



Delay Attribution Board
Floor 8
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London
NW1 2DN

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

Tel: [REDACTED]
Email: [REDACTED]

cc: Richard Morris
Chairman,
Delay Attribution Board.

Date: 26th February 2015

Submission of proposals for change to October 2015 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:

- DAMG Nov 13 P01 to DAMG Nov 13 P16
- NR DAMG Nov 13 P17.1
- DAB/P206 – DMU Other
- DAB/P207 – EMU failure
- DAB/P208 – EMU/DMU failure

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.

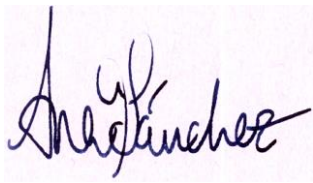
The proposals for amendment to the Delay Attribution Guide were put out to Industry Parties for formal consultation in accordance with Track Access Condition B2.5.2. The deadline for Industry responses was January 6th 2014. A number of Industry Parties responded to the consultation process and these 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 amendment 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 1st April 2015

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,



Ana Maria Sanchez, BA(Hons)

PA to DA Board Secretary
Mark Southon

[REDACTED]

Enc –

- DAMG Nov 13 P01 to DAMG Nov 13 P16
- NR DAMG Nov 13 P17.1
- DAB/P206 – DMU Other
- DAB/P207 – EMU failure
- DAB/P208 – EMU/DMU failure
- DAMG Nov 13 P17

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

Originators Reference Code / N°	<i>DAMG Nov 13 P01</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code M1</i> <i>From</i> <i>“Pantograph fault or PANCHEX activation (positive)”</i> <i>To</i> <i>“Confirmed Pantograph, ADD, shoe beam or assoc. system faults Incl positive PANCHEX activations.”</i> <i>Change the Abbreviation from “PANTOGRAPH” to “PANTO/SHOE”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

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?

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

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.

No impact

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

Originators Reference Code / N°	<i>DAMG Nov 13 P2</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code M0 (zero) from “Safety systems failure (DSD/OTMR/Vigilance)” To “Confirmed, Train Cab based safety system fault” Change the Abbreviation from “DSD” to “CAB SYS”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

- 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?**

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

- 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.**

No impact

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

Originators Reference Code / N°	<i>DAMG Nov 13 P3</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code M7</i> <i>From</i> <i>“DMU (inc. HST/MPV) failure/defect/attention: doors (including SDO equipment failure and excluding Railhead Conditioning trains).”</i> <i>To</i> <i>“Door and Door system faults”</i> <i>Change the Abbreviation from “DMU DOOR” to “DOORS”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

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?

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

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.

No impact

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

Originators Reference Code / N ^o	<i>DAMG Nov 13 P4</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter</i> <i>Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code M8</i> <i>From</i> <i>“DMU (inc. HST/MPV) failure/defect/attention: other (excluding Railhead Conditioning trains).”</i> <i>to</i> <i>“Technical failures above Solbar”</i> <i>Change the Abbreviation from “DMU OTHER” to “ABOVE SB”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

- 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?**

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

- 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.**

No impact

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

Originators Reference Code / N°	<i>DAMG Nov 13 P5</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code MD</i> <i>From</i> <i>“DMU (inc. HST)/MPV failure/defect/attention: traction (excluding Railhead Conditioning trains)”</i> <i>To</i> <i>“Technical failures below Solbar”</i> <i>Change the Abbreviation from “DMU TRAC” to “BELOW SB”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

- 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?**

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

- 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.**

No impact

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

Originators Reference Code / N°	<i>DAMG Nov 13 P6</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter</i> <i>Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code MT</i> <i>From</i> <i>“Safety systems failure (AWS/TPWS/ATP)”</i> <i>To</i> <i>“Confirmed Train borne safety system faults ”</i> <i>Change the Abbreviation from “AWS TPWS” to “SS TB”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

- 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?**

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

- 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.**

No impact

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

Originators Reference Code / N°	<i>DAMG Nov 13 P7</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code MR from “Hot Box or HABD/WILD activation (positive)” To “Sanders and scrubber faults ” Change the Abbreviation from “HOT BOX” to “WHEELS”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

