution in putter must ensure that this reactionary delay is 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.

Deleted: Where a freight terminal or yard is not Network Rail operated infrastructure, or the delay or Reliability Event occurs on other non-Network Rail operated infrastructure it will be the responsibility of the Operator of the train

4.16 INFRASTRUCTURE EQUIPMENT FAILURE

4.16.1 To be given the appropriate I*/J* Code and attributed to the Network Rail responsible for faulting and maintenance at the location concerned. This includes:

- Failures caused by litter affecting infrastructure equipment
- Failures associated with trackside telephones, including SPTs at level crossings.

4.16.2 Likely exceptions:

No.	Circumstances	Delay Code	Incident Attribution
a.	Infrastructure failure on non-Network Rail running lines causing trains to be delayed – including LUL infrastructure but excluding Channel Tunnel / Europe.	TX / AX	Train Operator(s) – separate incident to be created to each operator involved (T##* / A##*)
b.	Cable Failure caused by Vandalism: Where the failure is due to cable vandalism / theft Where it is identified that the failure is due to vandalism / theft (other than to cables)	XR	Network Rail (XQ**)
		XB	Network Rail (XQ**)
c.	Road related incidents 1 Damage to level crossing equipment caused by road traffic	XD	Network Rail (XQ**)
d.	Road related incidents 2 Road vehicle striking bridge	See 4.5	As per section 4.5

No.	Circumstances	Delay Code	Incident Attribution
e.	Road related incidents 3 Damage to infrastructure other than bridges or level crossings caused by road vehicles not involved in railway work	XN	Network Rail (XQ**)
f.	Road related incidents 4 Track Circuit failures near level crossings caused by road salt	XN	Network Rail (XQ**)
g.	Bridges and Structures 1 Structural problems on bridges (excluding lifting/ swing bridges and bridge strikes), tunnels, viaducts and buildings	JD	Network Rail (IQ**)
h.	Bridges and Structures 2 Swing bridge failure	JD	Network Rail (IQ**)
i.	Bridges and Structures 3 Where it is identified that problems with embankments, cuttings, subsidence or sea defences are not as a result of insufficient vegetation or vermin control or drainage maintenance	IV	Network Rail (IQ**)
j.	Bridges and Structures 4 Structural problems with platforms impeding the safe passage of trains	JD	Network Rail (IQ**)
k.	Power supply failure caused by loss of supply from an external supplier.	XK	Network Rail (XQ**)
l.	Failure of TPWS on-track equipment	IJ	Network Rail (IQ**)
m.	Wires down or other OLE problems	See 4.38	As per section 4.38
n.	Animal Strikes/Incursion	See Section 4.4	As per Section 4.4
o.	Staff error e.g. items left foul of line, inadvertent signal replacement, detonator placement errors	JL	Network Rail (IQ**)

4.16.3 Track Circuit Failures

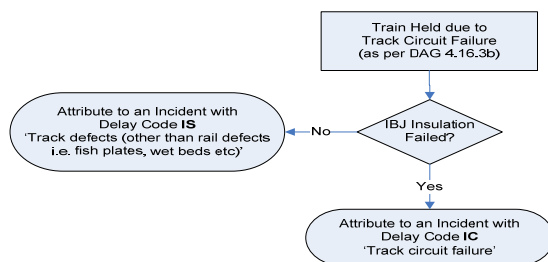
a) Broken Rails

There may be occasions when an apparent track circuit failure turns out to be an indication of a broken rail. In these circumstances the delay should be attributed (or changed) to IR.

b) Insulated Block Joint Failures (IBJ)

In some cases, failure of an insulated block joint (IBJ) i.e. the insulation between two track circuits may cause a track circuit failure.

- If the insulation on the IBJ fails or is faulty but does not cause a track fault, the delays should be coded as a track circuit failure – IC.
- If the IBJ fault lies with the joint itself, then the delays should be coded as a track fault, irrespective of whether the track circuit also fails – IS
- If the IBJ fault does not cause the track circuit to fail but does result in trains being delayed, e.g. through cautioning of trains due to a dipped joint, the delay should be coded IS.



c) Leaf Fall Contamination

Where a track circuit failure is caused by leaf fall contamination, the delays should be coded QJ.

4.16.4 Track and Rail Defects

The code IS should be used for track defects such as broken fishplates, bolts, where packing is required, ESRs imposed, broken joints.

The code IR should be used where the rail is broken.

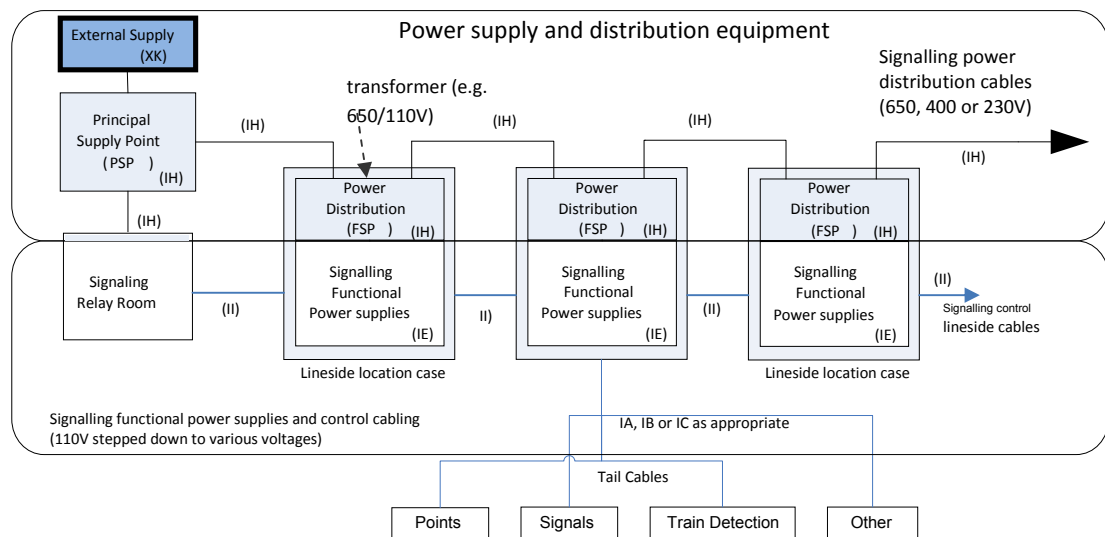
The code IS should only be used where a suspected track defect is reported but no fault is found.

4.16.5 Cable Faults, Power Supply and Distribution Failures

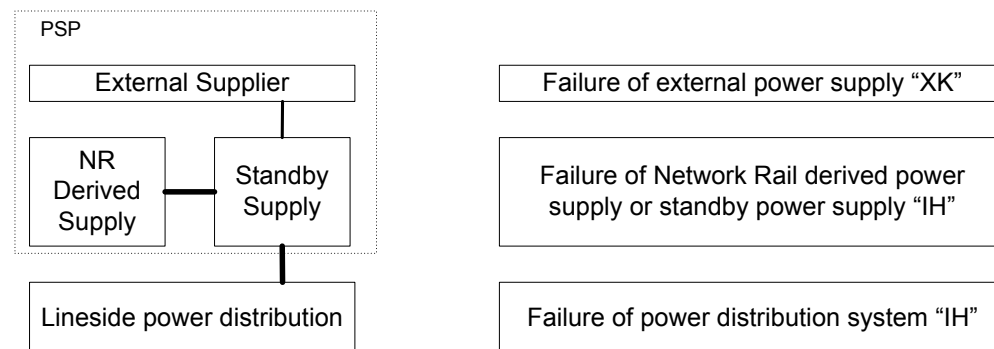
The following diagrams illustrate how to differentiate and attribute incidents to

- power supply and distribution systems for signalling assets (generally 650V but sometimes 400V or 230V) and telecoms assets (400/230V) that are under the responsibility of the Electrification and Plant engineers
 - signalling functional power supplies (110V or below) that are under the responsibility of the Signalling and Telecoms engineers
 - cable faults (lineside cables for signalling); and
 - the lineside assets that are powered (track circuits, point machines, signals, etc), where the failure is of the “tail cables” connecting these assets to lineside location cabinets
- Note: The section does **not** apply to overhead line / third rail power supply (often referred to as “traction power supply”) failures which are covered in Section 4.16.11 *Electrification*.

The figure below illustrates the four types of equipment described above and shows the interface between the power supply and distribution system and the signalling system that it supports.



The figure below shows a schematic of delay codes that represent the main categories of failure for power supply and distribution equipment associated with the signalling system.



If the fault arises following the loss or momentary loss (blip) of the external incoming power supply from the external supplier (usually a Distribution Network Operator such as UK Power Networks, Western Power Distribution, etc) then:-

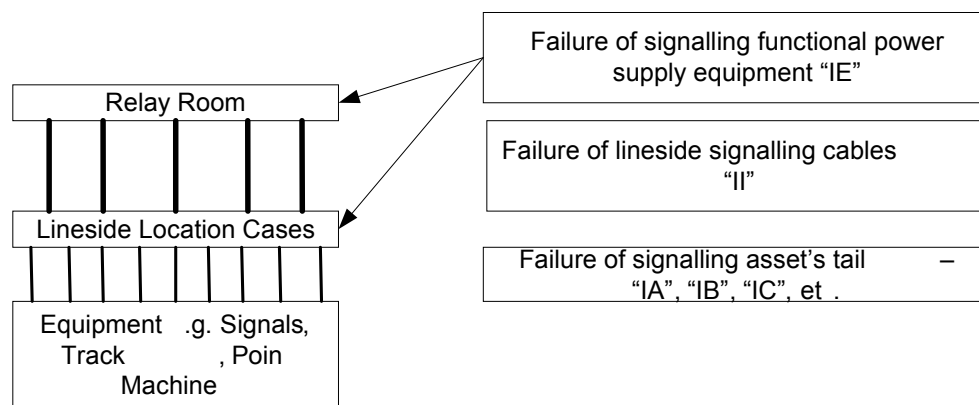
- a) where a standby power supply (usually a diesel generator) and/or an Uninterruptable Power Supply (“UPS”) is installed and fails to activate correctly or as designed to maintain the supply, then code IH should be used. (Note: generators are not designed to be instantaneous and some signal reversions and black signals are expected to occur while they start up (in the absence of a UPS); these initial delays should be coded to XK);
- b) otherwise code XK should be used (as per paragraph 4.16.2).

If a fault is due to the failure of Network Rail standby supply equipment and this is as a result of damage due to the external power supply, for example by a voltage surge, then this should also be coded to XK.

If the fault is due to a failure of the Network Rail derived power supply (due to a failure in the ‘traction power supply’ system) or standby power supply, which are located at the Principal Supply Point (“PSP”) shown above then the incident should be coded IH.

If the fault is on the lineside power distribution system which comprises signalling power distribution cables and Functional Supply Points (“FSPs” - which are generally the 650V, 400V or 230V switchgear, fuses and transformers within lineside location cases) as shown above then the incident should also be coded IH.

The figure below shows how to differentiate and attribute delays that are due to signalling functional power supplies, lineside signalling control cable faults, and asset tail cables.

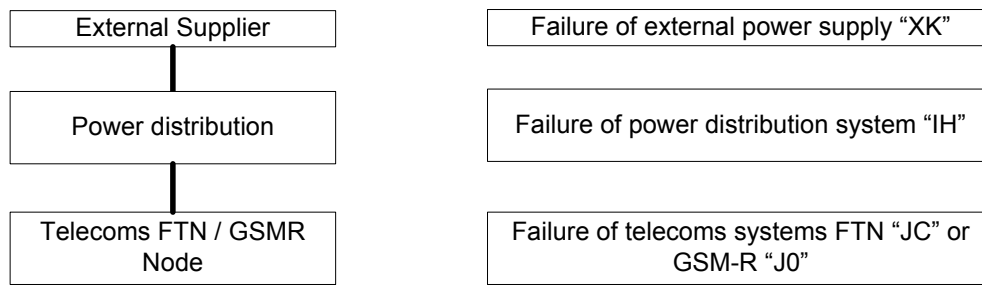


If the signalling functional power supply equipment at a relay room or lineside location case causes a delay then this should be allocated to code IE. The equipment involved will generally be operating at 110V or less.

A fault with a lineside multi-core cable that is part of the signalling system or a lineside 110-v supply cable should be coded II – lineside signalling cable fault. These are generally between relay rooms to location cases and location case to location case. (Note: Code II should not be used for signalling power distribution cable faults).

Tail cable failures: if the fault lies between the lineside location case and equipment such as a signal, track circuit, or point machine, it is a tail cable failure. This should be coded according to the piece of equipment it feeds. Therefore, for example, if it is a track circuit tail cable it should be coded IC.

The figure below shows how to differentiate and attribute delays that are due to external power supply failures to key lineside telecoms equipment rooms for cab secure radio, GSM-R (Global System for Mobile communications – Railways), and the telecommunications network backbone, FTN (Fixed Telecommunication Network).



If a fault on the incoming supply to a telecoms FTN/GSM-R site causes delays then these should be coded "XK".

If the fault is on the power distribution equipment then these should be coded 'IH'.

If the fault is on the actual GSM-R or FTN telecommunications equipment in the lineside equipment room then it should be coded "J0" or "JC" respectively.

4.16.6 Telecommunication Links

The code IK is used for failures of communication links between telecoms or signalling equipment. Such failures can be the reason that signalling functions such as TDM/SSI, Train Descriptor (TD) and Block Circuits (BLO) are not operational.

4.16.7 Telecom Equipment Failures

The code IK is used for failures to telephony equipment (not communication links). This code should be used to describe failures of the following equipment:

- Signal Box Telephone Concentrator System (CON)
- Signal Post Telephones (SPT)
- Level Crossing Telephones, both NR and BT lines (LCT)
- RETB Emergency Telephones
- Ground Frame Telephones
- Points Telephones
- General lineside Telephones (TEL)
- Driver Only Operation (P) Closed Circuit Television (CCTV)

4.16.8 Radio Failures (Legacy Communications)

The code I0 (zero) is used for delays due to failures of legacy radio communication equipment, NRN radio equipment (off train), CSR/SMA equipment (off train), RETB radio equipment.

4.16.9 Electrical Control Rooms

The code J0 (zero) is used for delays due to failure of IVRS communication systems, including the failure of associated mobile communication devices issued to traincrew.

GSM-R faults are covered in Section 4.42

4.16.10 Token Equipment Failure

The code IL is used for a token failure or RETB terminal failure. Failure of an RETB radio link should be coded as 4.16.7. Failures of the standby dial-up system should be coded in line with 4.16.6. Where No Fault is Found see section 4.25

4.16.11 Electrification

Code I1 should be used for a failure of the overhead line equipment or the third rail equipment.

Code I2 should be used where trips on OHLE (not pantographs) occur and no known reason can be found.

Code I3 obstruction of the overhead wires or third rail should be allocated to the reason for the item being there, i.e. weather, vandalism, trespass or items which have been thrown or have fallen from a train. If the reason for the obstruction is not known, code I3 should be used.

Code I4 should be used when there are problems associated with motorised and manual switches, incoming breakers, track feeder breakers and isolation irregularities.

Code JP should be used where the OCB trip is caused by vegetation within the 5 metre confines of the flail strip, including when attached to a structure.

4.16.12 Infrastructure failures on FOC or privately owned infrastructure

Code AX is to be used, with one incident for each affected operator.

4.16.13 Failure of Network Rail maintained DOO Monitors

The code J2 should be used for the failure of DOO monitors that are maintained by Network Rail.

4.16.14 ETCS and or ERTMS Equipment Failure

The code J7 is used for failures of ETCS or ERTMS equipment (excluding communications link and ETCS Balise(See section 4.40). This equipment includes Interlocking and Radio Block Centre (RBC)

4.16.15 Accepted Design Limitations

Accepted Design Limitations (ADLs) is a generic title applied to network related operational constraints that have the capacity to cause delay because equipment is unable to cater for particular circumstance, despite not being in "failure mode"

- a. If the ADL causes an infrastructure failure, use the appropriate I*/J* delay code for the equipment failure type.
- b. If the ADL causes no failure, but still causes delay, further investigation will be required.
- c. If the ADL is included in the Special Box Instructions or similar, the signaller is able to mitigate the ADL effects and does not do so use delay code OC.
- d. If the ADL is included in the Special Box Instructions or similar, the signaller is unable to mitigate the ADL effects and does not otherwise cause delay, use the appropriate I*/J* delay code for the equipment type as if it did fail and attribute to the maintenance organisation.
- e. If the ADL is not included in the Special Box Instructions or similar, use the appropriate I*/J* delay code for the equipment type as if it did fail and attribute to the maintenance organisation.
- f. If, via the RT3973 process, train planning have had the opportunity to reflect the impact of the ADL in the train plan and the train plan doesn't reflect it and no other delay cause exist, use delay code QA/QM and allocate to the Train Planning Centre.

4.17 LATE START FROM ORIGIN

- 4.17.1 When a train starts late due to the late arrival of the inward locomotive and / or stock and both the train and the incoming locomotive and/or stock is operated by the same Train Operator, the appropriate YG, YH and YI Code is to be used and allocated to the cause of delay (other than an P-coded TSR) which has contributed most to the lateness at destination. Care must be taken to include all relevant details, including the responsible train reporting number.

4.17.2 When a train starts late due to the late arrival of incoming locomotive and/or stock operated by a different Train Operator, the late start shall be treated as a separate incident and attributed to the operator of the outgoing train that has departed late

4.17.3 As all parties are expected to mitigate the effects of any delay wherever possible, the late start should be less than the lateness on arrival of the inward working. Where the late start exceeds the lateness on arrival of the inward working, and the excess lateness is not due to regulating for another train, a separate incident should be created to explain the additional delay. Late running trains should normally be turned round in less time than that booked. In each case a view must be taken on how much of the late start was due to the late arrival of the inward working and how much was caused by a separate occurrence at the origin station. The 'Minutes Delay' should be split accordingly.

4.17.4 If a train starts late due to train crew see section 4.36

4.17.5 Where a train has a departure delay because the schedule has been subject to a stock change and is deemed not to be a primary delay, the late start is only considered to be a reactionary delay where the stock change is a direct result of service recovery or contingency planning. Reactionary delay is allocated to the incident that caused the stock change.

4.18 LOADING PROBLEMS

4.18.1 Use code AG attributing to Operator of train concerned (A##*). This includes trains overloaded etc., leaving a Possession or worksite.

4.18.2 Exception:

No.	Circumstances	Delay Code	Incident Attribution
a.	Train conveying dangerous goods	FA	Operator of train involved (F##*)

4.19 MARSHALLING OF TRAIN INCORRECT

4.19.1 For passenger trains use Code TZ and for freight trains use Code AZ, attributing to Operator of train involved (M##* or T##*, as appropriate)

4.19.2 Exceptions:

No.	Circumstances	Delay Code	Incident Attribution
a.	Train conveying dangerous goods	FA	Operator of train involved (F##*)
b.	Train incorrectly marshalled due to late arrival of part of consist	YH/YI	Principal Incident causing late inward arrival
c.	Train incorrectly marshalled due to signaller allowing portions into platforms or any sidings in wrong order other than due to late running	OC	Network Rail (OQ**)

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4.20 MISHAPS AND MAJOR SAFETY INCIDENTS

4.20.1 If an incident occurs on Network Rail infrastructure, for which the outcome of a Formal Inquiry, as convened in accordance with Group Standard G0/OT0004, is required to establish responsibility and this could lie with at least one Train Operator, then it is to be coded FU or TU, as appropriate. Examples of such incidents are derailments and collisions where the cause may not be immediately clear. If two or more Train Operators are responsible, a separate Incident is to be created for the trains of each, with Responsible Manager (F##* or T##*). If Network Rail and other Train Operators agree that they did not contribute to its cause then a separate Incident for trains of those Operators to be created, coded OI, and attributed to Network Rail (OQ**). The formal investigation conclusion as to cause may enable the attribution to be resolved and will allow the Incident(s) to be recoded as appropriate. In all other cases the Incident to be coded as per 4.20.2 and/or 4.20.3.

4.20.2 Given the disruptive nature of many major incidents and that the need to convene a Formal Inquiry may not be immediately apparent, it may not be practical to apply paragraph 4.20.1 immediately. In these circumstances the code that best describes the problem should be used wherever possible and attributed accordingly. Where the exact cause is not obvious, the appropriate code AZ/FZ/IZ/MY/MZ/OZ/RV/RZ/TY/TZ is to be used.

4.20.3 Particular codes:

No.	Circumstances	Delay Code	Incident Attribution
a.	Dangerous Goods Incident/Irregularity	FA	Train Operator (F##*)
b.	Overloaded wagons, slipped load or similar	AG	Train Operator (A##*)
c.	Confirmed Hot Axle Box	MR	Train Operator (M##*)
d.	Hot Axle Box detection - no fault found or wrong detection	IN	Network Rail (IQ**)
e.	Displaced conductor rail	I1/FU/TU	As appropriate to cause (IQ**, F##* or T##*)
f.	Overhead wires down	See 4.38	As per Section 4.38
g.	Fires or fire alarms	See 4.11	As per Section 4.11
h.	Injury to passenger (accidental)	TE	Train Operator (T##*)
i.	Assault on passenger	VB	Train Operator (V##*)
j.	Injury to member of staff in Railway Industry	FZ/FC/IZ/MZ/ OC/RZ/TG/ TH or TK	Employee's organisation or the one to which they are contracting if not Network Rail/TOC/ /FOC/ Network Rail/
k.	Door Open incident on passenger train	TL	Train Operator (T##*)
l.	Door open incident on non-passenger train	FZ	Train Operator (F##*)
m.	Level crossing incidents involving damage	ID	Network Rail (IQ**)
n.	Misuse of level crossing	XD	Network Rail (XQ**)
o.	Bridge Strike	XP	As per Section 4.5
p.	Fatality or injury caused by being hit by a train	See 4.10	As per Section 4.10
q.	Vandalism, trespass and theft	See 4.36	As per Section 4.36

No.	Circumstances	Delay Code	Incident Attribution
r.	Signal Passed at Danger due to infrastructure failure	Appropriate I*/J* Code	Network Rail (IQ**)
s.	Signal Passed at Danger due to Train Operator causes	AZ/FC/FZ/MY/MZ/RZ/RZ/ TG/TH	Train Operator
t.	Signal Passed at Danger due to signaller's error	OC	Network Rail (OQ**)
u.	Signal Passed at Danger due to leaf fall contamination	QH/FC/TG	As Per Section 4.3
v.	Network Rail Network closed due to emergency on adjacent airfield/airport.	XZ	Network Rail (XQ**)

4.21 'MINUTES DELAY' NOT APPARENTLY DUE TO NETWORK RAIL

4.21.1 If following investigations with its own staff Network Rail has reasonable grounds to believe that the 'Minutes Delay' were not its responsibility and the Operator is unable to immediately provide information, then use code TO for passenger trains and FO for freight trains and attribute to the Train Operator. A separate Incident must be created for each instance which must indicate what Network Rail sources of information have been used and which post(s) in the Operator's organisation were approached for information, where applicable. Such TRUST Incidents must not be created without sufficient investigation using Network Rail's own sources of information.

4.21.2 These incidents may be re-attributed on the basis of further investigation by the Train Operator.

4.21.3 Any loss in time in running should take into consideration the circumstances given in section 4.33.

4.21.4 Excluding the circumstances set out in, and the application of, DAG 4.21.1 and 4.21.4 and also 4.33.3, when Network Rail have not investigated a delay correctly (and timescales restrict the correct re-attribution) the associated delays, including reactionary, should be attributed to Network Rail as mis-investigated with delay code ON used.

4.22 TRUST BERTH ERRORS

4.22.1 TRUST Berth errors occur due to anomalies in TRUST automatic reporting, whereby a train might appear to lose time as the result of an inaccurate report, only to recover it immediately. In certain circumstances, these anomalies may be sufficiently pronounced to cause the generation of a Delay Alert. Such anomalous reports should be corrected in accordance with the relevant standard. However, if the times are not revised, the delay alerts generated should be attributed to an incident coded PT. Incorrect TRUST timings should be corrected in accordance with the relevant standard.

4.23 REGULATION AND SIGNALLING OF TRAINS

4.23.1 Where a train has been held at a regulating point for another train and for no other reason, out-with the agreed Regulating Instructions for that location, the 'Minutes Delay' should be coded OB (or OD if this is by direction of the Route Control) and attributed to Network Rail (OQ**). This also applies if a train is delayed following a slower running train that has been allowed to proceed against the Regulating Instructions between two regulating points and for no other reason.

4.23.2 If a train is delayed at or between successive regulating points **as a result of correct application of the Regulating Instructions and for no other reason**, then the appropriate Y* code is to be used for the 'Minutes Delay' and these should be

attributed to the principal TRUST Incident of the most late train that caused the need to regulate at the point where the Reactionary Delay occurred. Should the principal TRUST Incident be some form of P* coded Speed Restriction or Possession then the delay is to be allocated to a separate Incident in accordance with section 4.8.3

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, with the exception of simplifiers produced by Operational Planning which should be coded to (QA/QM / QQ**).

4.23.4 In the event of a train being incorrectly routed, the attribution of delay is dependent on the route set, and the actions of the driver affected. If the driver does not take the incorrect route, or if the route is an agreed booked diversionary route for that service which would not result in missed station calls if taken, all delay should be attributed to the signaller, coded OC/OQ**.

4.23.5 In the event of the route being set for an incorrect route that is not a booked diversionary route, or would involve a missed station for which prior advice of diversion had not been received, the driver is expected to advise the signaller at the junction signal controlling the junction, or if not possible to stop in time safely, at or before the next signal. In the event of the driver not stopping and contacting the signaller at the appropriate point, a second incident should be created coded TG/TH** or FP/F*** and any delays divided equally between the two incidents.

4.24 SAFETY PROBLEMS REPORTED BY STAFF OR PUBLIC

4.24.1 All Railway Industry staff have a duty to report Safety problems that will or appear to affect the safe operations of trains or the infrastructure. On occasions similar reports are received from members of the public. This section reflects the responsibilities of organisations to ensure that such reports are acted upon and investigation may reveal that the problem may no longer be apparent.

4.24.2 Likely circumstances:

No.	Circumstances	Delay Code	Incident Attribution
a.	Network Rail confirm defect after report of poor ride quality	As per Section 4.16	As per Section 4.16
b.	Following report of poor ride quality Network Rail unable to find an apparent cause	IT	Network Rail (IQ**)
c.	Network Rail confirm signalling problems causing change of signal aspects or other reported signalling anomaly	As per section 4.16	As per section 4.16
d.	Signaller accidentally puts signal to danger	OC	Network Rail (OQ**)
e.	Signal put back to danger to stop train due to a safety of the line incident	Appropriate Code	As appropriate to code
f.	Should no cause be apparent for a change of signal aspect or other reported signalling anomaly	IA	Network Rail (IQ**)
g.	Infrastructure Maintainer/Network Rail staff confirm presence of reported obstruction	JX	Network Rail (IQ**) or Infrastructure Maintainer(IQ**) as below

No.	Circumstances	Delay Code	Incident Attribution
h.	Network Rail and Train Operator agree that a train has struck an unidentified obstruction on the line and Network Rail were required to attend (not vandalism)	JX	Network Rail (IQ**) (see also paragraph 4.35.1)
i.	Network Rail and Train Operator agree that a train has struck an unidentified obstruction on the line and Network Rail were not required to attend (not vandalism)	JX	Network Rail (IQ#) (see also paragraph 4.35.1)
j.	The Train Operator's staff confirm that there is a defect with the traction or rolling stock	Appropriate M* Code	Operator of train concerned (M##*)
k.	The tail lamp or headlamp is out or the train shows both headlamps or marker lights and tail lamps or lights at the same end of train or intermediate lamps or lights.	FM or TJ as appropriate to type of train	Operator of train concerned (F##* or T##*)
l.	The Train Operator staff are unable to find the reported train-related safety problem.	FZ, M9 or TZ as appropriate to type of train	Operator of train concerned (F##*, M##* or T##*).
m.	Network Rail staff are unable to find the reported infrastructure related safety problem.	J4 or as appropriate to reported problem	Network Rail (IQ**)

4.24.3 While signallers are completing the RT3185 or RT3187 forms, the delays to the train involved and any reactionary delays should be attributed to the incident that made the use of the form necessary. Trains delayed as a result of being overlooked whilst completing this process should be attributed as a new incident to the signaller.

