



Delay Attribution Board
Floor 8
1 Eversholt Street
London
NW1 2DN

To: Gerry Leighton,
Head of Stations, Depots and
Network Code
Office of Rail and Road
One Kemble Street
London
WC2B 4AN

Tel:
Email:

cc: Richard Morris
Chairman,
Delay Attribution Board.
Hector Anderson - ORR

Date: 18th January 2017

Submission of proposals for change to the September 2016 Delay Attribution Guide

Dear Gerry,

I am writing to seek ORR approval for a number of Proposals to change 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 P276 – YX Clarification
- DAB P277 – Clarifications, Tidy Ups and Amendments 1
- DAB P278 - Clarifications, Tidy Ups and Amendments 2
- DAB P279 – Flooding Flowchart
- DAB P280 – Heat Flowchart
- DAB P281 – Sun Flowchart
- DAB P282 – Security Alert Flowchart
- DAB P283 – Fires Flowchart
- DAB P284 – Permissive Working
- DAB P285 – Unexplained 1
- DAB P286 – Unexplained 2
- DAB P287 – Line Blocking Incidents

The details for each proposal consist of the following information:

- 1** The Proposal for Change from the sponsor.
- 2** The industry responses to the Proposal for Change.
- 3** The Board considerations and decision on 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. The deadline for Industry responses was the 6th January. A number of Industry Parties responded to the consultation process and these responses are included in this submission.



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All decisions made by the Board have been unanimous. A copy of the minutes of the meetings where the proposed amendments were agreed is available should you require it.

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 on the **1st April 2017**

As you may be aware the Board are progressing Proposals to rename the DAG itself to the 'Delay Attribution Principles and Rules' and to reformat into A Rule Book style document, both of which were intended to occur simultaneously on the 1st April.

However, at the January Board meeting it was agreed that the DAG changes as set out here should go live on the 1st April 2017 but the DAG name change and formatting change, if agreed by Industry, should take effect at a later date (possibly May or June)

This will provide benefit in four areas:-

- As there are Delay Code changes, for Reporting purposes, these need to go-live on the 1st April 2017.
- The changes made to the DAG (content) will not be overshadowed and potentially missed by Industry should the name change and formatting change at the same time.
- Doing the name change and formatting separately enables a communication plan to be developed and briefed for greater impact.
- A Proposal for Change can then be developed for Section 1 to reword the elements relating to 'Rules'

Therefore the DAG can be published in electronic form in its entirety in April but Industry will be provided with a hard copy Supplement to reduce costs of re-printing.

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

Kind regards,

Board Secretary



Delay Attribution Board

PROPOSALS FOR CHANGE TO THE
 DELAY ATTRIBUTION GUIDE
April 2017 Edition
 INDUSTRY FEEDBACK

Consultation closed – 6th January 2017

Proposal reference Number:	DAB/P276	DAB/P277	DAB/P278	DAB/P279	DAB/P280	DAB/P281	DAB/P282	DAB/P283	DAB/P284	DAB/P285	DAB/P286	DAB/P287
Abellio Greater Anglia*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Arriva Trains Wales												
c2c Rail Ltd												
Chiltern Railways												
Colas Rail												
DB Regio Tyne & Wear												
DBSchenker												
Devon & Cornwall Railways												
Direct Rail Services												
East Midland Trains												
Eurostar International												
First / Keolis Transpennine												
First Greater Western *	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
First Hull Trains												
Freightliner												
GB Railfreight												
Govia Thameslink Railway *	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Grand Central Railway												
Harsco Rail												
Heathrow Express												
London Midland												
London Overground												
Merseyrail												
North Yorkshire Moors												
Northern Rail *	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Scotrail												
Southeastern Railway												
Southern												
Stagecoach South West												
Virgin Trains (West Coast)												
Virgin Trains East Coast	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
West Coast Railway												
XC Trains												
Network Rail	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

*Response through DAMG

Originators Reference Code / N°	DAB P276 - YX CLARIFICATION													
Name of the original sponsoring organisation(s)	DAB													
Exact details of the change proposed	<p>Amend YX Description in Section 5 as follows:-</p> <table border="1"> <tr> <td>YX</td> <td>Passenger overcrowding caused by delay or cancellation of another train or its own late running (where the overcrowding occurs at the same station with an identified causal train)</td> <td>OVER CRWD</td> </tr> </table> <p>New circumstance (al) added to Section 4.11 as below:-</p> <table border="1"> <thead> <tr> <th>No.</th> <th>Circumstances</th> <th>Delay Code</th> <th>Incident Attribution</th> </tr> </thead> <tbody> <tr> <td>al.</td> <td> <p>Where a train encounters passenger overcrowding due to either:</p> <ul style="list-style-type: none"> a previous train booked at that station being short formed, late or cancelled (including Fail to Stops); or its own late running where it is running in the path of the train booked in rear; and the train delayed effectively has the loadings of both services. </td> <td>YX</td> <td>Prime incident causing train to be late or cancelled at the station where overcrowding occurs</td> </tr> </tbody> </table>			YX	Passenger overcrowding caused by delay or cancellation of another train or its own late running (where the overcrowding occurs at the same station with an identified causal train)	OVER CRWD	No.	Circumstances	Delay Code	Incident Attribution	al.	<p>Where a train encounters passenger overcrowding due to either:</p> <ul style="list-style-type: none"> a previous train booked at that station being short formed, late or cancelled (including Fail to Stops); or its own late running where it is running in the path of the train booked in rear; and the train delayed effectively has the loadings of both services. 	YX	Prime incident causing train to be late or cancelled at the station where overcrowding occurs
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Reason for the change	<p>Reactionary Delay Code YX has gone through a couple of iterations over the last year but it has been highlighted that application is being misinterpreted.</p> <p>When misinterpretation is highlighted the Board will review improvements that can be made so, utilising the DAG briefing notes that supported the introduction and changes to YX, a further change is proposed to improve understanding and application.</p> <p>It should be noted, as discussed at the Board, that YX (reactionary identified to a specific train) is distinctly different to direct reactionary (e.g. where passengers are displaced from one line of route to another with a causal incident but no specific train identified) – this aspect will be progressed by DAB separately.</p>													

DAB/P276 Response	Comments
<p>DAMG - on behalf of the identified companies in the response matrix</p>	<p>The wording proposed becomes exclusive of the majority of applications to which it is applied and is creating a material change for responsibility.</p> <p>E.g. Train 1 is cancelled or late at location A, so Train 2 picks up all Train 1 and Train 2's passengers at location A. At Location B train 2 is full so delay is incurred loading train 2's normal passengers and so on until termination. The delays at location B etc are all reaction to Train 1.</p> <p>The wording could be changed from:-</p> <p>“Passenger overcrowding caused by delay or cancellation of another train or its own late running (where the overcrowding occurs at the same station with an identified causal train)”</p> <p>To:</p> <p>“Passenger overcrowding caused by delay or cancellation of another train or its own late running (where the overcrowding occurs due to carrying additional passengers from or due to the identified causal train)”</p> <p>And from:-</p> <p>“Where a train encounters passenger overcrowding due to either:</p> <ul style="list-style-type: none"> • a previous train booked at that station being short formed, late or cancelled (including Fail to Stops); or • its own late running where it is running in the path of the train booked in rear; <p>and the train delayed effectively has the loadings of both services.”</p> <p>To:</p> <p>“Where a train encounters passenger overcrowding due to either:</p> <ul style="list-style-type: none"> • due to carrying additional passengers from a previous train being short formed, late or cancelled (including Fail to Stops); or • its own late running where it is running in the path of the train booked in rear; <p>and the train delayed effectively has the loadings of both services. “</p> <p>And from:</p>

DAB/P276 Response	Comments
	<p>“Prime incident causing train to be late or cancelled at the station where overcrowding occurs”</p> <p>To</p> <p>“Prime incident causing train to be late or cancelled at/from the station where additional passenger loadings occurs”</p>
VTEC	<p>VTEC can't agree to this until the other circumstance currently covered by YX (see below) and removed by this proposal has its own mention in the DAG. Both changes need to occur simultaneously please.</p> <p><i>“It should be noted, as discussed at the Board, that YX (reactionary identified to a specific train) is distinctly different to direct reactionary (e.g. where passengers are displaced from one line of route to another with a causal incident but no specific train identified) – this aspect will be progressed by DAB separately.”</i></p>
Network Rail	Accepts this proposal as submitted.
DAB DECISION	<p>The Board reviewed and discussed the Industry Consultation feedback at the 17th January 2017 Board meeting.</p> <p>It is clear that the interpretation and application of YX is not consistent and that Operators and Network Rail have differing views on the scenario of passenger displacement and its appropriate responsibility allocation.</p> <p>The proposal was therefore rejected as the issue needs to be discussed further to get a consistent and agreed position.</p>