- 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?**

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

- 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.**

No impact

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

Originators Reference Code / N°	<i>DAMG Nov 13 P8</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code MP from “Loco/unit adhesion problems” To “Rail/ wheel interface, adhesion problems ”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

- 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?**

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

- 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.**

No impact

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

Originators Reference Code / N°	<i>DAMG Nov 13 P9</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code MN from “DMU (inc. HST/MPV) failure/defect/attention: brakes(excluding Railhead Conditioning trains)” To “Brake and brake systems faults, including wheel flats where no other cause identified” Change the Abbreviation from “DMU BRAKE” to “BRAKES”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

- 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?**

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

- 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.**

No impact

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

Originators Reference Code / N°	<i>DAMG Nov 13 P10</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code MY from “Mishap – T&RS cause” To “Coupler and Coupler systems faults ” Change the Abbreviation from “TRS MISHAP” to “COUPLER”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

- 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?**

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

- 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.**

No impact

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

Originators Reference Code / N°	<i>DAMG Nov 13 P11</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code NA from “Ontrain TASS Failure” To “Ontrain TASS/TILT failure ” Change the Abbreviation from “TASS” to “TASS/TILT”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

- 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?**

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

- 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.**

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

Originators Reference Code / N°	<i>DAMG Nov 13 P12</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code MS from “Stock change or replacement by slower vehicles (all vehicle types)” To “planned underpowered or shortformed service/vehicle, incl. exam setswaps ” Change the Abbreviation from “STOCK CHNG” to “ALLOC STCK”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

- 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?**

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

- 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.**

No impact

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

Originators Reference Code / N°	<i>DAMG Nov 13 P13</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter Northern Rail</i>
Exact details of the change proposed	<i>Remove within Appendix A Section M, Cause Codes MA, delays mapped into MN MG, delays mapped into MN MH, delays mapped into M7 MI, delays mapped into ML MJ, delays mapped into ML MK, delays mapped into MD MM, delays mapped into MD MO, delays mapped into MU MQ, delays mapped into MB MZ, delays mapped into MD M3, delays mapped into MC M4, delays mapped into MN M5, delays mapped into M7 M6, delays mapped into MD MX, delays mapped into MN MZ, delays mapped to MD NB, delays mapped to NA NC, delays mapped to MU ND, delays mapped to M0 (zero)</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

- 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?**

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

- 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.**

No impact

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

Originators Reference Code / N°	<i>DAMG Nov 13 P14</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code ML from “Freight vehicle failure/defect attention (inc. private wagons)” To “Wagons, coaches and parcel vehicle faults” Change the Abbreviation from “FRGHT VEH” to “WAGONS”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

- 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?**

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.

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

Originators Reference Code / N°	<i>DAMG Nov 13 P15</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code MC from “Diesel loco failure/defect/attention: traction” To “Diesel loco failure/defect/attention” Change the Abbreviation from “DIESL TRAC” to “DIESL LOCO”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

- 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?**

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

- 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.**

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

Originators Reference Code / N°	<i>DAMG Nov 13 P16</i>
Name of the original sponsoring organisation(s)	<i>Alistair Rutter Northern Rail</i>
Exact details of the change proposed	<i>Retitle within Appendix A Section M, Cause Code MB from “Electric loco (inc. IC225) failure/defect/attention: traction” To “Electric loco failure/defect/attention” Change the Abbreviation from “ELEC TRAC” to “ELEC LOCO”</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

- 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?**

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.

There will be no commercial impact as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

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No impact

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

Originators Reference Code / N ^o	<i>NR DAMG Nov 13 P17.1</i>
Name of the original sponsoring organisation(s)	<i>Network Rail</i>
Exact details of the change proposed	<i>This proposal is a counter proposal to NR DAMG Nov 13 P17</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>

Replace current 4.12.1, 4.12.2 & 4.12.3 with the wording below.