4.25 GUIDANCE WHERE NO FAULT FOUND (TECHNICAL EQUIPMENT)

This Section is only applicable where parties have agreed that all reasonable efforts had been made to investigate the cause of delay resulting from the perceived failure of equipment in Table 4.25.4 (including the use of OTMR, voice recordings, and other technical data). If there is no agreement that all reasonable efforts have been undertaken this would not constitute No Fault Found. The guidance given in this section is not a substitute for a lack of investigation. Where parties have agreed that all reasonable efforts to investigate have been undertaken, the following principles shall apply."

4.25.1 Where the equipment is solely infrastructure based and no fault is found with the train; the incident is attributed to Network Rail (use delay code IN)

4.25.2 Where the equipment is not solely infrastructure based and no fault is found with either the train or the infrastructure based equipment the incident shall be attributed to the Operator (use delay code F*, N*, M* or T*).

4.25.3 These principles are subject to review in the following circumstances.

4.25.3.1 Where a train fails to acknowledge more than one piece of infrastructure based equipment of the same type, it should be deemed that the fault is with the train based equipment.

4.25.3.2 Where a train fails to read a piece of infrastructure based equipment but then reads subsequent equipment and it cannot be determined if the fault is train based or infrastructure based, it should be deemed unless otherwise proven, that the fault is with the train based equipment. Where two or more separate

trains fail to read the same equipment in similar circumstance, it should be deemed that the fault is with the infrastructure based equipment. This principle of two or more separate trains should also be applied in the same way to two separate train-based radios.

4.25.4

Network Rail Responsibility	Operator Responsibility	
	HABD	ADD
	ATP	PIBS
	AWS	RETB
	CSR	SDO System
IVRS	ERTMS	TASS
PANCHEX	Failure to Couple	TPWS
WHEELCHEX	GSM-R	
WILD	NRN	

4.26 RAILHEAD CONDITIONING TRAINS

4.26.1 Note that, in the context of this guide, “Railhead Conditioning” (RHC) trains incorporates Sandites, MPVs and de-icing services.

4.26.2 Network Rail is responsible for the operation of RHC trains on the network to assist with adhesion in the autumn period. Although Network Rail contracts this work to Train Operators or other suppliers, it is Network Rail who is normally responsible for delays associated with RHC train operation.

4.26.3 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Delays caused by a failure to operate the Rail head treatment trains or to place the Rail head treatment trains where or when programmed	OE	Network Rail (OQ**)
b.	Delays caused by inadequate pathing for a RHC train (WTT)	QA	Network Rail (QQA*)
c.	Delays caused by inadequate pathing for a RHC train (STP)	QM	Network Rail (QQA*)
d.	Delays caused by inadequate pathing for a RHC train (VSTP)	QN	Network Rail (QQ**)
e.	Delays caused by incorrect regulation of a RHC train.	OB	Network Rail (OQ**)
f.	Delays caused by a technical failure associated with a RHC train	OM	Network Rail (OQ**)
g.	Delays caused by a RHC train taking an unusually long time in a section or at a location.	OS	Network Rail (OQ**)
h.	Late start of a RHC from depot	OS	(OQ**)

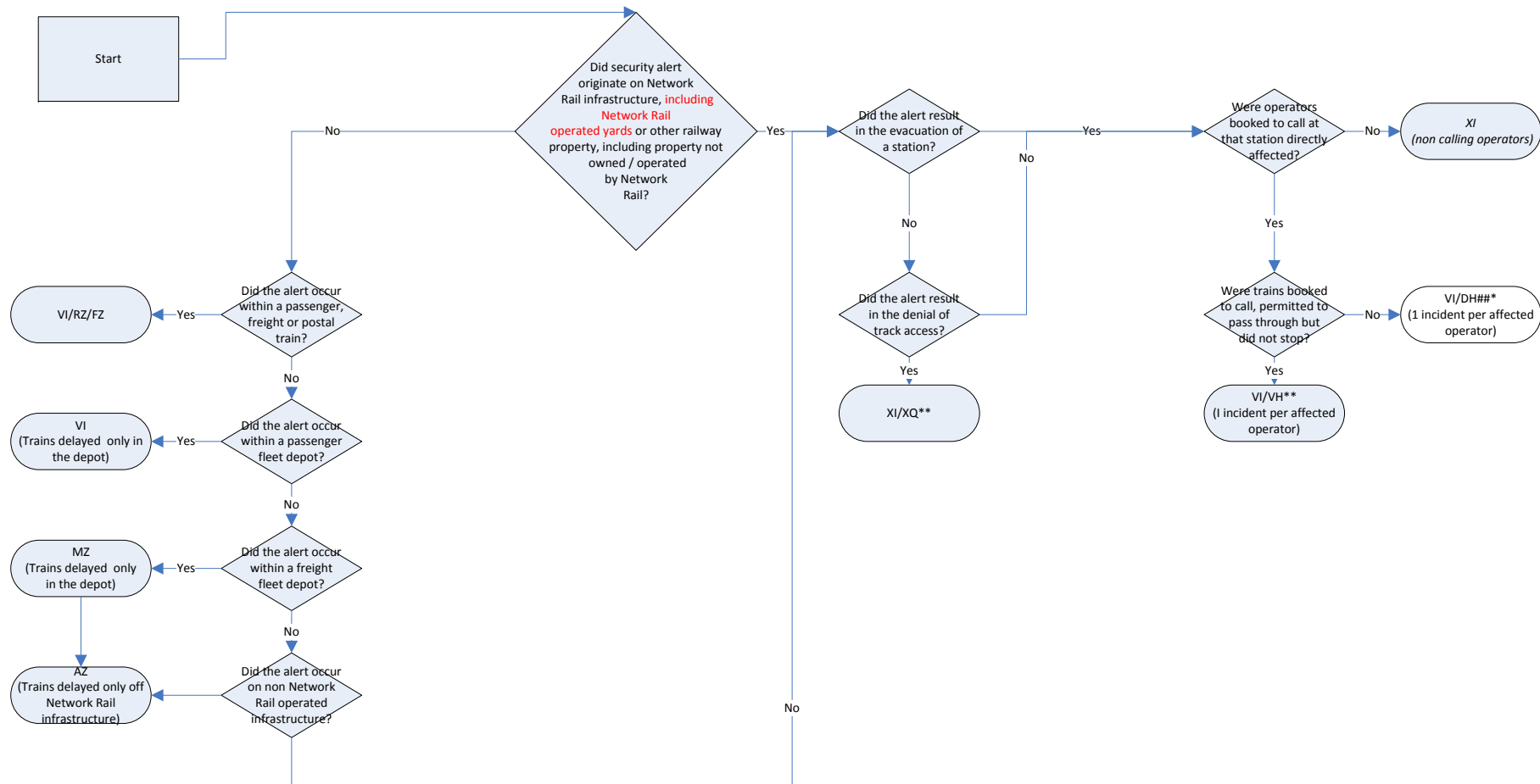
4.27 SECURITY ALERTS

4.27.1 Likely situations

No.	Circumstances	Delay Code	Incident Attribution
a.	Suspect package or other security alert actually on Network Rail Infrastructure, including Network Rail buildings other than stations.	XI	Network Rail (XQ**)
b.	Any security alert adjacent to and affecting trains running on Network Rail Infrastructure but not causing a station to be evacuated, including railway property not owned or operated by Network Rail	XI	Network Rail (XQ**)
c.	Security alert at or affecting a station, including alerts on non-railway property, where trains are allowed to pass through but not stop	VI	Template Operator - separate Incident for each affected (V##*)
d.	Security alert at or affecting a station, including alerts on non-railway property, which prevents the passage of a train at the time it is scheduled to stop and the access of passengers to/from that train.	VI	Joint Responsibility - separate Incident for each affected Operator serving that station during the duration of the incident (DH**) (see paragraph 4.27.3 below)
e.	Security alert affecting trains of Train Operators, none of whose regular services call there (including non-passenger operators)	XI	Network Rail (XQ**)
f.	Security alert at a station affecting Royal Mail Postal or charter trains booked to call there	AZ	Royal Mail - separate Incident to be created (A##*)
g.	Security alert in passenger fleet depot affecting trains in the depot	VI	Train Operator - separate Incident for each Operator affected (V##*)
h.	Security alert in off Network freight depot affecting trains in the depot	MZ	FOC- Separate Incident for each affected (M##*)
i.	Security alert affecting non-Passenger trains running on infrastructure not operated by Network Rail (other than Fleet Depots affecting trains running on/to/from that infrastructure)	AZ	FOC- Separate Incident for each affected (A##*)
j.	Suspect package or other security alert in a passenger, freight or postal train	VI (RZ/FZ for Charter/Freight)	Operator of train concerned (V##* or F##*/R##*)

- 4.27.2 Where access to trains or track is prevented, see DAG section 4.1.4 to 4.11.8 inclusive for guidance on attribution of joint responsibility incidents.
- 4.27.3 Circumstances may arise where Joint Responsibility criteria are met for only a limited period within the overall duration of the incident; for example, the police may initially close the line and the station, but then allow one to be re-opened, while keeping the other closed. In such circumstances multiple incidents may be required as defined in 4.27.1.
- 4.27.4 Note that, in the event of Joint Responsibility being applicable in accordance with the guidance above, an incident should be created for each operator incurring at least one direct delay in respect of any train booked to call at the station affected during the period of closure. Any subsequent direct delays in respect of trains booked to stop incurred by that operator should be attributed to this incident. Subsequent directly affected trains not booked to call should be attributed to Network Rail.
- 4.27.5 The above section notwithstanding, normal arrangements apply in respect of the attribution of reactionary delay (see paragraph 4.1.2).
- 4.27.6 In all the circumstances in 4.27.1 above, the term station should be taken to include Network Rail Network Rail Managed Stations

4.27.7 Flowchart identifying attribution of various types of security alert



4.27.7.1 For the purposes of this flowchart Network Rail Managed Stations are to be treated as a station and not Network Rail property

4.28 STATION OPERATING DELAYS

4.28.1 Normally, station delays are attributable to the operator of the trains concerned.

4.28.2 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Waiting traincrew	TG/TH/TI/YJ or YN	As per Section 4.36
b.	Non-malicious injury to passenger	TE	Operator of train involved (T##*)
c.	Seat reservation problems	TF	Operator of train involved (T##*)
d.	Train catering staff including trolley operators delaying train	TK	Operator of train involved (T##*)
e.	Waiting passenger connections within the TOC/Network Rail Connection Policy, except where the principle incident causing delay to the incoming train is a FOC owned incident.	YL	Prime incident causing train to be late at that point
f.	Waiting passenger connections within the TOC/Network Rail Connection Policy, where the prime incident causing delay to the incoming train is a FOC owned incident	YL	Prime Incident causing incoming train to be late at that point, - if the connecting service is hourly or more frequent, then separate incidents to are to be created and attributed to Network Rail (OW/OQ**)
g.	Waiting passenger connections authorised by TOC but out-with TOC/Network Rail Connection Policy	RK/TM	Operator of train being held (T##*)
h.	Waiting passenger connection - not authorised	RI	Operator of train being held(R##*)
i.	Overtime caused by passengers joining or alighting	RB	Operator of train involved (R##*)
j.	Overtime caused by exceptional passenger loadings due to special events e.g. sport fixtures	R7	Operator of train involved (R##*)
k.	Overtime caused by disabled persons joining or alighting	RC/RQ	Operator of train involved (R##*)
l.	Overtime caused by loading or unloading of bicycles	RR/RS	Operator of train involved (R##*)
m.	Delay due to a shunter	RD	Operator of train involved (R##*)
O	Overtime due to station staffing problems	R3	Train Operator - separate incident to be created for each affected (R##*)
p.	Overtime due to late TRTS being given by station staff	R2	Operator of train involved (R##*)

No.	Circumstances	Delay Code	Incident Attribution
q.	Overtime to passenger train caused by failure of lifts or escalators	RE	Train Operator - separate Incident to be created for each involved affected (R##*)
r.	Overtime to passenger train caused by failure of customer information systems	RV	Train Operator - separate Incident to be created for each involved affected (R##*)
s.	Failure of internal power supply to station structures or systems.	RZ	Train Operator - separate Incident to be created for each involved affected (R##*)
t.	Failure of external power supply to station structures or systems that does not affect the power supply for the operation of trains.	VZ	Train Operator - separate Incident to be created for each involved affected (V##*)
u.	Overtime to Royal Mail Postal train caused by failure of lifts or escalators, including re-platforming as a result of such failure.	AZ	Royal Mail (A##*)
v.	Fire or fire alarm at station	See 4.11	As per section 4.11
w.	Waiting for authorised Special Stop Orders to be issued	RL	Operator of train involved (R##*)
x.	Waiting issue of unauthorised Special Stop Orders	RJ	Operator of train involved (R##*)
y.	Disorder/drunks/assaults/theft/vagrants and serious crimes at station	VB	Train Operator - separate Incident to be created for each Operator involved (V##*)
z.	Ticket irregularities	VE	Train Operator involved (V##*)
aa.	Fatality or injury caused by being hit by a train at station	See 4.10	As per section 4.10
ab.	Police searching train (not security alert)	VG	Train Operator involved (V##*)
ac.	Security alert	See 4.27	As per section 4.27
ad.	Passenger fallen between platform and train whilst boarding/alighting from that train	RY/RZ	Operator of train involved (R****)
ae.	Passenger dropped object whilst boarding/alighting from train and train delayed at TOC request	RP	Operator of train involved (R##*)
af.	Passenger dropped object whilst not in the process of boarding /alighting that is an obstruction of the line and prevents the movement of a train to/from the affected platform	JX	Network Rail (R##*)
ag.	Signaller prevents passage of train after request to recover item where item is not considered an obstruction of the line.	OC	Network Rail (OQ**)

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No.	Circumstances	Delay Code	Incident Attribution
ah.	Failure of /defect with CD.RA equipment	IA Except when agreed operator mitigation not implemented	Network Rail IQ**
ai.	Failure of/ defect with CD/RA equipment	R1 Where agreed operator mitigation not implemented	operator of train involved (R***)
aj.	Sunlight on CD/RA equipment	XU Except where agreed operator mitigation not implemented	Network Rail R##*
ak.	Sunlight on CD/RA equipment	R1 Where agreed operator mitigation not implemented	Operator of train involved (R##*)

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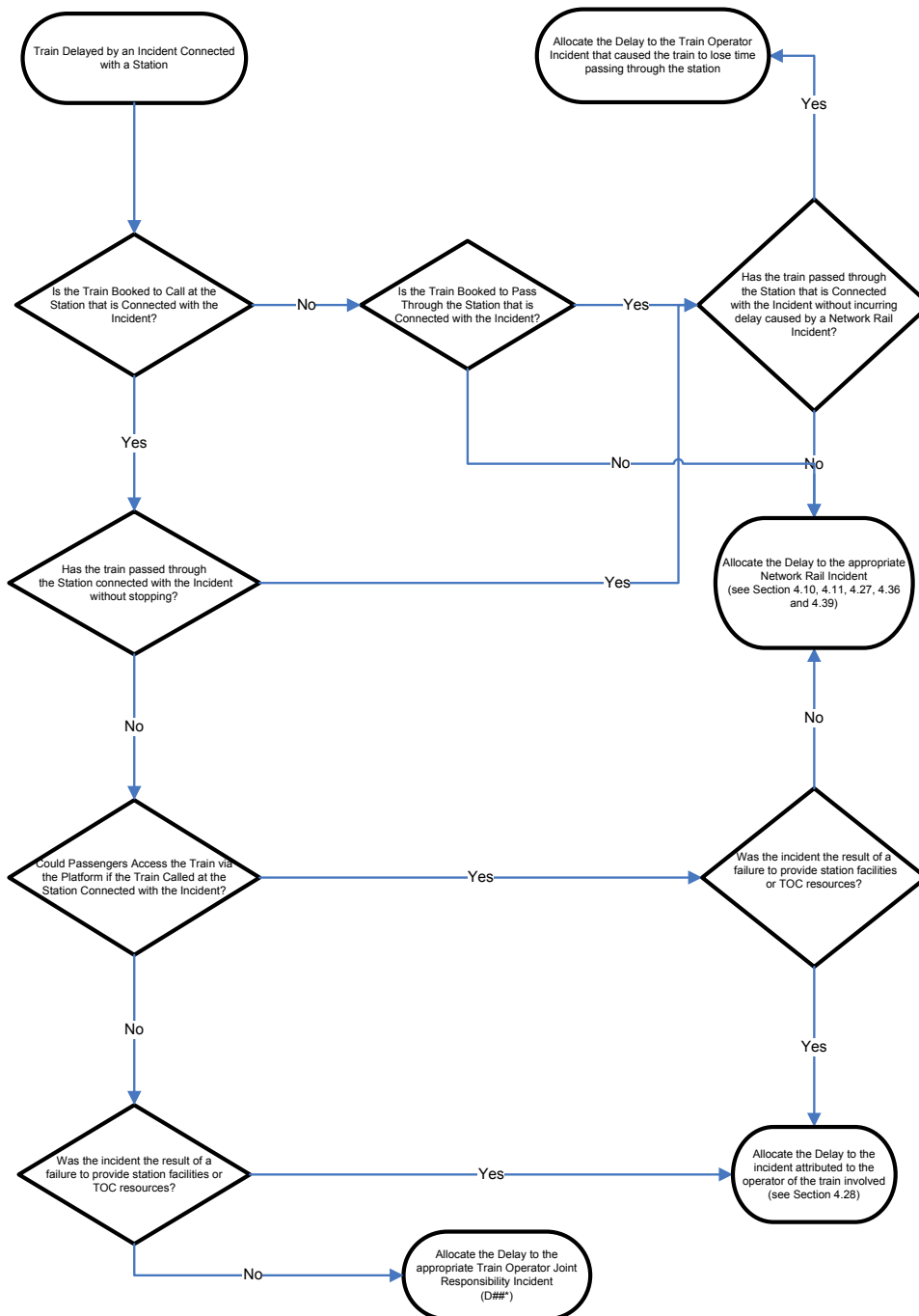
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Note: scenarios 'ah' to 'ak' are only applicable where the route is set prior to the CD/RA procedure and all pursuant to standard reactionary delay principles.

- 4.28.3 Changes to Appendix A have resulted in a considerable net increase in TOC R* delay codes. Certain station operating events now require different delay codes to be used in respect of particular circumstances. In respect of these, it is the responsibility of the TOC to advise Network Rail which code should be used. If no information is provided to the person attributing should select the code which best describes the incident on the basis of available information (see Appendix A, section R). No expansion or amendment of Network Rail's investigative responsibilities is inferred.
- 4.28.4 All the foregoing circumstances are equally applicable to Network Rail Managed Stations. Network Rail is only liable for delays in its capacity as infrastructure controller, not as provider of station facilities.
- 4.28.5 Where a train is not in its booked platform and as a result causes a Reactionary Delay that would not have occurred if it were in its booked platform (subject to occurrences of any further incident causing delay), Reactionary Delay is allocated to the incident that caused the train to be in the wrong platform.

4.28.6 Guidance for the allocation of delays caused by an incident at a station.

Flowchart identifying the correct Allocation of a Delay to a Train resulting from an Incident in Connection with a Station



Throughout this flow chart the term 'station' can also refer to the platform at which the train is booked to call.

4.29 TEMPORARY (INCLUDING EMERGENCY SPEED RESTRICTIONS)

- 4.29.1 The correct coding of such Incidents (excluding Emergency Speed Restrictions) must be advised in advance to the Route Performance and Control organisations to allow the setting up of TSR Network Delay Incidents within TRUST DA on publication of the Weekly Operating Notice. This must include the average time loss for each class of train, the Incident Delay Code and the Responsible Manager Code. The Operational Planning Managers and Route Asset Managers organisations must ensure that a suitable system is in place for such information to be available. Any TSR identified as a Planned Incident must comply with the stipulations of Schedule 8.
- 4.29.2 Emergency Speed Restrictions should be set up as an ordinary Network Delay with the upper delay threshold set at the maximum typical time loss for each class of train. In addition, the likelihood of additional delay awaiting the erection of speed boards should also be taken into account when determining the appropriate threshold. The Incident created must then be subsequently amended to reflect train delay once this work has been done.

4.29.3 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Planned TSR in connection with maintenance, renewal or other work covered by sufficient time allowed for temporary speed restrictions and other engineering work (box time) in the working timetable	PA	Not the responsibility of any industry party (PQ**)
b.	Planned TSR for maintenance, renewals or other work not covered by sufficient time allowed for temporary speed restrictions and other engineering work (box time) in the working timetable	JA	Network Rail (IQ**)/Track Renewal Contractor (IQA*)
c.	Where a TSR (possibly more restrictive than that planned) has been imposed due to possession work not being completed	JG	Network Rail (IQ**)/Track Renewal Contractor (IQA*)
d.	Condition of Track TSR within the Engineering Access Statement (EAS)	PB	Not the responsibility of any industry party (PQ**)
e.	Condition of Track TSR not within the Engineering Access Statement (EAS)	JS	Network Rail (IQ**)
f..	Condition of Track TSR not within the Engineering Access Statement (EAS) due to the agreed renewal date being exceeded	JS	Network Rail (IQ**)/Track Renewal Contractor (IQA*)
g.	Condition of Bridge TSR within the Engineering Access Statement (EAS)	PB	Not the responsibility of any industry party (PQ**)
h.	Condition of Bridge TSR not within the Engineering Access Statement (EAS)	JD	Network Rail (IQ**)
i.	Condition of Earthworks TSR within the Engineering Access Statement (EAS) not due to inadequate drainage maintenance	PB	Not the responsibility of any industry party (PQ**)
j.	Condition of Earthworks TSR not within the Engineering Access Statement (EAS) due to inadequate work by Network Rail	IV	Network Rail (IQ**)

No.	Circumstances	Delay Code	Incident Attribution
k.	Emergency Speed Restriction due to infrastructure problem	I*/J* Code reflecting reason for restriction	As appropriate to cause of problem
l.	Emergency Speed Restriction following a derailment	See Mishap Section	As per Section 4.20
m.	Temporary or Emergency speed restriction imposed as a result of rolling contact fatigue.	JS	Network Rail (IQ**)

Note: The term Within the Engineering Access Statement (EAS) used above should be interpreted to mean that there is sufficient unused recovery time in the timetable and in the case of Condition of Track/Earthworks/Structures the reason for the speed restriction is declared in the Engineering Access Statement (EAS) and the Timetable Planning Rules.

4.30 THE SPECIAL TRAIN

4.30.1 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 QQAX.

4.31 TIMETABLE AND RESOURCE PLANNING ERRORS

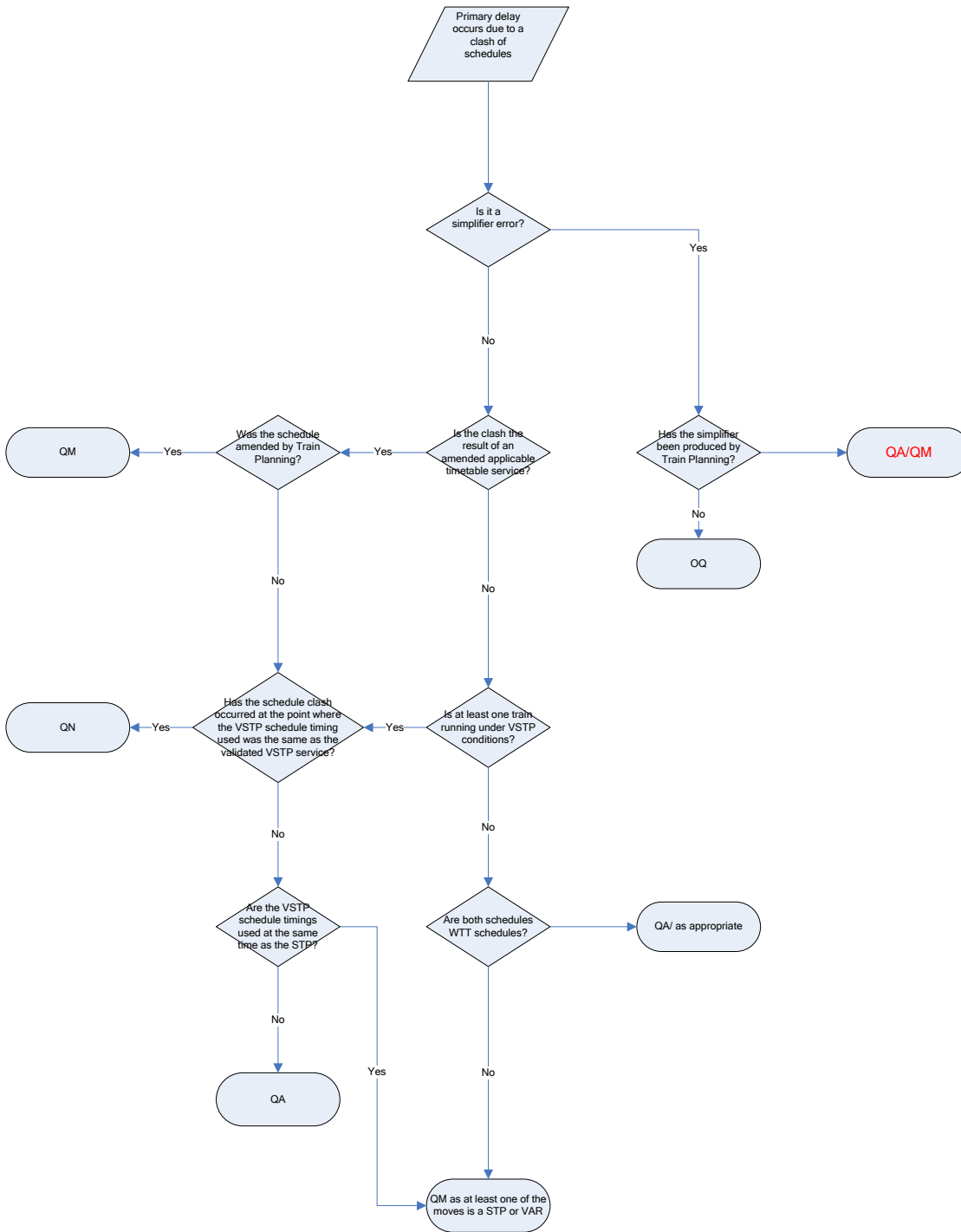
4.31.1 This section reflects the requirement on Network Rail to produce validated train paths and schedules for non-VSTP services, usually any service requested by the Operator at least two days before that on which it is due to depart from origin.