Originators Reference Code / N ^o	DAB P277 - CLARIFICATION, TIDY UPS AND AMENDMENTS 1																				
Name of the original sponsoring organisation(s)	DAB																				
Exact details of the change proposed	<p>1) Amend wording in 4.4.1.2(f) as follows:-</p> <table border="1" data-bbox="488 629 1490 864"> <tr> <td data-bbox="488 629 560 864">f.</td> <td data-bbox="560 629 818 864">Delays associated with train borne safety system faults (NOT cab based)</td> <td data-bbox="818 629 970 864">MT</td> <td data-bbox="970 629 1230 864">ATP AWS HABD TCA TPWS WILD</td> <td data-bbox="1230 629 1490 864">Train Operator (M##*)</td> </tr> </table> <p>2) Amend wording in 4.6.1.1 as follows</p> <p>4.6.1.1 Use code AG attributing to the Operator of train concerned (A##*). This includes trains overloaded or with open doors etc., leaving a Possession or worksite.</p> <p>3) Add new circumstance in 4.6.1.2 as follows</p> <p>4.6.1.2 Exception:</p> <table border="1" data-bbox="501 1184 1522 1341"> <thead> <tr> <th data-bbox="501 1184 580 1263">No.</th> <th data-bbox="580 1184 1070 1263">Circumstances</th> <th data-bbox="1070 1184 1283 1263">Delay Code</th> <th data-bbox="1283 1184 1522 1263">Incident Attribution</th> </tr> </thead> <tbody> <tr> <td data-bbox="501 1263 580 1341">b.</td> <td data-bbox="580 1263 1070 1341">Train running overweight against the timing load</td> <td data-bbox="1070 1263 1283 1341">FX</td> <td data-bbox="1283 1263 1522 1341">Operator of train involved (F##*)</td> </tr> </tbody> </table> <p>4) Add new sentence to the end of current Paragraph 4.6.3.1 as follows:-</p> <p>This includes where trains are planned not to run.</p> <p>5) Amend wording in 4.11.2(f) as follows:-</p> <table border="1" data-bbox="480 1592 1474 1984"> <tr> <td data-bbox="480 1592 552 1984">f.</td> <td data-bbox="552 1592 975 1984">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</td> <td data-bbox="975 1592 1114 1984">YL</td> <td data-bbox="1114 1592 1474 1984">Prime Incident causing incoming train to be late at that point. If the connecting service is more frequent than hourly, then separate incidents to are to be created and attributed to Network Rail (OW/OQ**)</td> </tr> </table>				f.	Delays associated with train borne safety system faults (NOT cab based)	MT	ATP AWS HABD TCA TPWS WILD	Train Operator (M##*)	No.	Circumstances	Delay Code	Incident Attribution	b.	Train running overweight against the timing load	FX	Operator of train involved (F##*)	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 more frequent than hourly , then separate incidents to are to be created and attributed to Network Rail (OW/OQ**)
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6) Amend wording in 4.11.2(k and l) as follows:-

k.	Overtime caused by persons with reduced mobility joining or alighting	RC/RQ as appropriate	Operator of train involved (R##*)
l	Overtime caused by loading or unloading bicycles	RR/RS as appropriate	Operator of train involved (R##*)

7) Add additional bullets to 4.12.1.17 (under Staff errors should not be considered)

- **Damage caused by incorrect use of on-track machinery (use Delay Code J8)**
- **Late hand back of possession due to staff communication issues (use Delay Code I5)**
- **Operations staff errors (utilise Delay Codes OC, OK)**

8) Amend 4.12.2.4(c) as below:-

c.	Where a TSR or ESR has been imposed due to possession work not being completed or is more restrictive than that planned. (Only where the restriction did not exist prior to the possession)	JG	Network Rail (IQ**)
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9) Add new condition (d) to 4.12.2.4 as below

d.	Where an already existing TSR or ESR remains in place due to possession work not being completed or is still more restrictive than that planned.	As appropriate to pre-existing condition not remedied (NOT JG)	Network Rail (IQ**)
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Re-letter current circumstance 'd' and all subsequent circumstances as appropriate

10) Amend wording in 4.13.2.10 as follows

4.13.2.10 Delay resulting from **line blocks** taken for the purpose of track inspections or patrolling should be allocated to an incident attributed with Delay Code I6. This includes where delay is caused by the agreed duration of a possession or block being exceeded. 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. **Line blocks** taken to rectify faults and defects should also be allocated to an incident attributed a

Delay Code that reflects the need for the possession as per Section 4.12.1

11) Add new circumstance to 4.15.1.3

u.	Signal Passed at Danger as a result of Signaller reverting signal in emergency.	Delay Code representing cause of Incident requiring the signal reversion	As appropriate to delay code and responsible party
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Re-letter current 'u' and subsequent 'v' and 'w' entries in table accordingly

12) Amend 4.15.2.4(k) to read:-

k.	Head or tail lights are missing, not lit or wrongly displayed	FM or TJ as appropriate to type of train	Operator of train concerned (F##* or T##*)
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13) Add the word 'GOTCHA' under Network Rail Responsibility in Section 4.15.3.5

Reason for the change

- 1) To reaffirm not cab based issue in line with amendment made to MT description in Sept 16
- 2) To add open door related issue in line with amendment made to AG description in Sept 16
- 3) To add overweight scenario in line with amendment made to FX description in Sept 16
- 4) To add planned not to run scenario in line with amendment to FL description in Sept 16
- 5) To be in line with description for OW in Section 5 (currently contradicts)
- 6) to be in line with description of RC and RQ amended in Sept 16 and to clarify 'as appropriate' for consistency in the DAG
- 7) Further clarity of use of JL in line with internal Network Rail guidance
- 8) To add clarity to restriction NOT being pre-existing and ESR scenario in line with amendment to JG description in Sept 16
- 9) To add clarity to when a restriction remains that already existed and ESR scenario in line with amendment to JG description in Sept 16
- 10) Clarifying a missing scenario relating to emergency reversion of signals
- 11) To clarify lamp issues in line with amendment made to FM and TJ description in Sept 16
- 12) To add new technological terms (GOTCHA) that are installed on the network