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 Passenger Train Operator Delays (including Charter Trains)

No.	Circumstances	Delay Code	Systems
a.	<i>Delays associated with faults with Pantograph, 3rd Rail shoe beam, ADD and PANCHEX activations</i>	<i>M1</i>	<i>3rd Rail Pantograph ADD</i>
b.	<i>Delays associated with faults relating to train borne safety systems within the Cab.</i>	<i>M0 (ZERO)</i>	<i>OTMR DVD DSD GSMR NRN RETB ERTMS</i>

No.	Circumstances	Delay Code	Systems
			<i>Technical head or tail light failure</i> <i>Horn</i> <i>Speedo</i>
<i>c.</i>	<i>Delays associated with faults with train doors and associated systems</i>	<i>M7</i>	<i>Crew doors</i> <i>Passenger doors</i> <i>Gangway doors</i> <i>Toilet doors</i>
<i>d.</i>	<i>Other delays associated with technical faults above the solebar</i>	<i>M8</i>	<i>Air conditioning</i> <i>Toilets</i> <i>Cab heaters</i> <i>Internal lighting</i> <i>Window faults (excl. those broken by external causes)</i> <i>Failed passenger facilities e.g. broken seating</i> <i>VCB</i>
<i>e.</i>	<i>Other delays associated with technical faults below the solebar</i>	<i>MD</i>	<i>Air systems</i> <i>Traction motors</i> <i>Engines</i> <i>Gearbox</i> <i>Drive train</i> <i>Train electrics / batteries</i>
<i>f.</i>	<i>Delays associated with train borne safety system faults</i>	<i>MT</i>	<i>AWS</i> <i>TPWS</i> <i>ATP</i> <i>TCA</i> <i>HABD</i> <i>WILD</i>
<i>g.</i>	<i>Delays associated with Sanders and scrubbers faults</i>	<i>MR</i>	<i>On board sanding equipment</i>

No.	Circumstances	Delay Code	Systems
			Wheel Scrubbers
<i>h.</i>	<i>Delays associated with brake and brake system faults, including wheel flats</i>	<i>MN</i>	<i>Poor Brakes ABS WSP</i>
<i>i.</i>	<i>Technical delays associated with coupler and coupling system faults, excluding track or driver based issues</i>	<i>MY</i>	<i>Coupler Coupler buttons / Control systems</i>
<i>j.</i>	<i>Delays associated with the effect of weather on the train</i>	<i>MW</i>	<i>Wind screen wipers Leaking Frozen couplers where mitigations have not been applied</i>
<i>k.</i>	<i>Delays associated with balise activated train borne systems</i>	<i>NA</i>	<i>TASS TILT</i>
<i>m.</i>	<i>Delays associated with train borne systems where no fault is found with track or train based equipment</i>	<i>M9</i>	<i>See Section 4.25.4</i>
<i>n.</i>	<i>Delays associated with Steam train locomotives</i>	<i>ME</i>	<i>Steam trains</i>
<i>o.</i>	<i>Delays associated with coaching stock</i>	<i>ML</i>	<i>Coaches Parcel vehicles</i>

4.12.3 Freight Train Operator Delays

No.	Circumstances	Delay Code	Systems
<i>a.</i>	<i>Faults associated with diesel hauled freight trains</i>	<i>MC</i>	<i>Diesel freight</i>
<i>b.</i>	<i>Faults associated with electric hauled freight trains</i>	<i>MB</i>	<i>Electric freight</i>
<i>c.</i>	<i>Delays associated with wagons or coaching stock on a freight train</i>	<i>ML</i>	<i>Freight wagons Coaches</i>
<i>d.</i>	<i>Delays associated with train borne systems where no fault is found with track or train based equipment</i>	<i>M9</i>	<i>See Section 4.25.4</i>
<i>p.</i>	<i>Delays associated with on track plant equipment</i>	<i>MV</i>	<i>Yellow plant Tampers</i>

4.12.3 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 (MPV's) 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 4.26.3

Proposals for Change to the Delay Attribution Guide which, have been previously approved by the DAB, following Industry consultation, subject to obtaining funding for the change proposals

