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OFFICE OF RAIL AND ROAD

1 June 2016

Chairman
Delay Attribution Board
Floor 8
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London
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NOTICE OF APPROVAL OF AMENDMENTS TO THE APRIL 2016 DELAY ATTRIBUTION GUIDE

1. This notice is given under Condition B2.7.2 of the Network Code. Terms defined in the Network Code have the same meaning in this notice. References in this notice to Conditions are references to Conditions of the Network Code.

2. On 12 May 2016 the Delay Attribution Board (DAB) submitted Proposals for Amendment to the Office of Rail and Road (ORR) in accordance with Condition B2.7.1. These were subsequently updated on 1 June 2016 to rectify a non-material numbering error.

3. The Secretary to the DAB has confirmed the reasons for the proposed amendments and these have been accepted by the DAB following the consultation process, as required by Condition B2.7.1.

4. For the purpose of Condition B2.7.2. ORR now gives notice to the DAB that it approves the Proposals for Amendment, as set out in a schedule to this notice. The amendments will take effect on 19 September 2016.

5. A schedule of the approved Amendments to the Delay Attribution Guide is attached to this notice.

Yours sincerely

GERRY LEIGHTON
Duly authorised by the Office of Rail and Road

Schedule of approved amendments to the April 2016 Delay Attribution Guide

Amendments sought

DAB/P267 – General Corrections

1) Amend reference to 4.2.2.4 within section 4.2.2.4 (itself) to reference 4.2.4.2
2) Add missing title within section 4.9 to read:-
4.9.1 The Train Plan
3) Remove wording 'Appendix A' from Section 5 and subsequent references in the Contents
4) Amend the reference to 4.2.4.2 within section 4.1.6.3 to read 4.5.2
5) Remove clause 'r' (IQAW) from 4.13.2.13 as IQAW not used.
6) Amend referencing 'as per DAG' wording in flowcharts 4.3.1.6.1 and 4.3.1.6.2 and 4.14.5.7 to read 'Section'
7) Amend 'FPM' to read 'FDM' in first bullet in 4.8.3
8) Amend reference to 4.11 in the bottom right diamond within flowchart 4.11.11 to read 4.11.2
9) Amend wording in 4.15.2.4f from 'see 'o' below' to read 'see circumstance 'o' below'
10) Amend wording in 4.15.2.4o from 'see m' to read 'see circumstance 'm' above'
11) Amend Incident Attribution in 4.3.2.3h to read 'Network Rail (OQ)'**
12) Amend 4.5.2.2b with the addition of F##* and M##* under Incident Attribution column
13) Amend 4.15.2.4i Incident Attribution from IQ#* to IQ**
14) Amend 4.11.2ai Incident Attribution from R* to R##***
15) Add A##* to Incident Attribution column in 4.13.1e

DAB/P268 DAG wording changes

1) Amend second sentence (only) of 1.6.1 to read:-

Revisions should be made and submitted in writing as described in paragraph 1.5.3 above providing the following information:

2) Remove section 4.1.6.6 as near duplicate of 4.1.3.1 and erroneous where it is.

3) Amend the opening paragraph (only) of 4.4.2.1 to read:-

4.4.2.1 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 current Rules and Standards. There are systems on the trackside – a Balise, and on the train – the on-board TASS system. In the event of failure of either system then delay coding should be:

4) Amend 4.15.1.1 to remove TU and FU references to read as below (alts in red):-

4.15.1.1 If an incident occurs on Network Rail infrastructure, for which the outcome of a Formal Inquiry, as convened in accordance with current group standards, is required to establish responsibility and this could lie with at least one Train Operator, then refer to the Holding Codes section 4.15.4. If two or more Train Operators are responsible, a separate Incident may be required for the trains of each. The conclusion of the formal investigation 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 4.15.1.2 and or 4.15.1.3

5) Amend 4.15.1.3(e) to read

e.	Displaced conductor rail.	I1 or where agreed use Holding Code D*	As appropriate to either Network Rail (IQ**) or Operator of train concerned where Holding Code agreed.

6) Remove first sentence of 4.11.3 'Changes to Section 5 have resulted in a considerable net increase in TOC R* delay codes'

7) Remove wording 'Infrastructure Maintainer' from 4.15.2.4g so to read:-

g.	Network Rail staff confirm presence of reported obstruction	JX	Network Rail (IQ**)

8) Amend wording for the two entries in 4.3.1.7.3a of 'Infrastructure Maintainer' to read 'Network Rail'

9) Amend 4.4.1.3e to read as follows:-

e.	Delays associated with On Track Machines and other Yellow Plant equipment	MV	On Track Machines / 'Yellow Plant' Equipment	Train Operator (M##*)

DAB/P269 Several Small Delays Attribution

Amend 4.2.4.1 to read:-

4.2.4.1 This section covers trains that have no prior attributable threshold delay but have incurred several small delays below the normal explanation threshold and then suffer or cause a Reactionary Delay of at least as many minutes as the threshold (3 minutes or more for most Operators) **and at the time of subsequent delay is the largest cause of lateness**.

Amend 4.2.4.2 to read:-

4.2.4.2 If the train has been regulated correctly due to its own lateness, or has caused delay to another train, and it is known **after investigation** why it has previously lost time (e.g. several TSRs or **examples of** station overtimes) then separate Incident(s) should be created with Delay Codes describing the cause(s) and attributed as per the appropriate section of this Guide. The Reactionary Delay of the regulation should then be attributed to and split between the incidents (as appropriate, including the initial sub threshold prime delays) – see principles in section 4.1.6. 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.