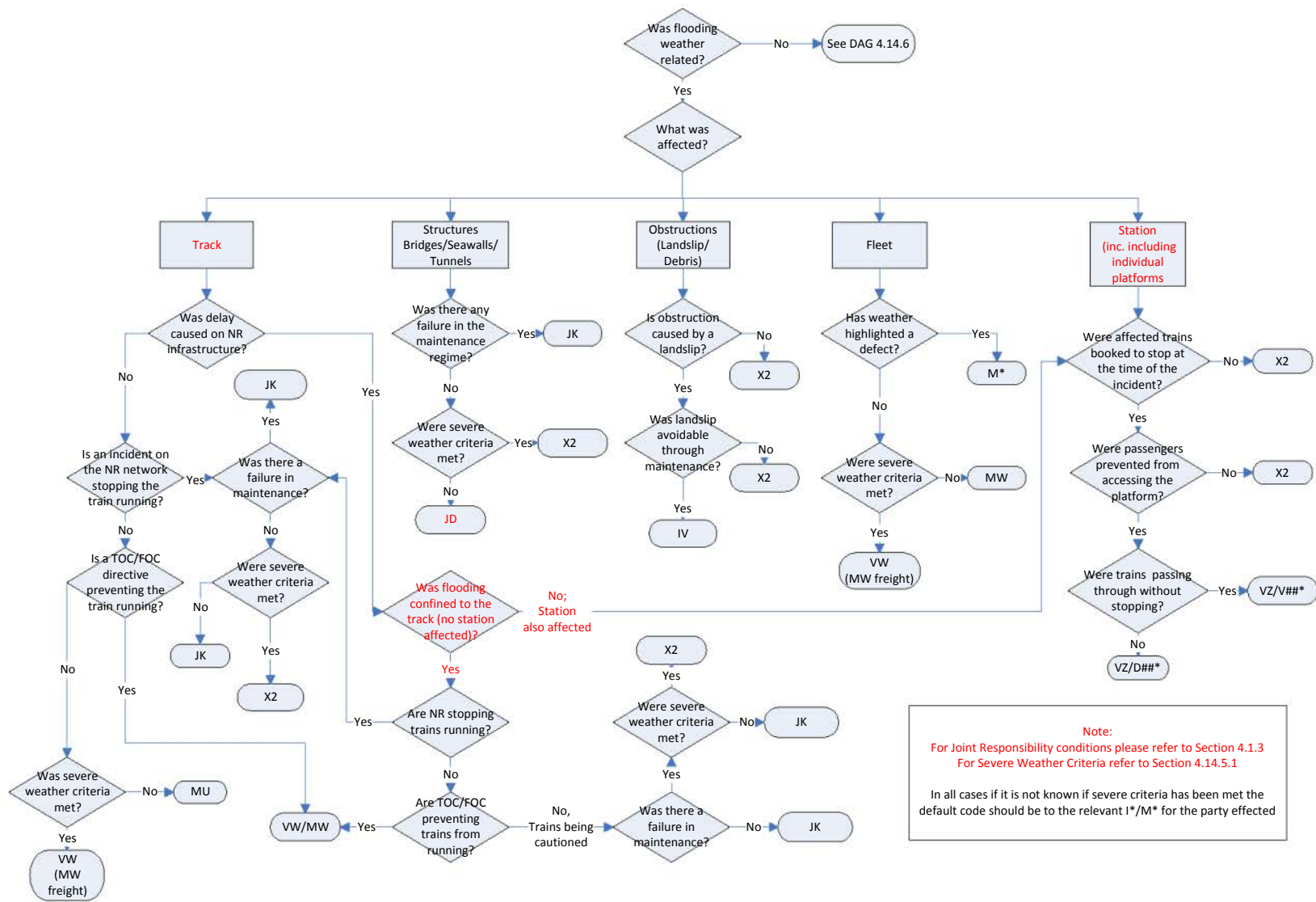
DAB/P277 Response	Comments
DAMG - on behalf of the identified companies in the response matrix	Accepts this proposal as submitted
VTEC	Accepts this proposal as submitted.
Network Rail	<p>Under proposal 2 insert “the” between “to” and “operator” in the first sentence.</p> <p>Under proposal 3 is there a contradiction between “add new circumstance”, and “4.6.1.2 exception”?</p>
DAB DECISION	<p>The Board reviewed and discussed the Industry Consultation feedback at the 17th January 2017, Board meeting.</p> <p>The proposed grammar change from Network Rail was accepted by the Board (included in bold above)</p> <p>The second point from Network Rail was deemed superfluous as it relates to the ‘instruction’ of the change proposed and not the DAG content.</p> <p>The Proposal was agreed by the Board as Consulted with the additional wording.</p>

Originators Reference Code / N°	DAB P278 - CLARIFICATION TIDY UPS AND AMENDMENTS 2																												
Name of the original sponsoring organisation(s)	DAB																												
Exact details of the change proposed	<p>1) Amend wording 'wrong regulation' in 2.6.15 to 'incorrect regulation'</p> <p>2) Amend wording 'physical needs break' in 4.7.2.4 to 'Personal Needs Break'</p> <p>3) Amend Heading for 4.9 to read:-</p> <p>4.9 TIMETABLE AND RESOURCE PLANNING INCIDENTS</p> <p>4) Amend Heading for 4.9.1.3 to read:-</p> <p>4.9.1.3 Guidance for the attribution of Planning related delays</p> <p>5) Amend descriptions in Section 5I as below</p> <table border="1"> <tr> <td>IM</td> <td>Infrastructure Balise Failure (TASS / ETCS / ERTMS)</td> <td>BALISE FLR</td> </tr> <tr> <td>IT</td> <td>Rough ride or bumps reported - cause not known</td> <td>TRACK NFF</td> </tr> <tr> <td>I6</td> <td>Delays as a result of line blocks / track patrols</td> <td>TRK PATROL</td> </tr> </table> <p>6) Amend description in Section 5O as below</p> <table border="1"> <tr> <td>OQ</td> <td>Incorrect Simplifier (where produced by Ops staff)</td> <td>SIMPLIFIER</td> </tr> </table> <p>7) Amend descriptions in Section 5P as below</p> <table border="1"> <tr> <td>PN</td> <td>VSTP service delays of under 5 minutes caused by regulation and or time lost in running.</td> <td>VSTP DELAY</td> </tr> </table> <p>8) Amend descriptions in Section 5Q as below</p> <table border="1"> <tr> <td>QA</td> <td>WTT Schedule and or LTP process including incorrect simplifiers (where produced by Capacity Planning).</td> <td>WTT SCHED</td> </tr> <tr> <td>QM</td> <td>Train Schedule VAR/STP process including incorrect simplifiers (where produced by Capacity Planning)</td> <td>STP SCHED</td> </tr> </table> <p>9) Amend description in 5X as below</p> <table border="1"> <tr> <td>XU</td> <td>Sunlight on signal or dispatch equipment where all reasonable mitigation has been taken</td> <td>SUN OBSCUR</td> </tr> </table> <p>10) Amend description in 5Y as below</p> <table border="1"> <tr> <td>YO</td> <td>Waiting platform/station congestion/platform alteration</td> <td>PLATFORM</td> </tr> </table>		IM	Infrastructure Balise Failure (TASS / ETCS / ERTMS)	BALISE FLR	IT	Rough ride or bumps reported - cause not known	TRACK NFF	I6	Delays as a result of line blocks / track patrols	TRK PATROL	OQ	Incorrect Simplifier (where produced by Ops staff)	SIMPLIFIER	PN	VSTP service delays of under 5 minutes caused by regulation and or time lost in running.	VSTP DELAY	QA	WTT Schedule and or LTP process including incorrect simplifiers (where produced by Capacity Planning).	WTT SCHED	QM	Train Schedule VAR/STP process including incorrect simplifiers (where produced by Capacity Planning)	STP SCHED	XU	Sunlight on signal or dispatch equipment where all reasonable mitigation has been taken	SUN OBSCUR	YO	Waiting platform/station congestion/platform alteration	PLATFORM
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Reason for the change	<ul style="list-style-type: none"> 1) Removing the word 'wrong' as was done for OB previously for consistency 2) Terminology correction for PNB 3) Remove word 'Error' as not all circumstances are errors and improved terminology 4) Remove word 'Error' as not all circumstances are errors and improved terminology 5) Improved clarity for use of Infrastructure Delay Codes 6) Simplifier clarification of responsibility 7) Correction for PN use / description to match main body of DAG 8) Simplifier clarification of responsibility 9) improved clarification for use 10) Terminology improve / consistency
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DAB/P278 Response	Comments
DAMG - on behalf of the identified companies in the response matrix	Accepts this proposal as submitted
VTEC	Accepts this proposal as submitted.
Network Rail	Accepts this proposal as submitted.
DAB DECISION	<p>The Board reviewed and discussed the Industry Consultation feedback at the 17th January 2017 Board meeting.</p> <p>The Proposal was agreed by the Board as Consulted.</p>