<u>PfC No.</u>	<u>Code</u>	<u>Code Description</u>	<u>Details of the proposed change</u>	<u>Reason for Change</u>
DAB/P206	M8	DMU Other	Remove delay code M8 from 4.42.2 (b) and replace with M0(ZERO)	To allow for the movement of GSM-R from M8 to the new M0 description proposed within DAMG Nov 13 P17
DAB/P207	M6	EMU Failure	Remove delay code M6 from 4.42.2 (b)	To allow for the movement of GSM-R from M8 to the new M0 description proposed within DAMG Nov 13 P17.1
DAB/P208	M6/M8	EMU Failure/DMU Other	Remove delay code M6 & M8 from flowchart 4.42.1 and replace with M0(ZERO)	To allow for the movement of GSM-R from M8 to the new M0 description proposed within DAMG Nov 13 P17

Proposals for Change to the Delay Attribution Guide which, have been previously approved by the DAB, following Industry consultation, subject to obtaining funding for the change proposals

Originators Reference Code / N°	<i>DAMG Nov 13 P17</i>		
Name of the original sponsoring organisation(s)	<i>Alistair Rutter</i> <i>Northern Rail</i>		
Exact details of the change proposed	<i>Insert the following after 4.12.1 and renumber as appropriate</i>		
	<i>No.</i>	<i>Circumstances</i>	<i>Delay code</i>
	<i>a.</i>	<i>Delays associated with confirmed faults with Pantograph, 3rd Rail shoe beam, ADD and confirmed PANCHEX activations</i>	<i>M1</i>
<i>b.</i>	<i>Delays associated with confirmed faults relating to on board safety systems within the Cab incl. any rule book specified reduced speed running</i>	<i>M0 (ZERO)</i>	<i>3rd Rail</i> <i>Pantograph</i> <i>ADD</i>
			<i>OTMR</i> <i>DVD</i> <i>DSD</i> <i>GSMR</i> <i>NRN</i> <i>RETB</i> <i>ERTMS</i> <i>Technical head or tail light failure</i> <i>Horn</i> <i>Speedo</i>

	c.	<i>Delays associated with faults with train doors and associated systems</i>	<i>M7</i>	<i>Crew doors</i> <i>Passenger doors</i> <i>Gangway doors</i> <i>Toilet doors</i>
	d.	<i>Delays associated with technical faults above the solebar</i>	<i>M8</i>	<i>Air conditioning</i> <i>Toilets</i> <i>Cab heaters</i> <i>Internal lighting</i> <i>Window failures (excl. those broken by external causes)</i> <i>Failed passenger facilities e.g. broken seating</i>
	e.	<i>Delays associated with Technical failures below the solebar</i>	<i>MD</i>	<i>Air systems</i> <i>Traction motors</i> <i>Engines</i> <i>Gearbox</i> <i>Drive train</i> <i>VCB</i> <i>Train electrics / batteries</i>
	f.	<i>Delays associated with confirmed train borne safety system faults</i>	<i>MT</i>	<i>AWS</i> <i>TPWS</i> <i>ATP</i> <i>TCA</i>

			<i>HABD</i> <i>WILD</i>
	<i>g.</i>	<i>Delays associated with failures of Sanders and scrubbers</i>	<i>MR</i> <i>On board sanding equipment</i> <i>Wheel Scrubbers</i>
	<i>h.</i>	<i>Delays associated with brake and brake system faults including wheel flats where no other cause has been identified</i>	<i>MN</i> <i>Poor Brakes</i> <i>ABS</i> <i>WSP</i>
	<i>i.</i>	<i>Technical delays associated with Coupler and coupling system faults, excluding track or Driver based issues</i>	<i>MY</i> <i>Coupler</i> <i>Coupler buttons / Control systems</i>
	<i>j.</i>	<i>Delays associated with the effect of weather on the train</i>	<i>MW</i> <i>Wind screen wipers</i> <i>Leaking</i> <i>Frozen couplers where mitigations have not been applied</i>
	<i>k.</i>	<i>Delays associated with balise activated on train systems</i>	<i>NA</i> <i>TASS</i> <i>TILT</i>
	<i>m.</i>	<i>Delays associated with on train borne systems where it is agreed no fault is found with track or train based equipment (4.25)</i>	<i>M9</i> <i>See table 4.25.4</i>
	<i>n.</i>	<i>Delays associated with Steam train locomotives</i>	<i>ME</i> <i>Steam trains</i>
	<i>o.</i>	<i>Delays associated with wagons and coaching</i>	<i>ML</i> <i>Freight wagons</i>