4.31.2 All schedule errors contained within TRUST should be coded as follows (irrespective of operator access request, as all schedules should be validated by Network Rail before uploading). Likely circumstances:

Note: If the delay cause is due to the Operator's documentation not corresponding with the uploaded schedule(s) always 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 then codes FH for freight operators and TA for passenger operators should be used.

No.	Circumstance	Delay Code	Incident Attribution
a	Schedule error/ clash caused by a WTT/LTP service	QA	Network Rail QQA*
b	Schedule error/ clash caused by an STP/VAR service	QM	Network Rail QQA*
c	Schedule error/ clash within VSTP (where no validated WTT/STP timings have been used)	QN	Network Rail QQ**
d	Schedule error/ clash within VSTP (where the service is running in the same validated WTT/STP timings)	QA/QM (WTT or STP dependent)	Network Rail QQA*
e	Operator and Network Rail agree not to retime trains for pre-planned Possessions between the recording points or where Network Rail fail to make necessary re-timings	QB	Network Rail QQA*
f	Delay due to RT3973 conditions being requested by the Operator but the schedule does not allow for the restrictions	QA/QM (WTT or STP dependent)	Network Rail QQA*
g	Delay due to RT3973 not being requested by the Operator	FH/TA	Train Operator (F##*) (T##*)

4.31.3 Guidance for the attribution of incidents due to planning errors



- 4.31.4 Where a VSTP service has been agreed and input, and **that train only** incurs minor delays (less than 5 minutes), these delays may be attributed to a separate incident coded PN/PQ**. In the event of any reactionary delays being caused to non-VSTP services, the incident must be re-coded in accordance with paragraph 4.31.2.
- 4.31.5 Trains not cancelled in TRUST but which are planned to be cancelled should be allocated to incidents with delay code PE/PG, as appropriate, and Responsible Manager Code PQ**. The code PD is automatically applied to any schedule planned cancelled in TPS and should not be used in any other circumstances.
- 4.31.6 A train cancelled via TPS and coded PD must not be reinstated in the system by any party. If the train is required to run this should be requested as a new train via the Very Short Term Planning procedure.

4.32 TRACKSIDE SIGNS INCLUDING TSR/ESR BOARD DEFECTIVE/BLOWN DOWN

- 4.32.1 Delays resulting from missing, damaged, defective or obscured trackside signs should be coded IQ and attributed to Network Rail (IQ**)

4.33 TRAINS INCURRING SEVERAL SMALL DELAYS

- 4.33.1 This section covers trains that have incurred several small delays below the normal explanation threshold but then suffer or cause a Reactionary Delay of at least as many minutes as the threshold (3 minutes or more for most Operators).
- 4.33.2 If the train has been regulated correctly and it is known why it has lost time (e.g. several successive TSRs or running with lower powered or speed locomotive or unit) then a separate Incident should be created with a Delay Code describing the cause and attributed as per the appropriate section of this Guide. The Reactionary Delay should then be attributed to the Incident. In addition, the previous delays may also be allocated to the incident. When the below threshold delays are due to P-coded TSRs, the reactionary delay should be coded *JB/IQ***, as per paragraph 2.6.7. Where possible, delays below the threshold should be attributed.
- 4.33.3 If the cause of the previous 'Minutes Delay' is not known and the train has been regulated correctly a separate Incident Coded ZZ with Responsible Manager Code ZQ** is to be created. However, if the circumstances of paragraph 4.21.1 apply then a separate Incident is to be created as per that section. In either case the Reactionary Delay, appropriately coded, to be allocated to the Incident created.
- 4.33.4 If the train was incorrectly regulated, then the 'Minutes Delay' to be coded as per Section 4.23.

4.34 TRUST OUTAGES

- 4.34.1 All delays where Network Rail is unable to investigate and/or record cause as a result of TRUST System failures, including SMART site failures, shall be coded OP/OQ**. This coding shall apply in all circumstances, including those where a fault number has been issued. Note that all parties are required to provide information necessary to identify causes of delay as given in section 1.3.1.

4.35 VANDALISM, THEFT AND TRESPASS

Explanatory Note: Trespass is also to be taken to include threats of suicide.

4.35.1 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Infrastructure failure due to cable vandalism or theft	XR	Network Rail (XQ**)
b.	Where it is identified: <ul style="list-style-type: none"> that an infrastructure failure is due to vandalism or theft (other than to cables); or Objects have been placed deliberately on Network Rail infrastructure, including in points; or that fencing is adequately maintained; or Objects that have been thrown or fired at trains or the track on Network Rail infrastructure, whether from outside railway premises or from railway premises including stations, and adjacent property such as car parks; or Objects being thrown or fired from Network Rail infrastructure at trains or onto track on non-Network Rail Infrastructure (including LUL) 	XB	Network Rail (XQ**)
c.	Objects are thrown / fired at trains or onto track on non-Network Rail infrastructure from outside railway premises	VB/AZ as appropriate	Train Operator – separate incident to be created for each operator affected (V##*/A##*)
d.	Theft, trespass or vandalism affecting trains including damage to fleet equipment originating from non Network Rail infrastructure, except, objects being thrown or fired.	VB/AZ as appropriate	Train Operator – Separate incident to be created for each operator affected (V##*/A##*)
e.	Objects that are thrown or fired at trains or Network Rail infrastructure from depots	MU	Depot owner (MR**)
f.	Objects that are thrown or fired from trains	VB	Train Operator of the train concerned (V##*)
g.	Trespass on Network Rail infrastructure where access to the infrastructure has been other than from a train	XA	Network Rail (XQ**)
h.	Trespass on Network Rail infrastructure where access is gained by persons exiting trains without permission	VA	Train Operator of train concerned (V##*)
i.	Fatality or injury caused by being hit by a train	See 4.10	As per section 4.10

No.	Circumstances	Delay Code	Incident Attribution
j.	Persons having alighted on Network Rail infrastructure having travelled on freight trains – where they boarded within a freight terminal, non Network Rail infrastructure (or outside the country i.e. Channel Tunnel)	AZ	(A##*)
k.	Trespass on Network Rail infrastructure where access is not due to inadequate maintenance of fencing by Network Rail or where access is gained via a station (2 nd Incident)	XA	Network Rail (XQ**) ADRC Determination 27
m.	Threat of trespass from station / footbridge resulting in cautioning of trains	XA	Network Rail (XQ**)
n.	Persons falling or jumping from platform onto Network Rail infrastructure or sitting with their legs over platform edge	XA	Network Rail (XQ**)

4.35.2 The attribution of any delay resulting from a train coming to a sudden, unexplained halt will be decided solely upon the evidence supplied pertaining to that particular incident.

Where access to trains or track is prevented, see DAG section 4.1.8 to 4.1.18 inclusive for guidance on attribution of joint responsibility incidents.

4.36 WAITING TRAINCREW

4.36.1 Delays caused by train crew late booking on-duty for whatever reason is the responsibility of the Train Operator.

4.36.2 Normally the 'Minutes Delay' should be coded FE for freight trains or TG/TH for passenger trains and attributed to the Operator.

4.36.3 Exceptions:

No.	Circumstances	Delay Code	Incident Attribution
a.	If the Train Operator confirms that the train crew were working a late inward service and both incoming and outgoing services are the responsibility of the same operator.	YJ	Attributed to principal TRUST Incident causing inward train to be late
b.	If a train running significantly late is further delayed waiting train crew and the Train Operator confirms that the booked crew have not waited or events where the train crew Resources Managers have had to provide train crew (or "step up") to mitigate delays.	YN	Attributed to principal TRUST Incident causing train to be late
c.	If a Train Operator confirms that, prior to working their train, the relevant train crew were travelling as a passenger on a late running service, provided they had booked on duty prior to travelling on it.	YJ	Attributed to principal TRUST Incident causing the train the train crew were travelling on to be late.

4.36.4 If a train had to wait for train crew from a significantly late inward working train, then delay may result while the driver and or (senior) conductor takes their delayed booked physical needs break (PNB), but still the lateness on departure should be no greater than the inward working.

4.37 WEATHER EFFECTS

4.37.1 If the weather is severe then Passenger Train Operators can exclude such events for passenger's charter purposes. It should be noted that to be classed as severe at least one of the criteria below should have been met: -

- the relevant authorities have advised the public not to travel
- a severe weather warning has been issued by the Met Office relevant to the type of delay and the area in which the delays are occurring.
- other modes of transport have been affected e.g.
 - motorway traffic being disrupted
 - airports being affected
 - local roads being affected
 - ferry sailings having been disrupted
 - Route controls have declared a RED alert in accordance with National Control Instructions and Extreme Weather Action Team (EWAT) has been initiated.
 - The effect of the weather is unavoidable through maintenance of fleet and/or infrastructure equipment.

In all cases the weather needs to have been the cause of the issue and outside the control of the parties involved. I.e. no reasonable or viable economic mitigation was possible against the impact of the weather.

4.37.2 If the weather does not meet the criteria of 4.37.1 use delay codes I*, J* or, M* as applicable in 4.37.4

4.37.3 For details relating to the impact of weather DAG 4.37.5 is split into sections each dealing with a particular weather type, these sections are:-

Wind	4.37.5a
Flooding	4.37.5b
Heat	4.37.5c
Snow/Ice/Frost	4.37.5d
Visibility – Sun	4.37.5e
Visibility – General	4.37.5f

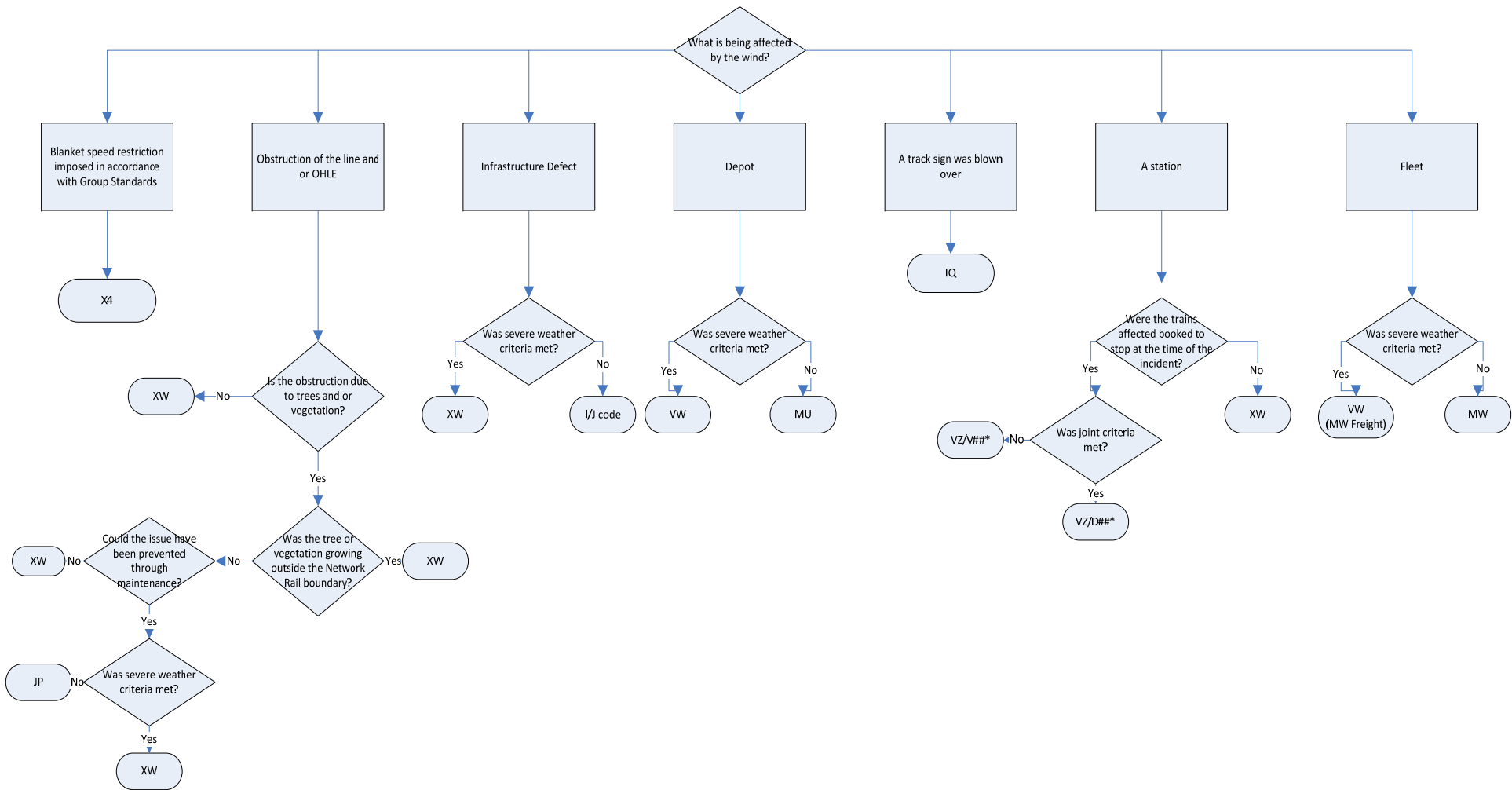
4.37.4 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Weather causing an infrastructure failure when the equipment was being expected to work within the design parameters.	I*, J* Code as appropriate	Network Rail (IQ**)
b.	Weather causing an infrastructure failure, where agreement is reached that equipment is being expected to perform outside the design parameters	X* code as appropriate for type of weather	Network Rail (XQ#*)
c.	Non severe weather causing passenger depot operating problems or any type of weather affecting non-passenger Fleet depots.	MU	Train Operator(s) involved. Separate Incident to be created for each Operator affected (M##*)
d.	Non severe weather causing problems to individual passenger Fleet equipment types or any weather affecting non-passenger Fleet equipment	MW	Train Operator(s) involved. Separate Incident to be created for each Operator affected (M##*)
e.	Wires down, including damage to OHLE equipment, due to high winds	XW	Network Rail (XQ**)

No.	Circumstances	Delay Code	Incident Attribution
f.	High winds or temperatures requiring imposition of blanket speed restrictions in accordance with Group Standards or other instructions	X4	Network Rail (XQ**)
g.	Ice on the conductor rail or OLE regardless of weather severity (unless due to failure of de-icing train)	OG	Network Rail (OQ**)
h.	Ice on conductor rail due to failure to run the de-icing train	OE	Network Rail (OQ**)
i.	Miscellaneous obstructions on the line due to the effects of the wind, including trees, plastic bags and balloons.	XW	Network Rail (XQ**)
j.	Miscellaneous obstructions on the line due to the effects of flooding, including trees.	X2	Network Rail (XQ**)
k.	Severe weather affecting passenger depot operation (see 4.37.1) e.g. operating outside of its design parameters	VW	Train Operator. Separate Incident to be created for each affected (V##)
l.	Severe weather affecting passenger Fleet equipment (see 4.37.1)	VW	Train Operator- Separate Incident to be created for each affected (V##)
m.	Snow affecting operation of Network Rail infrastructure, but not necessary to introduce a winter Key Route Strategy	IW	Network Rail (IQ**)
n.	Snow affecting operation of Network Rail infrastructure and it is necessary to introduce winter key route strategy.	XT	Network Rail (XQ**)
o.	Sun shining upon signal aspects, rendering drivers unable to clearly see aspects	XU	Network Rail (XQ**)
p.	Trains delayed due to operating under 'fog or falling snow' regulations for semaphore signalling	X1	Network Rail (XQ**)
q.	Weather affecting station buildings, which prevents the passage of a train at the time it is scheduled to stop and the access of passengers to or from that train	VZ	Joint responsibility (D##*) separate incident for each operator affected.
r.	Lightning strike on NR assets where no protection work against the effect of a strike has been undertaken	J6	Network Rail (IQ**)
s.	Lightning strike against a NR asset that has had work undertaken to mitigate the effects of the strike	X3	Network Rail (XQ**)
t.	Icicles hanging from Network Rail structures (Including tunnels) where severe weather criteria have been met – including as a result damage to a train or its load has occurred.	XT	Network Rail (XQ**)
u.	Buckled rail caused by high temperatures.	IR	Network Rail (IQ**)
v.	TOC/FOC directive preventing rolling stock from travelling through standing water (at a level where group standards allow movement of trains)	VW/MW	Operator of the train concerned (V##*/M##*)
w.	Weather impacting on LUL or other non Network Rail running lines importing delay which impacts on passenger trains	VZ	Operator of the train concerned (V##*)

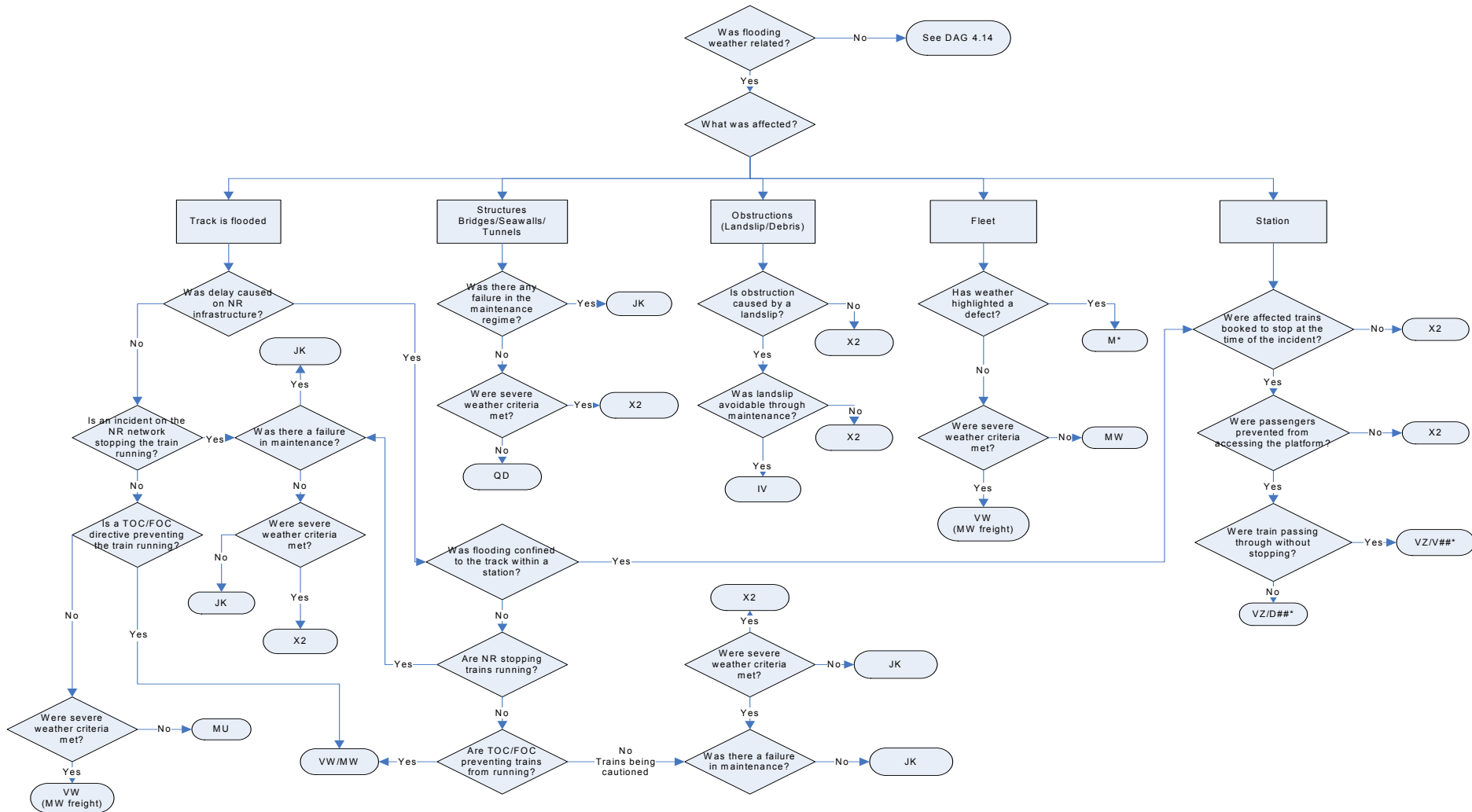
No.	Circumstances	Delay Code	Incident Attribution
y	Where drivers of passenger rolling stock confirm that delay is a result of adherence to company driving standards or policies during adverse weather conditions, where severe weather criteria has been met and delay is not fleet related	VR	operator of the train concerned (V##*)
z	Visibility issues that have been caused by snow covering or physically obscuring signal aspects or track signs	XT	Network Rail (XQ**)
aa	The Driver's report confirms delay in a semaphore signalled area by the lack of visibility of the signals.	X1	Network Rail (XQ**)
ab	Delays were caused by sun shining on to the driver's cab where the driver has not taken all preventative measures e.g. using company issued sun glasses	TG/FZ	operator of the train concerned (T##*/F##*)
ac	Where drivers of freight services confirm that delay is a result of adherence to company driving standards or policies during adverse weather conditions	FG	operator of the train concerned (F##*)

4.37.5a Delay code guidance for dealing with the impact of wind



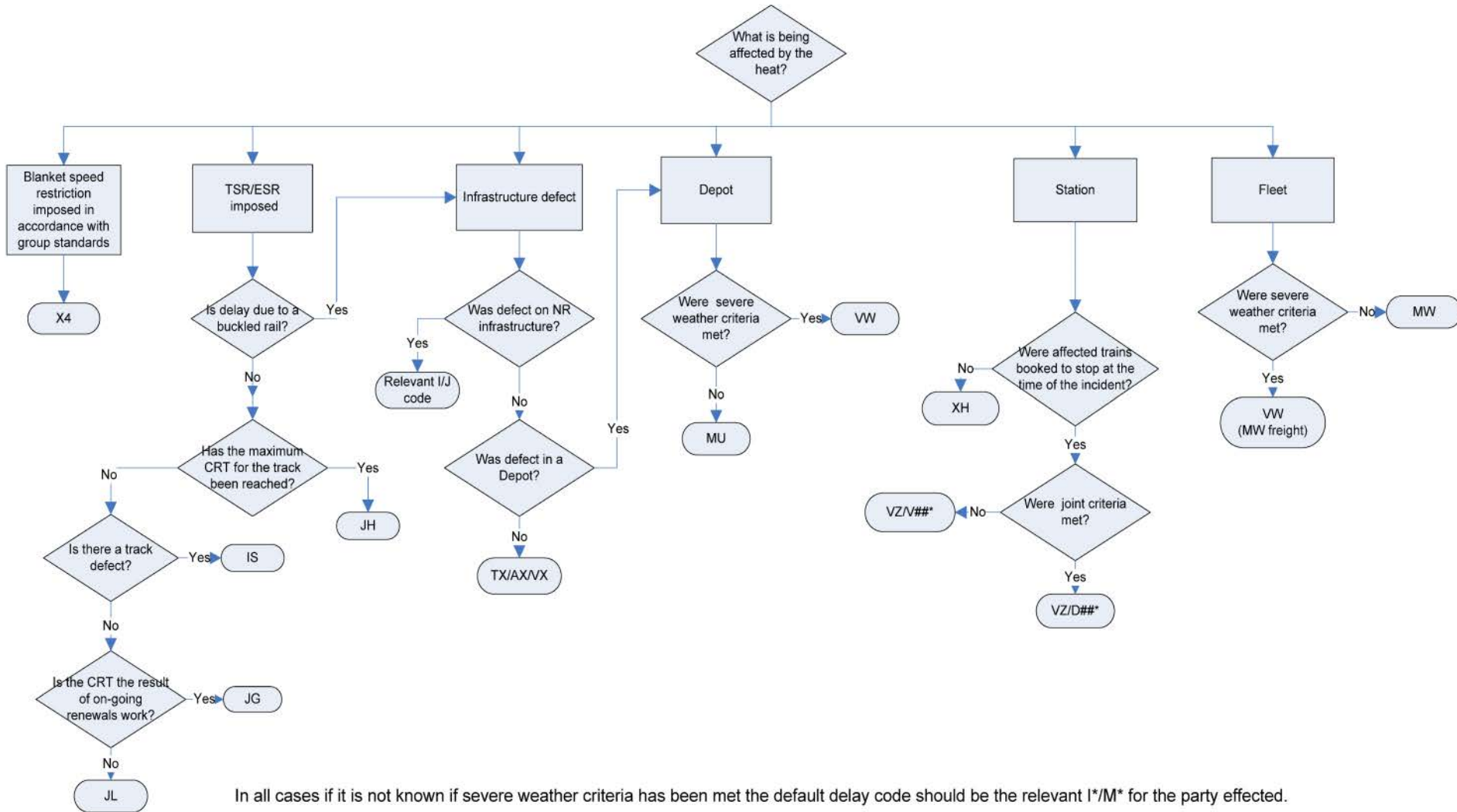
In all cases, if it is not known if severe weather criteria has been met, the default delay code should be the relevant I*/J*/M* for the party affected.

4.37.5b Delay code guidance for dealing with the impact of flooding

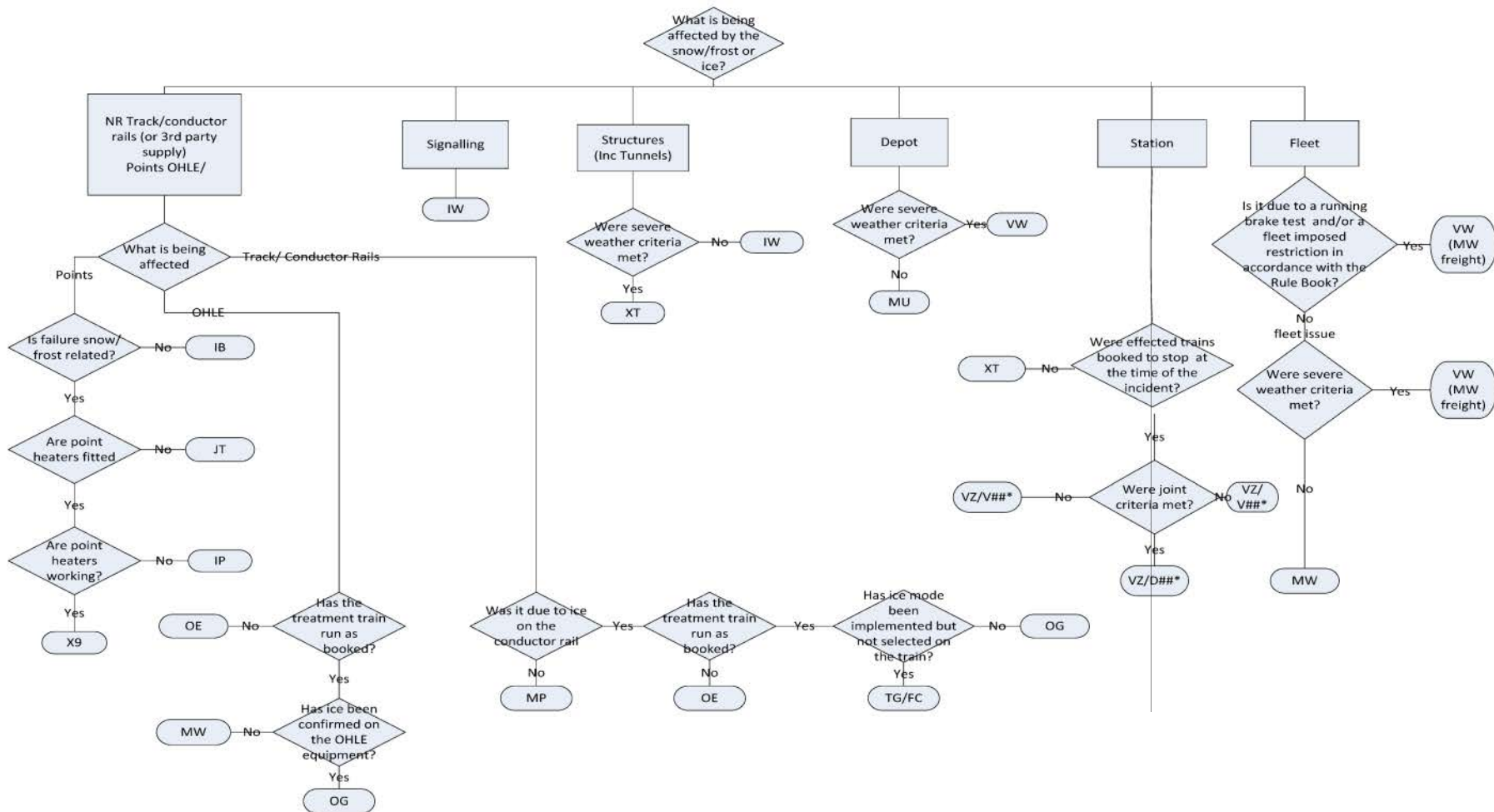


In all cases if it is not known if severe weather criteria have been met the default delay code should be the relevant I*/M* for the party affected.

