



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: 08th July 2016

Submission of proposals for change to April 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 P271 - Autumn 1 Main body
- DAB P272 – Autumn 2 Flow diagram
- DAB P273 – Section 5 improvements – FOC
- DAB P274 – Section 5 improvements – NR
- DAB P275 – Section 5 improvements – TOC
- NR P193 – Possessions

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 17th June. 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 amendments were agreed is available should you require it.

I await your advice on whether you approve the amendment proposed.



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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 **19th September 2016**

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,

Mark Southon

Board Secretary

Consultation closed – 17th June 2016

| Proposal reference Number: | DAB/P271 | DAB/P272 | DAB/P273 | DAB/P274 | DAB/P275 | NR/P193 |
|------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| Company / Organisation | Response Received | | | | | |
| 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"/> |
| Arriva Trains Wales* | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| c2c Rail Ltd | | | | | | |
| Chiltern Railways | | | | | | |
| Colas Rail | | | | | | |
| DB Regio Tyne & Wear | | | | | | |
| DBSchenker | | | | | | |
| Devon & Cornwall Railways | | | | | | |
| Direct Rail Services* | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| East Midland Trains | | | | | | |
| Eurostar International | | | | | | |
| First / Keolis Transpennine | | | | | | |
| Great Western 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"/> |
| First Hull Trains | | | | | | |
| Freightliner HH & Intermodal | | | | | | |
| 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"/> |
| Grand Central Railway | | | | | | |
| Harsco Rail | | | | | | |
| Heathrow Express | | | | | | |
| London Midland | | | | | | |
| London Overground* | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Merseyrail | | | | | | |
| MTR Crossrail | | | | | | |
| 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"/> |
| Scotrail | | | | | | |
| Southeastern Railway | | | | | | |
| Stagecoach South West | | | | | | |
| Virgin Trains (West 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"/> |
| Virgin Trains East Coast | | | | | | |
| Volker Rail | | | | | | <input checked="" type="checkbox"/> |
| West Coast Railway | | | | | | |
| XC Trains* | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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"/> |

* Response received as part of DAMG collective.

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|--|---|----|---|----|---------------------|
| Originators Reference Code / N° | DAB P271 Autumn 1 | | | | |
| Name of the original sponsoring organisation | DAB | | | | |
| Exact details of the change proposed | <p>Amendments to Section 4.3</p> <p>Amend first sentence of 4.3.1.4.1 to read:- Network Rail will agree with Train Operator(s) a list of locations where adhesion problems are common.</p> <p>Add additional bullet to 4.3.1.4.1:-</p> <ul style="list-style-type: none"> List of sites where vegetation is non-compliant and vegetation plan delivery status <p>Amend first sentence of 4.3.1.4.2 to read:- Network Rail will also agree with Train Operators, in relation to the list above, the number of 'Minutes Delay' in a given delay section which shall normally be agreed as the maximum 'reasonable time-loss' for inclusion in the "Neutral Zone" incidents as described above. This agreement will be made between Lead Route and Operators which may include any bespoke agreements with non-lead Routes.</p> <p>Amend last sentence of Note (N.B) under 4.3.1.4.4 to read:- Network Rail and Train Operators should consider the mechanisms required to make such real-time agreement the subject of a permanent amendment, if desired</p> <p>Replace 4.3.1.5 with: The "Neutral Zone" is intended as a pragmatic approach to managing the increased level of delays experienced during the autumn period and is based upon 'most likely' cause principles.</p> <p>Amend circumstances and re-lettering within 4.3.1.7.1 as follows</p> | | | | |
| | | b. | Vegetation within network boundaries is not in accordance with prevailing Network Rail standards, including where signals or track side signs are obscured by vegetation and where trains strike branches - not due to the weather. | JP | Network Rail (IQ**) |

