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Chairman
Delay Attribution Board
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NOTICE OF APPROVAL OF AMENDMENTS TO THE SEPTEMBER 2019 DELAY ATTRIBUTION PRINCIPLES AND RULES

1. This notice is given under Condition B2.7.2 of the Network Code. Terms defined in the Network Code have the same meaning in this notice. References in this notice to Conditions are references to Conditions of the Network Code.
2. On 19 December 2019 the Delay Attribution Board (DAB) submitted Proposals for Amendment to the Office of Rail and Road (ORR) in accordance with Condition B2.7.1.
3. The Secretary to the DAB has confirmed the reasons for the proposed amendments and these have been accepted by the DAB following the consultation process, as required by Condition B2.7.1.
4. For the purpose of Condition B2.7.2. ORR now gives notice to the DAB that it approves the Proposals for Amendment. All amendments included within the proposal will take effect from 1 April 2020.
5. A schedule of the approved Amendments to the Delay Attribution Principles and Rules is attached to this notice.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Gerry', is written over a light blue circular watermark.

GERRY LEIGHTON
Duly authorised by the Office of Rail and Road



Schedule 1

DAB P325 – DAPR Corrections and Clarifications

Amend all DAPR entries of 'OLE' to read 'OHLE'

Amend all DAPR entries of 'third rail' to read '3rd Rail'

Add Note under DAPR table R3.5 as follows: -

Note: Where a specific item of equipment is not listed in the above table, the principles should be applied utilising any similar equipment (i.e. that performs the same or similar role)

Allocate DAPR reference C2.3.1 to the table currently shown under C2.3 and amend table as attached below: -

Delay Category	Code	Brief Description	Default Attribution and Responsible Manager Code Form	Other Valid Responsible Manager Codes
A		Freight Terminal Operations Causes	Operator (A##*)	D##*
D		Holding Codes	Operator (D##*)	-
F		Freight Operating Causes	Operator (F##*)	D##*
I and J		Infrastructure causes	Network Rail (IQ**)	CQ##*, QQ**, OQ**
M and N		Mechanical or Fleet Engineer Causes	Operator (M##*)	D##* / N##*
O		Network Rail Operating causes	Network Rail (OQ**)	OQ** / CQ##*
P		Planned or excluded delays or cancellations	Network Rail (PQ**)	OQ**
Q		Network Rail Non-Operating causes	Network Rail (QQ**)	OQ**
R		Station Operating	Operator (R##*)	D##* / S##*

	Causes		
T	Passenger Operating causes	Operator (T##*)	D##* / U##*
V	External events – TOC Responsibility	Operator (V##*)	D##* / E##*
X	External events - Network Rail	Network Rail (XQ**)	O##*
Y	Reactionary Delays	Allocation to incident relevant to the identified Responsible Train	-
Z	Unexplained delays and cancellations	Network Rail (OQ**)	Z##*

Add new entry E5.2 as follows

E5.2 Delays caused as a result of a TRUST System failure (including loss of local access) should be attributed to the Prime Cause of that delay and not the TRUST failure (e.g. mis-regulation of a train, late start due to waiting consist)

DAB P326 – TSR P Coding

Remove the current Note under the table in DAPR O18.4 and replace it with the following: -

Note: For clarity, P Coding of TSR related delays should ONLY be applied in circumstances where:

- Suitable engineering allowance exists in that engineering section (as set out in the Timetable Planning Rules) and the train's schedule
- The engineering allowance is not already used for another TSR
- The delays incurred do not exceed the engineering allowance (only delay up to the engineering allowance can be P coded)

P Coding should NOT be applied in circumstances where:

- No engineering allowance exists in that engineering section (as set out in the Timetable Planning Rules) and train's schedule
- The engineering allowance is already used for another TSR (i.e. double counting)
- The delays exceed the engineering allowance (only delay up to the engineering allowance value can be P coded)

- The engineering allowance is being utilised from another engineering section(s)
- The allowances contained in the train's schedule are not engineering allowances (e.g. performance or pathing time)

For diagrammatic examples please refer to Process Guide PGD20

DAB P327 – Recovered Lateness

Add new entries to Section D5 of the DAPR relating to Recovered Lateness as below: -

D5.6 If a train recovers its lateness at any Recording Point and becomes less late than the impact of a prior delay **and**, prior to any Reactionary Delay occurring, a subsequent delay is greater than the prior lateness at point of occurrence, then the initial delay is considered as recovered.