4.37.5c Delay code guidance for dealing with the impact of heat



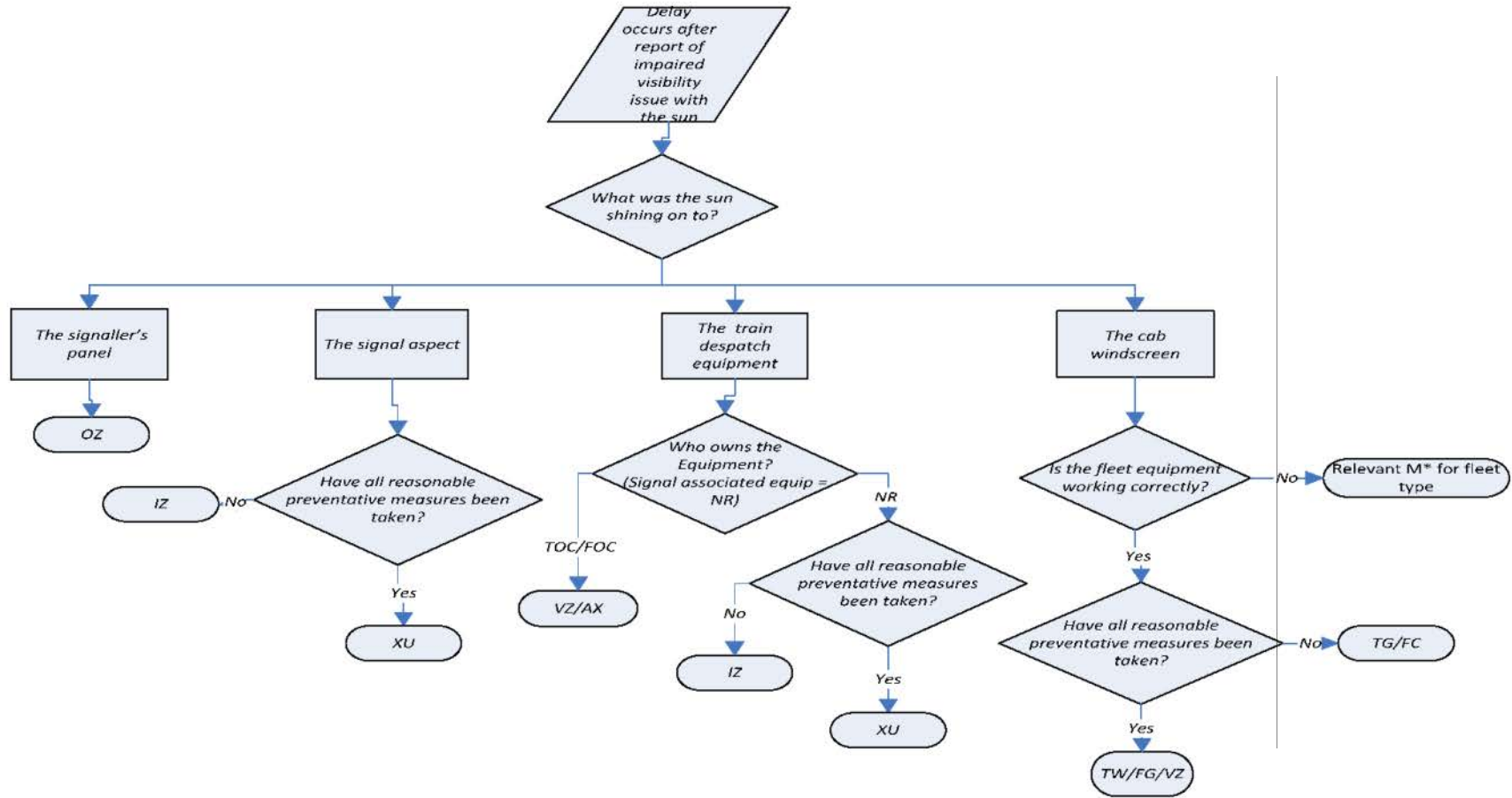
4.37.5d Delay code guidance for dealing with the impact of snow, ice or frost



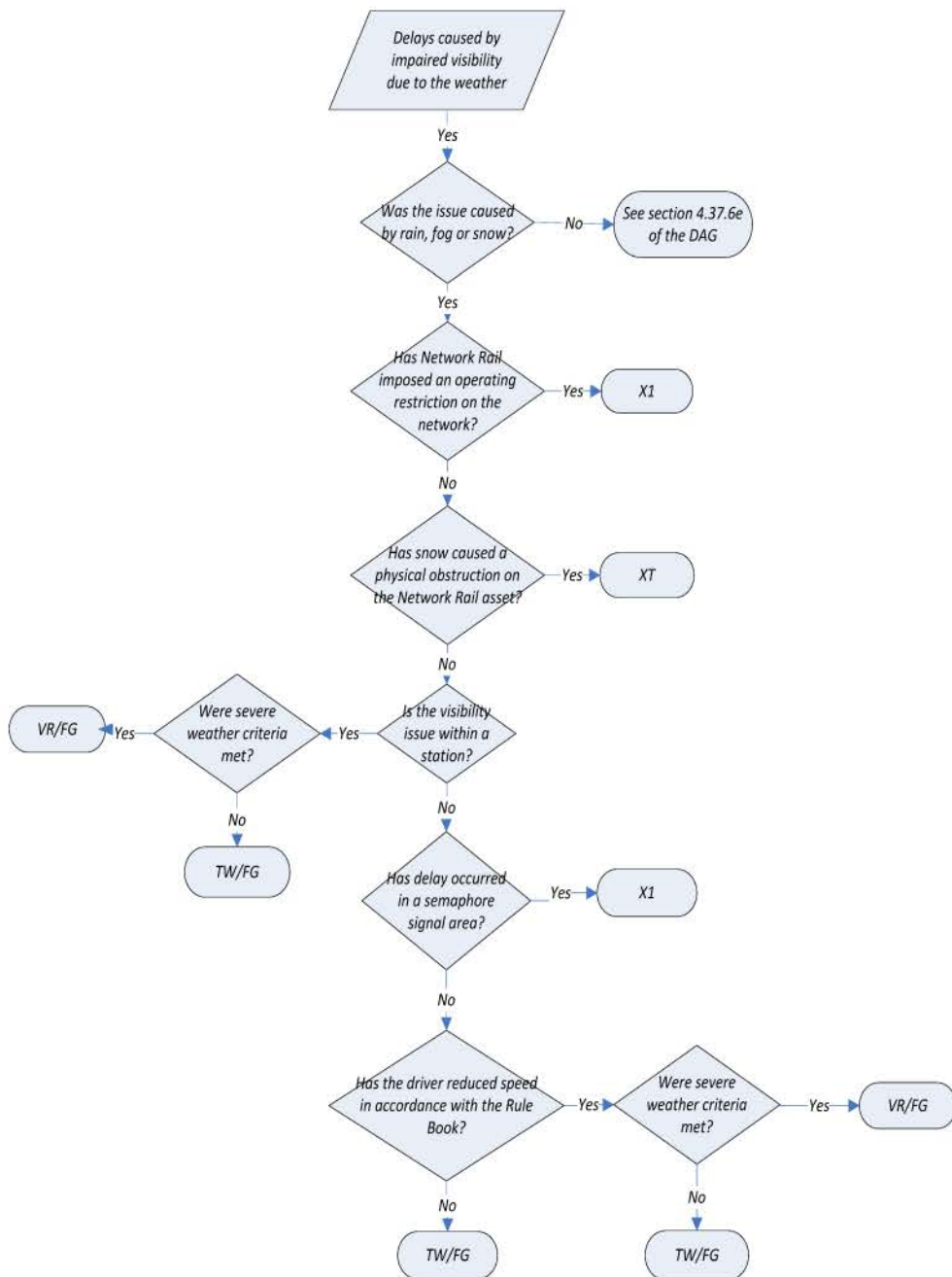
N.B. In the case of infrastructure assets (with the exception of OLE and 3rd rail) where key route weather strategy has been implemented and the asset is working within design parameters but overwhelmed then code XT/X9 as appropriate should be used.

In all cases if it is not know if severe weather criteria has been met the default delay code should be the relevant I*/M* for the party effected.

4.37.5e Delay code guidance for dealing with the impact of visibility caused by the sun.



4.37.5f Delay code guidance for dealing with the impact of visibility caused by fog, snow or rain



4.37.6 During extreme cold and or snow conditions there are several operating restrictions, standards and rules that cause the speed of trains to be reduced and can cause consequent delay. The DAG differentiation is dependent on whether the requirement for the restriction is due to a Network/infrastructure asset or instruction or whether the requirement is due to train operation or fleet activity or instruction. Attributors should consider the impact of each separate restriction during adverse weather as a sectional delay may be due to application of more than one instruction or restriction.

Some examples of different types of restriction that may occur during a period of snow or extreme cold weather are:

- a) The Rule Book advises a maximum of 100mph or 10mph below line speed in snow. This is a restriction to train operation due to a perceived risk in the reduction of braking capability due to frozen brakes and is thus fleet related. Code to VW (MW freight).
- b) Reduction in speed due to the difficulty in sighting signals (The Rule Book – This is a restriction to train operations coded to TOCs/FOCs in colour light signalling areas TW/VR, (TOCs), FG(Freight) as there is no viable mitigation and no network restriction. In semaphore signalled areas Network Rail are allocated responsibility (code X1) as they are deemed best placed to mitigate impact through the replacement with more modern signalling technology.
- c) Reduction in speed due to difficulty sighting other line, line side structures or assets e.g.(stations, level crossings, TSR boards) due to falling snow TW/VR(TOCs), FG(Freight)
- d) Reduction in speed due to sighting (other line, line side structures or assets (stations, level crossings TSR boards) due to snow obscuring the asset, XW.
- e) Completion of additional running brake tests in extreme cold/snow (Rule Book instruction) - This is a restriction due to risk to train operations from poor railhead condition and reduced braking capability or frozen brakes. This should be coded VW (TOCs), MW (FOCs) depending on the severity of weather conditions.
- f) Speed restriction imposed by a TOC(s) to protect fleet from snow or ice damage. This is a train operator responsibility (code VW) or (MW for FOCs).
- g) Speed Restriction imposed by Network Rail to protect an infrastructure asset or maintain safe network operations is a Network Rail responsibility utilising the relevant code for the restriction/asset type.

4.38 WIRES DOWN AND OTHER OLE PROBLEMS

4.38.1 Normally any OLE associated problems should be coded I1 initially and attributed to the Network Rail (IQ**) until better information is available.

4.38.2 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Wires down due to high winds	XW	Network Rail (XQ**)
b.	OHLE trip (cause not known)	I2	Network Rail (IQ**)
c.	Miscellaneous items on the OHLE, other than vandalism	I3	Network Rail (IQ**)
d.	OHLE power reduction	I4	Network Rail (IQ**)
e.	Locomotive ADD activation	M2	Operator of train concerned (M##*)
f.	Vandalism	XB	Network Rail (XQ**)
g.	Incident subject to formal inquiry	OI	Network Rail (OQ**)

4.39 FAILURE OF TASS BALISE SYSTEM.

4.39.1 Where trains are introduced that have the ability to tilt they are fitted with a Tilt Authorisation and Speed Supervision (TASS) system to meet the primary requirements of GE/RT8012 (Controlling the Speed of Tilting Trains Through Curves) and GE/RT8019 (Tilting Trains: Controlling Tilt Systems to Maintain Clearances). There are systems on the trackside – a Balise, and on the train – the onboard TASS system. In the event of failure of either system then delay coding should be:

No.	Circumstances	Delay Code	Incident Attribution
a.	If the onboard TASS system fails	NA	Passenger Operator (M##*)
b.	If the TASS Balise (trackside equipment fails).	IM	Network Rail (IQ**)

4.39.2 Where no fault is found see section 4.25

4.40 FAILURE OF ETCS/ERTMS Balise System

4.40.1 When operating on an ETCS/ ERTMS enabled line, trains that are fitted with the on-board ETCS/ ERTMS rely on the system being able to draw a level of information, such as positional referencing and line topography, from track mounted balises.

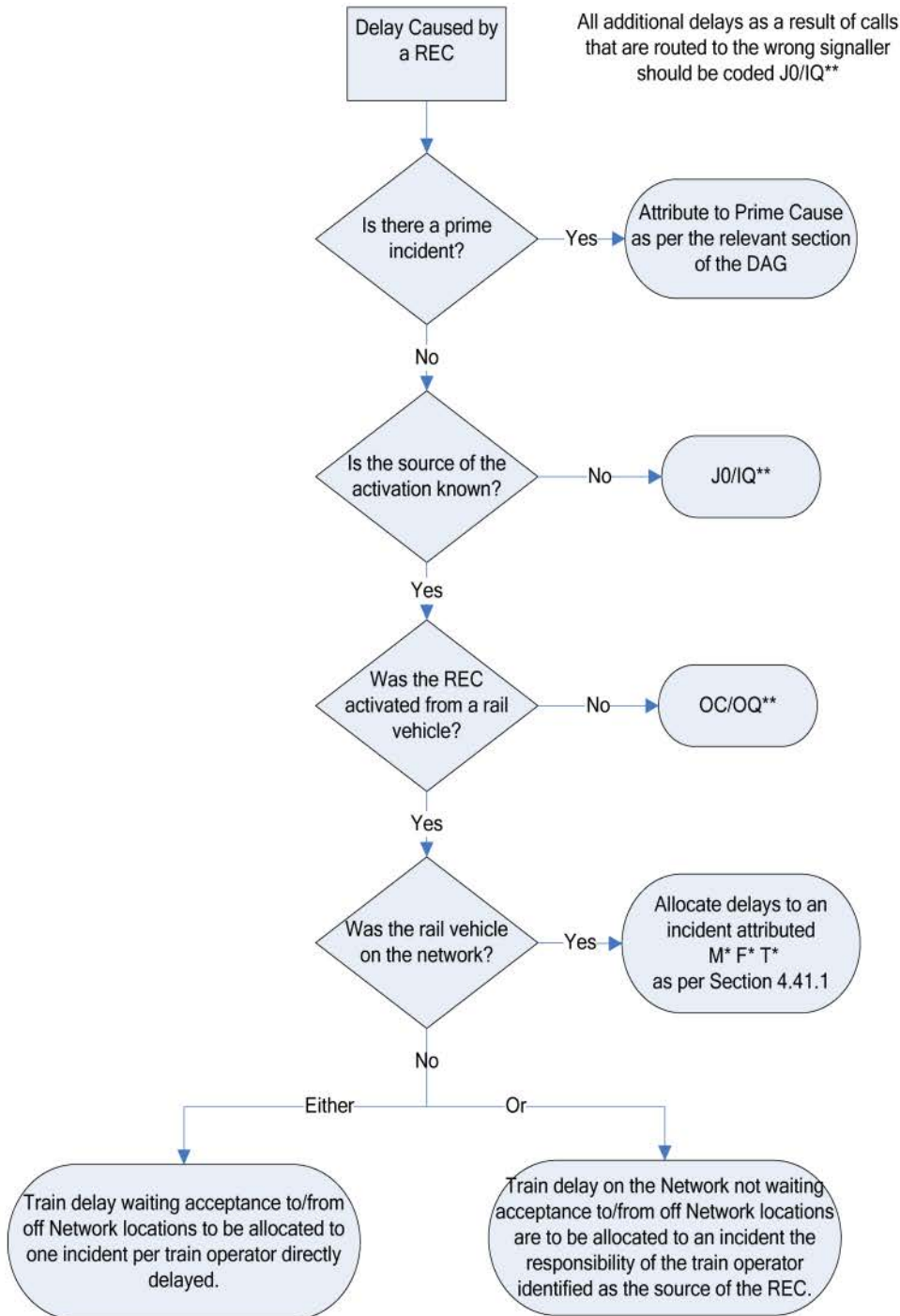
In the event of a failure of the balise system, causation coding should be:

No.	Circumstance	Delay Code	Incident Attribution
a.	If the train-borne ETCS/ ERTMS system fails	ND	Train Operator (M##*)
b.	If the ETCS/ ERTMS track-mounted balise fails	IM	Network Rail(IQ**)

4.40.2 Where no fault is found see section 4.25

4.41 Operational GSM-R Railway Emergency Call (RECs)

Under normal circumstances all delays will be coded to the Prime cause for the reason for the REC. However, if the prime cause and/or the initiating train cannot be identified the delay will initially be coded J0 (ZERO) (1). In these circumstances the delays maybe recoded when further information becomes available.

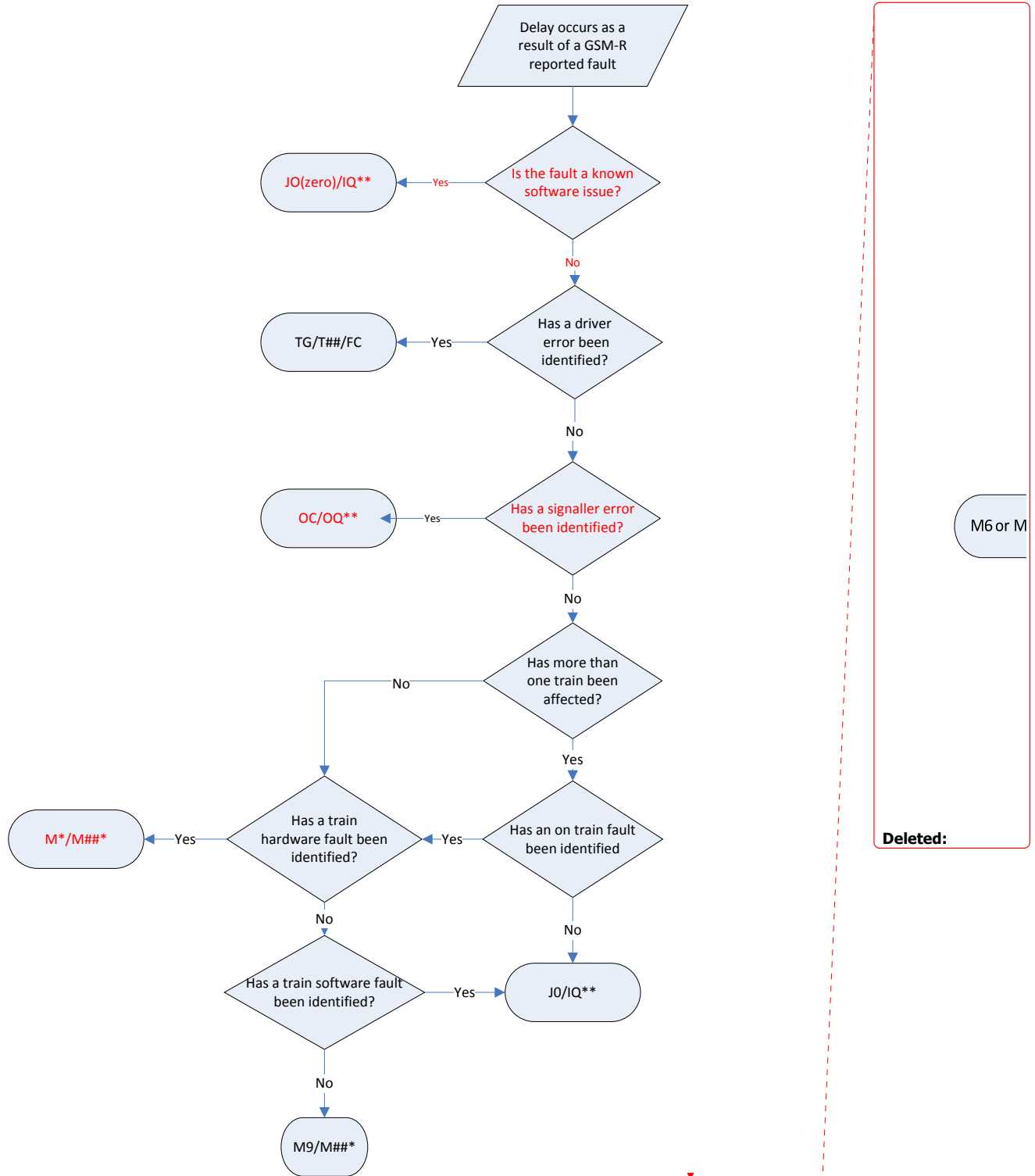


4.41.1. Likely Circumstances

No.	Circumstance	Delay Code	Incident Attribution
a)	A Radio Emergency Code (REC) is initiated and an operational event is alleged or identified (Including Safety of the line, reported in good faith.		Code as per DAG
b)	A REC is initiated, unable to identify a responsible party and/or no GSM-R Technician report supplied	J0 (ZERO)	Network Rail (IQ**) in these circumstances the delays maybe recoded to the responsible party when further information becomes available.
c)	REC initiated by a non track access contract (TAC) party from off Network	XZ	Network Rail(XQ**)
d)	A REC is initiated in error from a train cab that is on the Network by a member of operational staff authorised to be there, or where it has not been possible to identify the person initiating REC	TG/FC/TH/TZ	Operator of train involved (T##*/F##*)
e)	A REC is initiated in error from a train cab that is on the Network by a member of train maintenance staff or cleaner	MU	Operator of train involved (M##*)
f)	A REC is initiated off Network in error from a train cab delaying trains on the Network	MU/TG/FC/TH/TZ as applicable to staff involved	Operator of train involved (M##*) (F##*) (T##*)
g)	A REC is initiated off Network in error from a train cab, preventing trains from accessing the Network and/or the off Network location, including where it has not been possible to identify the person initiating REC	MU	Separate incident per operator (M##*)
h)	A REC is initiated from a train cab by a person not authorised to be there and no operational event is identified	VA (RZ/FZ for Charter/Freight)	Operator of train concerned V##* (R/F##*)
i)	A REC is initiated in error by the Signaller	OC	Network Rail (OQ**)
j)	A REC is initiated in error by a member of Network Rail maintenance staff	JL	Network Rail (IQ**)

4.42 Operational GSM-R Systems – Faults or Failures

4.42.1 Flowchart Identifying Faults/Failures



Note: If No Fault Found refer to 4.25

4.42.2. Likely Circumstances:

No.	Circumstance	Delay Code	Incident Attribution
a)	GSM-R fault is reported with infrastructure or signal centre based equipment and cause identified	J0 (Zero)	Network Rail (IQ**)
b)	GSM-R hardware fault is reported on a train and cause identified including, <ul style="list-style-type: none"> Cab radio will not switch on or boot up Cab radio locks up or freezes and cannot be used –normally accompanied by a fault message and code such as ‘Radio failure 0x’ where ‘x’ is a number between 1 and 7. Or ‘Cab Radio fault’ and ‘Control Panel Failure’ Calls cannot be made as the cab radio aerial is defective 	M8/M6	Operator of train involved (M##*)
c)	GSM-R fault is reported to Network Rail Infrastructure control	IO	Network Rail (IQ**)
d)	GSM-R fault is reported on a train but no fault can be found	M9	Operator of train involved (M##*)
e)	Driver fails to de-register radio	TG/FC	Operator of train involved (T/F##*)
f)	Driver error identified including entering wrong registration code	TG/FC	Operator of train involved (T##*)
g)	Call is picked up by the wrong mast and is wrongly routed	J0 (Zero)	Network Rail (IQ**) for additional delays caused
h)	Cab based GSM-R equipment vandalised	VA/FZ	Operator of train involved (V##*/F##*)
i)	Infrastructure or signal centre based GSM-R equipment vandalised	XB	Network Rail (XQ**)
j)	Infrastructure maintenance staff error	JL	Network Rail (IQ**)
k)	Registration failure due to Signaller failing to enter train reporting number in Train Describer , train reporting number is entered in wrong berth or incorrect train reporting number entered	OC	Network Rail (OQ**)
l)	ARS fails to enter train reporting number in train describer, train reporting number is entered in wrong berth or incorrect train reporting number entered	OH	Network Rail (OQ**)
m)	Registration failures where Driver receives a registration failure message and no technician report available and no other responsibility identified at this time <ul style="list-style-type: none"> unable to register at start of journey loss of network (unless can be traced to aerial fault). call failures/connectivity failures GSM-R technical registration failure 	J0 (Zero)	Network Rail (IQ**) In these circumstances the delays may be recoded to the responsible party when further information becomes available.
o)	GSM-R signal on a train is lost in section, no cause is identified and no other trains affected	M9	Operator of train involved (M##*/F##*)
p)	GSM-R Cab Radio software fault	J0(zero)	Network Rail (IQ**)

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4.43 ATTRIBUTION OF DELAY INCIDENTS CAUSED BY TPWS INTERVENTION OR FAILURE

4.43.1 Where TPWS activation is reported by a train driver any associated delay should be allocated to an incident as follows:

No.	Circumstance	Delay Code	Incident Attribution
a.	<i>TPWS Over Speed or Train Stop intervention.</i>	<i>TG FC</i>	<i>Train Operator (T##*) (F##*)</i>
b.	<i>Driver adhering to company professional driving standards or policy.</i>	<i>TW FG</i>	<i>Train Operator (T##*) (F##*)</i>
c.	<i>TPWS on-train system failure</i>	<i>MT</i>	<i>Train Operator (M##*) (F##*)</i>
d.	<i>TPWS on-track equipment incorrectly installed/positioned.</i>	<i>IJ</i>	<i>Network Rail (IQ**)</i>

4.43.2 Where no fault is found see Section 4.25.

4.43.3 Where a Delay Incident is caused by the TPWS system detecting it has a fault and holding the protecting signal at red any associated delay should be allocated to an incident attributed with the Delay Code IJ.

4.44 NETWORK YARDS AND TERMINALS

4.44.1 Where a freight yard or terminal is wholly or partly on Network Rail operated infrastructure, the responsibility for delays may differ from those locations that are off Network Rail infrastructure.