| | | | | |
|--|---|--|----|---------------------|
| | d | Contamination is present but agreed vegetation measures are completed | QH | Network Rail (QQ**) |
| | e | Contamination is present and agreed vegetation measures are not completed | JP | Network Rail (IQ**) |
| | f | Railhead examination not carried out in line with Rule Book requirements after ERHC and/or LRA railhead report (as per chart 4.3.1.6.1) | QI | Network Rail (QQ**) |
| | g | Cautioning of trains when contamination is suspected or confirmed | QI | Network Rail (QQ**) |
| | h | Special working implemented for leaf fall track circuit operation | QJ | Network Rail (QQ**) |
| <p>(Circumstances not shown remain unaltered)</p> <p>Delete 3rd bullet under 4.3.1.7.5 'If the railhead treatment train is...'</p> <p>Amend 4th bullet under 4.3.1.7.5 to read:-</p> <ul style="list-style-type: none"> Delays due to failure to complete the railhead treatment programme, for whatever reason, should be attributed in accordance with DAG 4.3.2 (see also DAG 4.3.1.7.4). <p>Delete 5th bullet under 4.3.1.7.5 'It is acknowledged that...'</p> <p>Add the following example attribution in 4.3.1.8 under and to support Example 4</p> <p>Example Attribution to train 2A00</p> <p>3' coded TT allocated to TIN A 4' coded TT allocated to TIN B 4' coded TT allocated to TIN C 5' coded TT allocated to TIN D 12' coded IB allocated to TIN E</p> <p>Train 2A00 then causes a 4' reactionary delay to train 2B00.</p> <p>The 4' reactionary delay to 2B00 is attributed as reactionary to TIN D as the greater of the TT impacts</p> | | | | |

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|-----------------------|--|----|------------------------|----|---------------------|---|--|----|---------------------|
| | <p>Amendments to 4.3.2.3 as follows:-</p> <p>Amend Incident attribution to for situation ‘h’ to read ‘Network Rail (OQ**)’</p> <p>Add situations j and k as below:</p> <table border="1" data-bbox="464 680 1409 869"> <tr> <td data-bbox="464 680 528 757">j.</td> <td data-bbox="528 680 1015 757">Failure of a RHC train</td> <td data-bbox="1015 680 1171 757">OM</td> <td data-bbox="1171 680 1409 757">Network Rail (OQ**)</td> </tr> <tr> <td data-bbox="464 757 528 869">K</td> <td data-bbox="528 757 1015 869">Delays caused by the non-treatment of the rail head as a result of circumstances i and j above</td> <td data-bbox="1015 757 1171 869">OE</td> <td data-bbox="1171 757 1409 869">Network Rail (OQ**)</td> </tr> </table> | j. | Failure of a RHC train | OM | Network Rail (OQ**) | K | Delays caused by the non-treatment of the rail head as a result of circumstances i and j above | OE | Network Rail (OQ**) |
| j. | Failure of a RHC train | OM | Network Rail (OQ**) | | | | | | |
| K | Delays caused by the non-treatment of the rail head as a result of circumstances i and j above | OE | Network Rail (OQ**) | | | | | | |
| Reason for the change | <p>This Proposal for change supports and supplements Pfc DAB P272 Autumn 2</p> <p>It was formulated by a DAB Autumn Sub Group put together as part of the DAB’s ‘Review of the DAG’ Objective.</p> <p>The Proposals have purposely kept separate as both can progress in isolation should the other not be accepted through Consultation</p> <p>Changes proposed are all to improve clarity and consistency within autumn attribution</p> | | | | | | | | |

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

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.

No impact on responsibility / commerciality / reporting intended. For improved clarity.