Reactionary Example 3

Train running for 2E40

Location	Booked Arrive	Booked Depart	Actual Arrive	Actual Depart	Lateness	Time Loss	Cause
Paignton		10.33		10.33	0'		
Torquay	10.37	10.38	10.37	10.41	3'	3' delay	INCIDENT A
Newton Abbot	10.49	10.51	10.51	10.53	2'	(-1')	
Teignmouth	10.57	10.58	10.58	10.59	1'	(-1')	
Dawlish	11.02	11.03	11.06	11.07	4'	3' delay	INCIDENT B
Exeter St Davids	11.27		11.31		4'		

2E40 arrives Exeter St Davids 4 late and the unit forms 2E42 which leaves 4 late

Attribution in this scenario should therefore be:-

INCIDENT A	
2E40	3'

INCIDENT B		
2E40	3'	
2E42	4'	YI 2E40

Delay impact from Incident A is partially recovered leaving Teignmouth (only 1' lateness of the 3' delay remains)

The 1' lateness remaining from Incident A is less than the subsequent impact of Incident B 2E40 does NOT have to recover to Right Time after Incident A for Incident A to be considered as recovered

All further reactionary delay is attributed to incident B as the greatest Causal Incident after arriving at Dawlish

- D5.7 Where lateness is recovered after two or more delays occurring then any recovered time is considered as being removed equally from each of the prior delays (where those prior delays have not already been fully recovered).

Reactionary Example 4

Train running for 2E40

Location	Booked Arrive	Booked Depart	Actual Arrive	Actual Depart	Lateness	Time Loss	Cause
Paignton		10.33		10.33	0'		
Torquay	10.37	10.38	10.37	10.41	3'	3' delay	INCIDENT A
Newton Abbot	10.49	10.51	10.52	10.54	3'		
Teignmouth	10.57	10.58	11.00	11.04	6'	3' delay	INCIDENT B
Dawlish	11.02	11.03	11.08	11.09	6'		
Exeter St Davids	11.27		11.31		4'	(-2')	

2E40 recovers 2' after Dawlish and arrives Exeter St Davids 4 late. The unit forms 2E42 which leaves 4' late

Attribution in this scenario should therefore be:-

INCIDENT A		
2E40	3'	
2E42	2'	YI 2E40

INCIDENT B		
2E40	3'	
2E42	2'	YI 2E40

Delay impact from Incident A is NOT considered as recovered (despite recovery occurring after B)
 No recovery has occurred between Incident A and incident B occurring.
 Whilst lateness at Exeter is only 4', both Incident A and Incident B are of equal impact at that point
 Recovery between Dawlish and Exeter is equally removed from the impact of Incident A and B (i.e. 1' from each)
 All further reactionary delay is split to Incident A and incident B as equal impact after arrival at Exeter St Davids

For further worked examples of Reactionary Delay, including Recovered Lateness please refer to Process Guide Documents PGD2

DRS P01 – Freight Delay Codes

Remove Delay Codes FN, FP, FT and MF from DAPR Section S

Amend FP entry in DAPR paragraph K6 from FP/F##* to read FC/F##*

Remove the entry '(FT for Freight operators)' from F1.5.1 first paragraph

Remove the entry '/FT' from F1.5.1 second paragraph

Remove all entries of '/FT' from flow chart F1.6.1

Remove the entry 'FT/' from F1.8

Amend the Description / Abbreviation to the following Delay Codes as shown below: -

AJ	Waiting Customer's traffic including release information and documentation	TRAF DOC
FC	Freight Train Driver error, SPAD, Wrong routing or Missed AWS/DSD	FOC DRIVER
FE	Train Crew not available including after rest	NO T-CREW
FH	FOC Planning issue (not diagramming or rostering)	FOC PLAN
FJ	FOC Control decision or directive	FOC CONTRL
FZ	Other FOC causes incl. cause to be specified, including mishaps.	FOC OTHER
M0	Train cab based safety system fault (including GSM-R)	CAB SAFETY
TX	Delays incurred on non-Network Rail running lines or networks including London Underground (except fleet related delays)	OTH NETWK

Add new Delay Code to Section S as below: -

FF	FOC Diagramming or Rostering issue	FOC DIAG
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