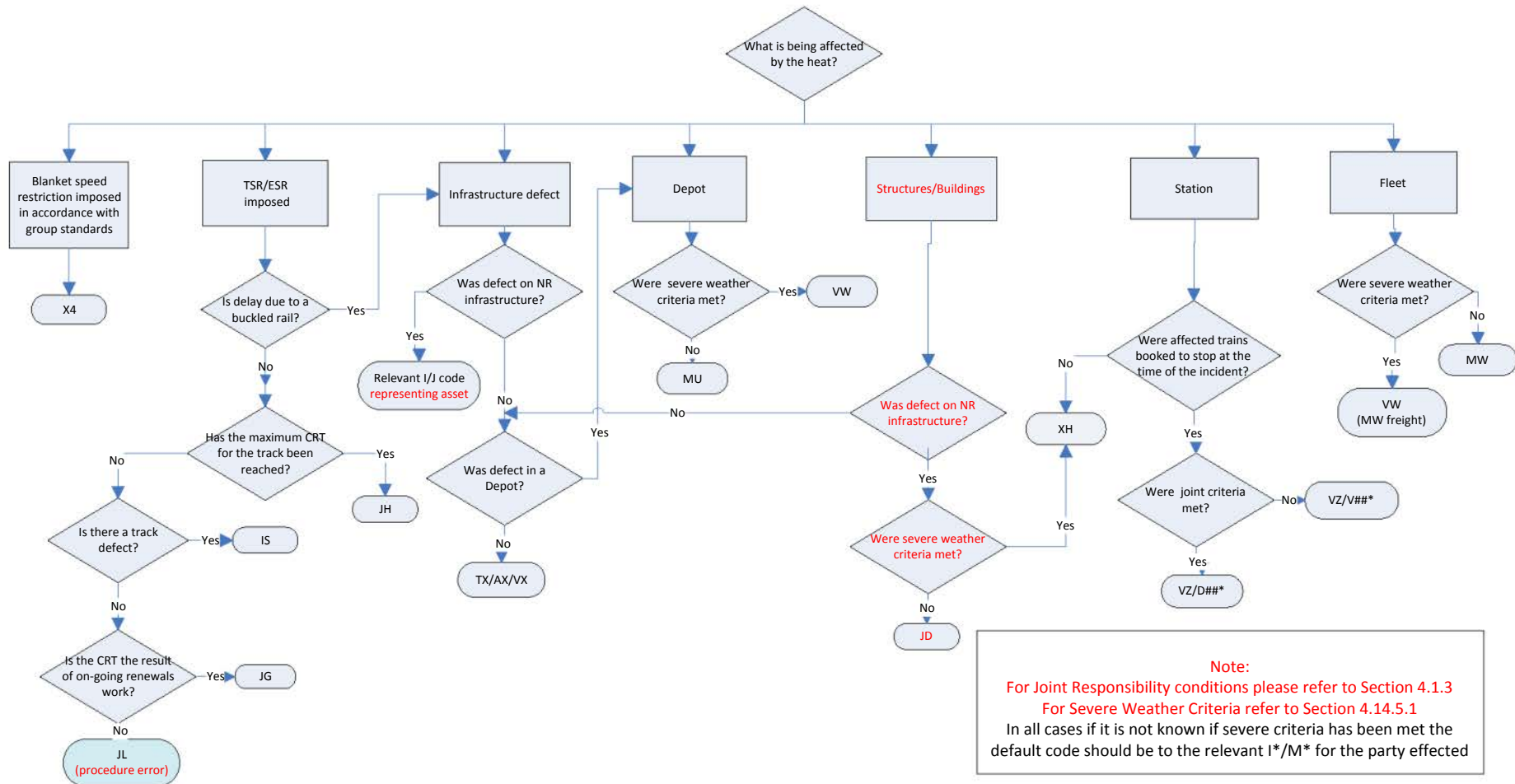
Originators Reference Code / N ^o	DAB P279 - FLOODING FLOWCHART
Name of the original sponsoring organisation(s)	DAB
Exact details of the change proposed	Amend flowchart in DAG 4.14.5.7 as set out on the attached sheet. Alterations shown in red.
Reason for the change	<p>In line with the Board's Objectives and following a review of all the flowcharts contained within the DAG a number of proposals have initially been formulated to:-</p> <ul style="list-style-type: none"> • Improve clarity in understanding and application • Correct any errors currently contained (coding, outcomes) <p>Proposals P279 to P283 refer.</p> <p>Note: As only elements of the flowchart have been proposed to be amended, any Consultation feedback should be limited to comments on those proposed changes.</p> <p>Comments on aspects not proposed to be changed would constitute a separate proposal for change.</p> <p>However, feedback is welcome for further reviews in this area.</p>



DAB/P279 Response	Comments
DAMG - on behalf of the identified companies in the response matrix	Accepts this proposal as submitted
VTEC	Accepts this proposal as submitted.
Network Rail	Accepts this proposal as submitted.
DAB DECISION	<p>The Board reviewed and discussed the Industry Consultation feedback at the 17th January 2017 Board meeting.</p> <p>The Proposal was agreed by the Board as Consulted.</p>

Originators Reference Code / N ^o	DAB P280 - HEAT FLOWCHART
Name of the original sponsoring organisation(s)	DAB
Exact details of the change proposed	Amend flowchart in DAG 4.14.5.8 as set out on the attached sheet. Alterations shown in red
Reason for the change	<p>In line with the Board's Objectives and following a review of all the flowcharts contained within the DAG a number of proposals have initially been formulated to:-</p> <ul style="list-style-type: none"> • Improve clarity in understanding and application • Correct any errors currently contained (coding, outcomes) <p>Proposals P279 to P283 refer.</p> <p>Note: As only elements of the flowchart have been proposed to be amended, any Consultation feedback should be limited to comments on those proposed changes.</p> <p>Comments on aspects not proposed to be changed would constitute a separate proposal for change.</p> <p>However, feedback is welcome for further reviews in this area.</p>

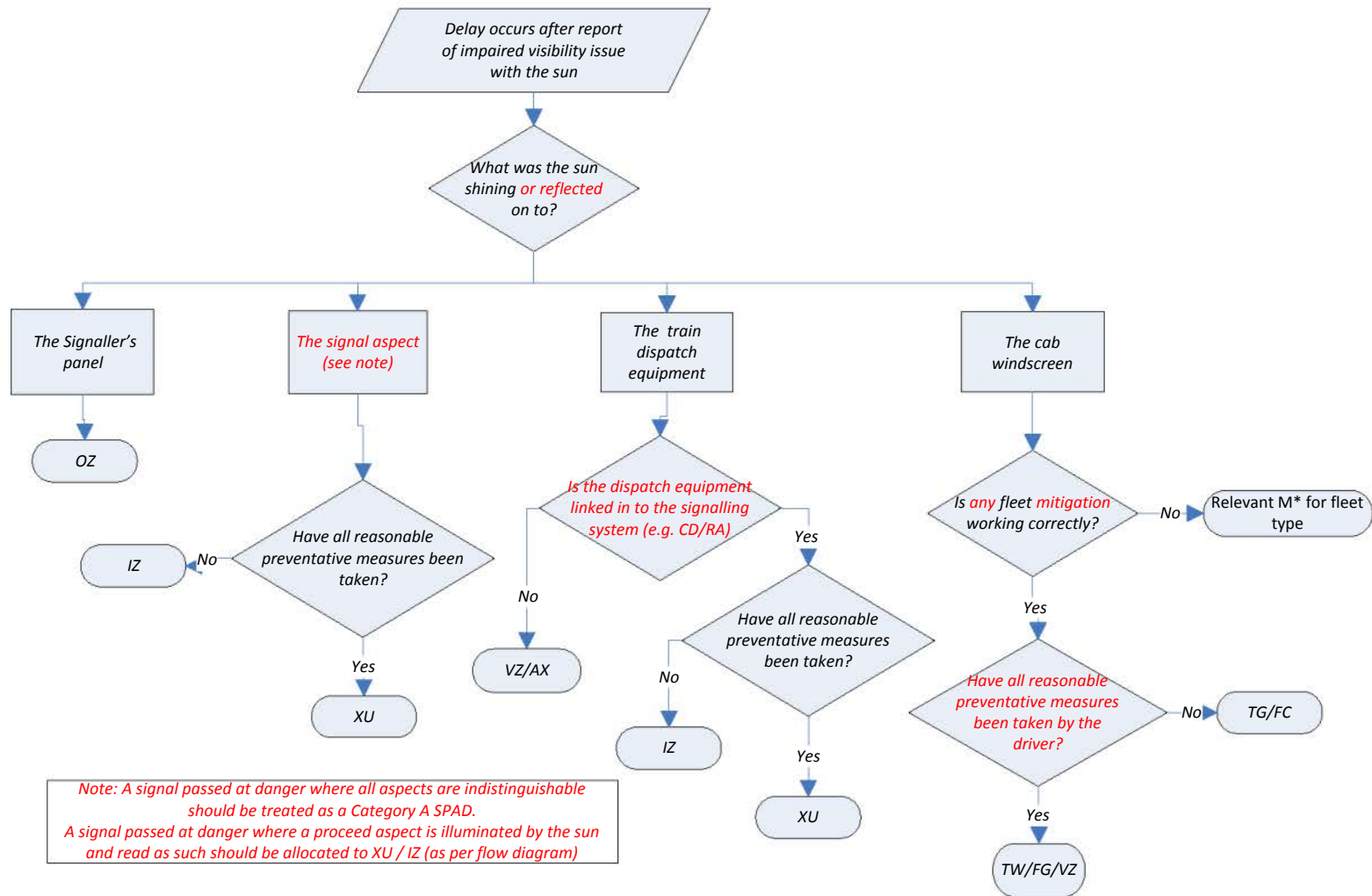
Template for Submission of Proposed Amendments to the Delay Attribution Guide or the Performance Data Accuracy Code (Form A)



Note:
 For Joint Responsibility conditions please refer to Section 4.1.3
 For Severe Weather Criteria refer to Section 4.14.5.1
 In all cases if it is not known if severe criteria has been met the default code should be to the relevant I*/M* for the party effected