Amend 4.2.4.3 to read:-

If the cause of the previous 'Minutes Delay' is unexplained 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 4.2.2.1 apply then a separate Incident is to be created as per that section. In either

case the Reactionary Delay, appropriately coded, is to be allocated to the Incident created.

4.2.4.4 remains unaltered

Add new 4.2.4.5

4.2.4.5 Certain circumstances should be considered as Cumulative Delay in that they may be separate delays but due to the same cause / responsibility. Cumulative delay should be attributed to the same incident cause. Examples of cumulative delay are trains running on low power or TT delay (see 4.3.1.5.2).
Unrelated station overtime delays and TSR delays should be considered separate causes and attributed to individual incidents with standard attribution rules applying to reactionary delay.

Add new 4.2.4.6

4.2.4.6 In circumstances where a threshold section delay is demonstrated to be a combination of known separate causes then this delay should be split into relevant sized delays and attributed to incidents with appropriate Delay Codes describing the cause. For example a 3 minute delay split to 1 minute in IR due to a TSR and 2 minutes in RB due to passengers loading.

Add new 4.2.4.7

4.2.4.7 Example scenarios of trains incurring several small delays and the application of cumulative delay

Unless stated, all examples presume no other delays and no lateness recovered.

The principles demonstrated in the examples shown apply equally to delay causes in the same section as well as different sections. The caveat being that the causes are identified (e.g. RB rather than RZ)

Sub Threshold Example 1 - Attribution of TSRs

TSR A – 2' coded IS allocated to TIN X
TSR B – 2' coded IR allocated to TIN Y
TSR C – 2' coded JA allocated to TIN Z

The train arrives at destination 6 late and the return working has a 6 late start

The 6 late start is split to 3 x 2' delays and split into the 3 separate TSR TINs X, Y and Z

If there was a further 3' delay on the inward journey in another TIN then the 6' late start would be attributed to that TIN as the greatest impacting cause

Note: TSRs are identified causes with definitive delay codes and can potentially be 3 different causes and 3 different responsibilities, therefore 3 different incidents. Network Rail needs to capture and report all TSRs as separate causal incidents even where they are the same delay cause they are reported as individual events.
The exception to this is Blanket Speed restrictions which will be captured in one incident for each DU Area

Sub Threshold Example 2 - Attribution of Station Delays

Loading bike – 2' coded RS allocated to TIN X
Loading wheelchair – 2' coded RQ allocated to TIN Y
Late dispatch – 2' coded R1allocated to TIN Z

The train arrives at destination 6 late and the return working has a 6 late start
The 6 late start is split to 3 x 2' delays and split into the 3 separate R* TINs X, Y and Z

If there was a further 3' delay on the inward journey in another TIN then the 6' late start would be attributed to that TIN as the greatest impacting cause

Note: Station delays are potentially 3 different causes and 3 different responsibilities, therefore 3 different incidents (exceptions such as door problem would be as underpowered trains below).

Sub Threshold Example 3 - Attribution of TT incidents

Autumn A – 2' coded TT allocated to TIN X
Autumn B – 2' coded TT allocated to TIN Y
Autumn C – 2' coded TT allocated to TIN Z

The train arrives at destination 6 late and the return working has a 6 late start
The 6 late start is split to 3 x 2' delays and split into the 3 separate TT TINs X, Y and Z

If there was a further 3' delay on the inward journey in another (non leaf fall) TIN then the 6' late start would be still be attributed to the TT TINs as they remain the greatest impacting cause.
If one of the TT delays was a 3' delay then the 6' late start would be attributed to that TIN (cumulative leaf fall still outweighing any other cause)

Note: TT coded delay, per DAG 4.3.1.5.2 (main paragraph) and 4.3.1.8 (Example 4), is treated as cumulative despite being attributed to separate incidents.

Sub Threshold Example 4 - Attribution of an Underpowered Train

Underpowered delay A – 2' coded MC in TIN X
Underpowered delay B – 2' coded MC in TIN X
Underpowered delay C – 2' coded MC in TIN X

The train arrives at destination 6 late and the return working has a 6 late start
The 6 late start is attributed in full to TIN X

If there was a further 3' delay on the inward journey in another TIN then the 6' late start would still remain a reactionary to TIN X as it remains the greatest impacting incident cause.

Note: Underpowered train delays are the same loco / unit, same cause and same responsibility therefore the same incident. Operator reporting requirements on fleet reliability requires such faults / failures to be allocated to one incident

DAB/P270 – Staff Travelling Passenger

- **Add additional scenarios to 4.7.2.3**

d.	If prior to working their train (after booking on duty), the relevant train-crew were booked to travel passenger on a train that was a Planned Cancellation (i.e. P* coded in line with the 22.00 cut off the previous day as per DAG 3.1.5) - Where diagram commences post the 22.00 agreement deadline.	FH / TI	Operator of train crew booked pass (F##* / T##*)
e.	If prior to working their train (after booking on duty), the relevant train-crew were booked to travel passenger on a train that was a Planned Cancellation (i.e. P* coded in line with the 22.00 cut off the previous day as per DAG 3.1.5) - Where diagram is already in operation prior to the 22.00 agreement deadline.	As appropriate to incident causing the Planned Cancellation	Responsibility of incident causing the Planned Cancellation

VTEC002 Retrieval of Dropped Items

Amend 4.11 STATION OPERATING DELAYS

Amend OC to OZ in 4.11.2(ag)

4.11.2 ag.	*Signaller prevents passage of train after request to recover iterm where item is not considered an obstruction of the line.*	*OZ*	*Network Rail (OQ**)*