4.44.2 Likely circumstances:

No.	Circumstances	Delay Code	Incident Attribution
a.	Infrastructure defect on Network Rail operated infrastructure within the yard/terminal.	I*/J*/X* as appropriate	As per Section 4.16
b.	Late start from Network Rail operated yard/terminal due to incident relating to the vehicles, crew, loading or other freight operator cause.	A*/F*/M* as appropriate	Train Operator (A##*/F##*/M##*)
c.	Waiting acceptance into Network Rail operated yard/terminal due to late departure of other train from that location.	Y*	Principle Incident causing the late running of either train as per Section 4.23.2.
d.	Delay to a train waiting acceptance into, or departing from, one Network Rail operated yard/terminal due to late departure, or late arrival, of another train at another Network Rail operated yard/terminal which shares a common connection.	Y*	Principle Incident causing the late running of either train as per Section 4.23.2.

SECTION 5: ACCESS TO TRUST MAINFRAME INCIDENT INFORMATION

5.1 INTRODUCTION

- 5.1.1 This section is intended as 'user manual' for anyone wishing to access recent TRUST Incident information held on the mainframe. It assumes knowledge of other TRUST enquiries and procedures.
- 5.1.2 For reasons of commercial confidentiality, there are restrictions on access to this information and these are detailed in Section 6.

5.2 TRUST INCIDENT ENQUIRY COMMANDS

- 5.2.1 The number of enquiries has intentionally been kept to a minimum and there are essentially only two commands:
- TRJF - Listing of Incidents deemed to be the responsibility of a particular Responsible Manager;
 - TRJG - Individual Incident enquiry.
- 5.2.2 Both commands are made from a standard blank TOPSCICS screen.

5.3 TRJF ENQUIRIES

- 5.3.1 Enquiries take the form:

TRJF RRRR T S DD ZZZ MMMMM DD/MM/YY
or

TRJF RRRR S/R DD ZZZ MMMMM DD/MM/YY
where **RRRR** is a Responsible Manager Code (Mandatory)
either 4 character
or generic; e.g. *BC* or ABC*

T is the Incident Type (Optional):
O - Open, C - Closed

S is either the one character Acceptance status (Optional) :
A - Accepted (i.e. validated)
D - Disputed
W - Waiting Acceptance (i.e. waiting validation)

or **S/R** Incident Status and Reason (Optional), the values are:

A/A Accepted by User
A/B Accepted by Default
A/C Accepted by System
D/D Disputed; Delay Code
D/M Disputed; Manager Code
D/P Dispute; Partial Acceptance
W/W Waiting Acceptance; Normal
W/R Waiting Acceptance; Additional Delays

DD Delay Code (Optional) can be generic, e.g.. X*
ZZZ Zone Code
Generic codes can be entered, e.g. L**
MMMMM Impact (minutes)
1-5 numeric characters (leading zeros not required)
DD/MM/YY Creation Date

If the last three fields are left blank then Open and Closed Incidents in any Acceptance status with any delay code will be listed.

- 5.3.2 The output takes the form of a list of Incidents, one line for each Incident which matches the enquiry options. Each line shows the Incident Type, Status, impact (i.e. total number of hours/minutes attributed to the Incident) and an indication if the Incident contains network delays or cancellations.

The entire list can be output to the printer by using the F10 key.

- 5.3.3 By typing an 'S' to the left of a particular Incident and then 'SEND', a display of that Incident will be available. This is the same as the output from the appropriate TRJG enquiry.
- 5.3.4 Typing a 'P' (Summary) or 'F' (Full) to the left of an Incident will produce Summary or Detailed prints of the selected Incidents. More than one Incident at a time can be selected for printing.

5.4 TRJG ENQUIRIES

- 5.4.1 Enquiries take the form:

TRJG NNNNNN

where **NNNNNN** is the six character Incident Number (leading zeros can be ignored, where appropriate).

- 5.4.2 The output is the full Incident information consisting of an initial screen which can then be supplemented by pressing the appropriate option number and accessing further information on screens covering:

- (1) Network Rail free-format text
- (2) Trains affected
- (3) Accept/Dispute log
- (4) Network Delays

If an incident has affected over fifty trains, a default prompt to enter a starting date will be displayed. Either the required starting date should be entered, or enter **ALL** to display the complete list.

- 5.4.3 For those users making a TRJE train enquiry, the summary incident information for a particular delay can be obtained by placing an 'A' against the appropriate attributed delay shown below the train running information.

SECTION 6: TRUST INCIDENT SECURITY ARRANGEMENTS

6.1 INTRODUCTION

- 6.1.1 Restricted access arrangements are required for Incident information on the mainframe for commercial confidentiality purposes. All the security arrangements are driven by the NCI # sign-on of the user, the first two letters of which will accord with the Business Code of the organisation he or she belongs to.

6.2 ACCESS TO TRJF

- 6.2.1 Users working for the following organisations can make a TRJF enquiry for a given Responsible Manager:
- Network Rail;
 - The Responsible Manager's (i.e. the middle two characters of the Responsible Manager Code must coincide with the first two after '#' in the sign-on).

6.3 BROWSE ACCESS TO TRJG

- 6.3.1 Users working for the following organisations can browse the details of a given incident.
- Network Rail;
 - The Responsible Manager's (see 6.2.1);
 - Any Train Operator who has at least one train delay or cancellation attributed to the incident. The list of trains affected should be restricted to those of that operator via the Train Service Code.
- 6.3.2 These restrictions apply irrespective of whether the user goes to the TRJG output direct, or via TRJF.

6.4 INCIDENT STATUS

- 6.4.1 Only authorised users in the Responsible Manager's organisation can change the Acceptance Status (i.e. Accept or Dispute).

6.5 CHANGES TO RESPONSIBLE MANAGER AND DELAY CODES

- 6.5.1 The last character of the Responsible Manager Code can be altered on the mainframe to allow re-attribution within that organisation. The following users are permitted to do this:
- Those working for the Responsible Manager organisation provided Network Rail is in agreement if the Incident would move to another contract;
 - Network Rail staff.
 - Mainframe changes can only be made within 7 days to delay code or responsible manager code by the Responsible Manager's organisation.
- 6.5.2 TOC and FOC staff are also permitted to amend Delay Code and Responsible Manager Code information to the extent that the Business code is not altered. Such amendment facilities cannot be used to amend an incident in any manner that would alter the status of the incident with regard to the Incentivised Performance Regime. It cannot be used to change an incident to a P-code, or Delay Codes TT / FT, or Joint Responsibility, for example. Usual Delay/Manager code matching parameters apply.

SECTION 7 - APPENDIX A – DELAY CODES

SECTION 7A - FREIGHT TERMINAL OPERATING CAUSES
SECTION 7F - FREIGHT OPERATING CAUSES
SECTION 7I - INFRASTRUCTURE CAUSES
SECTION 7J - FURTHER INFRASTRUCTURE CAUSES
SECTION 7M - MECHANICAL OR FLEET ENGINEER CAUSES
SECTION 7N –OTHER MECHANICAL OR FLEET ENGINEER CAUSES
SECTION 7O - NETWORK RAIL OPERATING CAUSES
SECTION 7P - PLANNED OR EXCLUDED DELAYS OR CANCELLATIONS
SECTION 7Q - NETWORK RAIL NON-OPERATING CAUSES
SECTION 7R - STATION OPERATING COMPANY CAUSES
SECTION 7T - PASSENGER OPERATING CAUSES
SECTION 7V - PASSENGER’S CHARTER EXCLUDABLE – TOC RESPONSIBILITY
SECTION 7X - PASSENGER’S CHARTER EXCLUDABLE - NETWORK RAIL
SECTION 7Y - REACTIONARY DELAYS
SECTION 7Z - UNEXPLAINED DELAYS AND CANCELLATIONS

SECTION 7A - FREIGHT TERMINAL OPERATING COMPANY CAUSES

Abbreviated Departmental Cause Code: FTO

These codes are to be used for delays caused by operators using Freight Terminal including the customers of Freight Operating Companies and by the Operators of RES terminals (including passenger stations). Incidents are attributable to the company running the train, and not the operator of the yard.

Deleted: Operators

Deleted: es

For delays that are not specific to terminal operations see F-codes.

CODE	CAUSE	ABBREVIATION
AA	Waiting acceptance into off Network Terminal or Yard	ACCEPTANCE
AC	Waiting train preparation or completion of TOPS list/RT3973	TRAIN PREP
AD	Off Network Terminal or Yard staff shortage including reactionary congestion caused by the shortage	WTG STAFF
AE	Congestion in off Network Terminal or Yard	CONGESTION
AG	Adjusting Loaded wagons	LOAD INCDT
AH	Customer or off Network yard equipment breakdown/reduced capacity	BREAKDOWN
AJ	Waiting Customer's traffic including documentation	TRAFFIC
AK	Fire in off Network freight yard or terminal (including private sidings, and stations – where it affects FOC services)	INF FIRE
AX	Failure of FOC-owned infrastructure	FOC INFRA
AZ	Other Freight Operating Company. Cause to be specified, including mishaps in off Network terminals or yards	FTO OTHER

SECTION 7F - FREIGHT OPERATING COMPANY CAUSES

Abbreviated Departmental Cause Code: FOC

These codes are for delays caused by Freight Operating Companies/Res except for T&RS problems (M-codes) and those due to Terminal Operations (A-codes). Incidents are attributable to the company running the train.

CODE	CAUSE	ABBREVIATION
FA	Dangerous goods incident	DGI INCDT
FC	Freight train driver	FCDRIVER
FE	Train crew not available	NO T/CREW
FG	Driver adhering to company professional driving standards or policy	PRO DVR
FH	Planning error including loco diagram	DIAG ERROR
FI	Delay in running due to the incorrect operation of the on-board ETCS/ ERTMS equipment – i.e. wrong input by driver.	ETCS INPUT
FJ	Train held at FOC request	RETIME REQ
FK	Train diverted or re-routed at FOC request	DIVERT REQ
FL	Train cancelled at FOC request	CANCEL REQ
FM	Tail lamp or head lamp out or incorrectly shown	TAIL LAMP
FN	Late presentation from Europe	LATE CHUNL
FO	Delay in running believed to be due to the Train Operator, but no information available from that Operator	FOC UNEX
FP	Incorrect route taken or route wrongly challenged by driver, including SPADs	FTO MISRTE
FS	Delay due to ETCS/ ERTMS on-board overriding driver command	ETCS OVRD
FT	Freight Operator autumn-attribution Neutral Zone delays	LF NEUTRAL
FU	Formal Inquiry Incident - possible Operator responsibility	JOINT INQ
FW	Late start or yard overtime not explained by Train Operator	LATE START
FX	Freight train running at lower than planned classification	LOW CLASS
FZ	Other FOC causes incl. FOC control directive, cause to be specified, including mishaps.	FOC OTHER

SECTION 7I - INFRASTRUCTURE CAUSES

Abbreviated Departmental Cause Code: INF

Codes for delays caused by signalling, trackwork and electrification defects or failures.

CODE	CAUSE	ABBREVIATION
IA	Signal failure	SIGNAL FLR
IB	Points failure	POINTS FLR
IC	Track circuit failure	TC FAILURE
ID	Level crossing failure incl. barrow/foot crossings and crossing treadles	LEVEL XING
IE	Signalling functional power supply failure	SIG FUNC PWR
IF	Train Describer/Panel/ARS/SSI/TDM/Remote Control failure	PANEL/TDM/FLR
IG	Block failure	BLOCK FLR
IH	Power supply and distribution system failure	PWR SUP DIS
II	Signalling lineside cable fault	SIG CABL FLR
IJ	AWS/ATP/TPWS/Train Stop/On-track equipment failure	AWS/ATP
IK	Telecom equipment failure	PHONE/SPT
IL	Token equipment failure	TOKEN FLR
IM	Infrastructure Balise Failure	BALISE
IN	HABD/Panchex/WILD/Wheelchex	HABD FAULT
IP	Points failure caused by snow or frost where heaters are fitted but found to be not operative or defective	PNT HEATER
IQ	Trackside sign blown down/light out etc	TRACK SIGN
IR	Broken/cracked/twisted/buckled/flawed rail	RAIL FLAW
IS	Track defects (other than rail defects i.e. fish plates, wet beds etc)	TRACK FLT
IT	Bumps reported - cause not known	BUMP RPRTD
IV	Earthslip/subsidence/breached sea defences not the result of severe weather	EARTHSLIP
IW	Non severe- Snow/Ice/Frost affecting infrastructure equipment	COLD
IZ	Other infrastructure causes	INF OTHER
I0	Telecom equipment failures legacy (inc. NRN/CSR/RETB link)	RADIO FLR
I1	Overhead line/third rail defect	OHL/3 RAIL
I2	AC/DC trip	AC/DC TRIP
I3	Obstruction on OHL, cause of which is not known	ON OHL
I4	OHL/third rail power supply failure/reduction	SUPPLY FLR
I5	Possession over-run from planned work	OVERRUN
I6	Track Patrolling	TRK PATROL
I7	Engineer's train late or failed in possession	ENGNRS TRN
I8	Animal Strike or Incursion within the control of Network Rail	ANIMAL
I9	Fires starting on Network Rail Infrastructure	NR FIRE

SECTION 7J - FURTHER INFRASTRUCTURE CAUSES

Abbreviated Departmental Cause Code: INF

These codes are for delays caused by other signalling, trackwork and electrical supply equipment failures and defects not covered by the I-codes

CODE	CAUSE	ABBREVIATION
JA	TSR speeds for Track-work outside the Rules of the Route	TSR O-ROTR
JB	Reactionary Delay to 'P' coded TSR	PLND TSR
JD	Bridges/tunnels/buildings (other than bridge strikes)	STRUCTURES
JG	ESR/TSR due to cancelled possession or work not completed	ESR/TSR
JH	Critical Rail Temperature speeds, (other than buckled rails)	HEAT SPEED
JK	Flooding not due to exceptional weather	FLOODING
JL	Network Rail or other infrastructure staff error	STAFF
JP	Failure to maintain vegetation within network boundaries in accordance with prevailing Network Rail standards, including where signals are obscured and a train strikes branches.	VEG STD
JS	Condition of Track TSR outside the Timetable Planning Rules	COTTSR ORR
JT	Points failure caused by snow or frost where heaters are not fitted.	NO PNT HTR
JX	Miscellaneous items (including trees) causing obstructions, not the result of trespass, vandalism, weather or fallen/thrown from trains	MISC OBS
J0 (zero)	Telecom radio failures IVRS/GSM-R	GSM-R FLR
J2	Network Rail train despatch equipment failure excluding telecoms equipment	TRTS FLR
J3	Axle Counter Failure	AXLE FLR
J4	Safety Issue No Fault Found	INF NFF
J6	Lightning strike against unprotected assets	LIGHTNING
J7	ETCS/ ERTMS Equipment Failure (excluding communications link and balises)	ETCS FLR
J8	Damage to infrastructure caused by on-track machine whilst operating in a possession	ONTRK DMG
J9	Preventative Maintenance to the infrastructure in response to a Remote Condition Monitoring Alert	RCM ALERT

SECTION 7M - MECHANICAL / FLEET ENGINEER CAUSES

Abbreviated Departmental Cause Code: T+RS (Traction and Rolling Stock)

CODE	CAUSE	ABBREVIATION
MA	Electric Loco failure/defect/attention	ELEC BRAKE
MB	Electric loco (inc. IC225) failure/defect/attention: traction	ELEC TRAC
MC	Diesel loco failure/defect/attention: traction	DIESL TRAC
MD	DMU (inc. HST)/MPV failure/defect/attention: traction (excluding Railhead Conditioning trains)	DMU TRAC
ME	Steam locomotive failure/defect/attention	STEAM LOCO
MF	International/Channel Tunnel locomotive failure/defect/attention	CHUNL LOCO
MG	Coach (inc. Intl/IC225) failure/defect/attention: brakes	COACH BRKE
MH	Coach (inc. Intl/IC225) failure/defect/attention: doors	COACH DOOR
MI	Coach (inc. Intl/IC225) failure/defect/attention: other	COACH OTHR
MJ	Parcel vehicle failure/defect/attention	PARCEL VEH
MK	DVT/PCV failure/defect/attention	DVT PCV
ML	Freight vehicle failure/defect attention (inc. private wagons)	FRGHT VEH
MM	EMU failure/defect/attention: traction	EMU TRAC
MN	DMU (inc. HST/MPV) failure/defect/attention: brakes (excluding Railhead Conditioning trains)	DMU BRAKE
MO	Loco/unit/vehicles late off depot (cause not known)	STOCK LATE
MP	Loco/unit adhesion problems	ADHESION
MQ	Electric loco (inc. IC225) failure/defect/attention: other	ELEC OTHER
MR	Hot Box or HABD/WILD activation (positive)	HOT BOX
MS	Stock change or replacement by slower vehicles (all vehicle types)	STOCK CHNG
MT	Safety systems failure (AWS/TPWS/ATP)	AWS TPWS
MU	Depot operating problem	DEPOT
MV	Engineer's on-track equipment failure outside possession	ON-TRACK
MW	Weather – effect on T&RS equipment	WEATHER
MX	Diesel loco failure/defect/attention: brakes	DIESL BRKE
MY	Mishap – T&RS cause	TRS MISHAP
MZ	Other Fleet Engineer causes/initial attribution	TRS OTHER
M1	Pantograph fault or PANCHEX activation (positive)	PANTOGRAPH
M2	Automatic Dropper Device activation	ADD
M3	Diesel loco failure/defect/attention: other	DIESL OTH
M4	EMU failure/defect/attention: brakes	EMU BRAKE
M5	EMU failure/defect/attention: doors (including SDO equipment failure)	EMU DOOR

CODE	CAUSE	ABBREVIATION
M6	EMU failure/defect/attention: other	EMU OTHER
M7	DMU (inc. HST/MPV) failure/defect/attention: doors (including SDO equipment failure and excluding Railhead Conditioning trains).	DMU DOOR
M8	DMU (inc. HST/MPV) failure/defect/attention: other (excluding Railhead Conditioning trains)	DMU OTHER
M9	Reported fleet equipment defect - no fault found	NFF
M0 (ZERO)	Safety systems failure (DSD/OTMR/Vigilance)	DSD

ASECTION 7N –OTHER MECHANICAL OR FLEET ENGINEER CAUSES

Abbreviated Departmental Cause Code: T+RS (Traction and Rolling Stock)

CODE	CAUSE	ABBREVIATION
NA	On train TASS Failure	TASS/TILT
NB	TASS – No fault found	TASS NFF
NC	Fire in fleet depot not caused by vandals (includes caused by vandals in respect of freight depots)	DEP FIRE
ND	On train ETCS/ ERTMS failure	ETCS

SECTION 70 - NETWORK RAIL OPERATING CAUSES

Abbreviated Departmental Cause Code: PROD

CODE	CAUSE	ABBREVIATION
OB	Delayed by signaller not applying applicable regulating policy	REGULATION
OC	Signaller, including wrong routing and wrong ETCS/ ERTMS instruction	SIGNALLER
OD	Delayed as a result of Route Control directive	NR CONTROL
OE	Failure to lay Sandite or operate Railhead Conditioning train as programmed	RHC PROG
OG	Ice on conductor rail/OLE	ICE
OH	ARS software problem (excluding scheduling error and technical failures)	ARS
OI	Formal Inquiry Incident - other operators	JOINT INQ
OJ	Fire in station building or on platform, affecting operators not booked to call at that station	STN FIRE
OK	Delay caused by Operating staff oversight, error or absence (excluding signallers and Control)	OPTG STAFF
OL	Signal Box not open during booked hours	BOX CLOSED
OM	Technical failure associated with a Railhead Conditioning train	RHC FLR
ON	Delays not properly investigated by Network Rail	MIS-INVEST
OP	Failure of TRUST or SMART system	TRUST FLR
OQ	Incorrect Simplifier	SIMP ERR
OS	Late start or delays to Railhead Conditioning Train (RHC) including any reactionary delay to other trains	RHC LATE
OU	Delays un-investigated	UN-INVEST
OV	Fire or evacuation due to fire alarm of Network Rail buildings other than stations not due to vandalism	NR FIRE
OW	Connections held where the prime incident causing delay to the incoming train is a FOC owned incident and service is more frequent than hourly	FOC CONN
OZ	Other Network Rail Operating causes	OPTG OTHER

SECTION 7P - PLANNED OR EXCLUDED DELAYS OR CANCELLATIONS

Abbreviated Departmental Cause Code: PLND

These codes are to be used for time lost due to Temporary Speed Restrictions within Rules of Route and for planned train cancellations or delay and or cancellations otherwise excluded from the Track Access Performance Regime. Reactionary delays (Y*) must not be used against P coded incidents.

CODE	CAUSE	ABBREVIATION
PA	TSR within Timetable Planning Rules	PLANND TSR
PB	Condition of asset TSR within Engineering Access Statement (EAS)	PLANND COT
PD	TPS cancellation (Not to be input in TSI/TRUST)	TPS CANC
PE	Cancelled due to planned engineering work	ENGNRG WRK
PF	Planned engineering work - diversion/SLW not timetabled (within Timetable Planning Rules)	DIVRSN/SLW
PG	Planned cancellation by Train Operator including Bank Holiday schedules	PLAND CANC
PJ	Cancellation of a duplicate or erroneous schedule or associated duplicate delay	DUPLICATE
PL	Exclusion agreed between Network Rail and Train Operator	AGREED EXC
PN	Minor delays to VSTP service caused by regulation and or time lost in running.	VSTP DELAY
PT	TRUST Berth Offset Errors	OFFSET ERR
PZ	Other contractual exclusion	OTH EXC

SECTION 7Q - NETWORK RAIL NON-OPERATING CAUSES

Abbreviated Departmental Cause Code: COMM

CODE	CAUSE	ABBREVIATION
QA	WTT Schedule and or LTP process including erroneous simplifiers.	WTT SCHED
QB	Planned engineering work - diversion/SLW not timetabled (outside the Timetable Planning Rules.)	DIVRSN/SLW
QH	Adhesion problems due to leaf contamination	LEAF SLIP
QI	Cautioning due to railhead leaf contamination	RLHD CONT
QJ	Special working for leaf-fall track circuit operation	LEAVES T/C
QM	Train Schedule/STP process including erroneous simplifiers	STP SCHED
QN	VSTP schedule / VSTP process (TSI created schedule)	TSI SCHED
QP	Reactionary Delay to "P" coded Possession	PLND LOP
QT	Delay accepted by Network Rail as part of a commercial agreement where no substantive delay reason is identified	TAKEBACK

SECTION 7R - STATION OPERATING COMPANY CAUSES

Abbreviated Departmental Cause Code: STN

These codes are for delays due to station activities. Incidents are attributable to the company running the train, and not the operator of the station.

CODE	CAUSE	ABBREVIATION
RB	Passengers joining/alighting	PASSENGERS
RC	Assisting a disabled person joining/alighting, pre-booked	DISAB 1
RD	Attaching/detaching/shunter/watering	ATT/DETACH
RE	Lift/escalator defect/failure	LIFT/ESC
RH	Station evacuated due to fire alarm	FIRE ALARM
RI	Waiting connections - not authorised by TOC Control	UNAUTH CON
RJ	Special Stop Orders - not authorised by TOC Control	UNAUTH SSO
RK	Waiting connections - authorised by TOC Control	AUTH CON
RL	Special Stop Orders - authorised by TOC Control	AUTH SSO
RM	Waiting connections from other transport modes	XTNL CONN
RN	Passengers "forcing" connections between trains outside connectional allowances	PASS CONN
RO	Passengers taken ill on platform	PASS ILL
RP	Passengers dropping items on track (not vandalism)	PASS DROP
RQ	Assisting a disabled person joining/alighting, un-booked	DISAB 2
RR	Loading reserved bicycles presented late	BIKE 1
RS	Loading unreserved bicycles	BIKE 2
RT	Loading excessive luggage	LUGGAGE 1
RU	Locating lost luggage	LUGGAGE 2
RV	Customer Information System failure	PASS INFO
RW	Station flooding (including issues with drains) not the result of weather, where the water has not emanated from Network Rail maintained infrastructure/network	STN FLOOD
RY	Mishap - Station Operator cause	STN MISHAP
RZ	Other Station Operator causes	STN OTHER
R1	Incorrect train dispatch by station staff	DISPATCH
R2	Late TRTS given by station staff	LATE TRTS
R3	Station staff unavailable - missing or uncovered	STAFF MSN
R4	Station staff split responsibility - unable to cover all duties	STAFF DUTY
R5	Station staff error - e.g. wrong announcements, misdirection	STAFF ERR
R6	Overtime at stations normally unstaffed.	UNSTAFFED
R7	Station delays due to special events e.g. sports fixtures	SPORTS

SECTION 7T - PASSENGER OPERATING COMPANY CAUSES

Abbreviated Departmental Cause Code: TOC

These codes are to be used for delay caused by on-train activities except for T&RS problems (M-codes).

CODE	CAUSE	ABBREVIATION
TA	Traincrew/loco/stock/unit diagram error	DIAG ERROR
TB	Train cancelled or delayed at Train Operator's request	TOC REQST
TC	Booked Traincrew used for additional/other service	CREW USED
TD	Booked loco/stock/unit used for additional/other service	STOCK USED
TE	Injury to passenger on train	PASS INJRY
TF	Seat reservation problems	SEAT RESVN
TG	Driver	DRIVER
TH	(Senior) Conductor/Train Manager	(SNR) COND
TI	Traincrew rostering problem	ROSTERING
TJ	Tail lamp or headlamp out	TAIL LAMP
TK	Train catering staff (including Contractors)	CATERING
TL	Door open / not properly secured incident	DOOR OPEN
TM	Connection authorised by TOC but outwith connection policy	AUTH CONN
TN	Late presentation from the continent	LATE CHUNL
TO	Delay believed to be due to Operator, but no information available from Operator	TOC UNEX
TP	Special Stop Orders	AUTH SSO
TR	Train Operating Company Directive	TOC DIRECT
TS	Delay due to ETCS/ ERTMS on-board overriding driver command	ETCS OVRD
TT	Autumn-attribution Neutral Zone delays (See Supplementary Autumn Attribution Guidance)	LF NEUTRAL
TU	Formal Inquiry Incident - possible Operator responsibility	JOINT INQ
TW	Driver adhering to company professional driving standards or policy	PRO DVR
TX	Delays incurred on non-Network Rail running lines including London Underground causes (except T&RS)	LUL CAUSES
TY	Mishap-Train Operating Company cause	TOC MISHAP
TZ	Other Passenger Train Operating Company causes	TOC OTHER
T1	Delay at unstaffed station to DOO train	DOO STN
T2	Delay at unstaffed station to non-DOO train	NONDOO STN
T3	Waiting connections from other transport modes	XTNL CONN
T4	Loading Supplies (including catering)	SUPPLIES

SECTION 7V - PASSENGER'S CHARTER EXCLUDABLE – TOC RESPONSIBILITY

Abbreviated Departmental Cause Codes: EXT

These codes cover causes allowable as Passenger's Charter exclusions where applicable, but normally attributable to Passenger Train Operators under the Track Access Performance Regime.