		<i>stock</i>		<i>Coaches</i> <i>Parcel vehicles</i>
	<i>p.</i>	<i>Delays associated with on track plant equipment</i>	<i>MV</i>	<i>Yellow plant</i> <i>Tampers</i> <i>RRV</i>
	<i>q.</i>	<i>Failures associated with hauled diesel freight train</i>	<i>MC</i>	<i>Diesel locomotives</i>
	<i>s.</i>	<i>Failures associated with Electric hauled locomotives</i>	<i>MB</i>	<i>Electric locomotives</i>
Reason for the change	<i>To support the DAB workstream to optimise delay codes.</i>			

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?

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.

There will be no commercial impact, as the proposal is not changing any responsibility, purely the codes associated with existing delays. A remapping exercise will need to take place in any downstream systems

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.

No impact

Industry Responses to Proposed Amendments to the Delay Attribution Guide October 2014 edition.

Proposal reference nos:

- DAMG Nov 13 P01 to DAMG Nov 13 P16
- NR/DAMG Nov P17.1
- DAB/P206 to DAB/P208

Consultation closed – 6th January 2014

Responses received from:

Arriva Trains Wales
Cross Country
East Coast Trains
East Midlands Trains
Eurostar
First Capital Connect
First Greater Western
First Hull Trains
First Transpennine Express
Greater Anglia
Grand Central
GTR
London Midland
LOROL
Network Rail
Northern Rail
Scotrail
South Eastern Railways
Virgin Trains

Company Organisation	Comments
Abellio Greater Anglia	As per the response provided by the DAMG
Arriva Trains Wales	As per the response provided by the DAMG
c2c Rail Ltd	No response received
Chiltern Railways	As per the response provided by the DAMG
Colas Rail	No response received
DB Regio Tyne & Wear	No response received
DBSchenker	Supports the proposed changes
Devon & Cornwall Railways	No response received
Direct Rail Services	No response received
East Coast	As per the response provided by the DAMG
East Midland Trains	No response received
Eurostar International	No response received
First / Keolis Transpennine	As per the response provided by the DAMG
First Capital Connect	As per the response provided by the DAMG
First Greater Western	As per the response provided by the DAMG
First Hull Trains	No response received
First Scotrail	No response received
Freightliner	No response received
GB Railfreight	No response received
Grand Central Railway	As per the response provided by the DAMG
Harsco Rail	No response received
Heathrow Express	No response received
London Midland	As per the response provided by the DAMG
London Overground	No response received
Merseyrail	No response received
North Yorkshire Moors	No response received
Northern Rail	As per the response provided by the DAMG
Southeastern	As per the response provided by the DAMG
Southern	No response received
Stagecoach South West	As per the response provided by the DAMG
Virgin Trains	As per the response provided by the DAMG
West Coast Railway	No response received
XC Trains	As per the response provided by the DAMG
DAMG - on behalf of the above companies	We reject all proposals for change as none contain any reference to neutralisation of the cost remapping all downstream systems to align root causing for codes that are removed or remapped. Normally this change can be absorbed by an organisation when the level of change is minimal i.e. one or two changes, however as these proposals require changes to hundreds of codes and potentially thousands root causes, the full scale cannot be evaluated until the full set of amendments is known. When a funding process is agreed, this rejection will be withdrawn.
Network Rail	Accepts the proposed changes subject to the approval the TAC of the counter proposal NR/DAMG NOV 13/P17.1

<p>DAB DECISION</p>	<p>The DAMG Representative at the DAB meeting held on November 26th accepted Network Rail’s proposed changes to DAMG Nov 13 P17.</p> <p>At the 20th January 2015, Board meeting, the Board when reaching its decision to submit the proposals to ORR for approval, considered the industry consultation feedback and the reasoning provided within the original proposals.</p> <p>The Board agreed to fund a significant proportion of the change cost which was the overriding reason as to why the Industry had initially objected to requesting ORR approval.</p> <p>The funding is now in place. The DAMG representative withdrew its objection; allowing for the proposal to be submitted to the ORR for approval.</p> <p>The Board agreed to submit these proposals to ORR for approval.</p>
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