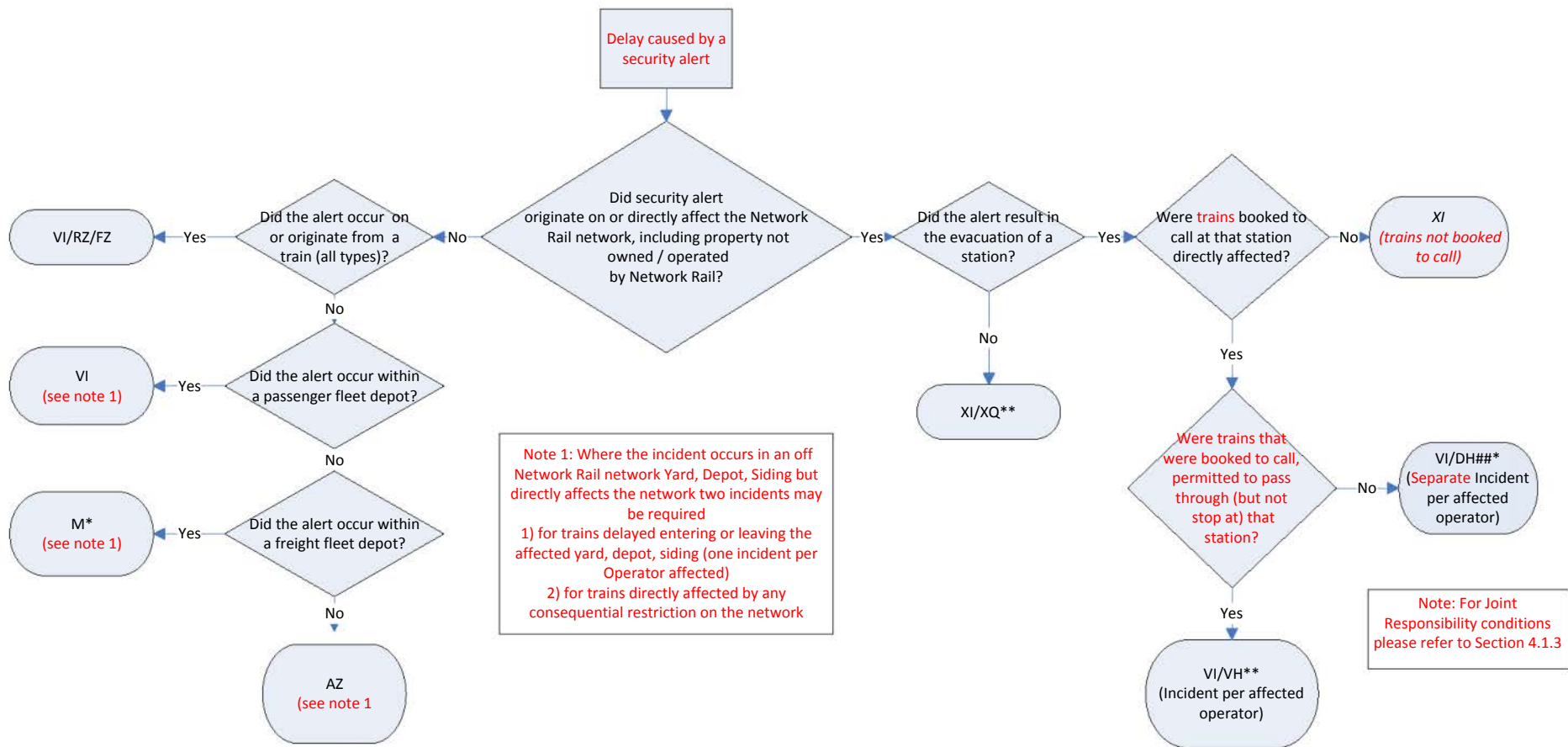
DAB/P280 Response	Comments
DAMG - on behalf of the identified companies in the response matrix	Accepts this proposal as submitted
VTEC	Accepts this proposal as submitted.
Network Rail	Accepts this proposal as submitted.
DAB DECISION	<p>The Board reviewed and discussed the Industry Consultation feedback at the 17th January 2017 Board meeting.</p> <p>The Proposal was agreed by the Board as Consulted.</p>

Originators Reference Code / N ^o	DAB P281 - SUN FLOWCHART
Name of the original sponsoring organisation(s)	DAB
Exact details of the change proposed	<p>Amend flowchart in DAG 4.14.5.10 as shown on the attached sheet:-</p> <p>Alterations shown in red.</p>
Reason for the change	<p>In line with the Board's Objectives and following a review of all the flowcharts contained within the DAG a number of proposals have initially been formulated to:-</p> <ul style="list-style-type: none"> • Improve clarity in understanding and application • Correct any errors currently contained (coding, outcomes) <p>Proposals P279 to P283 refer.</p> <p>Note: As only elements of the flowchart have been proposed to be amended, any Consultation feedback should be limited to comments on those proposed changes.</p> <p>Comments on aspects not proposed to be changed would constitute a separate proposal for change.</p> <p>However, feedback is welcome for further reviews in this area.</p>



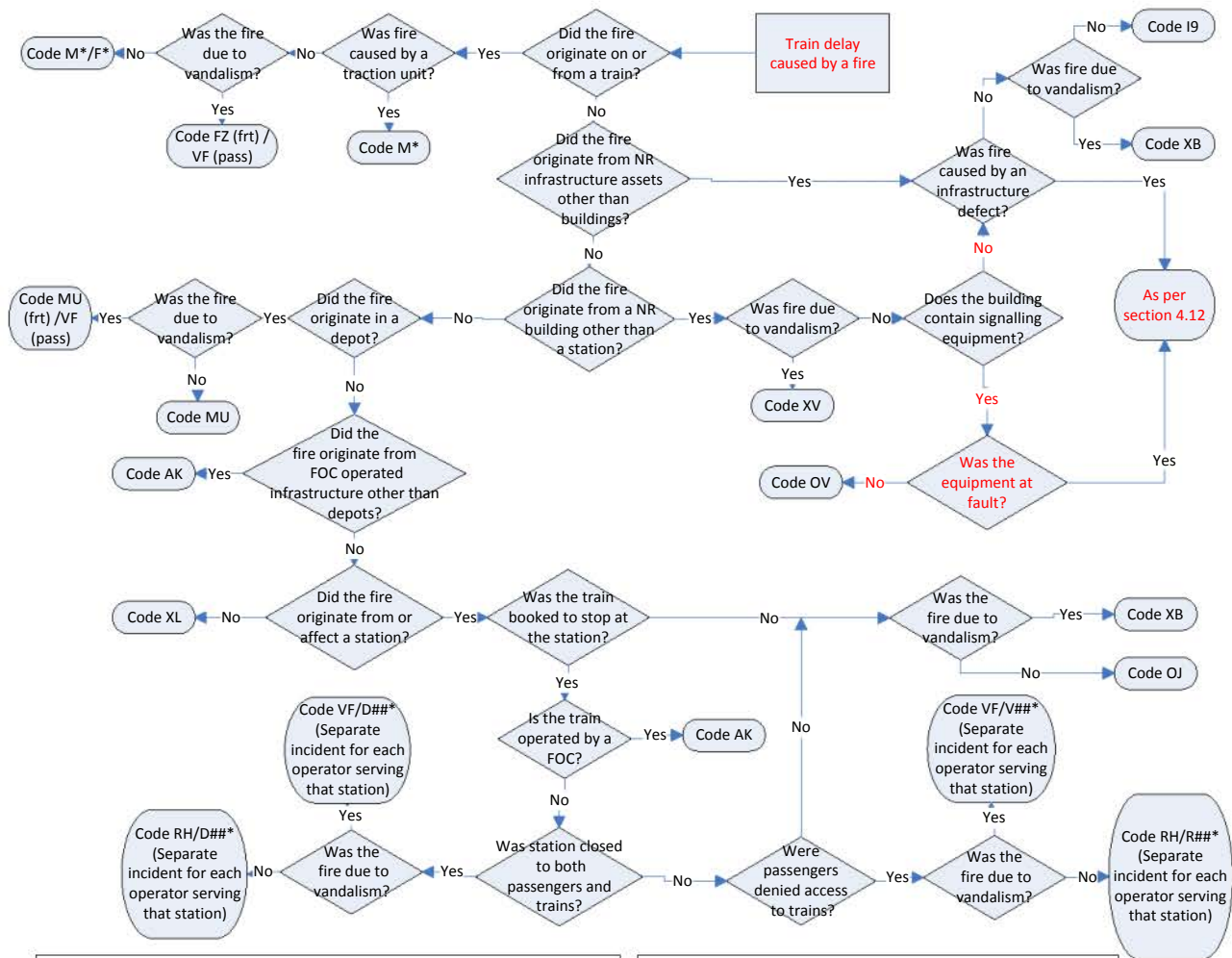
DAB/P281 Response	Comments
DAMG - on behalf of the identified companies in the response matrix	<p>Accepts this proposal as submitted but:-</p> <p>The guidance should be updated to include level CCTV level crossing cameras.</p> <p>If a camera is “whited out” due to sun light there is no consistent guidance within the flow chart as although part of the signalling system it requires human intervention.</p> <p>Add to “the signal aspect”, “or remote asset monitoring equipment such as CCTV crossings”</p>
VTEC	Accepts this proposal as submitted.
Network Rail	Accepts this proposal as submitted.
DAB DECISION	<p>The Board reviewed and discussed the Industry Consultation feedback at the 17th January 2017 Board meeting.</p> <p>The DAMG respondees’ suggestion for an extra element to be included in the flow diagram, whilst appropriate, would constitute a separate proposal.</p> <p>The proposal was agreed as Consulted with a further proposal to be developed covering the DAMG suggestion.</p>