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

n/a

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

| DAB/P271 | Comments |
|---|--|
| DAMG - on behalf of the identified companies as per pages 1 | <p>Accepted as submitted subject to a non material change.</p> <p>Network Rail will also agree with Train Operators, in relation to the list above, the number of “Minutes Delay” in a given delay section which shall normally be agreed as the maximum ‘reasonable time-loss’ for inclusion in the “Neutral Zone” incidents as described above</p> <p>It is recognised that normally this is done on a Route to Operator basis, however issues exists where a Route does not speak directly to an Operator so the responsibility for agreement needs to defer to the Lead Route for that Operator. Suggest the below change</p> <p>Network Rail will also agree with Train Operators, in relation to the list above, the number of “Minutes Delay” in a given delay section which shall normally be agreed as the maximum ‘reasonable time-loss’ for inclusion in the “Neutral Zone” incidents as described above. This agreement will be made between Lead Route and Operator except where bespoke agreement applies.</p> |
| Network Rail | <p>Accepted as submitted subject to a clarification of:</p> <p>In this section j. Failure of an RHC train, is RHC correct?</p> |
| DAB DECISION | <p>The Board when reaching its decision at the 5th July 2016, Board meeting, considered the industry consultation feedback and the reasoning provided within the original proposal.</p> <p>With reference to the Network Rail reference to RHC train it was concluded that this is the appropriate generic term for the treatment trains.</p> <p>With reference to the DAMG response, requesting a non-material addition to 4.3.1.4.2 , this was discussed and agreed to clarify but with amended wording:- <i>‘This agreement will be made between Lead Route and Operators which may include any bespoke agreements with non-lead Routes’</i></p> <p>This has been shown in bold red in the proposal above.</p> <p>The proposal was otherwise accepted as submitted.</p> |

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

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| Originators Reference Code / N ^o | DAB P272 Autumn 2 |
| Name of the original sponsoring organisation(s) | DAB |
| Exact details of the change proposed | <p>Amendments to Section 4.3</p> <p>Remove ‘and 4.3.1.6.2’ from 4.3.1.6 to read:- The notes below relate to the annotated reference points in flow-charts 4.3.1.6.1</p> <p>Amend Note 1 under 4.3.1.6 as follows:</p> <p>Note 1 The jointly agreed Neutral Zone list can be updated on the day in question and thus a poorly performing section can be agreed to be included real time (i.e sections that are not included on a pre-agreed list can be subsequently agreed to be ‘switched on’ (or off) on the day due to prevailing conditions.</p> <p>Amend Note 4 under 4.3.1.6 as follows:</p> <p>Note 4 For a Driver’s report of ERHC/LRA to be considered valid, the following criteria must be adhered to:</p> <ol style="list-style-type: none"> 1. Was the report received in line with current Rule Book instructions? 2. Was the report sufficiently specific to allow for appropriate site investigation and corrective action to be taken? <p>If a site is correctly reported and subsequent Drivers are being advised of the reported conditions pending examination, no requirement to report poor conditions is incumbent upon those subsequent Drivers. Attribution of delays so caused will be determined by the findings of the investigation.</p> <p>Remove current Note 5 under 4.3.1.6</p> <p>Add new Note 5 under 4.3.1.6:-</p> <p>Note 5 If the relevant Rule Book module is applied, even if the driver did not need to report the adhesion, then the process is applied as stated</p> <p>Remove current flow diagrams 4.3.1.6.1 and 4.3.1.6.2 and replace with that appended to this Proposal for Change as a new 4.3.1.6.1</p> |

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

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| | |
| Reason for the change | <p>This Proposal for change supports and supplements Pfc DAB P271 Autumn 1</p> <p>It was formulated by a DAB Autumn Sub Group put together as part of the DAB's 'Review of the DAG' Objective.</p> <p>The Proposals have purposely kept separate as both can progress in isolation should the other not be accepted through Consultation</p> <p>The prime purpose of this proposal is to combine and improve the flow diagrams and guidance notes covered in the current 4.3.1.6, 4.3.1.6.1 and 4.3.1.6.2 and incorporating station overshoots as covered in the DAB autumn best practice guide.</p> <p>The only real change in terms of the actual content is shown in red</p> <p>Changes proposed are all to improve clarity and consistency within autumn attribution</p> |

3. 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.