CODE	CAUSE	ABBREVIATION
VA	Disorder, drunks or trespass	DISORDER
VB	Vandalism and or theft	VANDALS
VC	Fatalities and or injuries sustained whilst on a platform as the result of being struck by a train or falling from a train	FATALITIES
VD	Passenger taken ill on train	ILL PASS
VE	Ticket irregularities or refusals to pay	TICKET IRR
VF	Fire caused by vandalism	VDL FIRE
VG	Police searching train	POLICE-TRN
VH	Communication cord or emergency train alarm operated	COM CORD
VI	Security alert affecting stations and depots	SEC ALERT
VR	Driver adhering to company professional driving standards or policies during severe weather conditions that are not fleet related	PRO DVR
VW	Severe weather affecting passenger fleet equipment including following company standards/policies or Rule Book instructions	WEATHER
VX	Passenger charter excludable events occurring on the LUL or other non NR running lines	LUL CAUSES
VZ	Other passenger or external causes the responsibility of TOC	EXT OTHER
V8	Train striking other birds	OTH BIRDS

SECTION 7X - PASSENGER'S CHARTER EXCLUDABLE - NETWORK RAIL

Abbreviated Departmental Cause Codes: EXT

These codes cover causes allowable as Passenger's Charter exclusions where applicable, but normally attributable to Network Rail under access contract performance regimes.

Deleted: both the Track Access and Infrastructure Performance Regimes.

CODE	CAUSE	ABBREVIATION
XA	Trespass	TRESPASS
XB	Vandalism or theft (including the placing of objects on the line)	VANDALS
XC	Fatalities or injuries caused by being hit by train	FATALITIES
XD	Level Crossing Incidents including misuse	XING INCDT
XF	Police searching the line	POLICE-RLY
XH	Severe heat affecting infrastructure the responsibility of Network Rail (excluding Heat related speed restrictions)	SEV HEAT
XI	Security alert affecting Network Rail Network	SEC ALERT
XK	External Power Supply Failure Network Rail Infrastructure	EXTL POWER
XL	Fire external to railway infrastructure	EXTL FIRES
XM	Gas/water mains/overhead power lines	GAS/WATER
XN	Road related - excl bridge strikes/level crossing incident	ROAD INCDT
XO	External trees, building or objects encroaching onto Network Rail infrastructure (not due to weather or vandalism)	EXT OBJECT
XP	Bridge Strike	BDG STRIKE
XQ	Swing bridge open for river or canal traffic	BDGE OPEN
XR	Cable vandalism or theft	CABLE CUT
XT	Severe cold weather affecting infrastructure the responsibility of Network Rail	SEV COLD
XU	Sunlight on signal	SUN OBSCUR
XV	Fire or evacuation due to fire alarm of Network Rail buildings other than stations due to vandalism	NR FIRE
XW	High winds affecting infrastructure the responsibility of Network Rail including objects on the line due to the effect of weather	WIND
XZ	Other external causes the responsibility of Network Rail	EXT OTHER
X1	Visibility in semaphore signalled areas, or special working for fog and falling snow implemented by Network Rail – in all signalling areas	SPL REGS
X2	Severe flooding beyond that which could be mitigated on Network Rail infrastructure	SEV FLOOD
X3	Lightning Strike – damage to protected systems.	LGHTNG
X4	Blanket speed restriction for extreme heat or high wind in accordance with the Group Standards	BLNK REST
X8	Animal Strike or incursion not within the control of Network Rail	EXT ANIMAL
X9	Points failure caused by severe snow where heaters are working as designed	SEV SNOW

SECTION 7Y - REACTIONARY DELAYS

Abbreviated Departmental Cause Code: REAC

These codes relate to knock-on effects of late running trains. TRUST will ask the staff to identify the incident causing the original delay to the (other) train involved.

CODE	CAUSE	ABBREVIATION
YA	Lost path - regulated for train running on time	REG-ONTIME
YB	Lost path - regulated for another late running train	REG-LATE
YC	Lost path - following train running on time	FOL-ONTIME
YD	Lost path - following another late running train	FOL-LATE
YE	Lost path - waiting acceptance to single line	TO S/LINE
YF	Waiting for late running train off single line	OFF SLINE
YG	Regulated in accordance with Regulation Policy	CORRCT REG
YH	Late arrival of inward loco	INWD LOCO
YI	Late arrival of inward stock or unit	INWD STOCK
YJ	Late arrival of Traincrew on inward working	INWD CREW
YK	Waiting connecting Freight or Res traffic to attach	CNNCTN TFC
YL	Waiting passenger connections within Connection Policy	AUTHSD CON
YM	Special stop orders agreed by Control	AUTHSD SSO
YN	Booked train crew not available for the late running train	FIND CREW
YO	Waiting platform/station congestion/platform change	PLATFORM
YP	Delayed by diverted train	DIVERSION
YQ	Passenger overcrowding caused by a train being of short-formation	SHRT FRMD
YU	Prime cause of most unit swaps	UNIT SWAPS
YX	Passenger overcrowding caused by delay or cancellation of another train	OVER CRWD

SECTION 7Z - UNEXPLAINED DELAYS / CANCELLATIONS

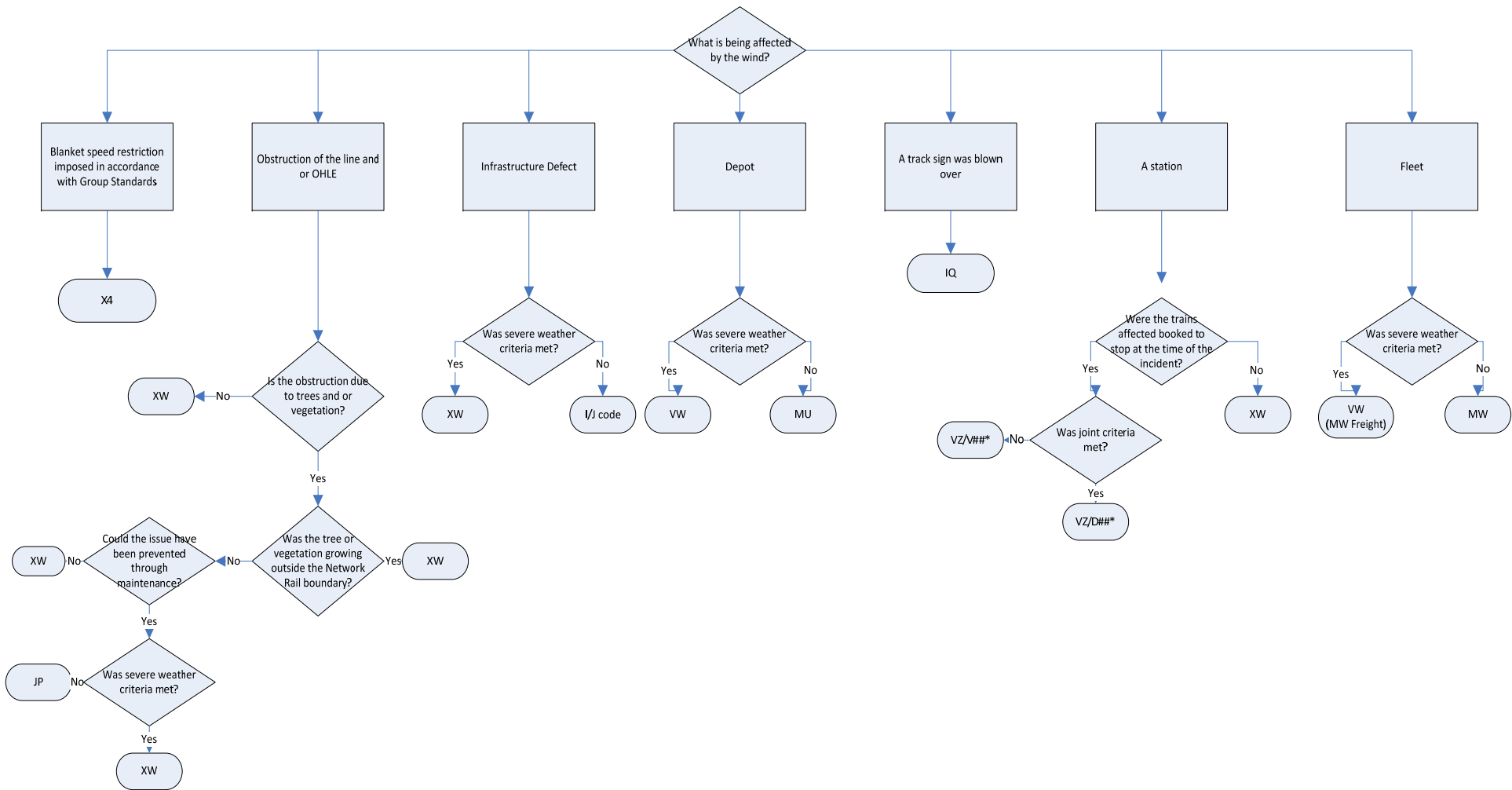
Abbreviated Departmental Cause Code: UNEX

CODE	CAUSE	ABBREVIATION
ZW	Unattributed Cancellations	UNATR CAN
ZX	Unexplained late start	UNEX L/S
ZY	Unexplained Station overtime	UNEX O/T
ZZ	Unexplained loss in running	UNEX L/R

No.	Circumstances	Delay Code	Incident Attribution
f.	High winds or temperatures requiring imposition of blanket speed restrictions in accordance with Group Standards or other instructions	X4	Network Rail (XQ**)
g.	Ice on the conductor rail or OLE regardless of weather severity (unless due to failure of de-icing train)	OG	Network Rail (OQ**)
h.	Ice on conductor rail due to failure to run the de-icing train	OE	Network Rail (OQ**)
i.	Miscellaneous obstructions on the line due to the effects of the wind, including trees, plastic bags and balloons.	XW	Network Rail (XQ**)
j.	Miscellaneous obstructions on the line due to the effects of flooding, including trees.	X2	Network Rail (XQ**)
k.	Severe weather affecting passenger depot operation (see 4.37.1) e.g. operating outside of its design parameters	VW	Train Operator. Separate Incident to be created for each affected (V##)
l.	Severe weather affecting passenger Fleet equipment (see 4.37.1)	VW	Train Operator- Separate Incident to be created for each affected (V##)
m.	Snow affecting operation of Network Rail infrastructure, but not necessary to introduce a winter Key Route Strategy	IW	Network Rail (IQ**)
n.	Snow affecting operation of Network Rail infrastructure and it is necessary to introduce winter key route strategy.	XT	Network Rail (XQ**)
o.	Sun shining upon signal aspects, rendering drivers unable to clearly see aspects	XU	Network Rail (XQ**)
p.	Trains delayed due to operating under 'fog or falling snow' regulations for semaphore signalling	X1	Network Rail (XQ**)
q.	Weather affecting station buildings, which prevents the passage of a train at the time it is scheduled to stop and the access of passengers to or from that train	VZ	Joint responsibility (D##*) separate incident for each operator affected.
r.	Lightning strike on NR assets where no protection work against the effect of a strike has been undertaken	J6	Network Rail (IQ**)
s.	Lightning strike against a NR asset that has had work undertaken to mitigate the effects of the strike	X3	Network Rail (XQ**)
t.	Icicles hanging from Network Rail structures (Including tunnels) where severe weather criteria have been met – including as a result damage to a train or its load has occurred.	XT	Network Rail (XQ**)
u.	Buckled rail caused by high temperatures.	IR	Network Rail (IQ**)
v.	TOC/FOC directive preventing rolling stock from travelling through standing water (at a level where group standards allow movement of trains)	VW/MW	Operator of the train concerned (V##*/M##*)
w.	Weather impacting on LUL or other non Network Rail running lines importing delay which impacts on passenger trains	VZ	Operator of the train concerned (V##*)

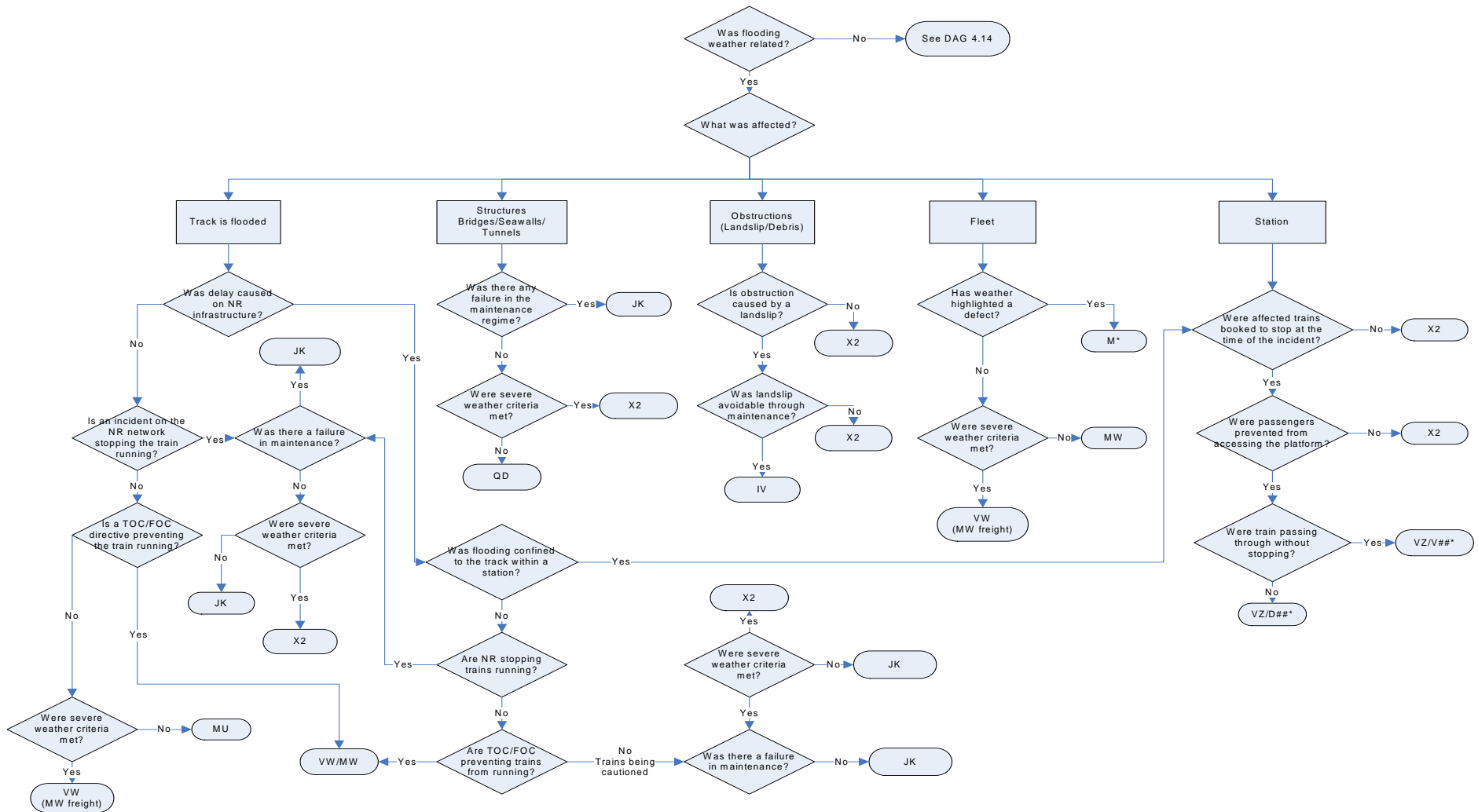
No.	Circumstances	Delay Code	Incident Attribution
y	Where drivers of passenger rolling stock confirm that delay is a result of adherence to company driving standards or policies during adverse weather conditions, where severe weather criteria has been met and delay is not fleet related	VR	operator of the train concerned (V##*)
z	Visibility issues that have been caused by snow covering or physically obscuring signal aspects or track signs	XT	Network Rail (XQ**)
aa	The Driver's report confirms delay in a semaphore signalled area by the lack of visibility of the signals.	X1	Network Rail (XQ**)
ab	Delays were caused by sun shining on to the driver's cab where the driver has not taken all preventative measures e.g. using company issued sun glasses	TG/FZ	operator of the train concerned (T##*/F##*)
ac	Where drivers of freight services confirm that delay is a result of adherence to company driving standards or policies during adverse weather conditions	FG	operator of the train concerned (F##*)

4.37.5a Delay code guidance for dealing with the impact of wind



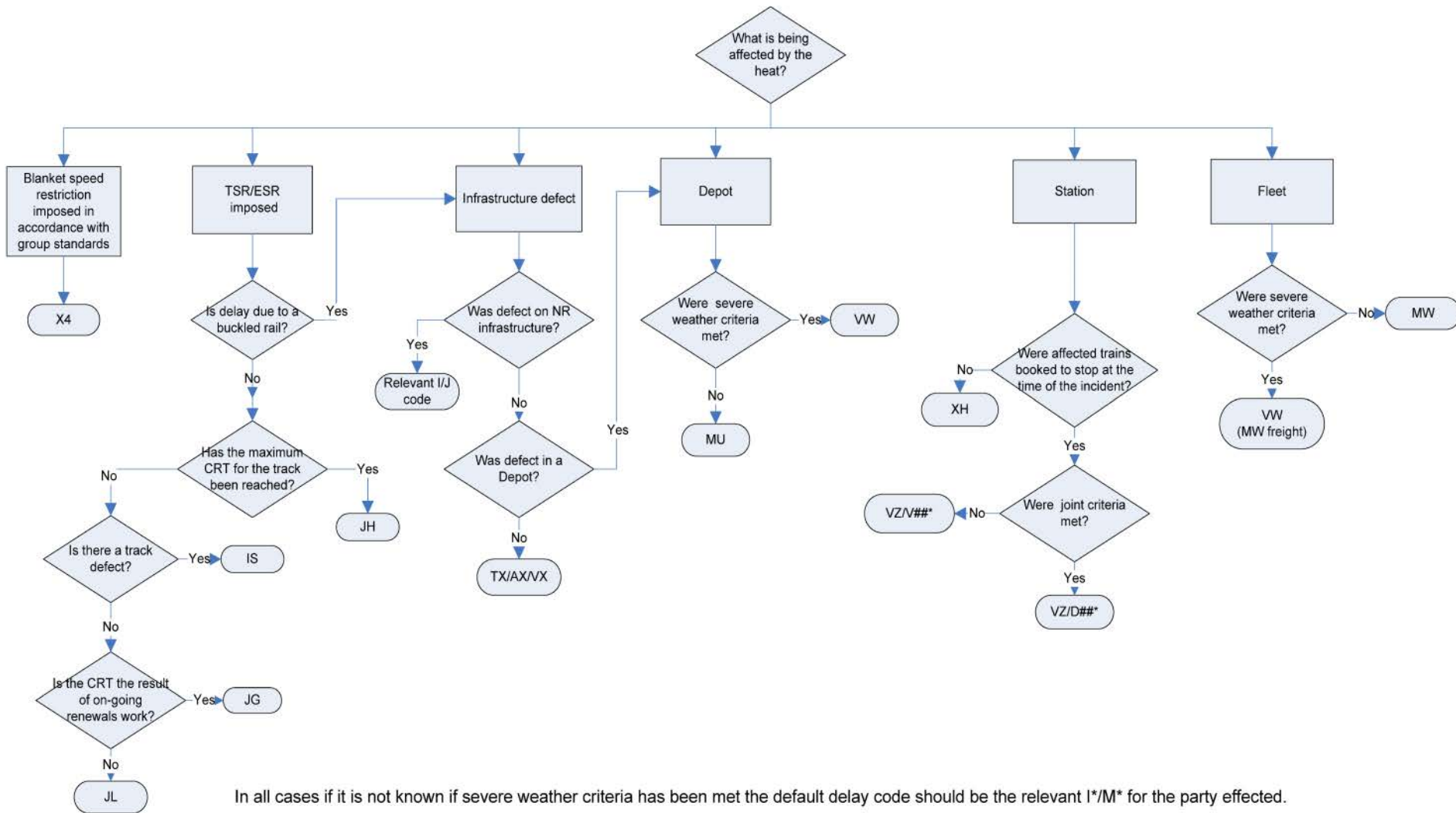
In all cases, if it is not known if severe weather criteria has been met, the default delay code should be the relevant I*/J*/M* for the party affected.

4.37.5b Delay code guidance for dealing with the impact of flooding

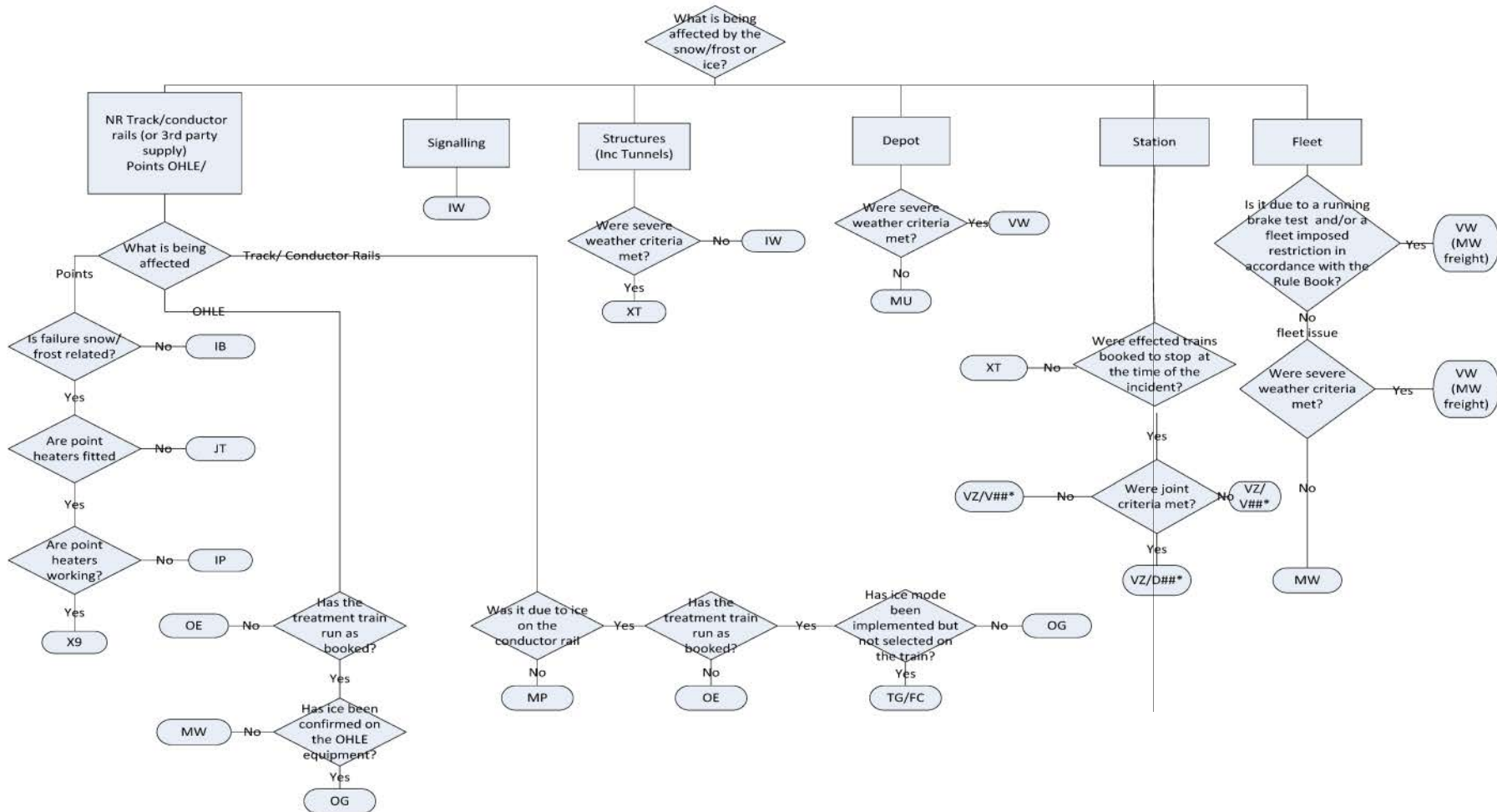


In all cases if it is not known if severe weather criteria have been met the default delay code should be the relevant I*/M* for the party affected.