Originators Reference Code / N ^o	DAB P282 - SECURITY ALERT FLOWCHART
Name of the original sponsoring organisation(s)	DAB
Exact details of the change proposed	Amend flowchart in DAG 4.14.7.7 as shown on the attached sheet Alterations shown in red
Reason for the change	<p>In line with the Board's Objectives and following a review of all the flowcharts contained within the DAG a number of proposals have initially been formulated to:-</p> <ul style="list-style-type: none"> • Improve clarity in understanding and application • Correct any errors currently contained (coding, outcomes) <p>Proposals P279 to P283 refer.</p> <p>Note: As only elements of the flowchart have been proposed to be amended, any Consultation feedback should be limited to comments on those proposed changes.</p> <p>Comments on aspects not proposed to be changed would constitute a separate proposal for change.</p> <p>However, feedback is welcome for further reviews in this area.</p>



DAB/P282 Response	Comments
DAMG - on behalf of the identified companies in the response matrix	Accepts this proposal as submitted.
VTEC	Accepts this proposal as submitted.
Network Rail	<p>Accepts this proposal but query the chart as follows.</p> <p>Flowchart says “were trains booked to call at that station directly affected”. If the answer is No, there is no primary delay to that train surely. Any reactionary delay would follow normal attribution rules? Or am I missing something here?</p> <p>Perhaps the Board would like to consider if this is the correct outcome on the flow chart?</p>
DAB DECISION	<p>The Board reviewed and discussed the Industry Consultation feedback at the 17th January 2017 Board meeting.</p> <p>The question raised by Network Rail was discussed but agreed by the Board not to need amendment as it is in effect a default position / confirmation of allocation.</p> <p>The Proposal was therefore agreed as Consulted.</p>

Originators Reference Code / N ^o	DAB P283 - FIRES FLOWCHART
Name of the original sponsoring organisation(s)	DAB
Exact details of the change proposed	Amend flowchart in DAG 4.14.8.8 as shown on the attached :- Amendments shown in red
Reason for the change	<p>In line with the Board's Objectives and following a review of all the flowcharts contained within the DAG a number of proposals have initially been formulated to:-</p> <ul style="list-style-type: none"> • Improve clarity in understanding and application • Correct any errors currently contained (coding, outcomes) <p>Proposals P279 to P283 refer.</p> <p>Note: As only elements of the flowchart have been proposed to be amended, any Consultation feedback should be limited to comments on those proposed changes.</p> <p>Comments on aspects not proposed to be changed would constitute a separate proposal for change.</p> <p>However, feedback is welcome for further reviews in this area.</p>



Note: Where the incident occurs in an off Network Rail network Yard, Depot, Siding but directly affects the network two incidents may be required
 1) for trains delayed entering or leaving the affected yard, depot, siding (one incident per Operator affected)
 2) for trains directly affected by any consequential restriction on the network

Note: For Joint Responsibility conditions please refer to Section 4.1.3
 In regard to the flow chart the word Fire should also be read as fire alarms, including false alarms.
 Throughout this flow chart the term 'station' can also refer to the platform at which the train is booked to call

DAB/P283 Response	Comments
DAMG - on behalf of the identified companies in the response matrix	Accepts this proposal as submitted.
VTEC	Accepts this proposal as submitted.
Network Rail	Accepts this proposal as submitted.
DAB DECISION	The Board reviewed and discussed the Industry Consultation feedback at the 17 th January 2017 Board meeting. The Proposal was agreed by the Board as Consulted.

Originators Reference Code / N ^o	DAB P284 - PERMISSIVE WORKING			
Name of the original sponsoring organisation(s)	DAB			
Exact details of the change proposed	Add new 4.8.8:- 4.8.8 Permissive Working at stations			
	No.	Circumstance	Delay Code	Incident Attribution
	a	Member of station staff has not confirmed with the Signaller that a train has stopped in the correct part of the platform, meaning the second train for that platform has been held outside.	OC where advice is an aid to the Signaller OZ where advice is part of agreed Operational Procedure	Network Rail OQ**
b	Either of the trains involved is longer than planned but there was notification of this. The Signaller has routed the second train into the booked platform, and the train doesn't fit.	OC where Signaller was aware OD where Control were aware but failed to advise Signaller	OQ**	
For further scenarios and allocation relating to Permissive Working at stations please refer to Process Guide Document 10 Renummer current 4.8.8 to 4.8.9 continue numerical sequence.				

	<p>Add new scenario to 4.11.2 as follows:-</p> <table border="1" data-bbox="576 313 1359 1070"> <thead> <tr> <th data-bbox="576 313 655 387">No.</th> <th data-bbox="655 313 999 387">Circumstance</th> <th data-bbox="999 313 1169 387">Delay Code</th> <th data-bbox="1169 313 1359 387">Incident Attribution</th> </tr> </thead> <tbody> <tr> <td data-bbox="576 387 655 779">al</td> <td data-bbox="655 387 999 779">Member of station staff has not confirmed with the Signaller after a splitting or joining procedure that the train(s) was positioned in the correct part of the platform. The second train for that platform is then held outside pending confirmation.</td> <td data-bbox="999 387 1169 779">R3 / R4 / R5 as appropriate</td> <td data-bbox="1169 387 1359 779">To Operator of train for which operational procedure is not confirmed as completed</td> </tr> <tr> <td data-bbox="576 779 655 1070">am</td> <td data-bbox="655 779 999 1070">Platform staff have stopped a train in the wrong part of the platform and as a consequence a second train booked in the same platform is held outside.</td> <td data-bbox="999 779 1169 1070">R5</td> <td data-bbox="1169 779 1359 1070">Operator of train stopped in wrong position. (Train held outside is YO as reaction)</td> </tr> </tbody> </table> <p>Add second Note under 4.11.2 table as follow:-</p> <p>Note: For further scenarios and allocation relating to Permissive Working at stations please refer to Process Guide Document 10</p>	No.	Circumstance	Delay Code	Incident Attribution	al	Member of station staff has not confirmed with the Signaller after a splitting or joining procedure that the train(s) was positioned in the correct part of the platform. The second train for that platform is then held outside pending confirmation.	R3 / R4 / R5 as appropriate	To Operator of train for which operational procedure is not confirmed as completed	am	Platform staff have stopped a train in the wrong part of the platform and as a consequence a second train booked in the same platform is held outside.	R5	Operator of train stopped in wrong position. (Train held outside is YO as reaction)
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am	Platform staff have stopped a train in the wrong part of the platform and as a consequence a second train booked in the same platform is held outside.	R5	Operator of train stopped in wrong position. (Train held outside is YO as reaction)										
Reason for the change	<p>Permissive Working, specifically the element of calling-on at stations had been an area highlighted as needing clarification and inclusion in the DAG.</p> <p>The common scenarios have been collated, discussed and agreed through Industry forums and incorporated into a DAB Process Guide Document (PGD10)</p> <p>It was felt including the full suite of scenarios in the DAG was too detailed and as such it was suggested to include a couple of scenarios outlining the principles in the DAG with reference to the aforementioned Process Guide.</p> <p>The entries are suggested to be made in Section 4.8 (regulation and Signalling of Trains) and also 4.11 (Station Operating Delays) as calling-on can be assumed to relate to both.</p>												

DAB/P284 Response	Comments
DAMG - on behalf of the identified companies in the response matrix	Accepts this proposal as submitted.
VTEC	Accepts this proposal as submitted.
Network Rail	Accepts this proposal as submitted.
DAB DECISION	<p>The Board reviewed and discussed the Industry Consultation feedback at the 17th January 2017 Board meeting.</p> <p>The Proposal was agreed by the Board as Consulted.</p>