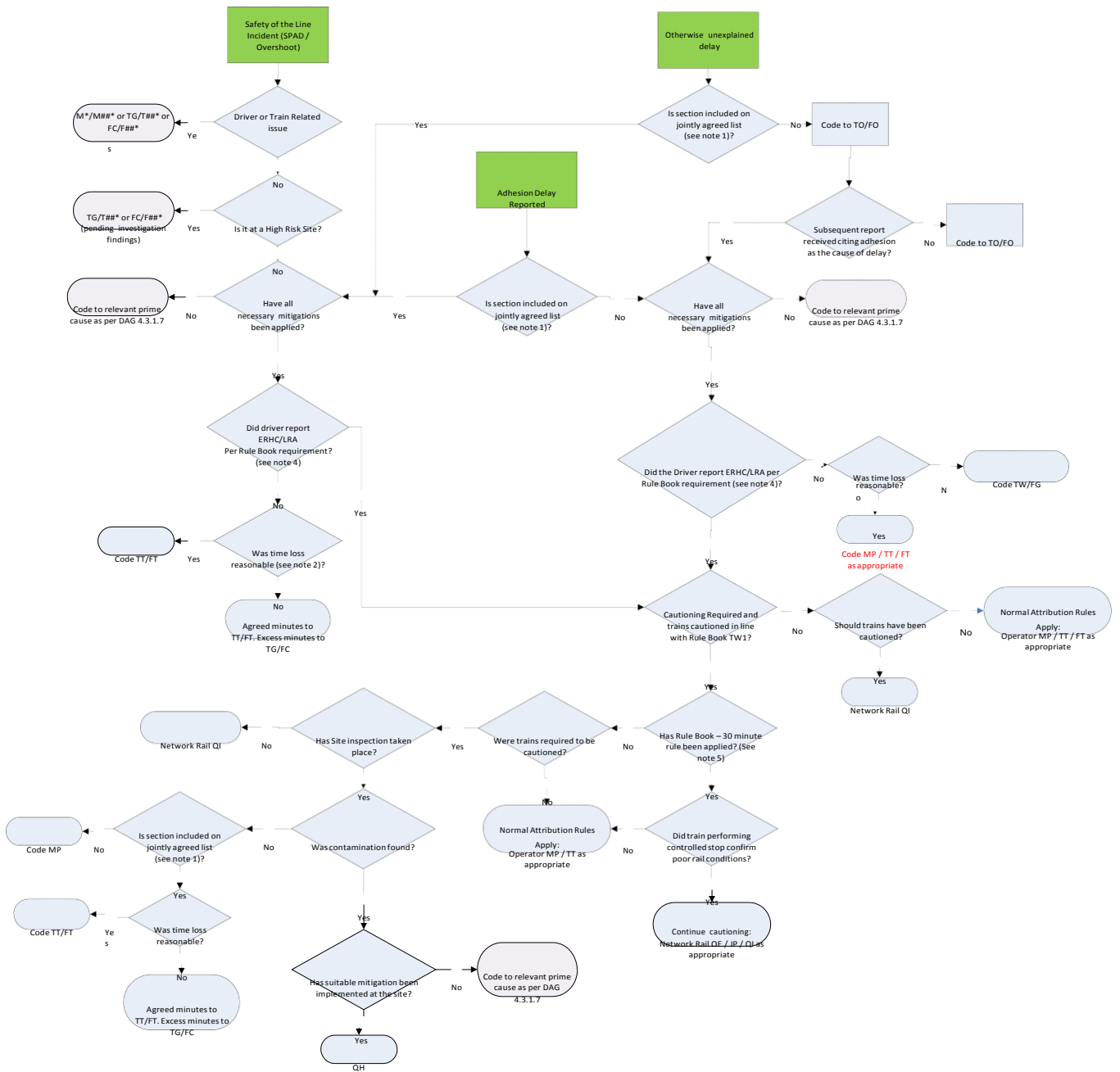
| |
|---|
| No impact on responsibility / commerciality / reporting intended. For improved clarity. |
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4. If you have provided an impact assessment as per question 1 above, please provide a proposed solution to neutralise any financial effect of the proposal.