4.37.5c Delay code guidance for dealing with the impact of heat

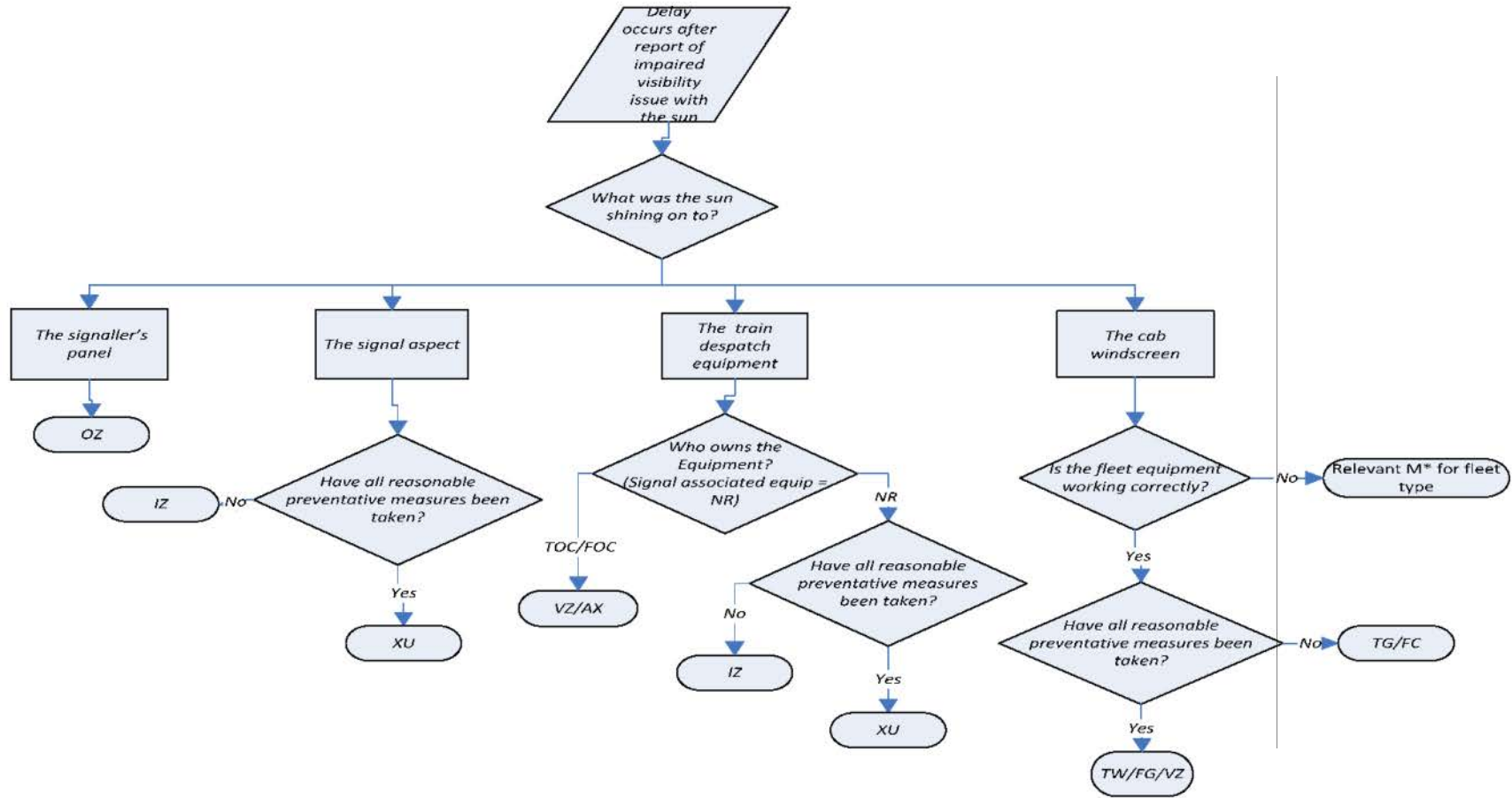


4.37.5d Delay code guidance for dealing with the impact of snow, ice or frost

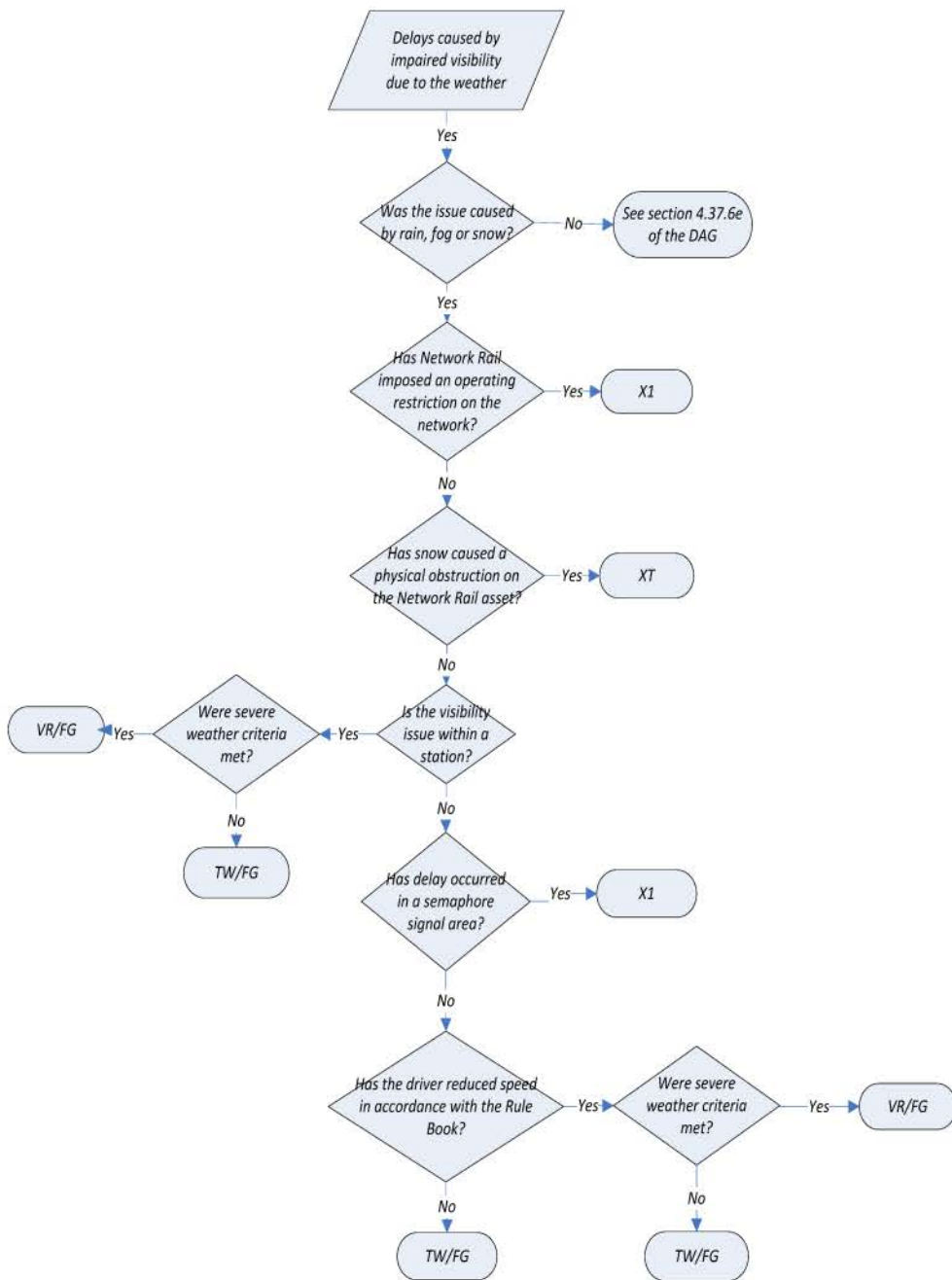


N.B. In the case of infrastructure assets (with the exception of OLE and 3rd rail) where key route weather strategy has been implemented and the asset is working within design parameters but overwhelmed then code XT/X9 as appropriate should be used.
 In all cases if it is not know if severe weather criteria has been met the default delay code should be the relevant I*/M* for the party effected.

4.37.5e Delay code guidance for dealing with the impact of visibility caused by the sun.



4.37.5f Delay code guidance for dealing with the impact of visibility caused by fog, snow or rain



4.37.6 During extreme cold and or snow conditions there are several operating restrictions, standards and rules that cause the speed of trains to be reduced and can cause consequent delay. The DAG differentiation is dependent on whether the requirement for the restriction is due to a Network/infrastructure asset or instruction or whether the requirement is due to train operation or fleet activity or instruction. Attributors should consider the impact of each separate restriction during adverse weather as a sectional delay may be due to application of more than one instruction or restriction.

Some examples of different types of restriction that may occur during a period of snow or extreme cold weather are:

- a) The Rule Book advises a maximum of 100mph or 10mph below line speed in snow. This is a restriction to train operation due to a perceived risk in the reduction of braking capability due to frozen brakes and is thus fleet related. Code to VW (MW freight).
- b) Reduction in speed due to the difficulty in sighting signals (The Rule Book – This is a restriction to train operations coded to TOCs/FOCs in colour light signalling areas TW/VR, (TOCs), FG(Freight) as there is no viable mitigation and no network restriction. In semaphore signalled areas Network Rail are allocated responsibility (code X1) as they are deemed best placed to mitigate impact through the replacement with more modern signalling technology.
- c) Reduction in speed due to difficulty sighting other line, line side structures or assets e.g.(stations, level crossings, TSR boards) due to falling snow TW/VR(TOCs), FG(Freight)
- d) Reduction in speed due to sighting (other line, line side structures or assets (stations, level crossings TSR boards) due to snow obscuring the asset, XW.
- e) Completion of additional running brake tests in extreme cold/snow (Rule Book instruction) - This is a restriction due to risk to train operations from poor railhead condition and reduced braking capability or frozen brakes. This should be coded VW (TOCs), MW (FOCs) depending on the severity of weather conditions.
- f) Speed restriction imposed by a TOC(s) to protect fleet from snow or ice damage. This is a train operator responsibility (code VW) or (MW for FOCs).
- g) Speed Restriction imposed by Network Rail to protect an infrastructure asset or maintain safe network operations is a Network Rail responsibility utilising the relevant code for the restriction/asset type.

4.38 WIRES DOWN AND OTHER OLE PROBLEMS

4.38.1 Normally any OLE associated problems should be coded I1 initially and attributed to the Network Rail (IQ**) until better information is available.

4.38.2 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Wires down due to high winds	XW	Network Rail (XQ**)
b.	OHLE trip (cause not known)	I2	Network Rail (IQ**)
c.	Miscellaneous items on the OHLE, other than vandalism	I3	Network Rail (IQ**)
d.	OHLE power reduction	I4	Network Rail (IQ**)
e.	Locomotive ADD activation	M2	Operator of train concerned (M##*)
f.	Vandalism	XB	Network Rail (XQ**)
g.	Incident subject to formal inquiry	OI	Network Rail (OQ**)

4.39 FAILURE OF TASS BALISE SYSTEM.

4.39.1 Where trains are introduced that have the ability to tilt they are fitted with a Tilt Authorisation and Speed Supervision (TASS) system to meet the primary requirements of GE/RT8012 (Controlling the Speed of Tilting Trains Through Curves) and GE/RT8019 (Tilting Trains: Controlling Tilt Systems to Maintain Clearances). There are systems on the trackside – a Balise, and on the train – the onboard TASS system. In the event of failure of either system then delay coding should be:

No.	Circumstances	Delay Code	Incident Attribution
a.	If the onboard TASS system fails	NA	Passenger Operator (M##*)
b.	If the TASS Balise (trackside equipment fails).	IM	Network Rail (IQ**)

4.39.2 Where no fault is found see section 4.25

4.40 FAILURE OF ETCS/ERTMS Balise System

4.40.1 When operating on an ETCS/ ERTMS enabled line, trains that are fitted with the on-board ETCS/ ERTMS rely on the system being able to draw a level of information, such as positional referencing and line topography, from track mounted balises.

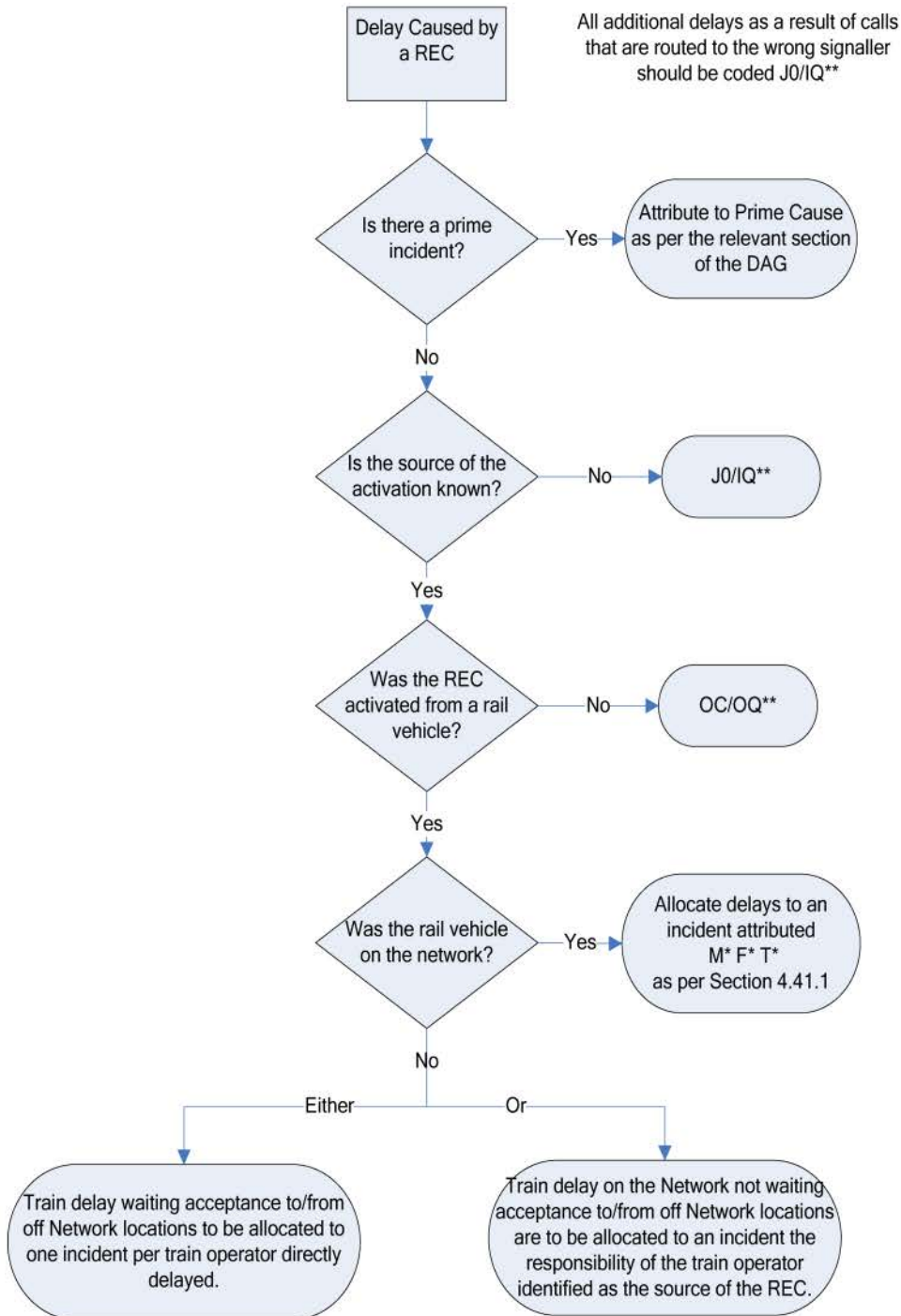
In the event of a failure of the balise system, causation coding should be:

No.	Circumstance	Delay Code	Incident Attribution
a.	If the train-borne ETCS/ ERTMS system fails	ND	Train Operator (M##*)
b.	If the ETCS/ ERTMS track-mounted balise fails	IM	Network Rail(IQ**)

4.40.2 Where no fault is found see section 4.25

4.41 Operational GSM-R Railway Emergency Call (RECs)

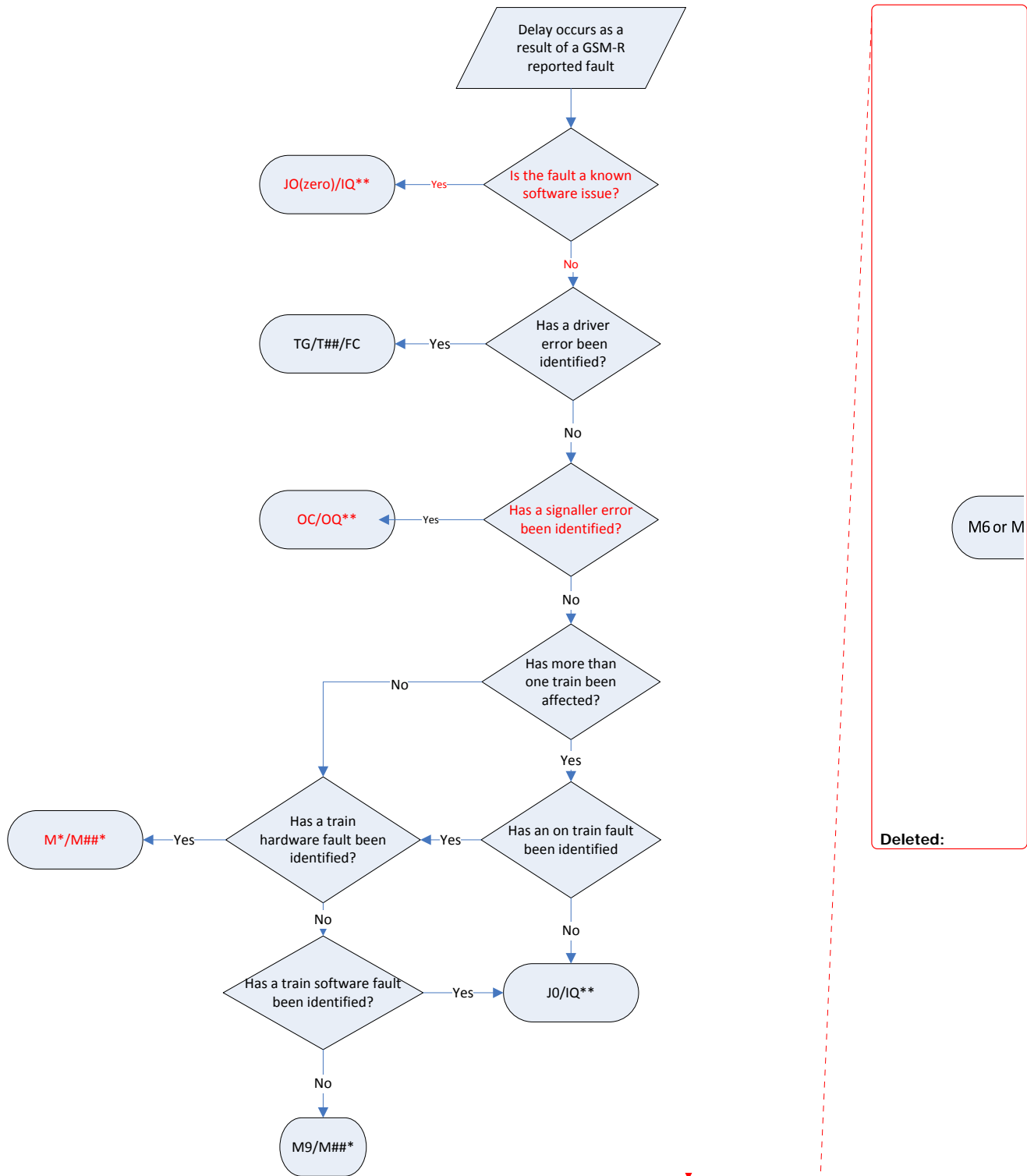
Under normal circumstances all delays will be coded to the Prime cause for the reason for the REC. However, if the prime cause and/or the initiating train cannot be identified the delay will initially be coded J0 (ZERO) (1). In these circumstances the delays maybe recoded when further information becomes available.



4.41.1. Likely Circumstances

No.	Circumstance	Delay Code	Incident Attribution
a)	A Radio Emergency Code (REC) is initiated and an operational event is alleged or identified (Including Safety of the line, reported in good faith.		Code as per DAG
b)	A REC is initiated, unable to identify a responsible party and/or no GSM-R Technician report supplied	J0 (ZERO)	Network Rail (IQ**) in these circumstances the delays maybe recoded to the responsible party when further information becomes available.
c)	REC initiated by a non track access contract (TAC) party from off Network	XZ	Network Rail(XQ**)
d)	A REC is initiated in error from a train cab that is on the Network by a member of operational staff authorised to be there, or where it has not been possible to identify the person initiating REC	TG/FC/TH/TZ	Operator of train involved (T##*/F##*)
e)	A REC is initiated in error from a train cab that is on the Network by a member of train maintenance staff or cleaner	MU	Operator of train involved (M##*)
f)	A REC is initiated off Network in error from a train cab delaying trains on the Network	MU/TG/FC/TH/TZ as applicable to staff involved	Operator of train involved (M##*) (F##*) (T##*)
g)	A REC is initiated off Network in error from a train cab, preventing trains from accessing the Network and/or the off Network location, including where it has not been possible to identify the person initiating REC	MU	Separate incident per operator (M##*)
h)	A REC is initiated from a train cab by a person not authorised to be there and no operational event is identified	VA (RZ/FZ for Charter/Freight)	Operator of train concerned V##* (R/F##*)
i)	A REC is initiated in error by the Signaller	OC	Network Rail (OQ**)
j)	A REC is initiated in error by a member of Network Rail maintenance staff	JL	Network Rail (IQ**)

4.42.1 Flowchart Identifying Faults/Failures



Note: If No Fault Found refer to 4.25

4.42.2. Likely Circumstances:

No.	Circumstance	Delay Code	Incident Attribution
a)	GSM-R fault is reported with infrastructure or signal centre based equipment and cause identified	J0 (Zero)	Network Rail (IQ**)
b)	GSM-R hardware fault is reported on a train and cause identified including, <ul style="list-style-type: none"> • Cab radio will not switch on or boot up • Cab radio locks up or freezes and cannot be used –normally accompanied by a fault message and code such as ‘Radio failure 0x’ where ‘x’ is a number between 1 and 7. Or ‘Cab Radio fault’ and ‘Control Panel Failure’ • Calls cannot be made as the cab radio aerial is defective 	M8/M6	Operator of train involved (M##*)
c)	GSM-R fault is reported to Network Rail Infrastructure control	IO	Network Rail (IQ**)
d)	GSM-R fault is reported on a train but no fault can be found	M9	Operator of train involved (M##*)
e)	Driver fails to de-register radio	TG/FC	Operator of train involved (T/F##*)
f)	Driver error identified including entering wrong registration code	TG/FC	Operator of train involved (T##*)
g)	Call is picked up by the wrong mast and is wrongly routed	J0 (Zero)	Network Rail (IQ**) for additional delays caused
h)	Cab based GSM-R equipment vandalised	VA/FZ	Operator of train involved (V##*/F##*)
i)	Infrastructure or signal centre based GSM-R equipment vandalised	XB	Network Rail (XQ**)
j)	Infrastructure maintenance staff error	JL	Network Rail (IQ**)
k)	Registration failure due to Signaller failing to enter train reporting number in Train Describer , train reporting number is entered in wrong berth or incorrect train reporting number entered	OC	Network Rail (OQ**)
l)	ARS fails to enter train reporting number in train describer, train reporting number is entered in wrong berth or incorrect train reporting number entered	OH	Network Rail (OQ**)
m)	Registration failures where Driver receives a registration failure message and no technician report available and no other responsibility identified at this time <ul style="list-style-type: none"> - unable to register at start of journey - loss of network (unless can be traced to aerial fault). call failures/connectivity failures - GSM-R technical registration failure 	J0 (Zero)	Network Rail (IQ**) In these circumstances the delays may be recoded to the responsible party when further information becomes available.
o)	GSM-R signal on a train is lost in section, no cause is identified and no other trains affected	M9	Operator of train involved (M##*/F##*)
p)	GSM-R Cab Radio software fault	J0(zero)	Network Rail (IQ**)

Deleted: 1

4.43 ATTRIBUTION OF DELAY INCIDENTS CAUSED BY TPWS INTERVENTION OR FAILURE

4.43.1 Where TPWS activation is reported by a train driver any associated delay should be allocated to an incident as follows:

No.	Circumstance	Delay Code	Incident Attribution
a.	<i>TPWS Over Speed or Train Stop intervention.</i>	<i>TG FC</i>	<i>Train Operator (T##*) (F##*)</i>
b.	<i>Driver adhering to company professional driving standards or policy.</i>	<i>TW FG</i>	<i>Train Operator (T##*) (F##*)</i>
c.	<i>TPWS on-train system failure</i>	<i>MT</i>	<i>Train Operator (M##*) (F##*)</i>
d.	<i>TPWS on-track equipment incorrectly installed/positioned.</i>	<i>IJ</i>	<i>Network Rail (IQ**)</i>

4.43.2 Where no fault is found see Section 4.25.

4.43.3 Where a Delay Incident is caused by the TPWS system detecting it has a fault and holding the protecting signal at red any associated delay should be allocated to an incident attributed with the Delay Code IJ.

4.44 NETWORK YARDS AND TERMINALS

4.44.1 Where a freight yard or terminal is wholly or partly on Network Rail operated infrastructure, the responsibility for delays may differ from those locations that are off Network Rail infrastructure.

4.44.2 Likely circumstances:

No.	Circumstances	Delay Code	Incident Attribution
a.	Infrastructure defect on Network Rail operated infrastructure within the yard/terminal.	I*/J*/X* as appropriate	As per Section 4.16
b.	Late start from Network Rail operated yard/terminal due to incident relating to the vehicles, crew, loading or other freight operator cause.	A*/F*/M* as appropriate	Train Operator (A##*/F##*/M##*)
c.	Waiting acceptance into Network Rail operated yard/terminal due to late departure of other train from that location.	Y*	Principle Incident causing the late running of either train as per Section 4.23.2.
d.	Delay to a train waiting acceptance into, or departing from, one Network Rail operated yard/terminal due to late departure, or late arrival, of another train at another Network Rail operated yard/terminal which shares a common connection.	Y*	Principle Incident causing the late running of either train as per Section 4.23.2.

SECTION 5: ACCESS TO TRUST MAINFRAME INCIDENT INFORMATION

5.1 INTRODUCTION

- 5.1.1 This section is intended as 'user manual' for anyone wishing to access recent TRUST Incident information held on the mainframe. It assumes knowledge of other TRUST enquiries and procedures.
- 5.1.2 For reasons of commercial confidentiality, there are restrictions on access to this information and these are detailed in Section 6.

5.2 TRUST INCIDENT ENQUIRY COMMANDS

- 5.2.1 The number of enquiries has intentionally been kept to a minimum and there are essentially only two commands:
- TRJF - Listing of Incidents deemed to be the responsibility of a particular Responsible Manager;
 - TRJG - Individual Incident enquiry.
- 5.2.2 Both commands are made from a standard blank TOPSCICS screen.

5.3 TRJF ENQUIRIES

- 5.3.1 Enquiries take the form:

TRJF RRRR T S DD ZZZ MMMMM DD/MM/YY
or

TRJF RRRR S/R DD ZZZ MMMMM DD/MM/YY
where **RRRR** s a Responsible Manager Code (Mandatory)
either 4 character
or generic; e.g. *BC* or ABC*

T is the Incident Type (Optional):
O - Open, C - Closed

S is either the one character Acceptance status (Optional) :
A - Accepted (i.e. validated)
D - Disputed
W - Waiting Acceptance (i.e. waiting validation)

or **S/R** Incident Status and Reason (Optional), the values are:

A/A Accepted by User
A/B Accepted by Default
A/C Accepted by System
D/D Disputed; Delay Code
D/M Disputed; Manager Code
D/P Dispute; Partial Acceptance
W/W Waiting Acceptance; Normal
W/R Waiting Acceptance; Additional Delays

DD Delay Code (Optional) can be generic, e.g.. X*
ZZZ Zone Code
Generic codes can be entered, e.g. L**
MMMMM Impact (minutes)
1-5 numeric characters (leading zeros not required)
DD/MM/YY Creation Date

If the last three fields are left blank then Open and Closed Incidents in any Acceptance status with any delay code will be listed.

- 5.3.2 The output takes the form of a list of Incidents, one line for each Incident which matches the enquiry options. Each line shows the Incident Type, Status, impact (i.e. total number of hours/minutes attributed to the Incident) and an indication if the Incident contains network delays or cancellations.

The entire list can be output to the printer by using the F10 key.

- 5.3.3 By typing an 'S' to the left of a particular Incident and then 'SEND', a display of that Incident will be available. This is the same as the output from the appropriate TRJG enquiry.

- 5.3.4 Typing a 'P' (Summary) or 'F' (Full) to the left of an Incident will produce Summary or Detailed prints of the selected Incidents. More than one Incident at a time can be selected for printing.

5.4 TRJG ENQUIRIES

- 5.4.1 Enquiries take the form:

TRJG NNNNNN

where **NNNNNN** is the six character Incident Number (leading zeros can be ignored, where appropriate).

- 5.4.2 The output is the full Incident information consisting of an initial screen which can then be supplemented by pressing the appropriate option number and accessing further information on screens covering:

- (1) Network Rail free-format text
- (2) Trains affected
- (3) Accept/Dispute log
- (4) Network Delays

If an incident has affected over fifty trains, a default prompt to enter a starting date will be displayed. Either the required starting date should be entered, or enter **ALL** to display the complete list.

- 5.4.3 For those users making a TRJE train enquiry, the summary incident information for a particular delay can be obtained by placing an 'A' against the appropriate attributed delay shown below the train running information.

SECTION 6: TRUST INCIDENT SECURITY ARRANGEMENTS

6.1 INTRODUCTION

- 6.1.1 Restricted access arrangements are required for Incident information on the mainframe for commercial confidentiality purposes. All the security arrangements are driven by the NCI # sign-on of the user, the first two letters of which will accord with the Business Code of the organisation he or she belongs to.

6.2 ACCESS TO TRJF

- 6.2.1 Users working for the following organisations can make a TRJF enquiry for a given Responsible Manager:
- Network Rail;
 - The Responsible Manager's (i.e. the middle two characters of the Responsible Manager Code must coincide with the first two after '#' in the sign-on).