Originators Reference Code / N ^o	DAB P285 - UNEXPLAINED 1																								
Name of the original sponsoring organisation(s)	DAB																								
Exact details of the change proposed	<p>Amend Description and Abbreviations for ZW, ZX, ZY and ZZ as follows:-</p> <table border="1"> <thead> <tr> <th>CODE</th> <th>CAUSE</th> <th>ABBREVIATION</th> </tr> </thead> <tbody> <tr> <td>ZW</td> <td>Uninvestigated Cancellations System Roll-Ups only</td> <td>SYS CANC</td> </tr> <tr> <td>ZX</td> <td>Uninvestigated Late Start System Roll-Ups only</td> <td>SYS L-STRT</td> </tr> <tr> <td>ZY</td> <td>Uninvestigated Station Overtime System Roll-Up only</td> <td>SYS OTIME</td> </tr> <tr> <td>ZZ</td> <td>Uninvestigated Loss in Running System Roll-Up only</td> <td>SYS LIR</td> </tr> </tbody> </table> <p>Add new Delay Codes, Description and Abbreviations as follows:</p> <table border="1"> <thead> <tr> <th>CODE</th> <th>CAUSE</th> <th>ABBREVIATION</th> </tr> </thead> <tbody> <tr> <td>ZU</td> <td>No Cause Identified After Full Investigation by Both Parties (A 'Full Investigation' will be one including all avenues of investigation agreed as reasonable by both Parties)</td> <td>NOCAUSE ID</td> </tr> <tr> <td>ZS</td> <td>No cause ascertainable for a Sub Threshold Delay causing Threshold Reactionary (where agreed by both Parties)</td> <td>NOCAUSE AS</td> </tr> </tbody> </table>	CODE	CAUSE	ABBREVIATION	ZW	Uninvestigated Cancellations System Roll-Ups only	SYS CANC	ZX	Uninvestigated Late Start System Roll-Ups only	SYS L-STRT	ZY	Uninvestigated Station Overtime System Roll-Up only	SYS OTIME	ZZ	Uninvestigated Loss in Running System Roll-Up only	SYS LIR	CODE	CAUSE	ABBREVIATION	ZU	No Cause Identified After Full Investigation by Both Parties (A 'Full Investigation' will be one including all avenues of investigation agreed as reasonable by both Parties)	NOCAUSE ID	ZS	No cause ascertainable for a Sub Threshold Delay causing Threshold Reactionary (where agreed by both Parties)	NOCAUSE AS
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Reason for the change	<p>The above changes support the need to improve the processes relating to the investigation, resolution and downstream analysis of unexplained delays. Improved data capture (even without identified causes) can still allow improvement analysis and opportunities to exist.</p> <p>Currently the Z* codes in the DAG are utilised for System Roll-Ups but also for part or fully investigated delays. In essence understanding which delays are un-investigated or genuinely unexplained is not possible. It is also known that various arrangements are in place nationally utilising the Z codes in different ways which suggests the current Delay Codes and process are not providing the needs of Industry. This also makes comparative analysis impossible.</p> <p>Therefore it is proposed to make the current set of Z Codes solely for the purpose of System Roll Ups so as to distinguish them from investigated Z delays.</p> <p>A new ZU Delay Code is proposed to cover and identify where delays have been fully investigated by Network rail and the Operator and no cause has been identified.</p> <p>To support this introduction but to take cognisance of the varying uses of the current Z codes a new ZS Delay Code is proposed. The purpose of this Code is to capture sub threshold delays causing threshold reactionary where the cause is not ascertainable</p> <p>'Not ascertainable' is notably different to 'not identified' as Parties may conclude that</p>																								

	<p>whatever investigation is conducted it is unlikely to ‘ascertain’ a cause – be it due to the size of the delay, memory fade of the Signaller / Driver being asked, time spent investigating will unlikely throw up a cause. For example, investigation of a 1’ delay 4 days after the delay occurred may be deemed to be ‘not ascertainable’ by agreement and thus Parties may decide not to complete a full investigation (and thus different to a ZU Code)</p> <p>It would be envisaged that this Delay Code could also be used where pre-agreements exist not to investigate 1’ delays for example.</p> <p>ZS specifies ‘SubThreshold’ as it is deemed appropriate that above threshold delay should be investigated fully and therefore (as appropriate) fall under the relevant criteria applicable for OU / TO / FO / ZU Codes</p> <p>This Proposal has been developed to aid and improve current processes and does not look to change final Responsibility.</p> <p>A DAB Process Guide on Unexplained / Unattributed / Sub Threshold will be produced to support this PfC with process aides and further descriptions of appropriate use of the Delay Codes.</p> <p>See also PfC DAB P286</p>
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DAB/P285 Response	Comments
DAMG - on behalf of the identified companies in the response matrix	<p>The words “No Cause Identified After Full Investigation by Both Parties” add a new undefined standard which needs to qualified</p> <p>So add these words:-</p> <p>“A ‘Full Investigation’ will be one included all avenues of investigation agreed as reasonable by both Parties.”</p>
VTEC	Accepts this proposal as submitted.
Network Rail	Accepts this proposal as submitted.
DAB DECISION	<p>The Board reviewed and discussed the Industry Consultation feedback at the 17th January 2017 Board meeting.</p> <p>The proposed addition by DAMG respondees was discussed and agreed by the Board for inclusion with an amendment of ‘included’ to ‘including’.</p> <p>The Proposal was agreed by the Board as Consulted with the addition of the extra sentence (shown in bold in the Proposal above)</p>

Originators Reference Code / N ^o	DAB P286 - UNEXPLAINED 2																							
Name of the original sponsoring organisation(s)	DAB																							
Exact details of the change proposed	<p>Amend Description and Abbreviations for FO and TO in Section 5F, 5T and 5O as follows:-</p> <table border="1"> <thead> <tr> <th>CODE</th> <th>CAUSE</th> <th>ABBREVIATION</th> </tr> </thead> <tbody> <tr> <td>FO</td> <td>Time lost en-route believed to be Operator cause and information required from Operator (Ops Responsibility)</td> <td>LIR UNEX</td> </tr> <tr> <td>TO</td> <td>Time lost en-route believed to be Operator cause and information required from Operator (Ops Responsibility)</td> <td>LIR UNEX</td> </tr> <tr> <td>OU</td> <td>Delays not investigated by Network Rail</td> <td>NOT INVEST</td> </tr> </tbody> </table> <p>Add new Delay Codes, Description and Abbreviations to Section 5R and 5T as follows:</p> <table border="1"> <thead> <tr> <th>CODE</th> <th>CAUSE</th> <th>ABBREVIATION</th> </tr> </thead> <tbody> <tr> <td>R8</td> <td>Delay at Station believed to be Operator cause and information required from Operator (Station Responsibility)</td> <td>STN UNEX</td> </tr> <tr> <td>T8</td> <td>Delay at Station believed to be Operator cause and information required from Operator (Ops Responsibility)</td> <td>STN UNEX</td> </tr> </tbody> </table>			CODE	CAUSE	ABBREVIATION	FO	Time lost en-route believed to be Operator cause and information required from Operator (Ops Responsibility)	LIR UNEX	TO	Time lost en-route believed to be Operator cause and information required from Operator (Ops Responsibility)	LIR UNEX	OU	Delays not investigated by Network Rail	NOT INVEST	CODE	CAUSE	ABBREVIATION	R8	Delay at Station believed to be Operator cause and information required from Operator (Station Responsibility)	STN UNEX	T8	Delay at Station believed to be Operator cause and information required from Operator (Ops Responsibility)	STN UNEX
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Reason for the change	<p>The above changes support the need to improve the processes relating to the investigation, resolution and downstream analysis of unexplained delays. Improved data capture (even without identified causes) can still allow improvement analysis and opportunities to exist.</p> <p>Currently after Network Rail have investigated a delay and found no obvious cause the incident created will be allocated to the Operator of that train.</p> <p>This should be allocated to FO or TO (for FOCs / TOCs respectively) but for TOCs the Delay Code RZ has been utilised by both Network Rail and Operators – effectively wrongly using another Delay Code to make the process work (RZ should in essence be identified Station Operating Cause identified, that does not fit into a specific Delay Code).</p> <p>This proposals looks to introduce two new ‘unexplained’ or ‘further information required’ Delay Codes to enable Operators to allocate the incidents to either Station responsibility or On-Board Responsibility for the purposes of further internal investigation</p> <p>A DAB Process Guide on Unexplained / Unattributed / Sub Threshold will be produced to</p>																							