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| n/a |
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Template for Submission of Proposed Amendments to the Delay Attribution Guide or the Performance Data Accuracy Code (Form B)

4.3.1.6.1



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

| DAB/P272 | Comments |
|---|---|
| DAMG - on behalf of the identified companies as per pages 1 | Accepted as submitted |
| Network Rail | Accepted as submitted |
| DAB DECISION | <p>The Board when reaching its decision at the 5th July 2016, Board meeting, considered the industry consultation feedback and the reasoning provided within the original proposal.</p> <p>This proposal was accepted as submitted</p> |

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

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| Originators Reference Code / N ^o | DAB P273 SECTION 5 CHANGES - FOC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Name of the original sponsoring organisation(s) | DAB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exact details of the change proposed | <p>Amend the listed Delay Code Descriptions and Abbreviations to those as shown below:- (Codes omitted and Blanks shown below remain unaltered)</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 10%; padding: 2px;">AA</td> <td style="width: 60%;"></td> <td style="width: 30%; padding: 2px;">WTG ACCEPT</td> </tr> <tr> <td style="padding: 2px;">AG</td> <td style="padding: 2px;">Wagon load incident including adjusting loads or open door</td> <td></td> </tr> <tr> <td style="padding: 2px;">AH</td> <td></td> <td style="padding: 2px;">YARD EQUIP</td> </tr> <tr> <td style="padding: 2px;">AK</td> <td style="padding: 2px;">Safety incidents and mishaps (e.g. derailments, fire or chemical spill) in off network freight yard or terminal (including private sidings where it affects FOC services)</td> <td style="padding: 2px;">YARDSAFETY</td> </tr> <tr> <td style="padding: 2px;">AX</td> <td style="padding: 2px;">Failure of off network infrastructure (FOC or private)</td> <td style="padding: 2px;">OFFNET INF</td> </tr> <tr> <td style="padding: 2px;">AZ</td> <td style="padding: 2px;">Other Freight Operating Company cause, to be specified, in off network terminals or yards</td> <td style="padding: 2px;">YARD OTHER</td> </tr> <tr> <td style="padding: 2px;">FA</td> <td></td> <td style="padding: 2px;">DANG GOODS</td> </tr> <tr> <td style="padding: 2px;">FC</td> <td></td> <td style="padding: 2px;">FOC DRIVER</td> </tr> <tr> <td style="padding: 2px;">FE</td> <td></td> <td style="padding: 2px;">NO T-CREW</td> </tr> <tr> <td style="padding: 2px;">FG</td> <td></td> <td style="padding: 2px;">PRO DRIVER</td> </tr> <tr> <td style="padding: 2px;">FH</td> <td style="padding: 2px;">Planning issues including loco diagrams or RT3973 restriction not requested</td> <td style="padding: 2px;">PLAN ISSUE</td> </tr> <tr> <td style="padding: 2px;">FJ</td> <td></td> <td style="padding: 2px;">HOLD REQST</td> </tr> <tr> <td style="padding: 2px;">FL</td> <td style="padding: 2px;">Train cancelled at FOC request or planned not to run</td> <td></td> </tr> <tr> <td style="padding: 2px;">FM</td> <td></td> <td style="padding: 2px;">LAMP ISSUE</td> </tr> <tr> <td style="padding: 2px;">FP</td> <td></td> <td style="padding: 2px;">FOC ROUTE</td> </tr> <tr> <td style="padding: 2px;">FS</td> <td></td> <td style="padding: 2px;">ETCS O-RDE</td> </tr> <tr> <td style="padding: 2px;">FX</td> <td style="padding: 2px;">Freight train running at lower class or speed than planned classification or overweight</td> <td style="padding: 2px;">TRAIN SPEC</td> </tr> </table> | | AA | | WTG ACCEPT | AG | Wagon load incident including adjusting loads or open door | | AH | | YARD EQUIP | AK | Safety incidents and mishaps (e.g. derailments, fire or chemical spill) in off network freight yard or terminal (including private sidings where it affects FOC services) | YARDSAFETY | AX | Failure of off network infrastructure (FOC or private) | OFFNET INF | AZ | Other Freight Operating Company cause, to be specified, in off network terminals or yards | YARD OTHER | FA | | DANG GOODS | FC | | FOC DRIVER | FE | | NO T-CREW | FG | | PRO DRIVER | FH | Planning issues including loco diagrams or RT3973 restriction not requested | PLAN ISSUE | FJ | | HOLD REQST | FL | Train cancelled at FOC request or planned not to run | | FM | | LAMP ISSUE | FP | | FOC ROUTE | FS | | ETCS O-RDE | FX | Freight train running at lower class or speed than planned classification or overweight | TRAIN SPEC |
| AA | | WTG ACCEPT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AG | Wagon load incident including adjusting loads or open door | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AH | | YARD EQUIP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AK | Safety incidents and mishaps (e.g. derailments, fire or chemical spill) in off network freight yard or terminal (including private sidings where it affects FOC services) | YARDSAFETY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AX | Failure of off network infrastructure (FOC or private) | OFFNET INF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AZ | Other Freight Operating Company cause, to be specified, in off network terminals or yards | YARD OTHER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FA | | DANG GOODS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FC | | FOC DRIVER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FE | | NO T-CREW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FG | | PRO DRIVER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FH | Planning issues including loco diagrams or RT3973 restriction not requested | PLAN ISSUE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FJ | | HOLD REQST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FL | Train cancelled at FOC request or planned not to run | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FM | | LAMP ISSUE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FP | | FOC ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FS | | ETCS O-RDE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FX | Freight train running at lower class or speed than planned classification or overweight | TRAIN SPEC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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