6.3 BROWSE ACCESS TO TRJG

- 6.3.1 Users working for the following organisations can browse the details of a given incident.
- Network Rail;
 - The Responsible Manager's (see 6.2.1);
 - Any Train Operator who has at least one train delay or cancellation attributed to the incident. The list of trains affected should be restricted to those of that operator via the Train Service Code.
- 6.3.2 These restrictions apply irrespective of whether the user goes to the TRJG output direct, or via TRJF.

6.4 INCIDENT STATUS

- 6.4.1 Only authorised users in the Responsible Manager's organisation can change the Acceptance Status (i.e. Accept or Dispute).

6.5 CHANGES TO RESPONSIBLE MANAGER AND DELAY CODES

- 6.5.1 The last character of the Responsible Manager Code can be altered on the mainframe to allow re-attribution within that organisation. The following users are permitted to do this:
- Those working for the Responsible Manager organisation provided Network Rail is in agreement if the Incident would move to another contract;
 - Network Rail staff.
 - Mainframe changes can only be made within 7 days to delay code or responsible manager code by the Responsible Manager's organisation.
- 6.5.2 TOC and FOC staff are also permitted to amend Delay Code and Responsible Manager Code information to the extent that the Business code is not altered. Such amendment facilities cannot be used to amend an incident in any manner that would alter the status of the incident with regard to the Incentivised Performance Regime. It cannot be used to change an incident to a P-code, or Delay Codes TT / FT, or Joint Responsibility, for example. Usual Delay/Manager code matching parameters apply.

SECTION 7 - APPENDIX A – DELAY CODES

SECTION 7A - FREIGHT TERMINAL OPERATING CAUSES
SECTION 7F - FREIGHT OPERATING CAUSES
SECTION 7I - INFRASTRUCTURE CAUSES
SECTION 7J - FURTHER INFRASTRUCTURE CAUSES
SECTION 7M - MECHANICAL OR FLEET ENGINEER CAUSES
SECTION 7N –OTHER MECHANICAL OR FLEET ENGINEER CAUSES
SECTION 7O - NETWORK RAIL OPERATING CAUSES
SECTION 7P - PLANNED OR EXCLUDED DELAYS OR CANCELLATIONS
SECTION 7Q - NETWORK RAIL NON-OPERATING CAUSES
SECTION 7R - STATION OPERATING COMPANY CAUSES
SECTION 7T - PASSENGER OPERATING CAUSES
SECTION 7V - PASSENGER’S CHARTER EXCLUDABLE – TOC RESPONSIBILITY
SECTION 7X - PASSENGER’S CHARTER EXCLUDABLE - NETWORK RAIL
SECTION 7Y - REACTIONARY DELAYS
SECTION 7Z - UNEXPLAINED DELAYS AND CANCELLATIONS

SECTION 7A - FREIGHT TERMINAL OPERATING COMPANY CAUSES

Abbreviated Departmental Cause Code: FTO

These codes are to be used for delays caused by operators using Freight Terminal including the customers of Freight Operating Companies and by the Operators of RES terminals (including passenger stations). Incidents are attributable to the company running the train, and not the operator of the yard.

Deleted: Operators

Deleted: es

For delays that are not specific to terminal operations see F-codes.

CODE	CAUSE	ABBREVIATION
AA	Waiting acceptance into off Network Terminal or Yard	ACCEPTANCE
AC	Waiting train preparation or completion of TOPS list/RT3973	TRAIN PREP
AD	Off Network Terminal or Yard staff shortage including reactionary congestion caused by the shortage	WTG STAFF
AE	Congestion in off Network Terminal or Yard	CONGESTION
AG	Adjusting Loaded wagons	LOAD INCDT
AH	Customer or off Network yard equipment breakdown/reduced capacity	BREAKDOWN
AJ	Waiting Customer's traffic including documentation	TRAFFIC
AK	Fire in off Network freight yard or terminal (including private sidings, and stations – where it affects FOC services)	INF FIRE
AX	Failure of FOC-owned infrastructure	FOC INFRA
AZ	Other Freight Operating Company. Cause to be specified, including mishaps in off Network terminals or yards	FTO OTHER

SECTION 7F - FREIGHT OPERATING COMPANY CAUSES

Abbreviated Departmental Cause Code: FOC

These codes are for delays caused by Freight Operating Companies/Res except for T&RS problems (M-codes) and those due to Terminal Operations (A-codes). Incidents are attributable to the company running the train.

CODE	CAUSE	ABBREVIATION
FA	Dangerous goods incident	DGI INCDT
FC	Freight train driver	FCDRIVER
FE	Train crew not available	NO T/CREW
FG	Driver adhering to company professional driving standards or policy	PRO DVR
FH	Planning error including loco diagram	DIAG ERROR
FI	Delay in running due to the incorrect operation of the on-board ETCS/ ERTMS equipment – i.e. wrong input by driver.	ETCS INPUT
FJ	Train held at FOC request	RETIME REQ
FK	Train diverted or re-routed at FOC request	DIVERT REQ
FL	Train cancelled at FOC request	CANCEL REQ
FM	Tail lamp or head lamp out or incorrectly shown	TAIL LAMP
FN	Late presentation from Europe	LATE CHUNL
FO	Delay in running believed to be due to the Train Operator, but no information available from that Operator	FOC UNEX
FP	Incorrect route taken or route wrongly challenged by driver, including SPADs	FTO MISRTE
FS	Delay due to ETCS/ ERTMS on-board overriding driver command	ETCS OVRD
FT	Freight Operator autumn-attribution Neutral Zone delays	LF NEUTRAL
FU	Formal Inquiry Incident - possible Operator responsibility	JOINT INQ
FW	Late start or yard overtime not explained by Train Operator	LATE START
FX	Freight train running at lower than planned classification	LOW CLASS
FZ	Other FOC causes incl. FOC control directive, cause to be specified, including mishaps.	FOC OTHER

SECTION 7I - INFRASTRUCTURE CAUSES

Abbreviated Departmental Cause Code: INF

Codes for delays caused by signalling, trackwork and electrification defects or failures.

CODE	CAUSE	ABBREVIATION
IA	Signal failure	SIGNAL FLR
IB	Points failure	POINTS FLR
IC	Track circuit failure	TC FAILURE
ID	Level crossing failure incl. barrow/foot crossings and crossing treadles	LEVEL XING
IE	Signalling functional power supply failure	SIG FUNC PWR
IF	Train Describer/Panel/ARS/SSI/TDM/Remote Control failure	PANEL/TDM/FLR
IG	Block failure	BLOCK FLR
IH	Power supply and distribution system failure	PWR SUP DIS
II	Signalling lineside cable fault	SIG CABL FLR
IJ	AWS/ATP/TPWS/Train Stop/On-track equipment failure	AWS/ATP
IK	Telecom equipment failure	PHONE/SPT
IL	Token equipment failure	TOKEN FLR
IM	Infrastructure Balise Failure	BALISE
IN	HABD/Panchex/WILD/Wheelchex	HABD FAULT
IP	Points failure caused by snow or frost where heaters are fitted but found to be not operative or defective	PNT HEATER
IQ	Trackside sign blown down/light out etc	TRACK SIGN
IR	Broken/cracked/twisted/buckled/flawed rail	RAIL FLAW
IS	Track defects (other than rail defects i.e. fish plates, wet beds etc)	TRACK FLT
IT	Bumps reported - cause not known	BUMP RPRTD
IV	Earthslip/subsidence/breached sea defences not the result of severe weather	EARTHSLIP
IW	Non severe- Snow/Ice/Frost affecting infrastructure equipment	COLD
IZ	Other infrastructure causes	INF OTHER
I0	Telecom equipment failures legacy (inc. NRN/CSR/RETB link)	RADIO FLR
I1	Overhead line/third rail defect	OHL/3 RAIL
I2	AC/DC trip	AC/DC TRIP
I3	Obstruction on OHL, cause of which is not known	ON OHL
I4	OHL/third rail power supply failure/reduction	SUPPLY FLR
I5	Possession over-run from planned work	OVERRUN
I6	Track Patrolling	TRK PATROL
I7	Engineer's train late or failed in possession	ENGNRS TRN
I8	Animal Strike or Incursion within the control of Network Rail	ANIMAL
I9	Fires starting on Network Rail Infrastructure	NR FIRE

SECTION 7J - FURTHER INFRASTRUCTURE CAUSES

Abbreviated Departmental Cause Code: INF

These codes are for delays caused by other signalling, trackwork and electrical supply equipment failures and defects not covered by the I-codes

CODE	CAUSE	ABBREVIATION
JA	TSR speeds for Track-work outside the Rules of the Route	TSR O-ROTR
JB	Reactionary Delay to 'P' coded TSR	PLND TSR
JD	Bridges/tunnels/buildings (other than bridge strikes)	STRUCTURES
JG	ESR/TSR due to cancelled possession or work not completed	ESR/TSR
JH	Critical Rail Temperature speeds, (other than buckled rails)	HEAT SPEED
JK	Flooding not due to exceptional weather	FLOODING
JL	Network Rail or other infrastructure staff error	STAFF
JP	Failure to maintain vegetation within network boundaries in accordance with prevailing Network Rail standards, including where signals are obscured and a train strikes branches.	VEG STD
JS	Condition of Track TSR outside the Timetable Planning Rules	COTTSR ORR
JT	Points failure caused by snow or frost where heaters are not fitted.	NO PNT HTR
JX	Miscellaneous items (including trees) causing obstructions, not the result of trespass, vandalism, weather or fallen/thrown from trains	MISC OBS
J0 (zero)	Telecom radio failures IVRS/GSM-R	GSM-R FLR
J2	Network Rail train despatch equipment failure excluding telecoms equipment	TRTS FLR
J3	Axle Counter Failure	AXLE FLR
J4	Safety Issue No Fault Found	INF NFF
J6	Lightning strike against unprotected assets	LIGHTNING
J7	ETCS/ ERTMS Equipment Failure (excluding communications link and balises)	ETCS FLR
J8	Damage to infrastructure caused by on-track machine whilst operating in a possession	ONTRK DMG
J9	Preventative Maintenance to the infrastructure in response to a Remote Condition Monitoring Alert	RCM ALERT

SECTION 7M - MECHANICAL / FLEET ENGINEER CAUSES

Abbreviated Departmental Cause Code: T+RS (Traction and Rolling Stock)

CODE	CAUSE	ABBREVIATION
MA	Electric Loco failure/defect/attention	ELEC BRAKE
MB	Electric loco (inc. IC225) failure/defect/attention: traction	ELEC TRAC
MC	Diesel loco failure/defect/attention: traction	DIESL TRAC
MD	DMU (inc. HST)/MPV failure/defect/attention: traction (excluding Railhead Conditioning trains)	DMU TRAC
ME	Steam locomotive failure/defect/attention	STEAM LOCO
MF	International/Channel Tunnel locomotive failure/defect/attention	CHUNL LOCO
MG	Coach (inc. Intl/IC225) failure/defect/attention: brakes	COACH BRKE
MH	Coach (inc. Intl/IC225) failure/defect/attention: doors	COACH DOOR
MI	Coach (inc. Intl/IC225) failure/defect/attention: other	COACH OTHR
MJ	Parcel vehicle failure/defect/attention	PARCEL VEH
MK	DVT/PCV failure/defect/attention	DVT PCV
ML	Freight vehicle failure/defect attention (inc. private wagons)	FRGHT VEH
MM	EMU failure/defect/attention: traction	EMU TRAC
MN	DMU (inc. HST/MPV) failure/defect/attention: brakes (excluding Railhead Conditioning trains)	DMU BRAKE
MO	Loco/unit/vehicles late off depot (cause not known)	STOCK LATE
MP	Loco/unit adhesion problems	ADHESION
MQ	Electric loco (inc. IC225) failure/defect/attention: other	ELEC OTHER
MR	Hot Box or HABD/WILD activation (positive)	HOT BOX
MS	Stock change or replacement by slower vehicles (all vehicle types)	STOCK CHNG
MT	Safety systems failure (AWS/TPWS/ATP)	AWS TPWS
MU	Depot operating problem	DEPOT
MV	Engineer's on-track equipment failure outside possession	ON-TRACK
MW	Weather – effect on T&RS equipment	WEATHER
MX	Diesel loco failure/defect/attention: brakes	DIESL BRKE
MY	Mishap – T&RS cause	TRS MISHAP
MZ	Other Fleet Engineer causes/initial attribution	TRS OTHER
M1	Pantograph fault or PANCHEX activation (positive)	PANTOGRAPH
M2	Automatic Dropper Device activation	ADD
M3	Diesel loco failure/defect/attention: other	DIESL OTH
M4	EMU failure/defect/attention: brakes	EMU BRAKE
M5	EMU failure/defect/attention: doors (including SDO equipment failure)	EMU DOOR

CODE	CAUSE	ABBREVIATION
M6	EMU failure/defect/attention: other	EMU OTHER
M7	DMU (inc. HST/MPV) failure/defect/attention: doors (including SDO equipment failure and excluding Railhead Conditioning trains).	DMU DOOR
M8	DMU (inc. HST/MPV) failure/defect/attention: other (excluding Railhead Conditioning trains)	DMU OTHER
M9	Reported fleet equipment defect - no fault found	NFF
M0 (ZERO)	Safety systems failure (DSD/OTMR/Vigilance)	DSD

ASECTION 7N –OTHER MECHANICAL OR FLEET ENGINEER CAUSES

Abbreviated Departmental Cause Code: T+RS (Traction and Rolling Stock)

CODE	CAUSE	ABBREVIATION
NA	On train TASS Failure	TASS/TILT
NB	TASS – No fault found	TASS NFF
NC	Fire in fleet depot not caused by vandals (includes caused by vandals in respect of freight depots)	DEP FIRE
ND	On train ETCS/ ERTMS failure	ETCS

SECTION 70 - NETWORK RAIL OPERATING CAUSES

Abbreviated Departmental Cause Code: PROD

CODE	CAUSE	ABBREVIATION
OB	Delayed by signaller not applying applicable regulating policy	REGULATION
OC	Signaller, including wrong routing and wrong ETCS/ ERTMS instruction	SIGNALLER
OD	Delayed as a result of Route Control directive	NR CONTROL
OE	Failure to lay Sandite or operate Railhead Conditioning train as programmed	RHC PROG
OG	Ice on conductor rail/OLE	ICE
OH	ARS software problem (excluding scheduling error and technical failures)	ARS
OI	Formal Inquiry Incident - other operators	JOINT INQ
OJ	Fire in station building or on platform, affecting operators not booked to call at that station	STN FIRE
OK	Delay caused by Operating staff oversight, error or absence (excluding signallers and Control)	OPTG STAFF
OL	Signal Box not open during booked hours	BOX CLOSED
OM	Technical failure associated with a Railhead Conditioning train	RHC FLR
ON	Delays not properly investigated by Network Rail	MIS-INVEST
OP	Failure of TRUST or SMART system	TRUST FLR
OQ	Incorrect Simplifier	SIMP ERR
OS	Late start or delays to Railhead Conditioning Train (RHC) including any reactionary delay to other trains	RHC LATE
OU	Delays un-investigated	UN-INVEST
OV	Fire or evacuation due to fire alarm of Network Rail buildings other than stations not due to vandalism	NR FIRE
OW	Connections held where the prime incident causing delay to the incoming train is a FOC owned incident and service is more frequent than hourly	FOC CONN
OZ	Other Network Rail Operating causes	OPTG OTHER

SECTION 7P - PLANNED OR EXCLUDED DELAYS OR CANCELLATIONS

Abbreviated Departmental Cause Code: PLND

These codes are to be used for time lost due to Temporary Speed Restrictions within Rules of Route and for planned train cancellations or delay and or cancellations otherwise excluded from the Track Access Performance Regime. Reactionary delays (Y*) must not be used against P coded incidents.

CODE	CAUSE	ABBREVIATION
PA	TSR within Timetable Planning Rules	PLANND TSR
PB	Condition of asset TSR within Engineering Access Statement (EAS)	PLANND COT
PD	TPS cancellation (Not to be input in TSI/TRUST)	TPS CANC
PE	Cancelled due to planned engineering work	ENGNRG WRK
PF	Planned engineering work - diversion/SLW not timetabled (within Timetable Planning Rules)	DIVRSN/SLW
PG	Planned cancellation by Train Operator including Bank Holiday schedules	PLAND CANC
PJ	Cancellation of a duplicate or erroneous schedule or associated duplicate delay	DUPLICATE
PL	Exclusion agreed between Network Rail and Train Operator	AGREED EXC
PN	Minor delays to VSTP service caused by regulation and or time lost in running.	VSTP DELAY
PT	TRUST Berth Offset Errors	OFFSET ERR
PZ	Other contractual exclusion	OTH EXC

SECTION 7Q - NETWORK RAIL NON-OPERATING CAUSES

Abbreviated Departmental Cause Code: COMM

CODE	CAUSE	ABBREVIATION
QA	WTT Schedule and or LTP process including erroneous simplifiers.	WTT SCHED
QB	Planned engineering work - diversion/SLW not timetabled (outside the Timetable Planning Rules.)	DIVRSN/SLW
QH	Adhesion problems due to leaf contamination	LEAF SLIP
QI	Cautioning due to railhead leaf contamination	RLHD CONT
QJ	Special working for leaf-fall track circuit operation	LEAVES T/C
QM	Train Schedule/STP process including erroneous simplifiers	STP SCHED
QN	VSTP schedule / VSTP process (TSI created schedule)	TSI SCHED
QP	Reactionary Delay to "P" coded Possession	PLND LOP
QT	Delay accepted by Network Rail as part of a commercial agreement where no substantive delay reason is identified	TAKEBACK

SECTION 7R - STATION OPERATING COMPANY CAUSES

Abbreviated Departmental Cause Code: STN

These codes are for delays due to station activities. Incidents are attributable to the company running the train, and not the operator of the station.

CODE	CAUSE	ABBREVIATION
RB	Passengers joining/alighting	PASSENGERS
RC	Assisting a disabled person joining/alighting, pre-booked	DISAB 1
RD	Attaching/detaching/shunter/watering	ATT/DETACH
RE	Lift/escalator defect/failure	LIFT/ESC
RH	Station evacuated due to fire alarm	FIRE ALARM
RI	Waiting connections - not authorised by TOC Control	UNAUTH CON
RJ	Special Stop Orders - not authorised by TOC Control	UNAUTH SSO
RK	Waiting connections - authorised by TOC Control	AUTH CON
RL	Special Stop Orders - authorised by TOC Control	AUTH SSO
RM	Waiting connections from other transport modes	XTNL CONN
RN	Passengers "forcing" connections between trains outside connectional allowances	PASS CONN
RO	Passengers taken ill on platform	PASS ILL
RP	Passengers dropping items on track (not vandalism)	PASS DROP
RQ	Assisting a disabled person joining/alighting, un-booked	DISAB 2
RR	Loading reserved bicycles presented late	BIKE 1
RS	Loading unreserved bicycles	BIKE 2
RT	Loading excessive luggage	LUGGAGE 1
RU	Locating lost luggage	LUGGAGE 2
RV	Customer Information System failure	PASS INFO
RW	Station flooding (including issues with drains) not the result of weather, where the water has not emanated from Network Rail maintained infrastructure/network	STN FLOOD
RY	Mishap - Station Operator cause	STN MISHAP
RZ	Other Station Operator causes	STN OTHER
R1	Incorrect train dispatch by station staff	DISPATCH
R2	Late TRTS given by station staff	LATE TRTS
R3	Station staff unavailable - missing or uncovered	STAFF MSN
R4	Station staff split responsibility - unable to cover all duties	STAFF DUTY
R5	Station staff error - e.g. wrong announcements, misdirection	STAFF ERR
R6	Overtime at stations normally unstaffed.	UNSTAFFED
R7	Station delays due to special events e.g. sports fixtures	SPORTS

SECTION 7T - PASSENGER OPERATING COMPANY CAUSES

Abbreviated Departmental Cause Code: TOC

These codes are to be used for delay caused by on-train activities except for T&RS problems (M-codes).

CODE	CAUSE	ABBREVIATION
TA	Traincrew/loco/stock/unit diagram error	DIAG ERROR
TB	Train cancelled or delayed at Train Operator's request	TOC REQST
TC	Booked Traincrew used for additional/other service	CREW USED
TD	Booked loco/stock/unit used for additional/other service	STOCK USED
TE	Injury to passenger on train	PASS INJRY
TF	Seat reservation problems	SEAT RESVN
TG	Driver	DRIVER
TH	(Senior) Conductor/Train Manager	(SNR) COND
TI	Traincrew rostering problem	ROSTERING
TJ	Tail lamp or headlamp out	TAIL LAMP
TK	Train catering staff (including Contractors)	CATERING
TL	Door open / not properly secured incident	DOOR OPEN
TM	Connection authorised by TOC but outwith connection policy	AUTH CONN
TN	Late presentation from the continent	LATE CHUNL
TO	Delay believed to be due to Operator, but no information available from Operator	TOC UNEX
TP	Special Stop Orders	AUTH SSO
TR	Train Operating Company Directive	TOC DIRECT
TS	Delay due to ETCS/ ERTMS on-board overriding driver command	ETCS OVRD
TT	Autumn-attribution Neutral Zone delays (See Supplementary Autumn Attribution Guidance)	LF NEUTRAL
TU	Formal Inquiry Incident - possible Operator responsibility	JOINT INQ
TW	Driver adhering to company professional driving standards or policy	PRO DVR
TX	Delays incurred on non-Network Rail running lines including London Underground causes (except T&RS)	LUL CAUSES
TY	Mishap-Train Operating Company cause	TOC MISHAP
TZ	Other Passenger Train Operating Company causes	TOC OTHER
T1	Delay at unstaffed station to DOO train	DOO STN
T2	Delay at unstaffed station to non-DOO train	NONDOO STN
T3	Waiting connections from other transport modes	XTNL CONN
T4	Loading Supplies (including catering)	SUPPLIES

SECTION 7V - PASSENGER'S CHARTER EXCLUDABLE – TOC RESPONSIBILITY

Abbreviated Departmental Cause Codes: EXT

These codes cover causes allowable as Passenger's Charter exclusions where applicable, but normally attributable to Passenger Train Operators under the Track Access Performance Regime.

CODE	CAUSE	ABBREVIATION
VA	Disorder, drunks or trespass	DISORDER
VB	Vandalism and or theft	VANDALS
VC	Fatalities and or injuries sustained whilst on a platform as the result of being struck by a train or falling from a train	FATALITIES
VD	Passenger taken ill on train	ILL PASS
VE	Ticket irregularities or refusals to pay	TICKET IRR
VF	Fire caused by vandalism	VDL FIRE
VG	Police searching train	POLICE-TRN
VH	Communication cord or emergency train alarm operated	COM CORD
VI	Security alert affecting stations and depots	SEC ALERT
VR	Driver adhering to company professional driving standards or policies during severe weather conditions that are not fleet related	PRO DVR
VW	Severe weather affecting passenger fleet equipment including following company standards/policies or Rule Book instructions	WEATHER
VX	Passenger charter excludable events occurring on the LUL or other non NR running lines	LUL CAUSES
VZ	Other passenger or external causes the responsibility of TOC	EXT OTHER
V8	Train striking other birds	OTH BIRDS

SECTION 7X - PASSENGER'S CHARTER EXCLUDABLE - NETWORK RAIL

Abbreviated Departmental Cause Codes: EXT

These codes cover causes allowable as Passenger's Charter exclusions where applicable, but normally attributable to Network Rail under access contract performance regimes.

Deleted: both the Track Access and Infrastructure Performance Regimes.

CODE	CAUSE	ABBREVIATION
XA	Trespass	TRESPASS
XB	Vandalism or theft (including the placing of objects on the line)	VANDALS
XC	Fatalities or injuries caused by being hit by train	FATALITIES
XD	Level Crossing Incidents including misuse	XING INCDT
XF	Police searching the line	POLICE-RLY
XH	Severe heat affecting infrastructure the responsibility of Network Rail (excluding Heat related speed restrictions)	SEV HEAT
XI	Security alert affecting Network Rail Network	SEC ALERT
XK	External Power Supply Failure Network Rail Infrastructure	EXTL POWER
XL	Fire external to railway infrastructure	EXTL FIRES
XM	Gas/water mains/overhead power lines	GAS/WATER
XN	Road related - excl bridge strikes/level crossing incident	ROAD INCDT
XO	External trees, building or objects encroaching onto Network Rail infrastructure (not due to weather or vandalism)	EXT OBJECT
XP	Bridge Strike	BDG STRIKE
XQ	Swing bridge open for river or canal traffic	BDGE OPEN
XR	Cable vandalism or theft	CABLE CUT
XT	Severe cold weather affecting infrastructure the responsibility of Network Rail	SEV COLD
XU	Sunlight on signal	SUN OBSCUR
XV	Fire or evacuation due to fire alarm of Network Rail buildings other than stations due to vandalism	NR FIRE
XW	High winds affecting infrastructure the responsibility of Network Rail including objects on the line due to the effect of weather	WIND
XZ	Other external causes the responsibility of Network Rail	EXT OTHER
X1	Visibility in semaphore signalled areas, or special working for fog and falling snow implemented by Network Rail – in all signalling areas	SPL REGS
X2	Severe flooding beyond that which could be mitigated on Network Rail infrastructure	SEV FLOOD
X3	Lightning Strike – damage to protected systems.	LGHTNG
X4	Blanket speed restriction for extreme heat or high wind in accordance with the Group Standards	BLNK REST
X8	Animal Strike or incursion not within the control of Network Rail	EXT ANIMAL
X9	Points failure caused by severe snow where heaters are working as designed	SEV SNOW

SECTION 7Y - REACTIONARY DELAYS

Abbreviated Departmental Cause Code: REAC

These codes relate to knock-on effects of late running trains. TRUST will ask the staff to identify the incident causing the original delay to the (other) train involved.

CODE	CAUSE	ABBREVIATION
YA	Lost path - regulated for train running on time	REG-ONTIME
YB	Lost path - regulated for another late running train	REG-LATE
YC	Lost path - following train running on time	FOL-ONTIME
YD	Lost path - following another late running train	FOL-LATE
YE	Lost path - waiting acceptance to single line	TO S/LINE
YF	Waiting for late running train off single line	OFF SLINE
YG	Regulated in accordance with Regulation Policy	CORRCT REG
YH	Late arrival of inward loco	INWD LOCO
YI	Late arrival of inward stock or unit	INWD STOCK
YJ	Late arrival of Traincrew on inward working	INWD CREW
YK	Waiting connecting Freight or Res traffic to attach	CNNCTN TFC
YL	Waiting passenger connections within Connection Policy	AUTHSD CON
YM	Special stop orders agreed by Control	AUTHSD SSO
YN	Booked train crew not available for the late running train	FIND CREW
YO	Waiting platform/station congestion/platform change	PLATFORM
YP	Delayed by diverted train	DIVERSION
YQ	Passenger overcrowding caused by a train being of short-formation	SHRT FRMD
YU	Prime cause of most unit swaps	UNIT SWAPS
YX	Passenger overcrowding caused by delay or cancellation of another train	OVER CRWD

SECTION 7Z - UNEXPLAINED DELAYS / CANCELLATIONS

Abbreviated Departmental Cause Code: UNEX

CODE	CAUSE	ABBREVIATION
ZW	Unattributed Cancellations	UNATR CAN
ZX	Unexplained late start	UNEX L/S
ZY	Unexplained Station overtime	UNEX O/T
ZZ	Unexplained loss in running	UNEX L/R