	<p>support this Pfc with process aides and further descriptions of appropriate use of the Delay Codes</p> <p>This Proposal has been developed to aid and improve current processes and does not look to change current Responsibility. See also Pfc DAB P285</p>
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DAB/P286 Response	Comments
DAMG - on behalf of the identified companies in the response matrix	Accepts this proposal as submitted.
VTEC	Accepts this proposal as submitted.
Network Rail	Accepts this proposal as submitted.
DAB DECISION	<p>The Board reviewed and discussed the Industry Consultation feedback at the 17th January 2017 Board meeting.</p> <p>The Proposal was agreed by the Board as Consulted.</p>

Originators Reference Code / N ^o	DAB P287 - LINE BLOCKING INCIDENTS
Name of the original sponsoring organisation(s)	DAB
Exact details of the change proposed	<p>Add a Note under each of the following Section tables</p> <p>4.7.2.3 Waiting Train Crew</p> <p>4.9.2.3 Stock Provision of Stock</p> <p>4.9.2.6 Provision of Specified Equipment and</p> <p>4.9.1.2 Planning</p> <p>That reads:-</p> <p>Note: For delays and cancellations associated with Unplanned Line Blocking Incidents see Section 4.10.2</p> <p>Add new DAG Section 4.10.2 line blockage section as part of 4.10 Service Recovery and Contingency Plans Section as set out below:-</p> <p>4.10.2 Delays Emanating From Unplanned Line Blocking Incidents</p> <p>4.10.2.1 This section covers delays resulting from situations where unplanned line blocking incidents occur which require short notice revisions to the train plan for the next days(s) or even week(s). For the purposes of this section, unplanned line blockages are considered as an event occurring where:-</p> <ul style="list-style-type: none"> • It is known an individual line or entire route will be fully or partially restricted for the following day(s) <p>4.10.2.2 Excluding the unplanned line blocking incident itself, some of the circumstances that may generate delays as a result of the unplanned line blocking incident are:-</p> <ul style="list-style-type: none"> • Individual Schedules uploaded as part of the contingency plan contain errors • Part or all of the overall contingency train Plan doesn't work (even if individual schedules do) • The agreed train (unit / loco / wagon) resource plan doesn't work or can't be resourced

	<ul style="list-style-type: none"> • The agreed Train Crew resource plan doesn't work or can't be resourced • The agreed Yard resource plan doesn't work or can't be resourced • Required Industry resources are not available to re-plan and agree a validated train plan • Agreement cannot be reached over the amended plan or a pre agreed contingency plan is enforced as default • Timescales do not allow re-planning (e.g. incident happens at 21:30 for the 22:00 cut off) • Other factors impacting the implementation of the plan (e.g. stock balancing affected by another impacting event or a required route closed for a possession) <p>4.10.2.3 In such circumstances set out in 4.10.2.2, consideration should be given to the allocation of the resulting delays based on the circumstances of each occurrence and critically whether Parties have taken reasonable steps to avoid and/or mitigate the effects of the incident (delays or cancellations) on the following day(s).</p> <p>4.10.2.4 It should be considered that attribution direct to the causal line blocking incident itself should cease once an agreed amended plan is in place.</p> <p>4.10.2.5 Where opportunity exists and dependent on the time of occurrence and scale of the incident, the revised plan for Passenger Operators could be agreed prior to 22:00 on the day of the incident occurring. For Freight Operators the MFSdD process should be applied. For incidents expected to last for more than 3 days the revised plan should be progressed under the standard STP Timetable Planning processes. (see section 4.9.1)</p> <p>4.10.2.6 Once the agreed plan is in place, considerations made when reviewing allocation of subsequent delays or cancellations should factor whether they could have effectively been mitigated under the circumstances by any Party (see also 4.1.5); Any failure to take such steps shall be regarded as a separate incident to the relevant Party (See DAG 4.7.2 Crew Resourcing; DAG 4.9.2 Stock Provision and DAG 4.9.1 The Train Plan for associated scenarios and principles).</p>
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Likely Scenarios:-			
No.	Circumstances	Delay Code	Incident Attribution
a	The cancellation or late start could have been pre-empted and therefore planned	TZ / FZ / OD	Train Operator (T#** / F#**) or Network Rail (OQ**) as appropriate
b	A decision was made for no plan to be implemented (where opportunity exists) and operations were managed on a day to day basis.	OD	Network Rail OQ**
c	Planning issues where the plan was initiated and uploaded through VSTP Control arrangements under best endeavours.	QN (for individual schedule issues) OD (for issues with the train plan).	Network Rail (QQ** / OQ**)
d	Schedule issues where the agreed plan was processed and uploaded through standard Capacity Planning STP processes (officially bid, validated, uploaded)	QM	QQ**
e	The conditions of the block or restriction change daily (i.e. not a solid state) where a line may open in stages or partially open with restrictions.	Plan should reflect daily situation and be attributed as appropriate scenarios above	Plan should reflect daily situation and be attributed as appropriate scenarios above
<p>4.10.2.7 Different considerations may be appropriate for Freight Operators given the nature of their business and operations. In such cases please refer to DAB Process Guide Document 9 – Managing Freight Services during Disruption for principles of attribution in these circumstances.</p>			

Reason for the change	<p>This proposal was developed through DAB in response to requests by Industry for improved guidance for ongoing line blocking incidents where revised plans are required to be introduced often at short notice.</p> <p>The proposal has factored the base principles of attribution responsibility but also factoring in the considerations that apply to line blocking incidents that could last days or potentially weeks.</p> <p>Wording stipulates ‘unplanned’ line blocking incidents so as to distinguish from pre-planned engineering works or similar which would not be considered for this section.</p> <p>Discussions during development of the proposal considered that the railway is a 7 day operation so any debates over weekend / bank holiday impact on planning was seen as a misnomer to a degree.</p> <p>Also factored was the Industry focus on Performance Improvement and Delay Per Incident – having delays and cancellations allocated to a line blocking incident sometimes weeks after the initial event was deemed inappropriate for causal analysis, detrimental to DPI and indeed Performance Improvement (i.e. if scheduling issues are allocated to the causal incidents, the issues with the planning process in such circumstances will not be identified and not improved in future events)</p> <p>It is acknowledged that all line blocking incidents can vary in nature and size of impact and thus the proposal cannot be black and white – there has to be an element of consideration given to each situation but the base principles should at least be maintained – primarily as the whether any individual delay or cancellation could be mitigated through due process.</p>
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DAB/P287 Response	Comments
DAMG - on behalf of the identified companies in the response matrix	<p>The words in 4.10.2.1 are open to misinterpretation so need to be addressed.</p> <p>Under the current wording an unplanned Condition of track Speed Restriction (ESR) is a partial restriction of use which is not what is intended by the definition, but simultaneously should be broad enough to contain emergency speed restrictions for criteria that are applicable under DAG 4.14.5.1- Severe Weather</p>

DAB/P287 Response	Comments
	<p>Add the following words:- “Where Speed restrictions that are within the criteria of DAG 4.12.2 are imposed. The guidance within 4.10.2 is not applicable”</p> <p>4.10.2.2, two of the bullet points should be amalgamated to improve clarity of application. From:</p> <ul style="list-style-type: none"> • Required Industry resources are not available to re-plan and agree a validated train plan • Timescales do not allow re-planning (e.g. incident happens at 21:30 for the 22:00 cut off) <p>To:</p> <ul style="list-style-type: none"> • Required Industry resources are not available to re-plan and agree a validated train plan and timescales do not allow re-planning (e.g. incident happens at 21:30 for the 22:00 cut off)
VTEC	Accepts this proposal as submitted.
Network Rail	Accepts this proposal as submitted.
DAB DECISION	<p>The Board reviewed and discussed the Industry Consultation feedback at the 17th January 2017 Board meeting.</p> <p>In relation to the points raised by DAMG:-</p> <p>TSRs / ESRs are not considered a ‘Restriction of Use’ and would therefore not be part of this section so there was not deemed to be a need to include this clarification. However, this will be included in the DAG change briefing material.</p> <p>The merging of the two bullets was discussed as to how they may be interpreted differently as stand-alone bullets. The Board concluded that the section they are in is for ‘consideration’ and does not specify specific responsibility if each aspect is or isn’t relevant for any given situation – they are just to be considered in discussions to allocate that responsibility.</p> <p>The Proposal was therefore agreed by the Board as Consulted.</p>