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| Reason for the change | <p>As part of the continued improvement work to both the DAG itself and understanding and application of delay codes</p> <p>Various Industry parties were consulted for views on changes to delay code descriptions and abbreviations – this ranged from practitioners in terms of using the codes to analysts / reporters who rely on the descriptions.</p> <p>The above is an amalgamation of the responses received deemed appropriate for proposal for the FOC related codes</p> <p>See also PFC P274 and P275</p> <p>Note – Whilst 11 digits are permissible for the abbreviations, TRUST only displays 10.</p> |
|-----------------------|--|

5. 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.

No – Improvements to descriptions and abbreviations only. Usage remains as previous.

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

n/a

| DAB/P273 | Comments |
|---|--|
| DAMG - on behalf of the identified companies as per pages 1 | Accepted as submitted |
| Network Rail | Accepted as submitted |
| DAB DECISION | <p>The Board when reaching its decision at the 5th July 2016, Board meeting, considered the industry consultation feedback and the reasoning provided within the original proposal.</p> <p>This proposal was accepted as submitted.</p> |

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

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|------------|----|--|-----------|----|--|-----------|----|--|----------|----|--|------------|----|--|------------|----|---|--|----|---|-----------|----|--|-----------|----|---|--|----|--|------------|----|---|--|----|--|--|----|--|------------|----|--|------------|----|--|------------|----|---|--|----|--|--|----|--|-----------|----|--|------------|----|--|------------|----|--|------------|----|--|--|----|--|------------|----|--|------------|----|--|------------|
| Originators Reference Code / N ^o | DAB P274 SECTION 5 CHANGES - NR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Name of the original sponsoring organisation(s) | DAB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exact details of the change proposed | <p>Amend the listed Delay Code Descriptions and Abbreviations to those as shown below:- (Codes omitted and Blanks shown below remain unaltered)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 10%;">IF</td><td></td><td>PANEL FLR</td></tr> <tr><td>II</td><td></td><td>SIG CABLE</td></tr> <tr><td>IK</td><td></td><td>TELECOMS</td></tr> <tr><td>IM</td><td></td><td>BALISE FLR</td></tr> <tr><td>IP</td><td></td><td>POINT HEAT</td></tr> <tr><td>IQ</td><td>Trackside sign blown down, missing, defective, mis-placed</td><td></td></tr> <tr><td>IS</td><td>Track defects (other than rail defects) inc. fish plates, wet beds etc.</td><td>TRACK FLT</td></tr> <tr><td>IT</td><td></td><td>TRACK NFF</td></tr> <tr><td>IV</td><td>Earthslip/subsidence/breached sea defences (not the result of severe weather on the day of failure)</td><td></td></tr> <tr><td>IW</td><td>Non severe weather - snow/ice/frost affecting infrastructure equipment</td><td>INF WEATHR</td></tr> <tr><td>I4</td><td>OHLE/third rail power supply failure or reduction</td><td></td></tr> <tr><td>I6</td><td>Delays a result of track patrolling blocks</td><td></td></tr> <tr><td>I9</td><td></td><td>INFRA FIRE</td></tr> <tr><td>JA</td><td></td><td>TSRNOT EAS</td></tr> <tr><td>JB</td><td></td><td>TSR REACTN</td></tr> <tr><td>JD</td><td>Structures - Bridges/tunnels/buildings/embankments (not bridge strikes)</td><td></td></tr> <tr><td>JG</td><td>ESR/TSR due to works not completed or cancelled possession (where restriction did not exist prior to possession)</td><td></td></tr> <tr><td>JL</td><td>Network Rail staff oversight or error (Maintenance / Infrastructure)</td><td>STAFF ERR</td></tr> <tr><td>JP</td><td></td><td>VEGETATION</td></tr> <tr><td>JS</td><td></td><td>TRACK COND</td></tr> <tr><td>JX</td><td></td><td>MISC OBJCT</td></tr> <tr><td>J2</td><td>Network Rail train dispatch equipment failure (excluding telecoms equipment)</td><td></td></tr> <tr><td>J3</td><td></td><td>AXLE C FLR</td></tr> <tr><td>J5</td><td></td><td>MIS REPORT</td></tr> <tr><td>J8</td><td></td><td>OTM DAMAGE</td></tr> </table> | | IF | | PANEL FLR | II | | SIG CABLE | IK | | TELECOMS | IM | | BALISE FLR | IP | | POINT HEAT | IQ | Trackside sign blown down, missing, defective, mis-placed | | IS | Track defects (other than rail defects) inc. fish plates, wet beds etc. | TRACK FLT | IT | | TRACK NFF | IV | Earthslip/subsidence/breached sea defences (not the result of severe weather on the day of failure) | | IW | Non severe weather - snow/ice/frost affecting infrastructure equipment | INF WEATHR | I4 | OHLE/third rail power supply failure or reduction | | I6 | Delays a result of track patrolling blocks | | I9 | | INFRA FIRE | JA | | TSRNOT EAS | JB | | TSR REACTN | JD | Structures - Bridges/tunnels/buildings/embankments (not bridge strikes) | | JG | ESR/TSR due to works not completed or cancelled possession (where restriction did not exist prior to possession) | | JL | Network Rail staff oversight or error (Maintenance / Infrastructure) | STAFF ERR | JP | | VEGETATION | JS | | TRACK COND | JX | | MISC OBJCT | J2 | Network Rail train dispatch equipment failure (excluding telecoms equipment) | | J3 | | AXLE C FLR | J5 | | MIS REPORT | J8 | | OTM DAMAGE |
| IF | | PANEL FLR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| II | | SIG CABLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IK | | TELECOMS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IM | | BALISE FLR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IP | | POINT HEAT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IQ | Trackside sign blown down, missing, defective, mis-placed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IS | Track defects (other than rail defects) inc. fish plates, wet beds etc. | TRACK FLT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IT | | TRACK NFF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IV | Earthslip/subsidence/breached sea defences (not the result of severe weather on the day of failure) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IW | Non severe weather - snow/ice/frost affecting infrastructure equipment | INF WEATHR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I4 | OHLE/third rail power supply failure or reduction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I6 | Delays a result of track patrolling blocks | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I9 | | INFRA FIRE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JA | | TSRNOT EAS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JB | | TSR REACTN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JD | Structures - Bridges/tunnels/buildings/embankments (not bridge strikes) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JG | ESR/TSR due to works not completed or cancelled possession (where restriction did not exist prior to possession) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JL | Network Rail staff oversight or error (Maintenance / Infrastructure) | STAFF ERR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JP | | VEGETATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JS | | TRACK COND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JX | | MISC OBJCT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J2 | Network Rail train dispatch equipment failure (excluding telecoms equipment) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J3 | | AXLE C FLR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J5 | | MIS REPORT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J8 | | OTM DAMAGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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

| | | |
|----|--|------------|
| OA | | ENDVVR REG |
| OD | Delayed as a result of Route Control decision or directive | |
| OG | Ice on conductor rail/OHLE | ICING |
| OH | ARS software problem (excluding scheduling issues and technical failures) | |
| OK | Delay caused by Operating staff oversight, issues or absence (excluding signallers and Control) | |
| OM | | RHC FAIL |
| OP | Failure of TRUST or SMART system preventing recording and investigation of delay | |
| OQ | | SIMPLIFIER |
| OW | | FOC CONECT |
| PN | VSTP service delays of 5 minutes or under caused by regulation and or time lost in running. | |
| PT | TRUST berth offset Inaccuracies | OFFSET ISS |
| QH | | RAILCONTAM |
| QI | | CAUTCONTAM |
| QN | | VSTP SCHED |
| QP | | PLND REACT |
| QT | | COMMERCIAL |
| XA | Trespass (including non-intentional) | |
| XC | Fatalities or injuries caused by being hit by train (including non-intentional) | |
| XP | | BRIDGE HIT |
| XQ | | BRIDGE OPN |
| XR | | CABLE VAND |
| XU | Sunlight on signal or dispatch equipment | |
| XV | Fire or evacuation due to fire alarm of Network Rail buildings due to vandalism (not including stations) | VANDL FIRE |
| XW | | HIGH WIND |
| X1 | | SPL WRKING |
| X3 | | LIGHTNING |
| X4 | | BLKT SPEED |
| ZW | | UNATT CANC |
| ZX | | UNEX START |
| ZY | | UNEX OTIME |
| ZZ | | UNEX LOSS |

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

| | |
|-----------------------|---|
| Reason for the change | <p>As part of the continued improvement work to both the DAG itself and understanding and application of delay codes</p> <p>Various Industry parties were consulted for views on changes to delay code descriptions and abbreviations – this ranged from practitioners in terms of using the codes to analysts / reporters who rely on the descriptions.</p> <p>The above is an amalgamation of the responses received deemed appropriate for proposal for the Network Rail related codes</p> <p>See also PFC P273 and P275</p> <p>Note – Whilst 11 digits are permissible for the abbreviations, TRUST only displays 10.</p> |
|-----------------------|---|

7. 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.

| |
|--|
| No – Improvements to descriptions and abbreviations only. Usage remains as previous. |
|--|

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

| |
|-----|
| n/a |
|-----|

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

| DAB/P274 | Comments |
|---|--|
| DAMG - on behalf of the identified companies as per pages 1 | <p>Not accepted as submitted</p> <p>We feel that the addition of the words 'not the results of severe weather on the day of failure' change the use of this code. Current practice is that when a speed restriction is imposed as a result of Eastslip/subsidence etc the code IV is used, however this change would prevent its use and delays would be potentially X coded as per root cause. We propose that the words in brackets are not added and the description remains as per Apr 16 DAG</p> |
| Network Rail | Accepted as submitted |
| DAB DECISION | <p>The Board when reaching its decision at the 5th July 2016, Board meeting, considered the industry consultation feedback and the reasoning provided within the original proposal.</p> <p>The Board discussed the meaning and implication of the change to IV delay code as raised by DAMG (noting that only '<i>on the day of failure</i>' is being added) but concluded that for clarity and effective attribution the change is appropriate (i.e. IV should be used for landslips on days not affected by severe weather even if that landslip is a result of severe weather on previous days as it doesn't meet the criteria for an X code under DAG 3.2.6)</p> <p>After discussion and clarification of the intent of this change the Board voted on the proposed wording and was unanimously passed for inclusion.</p> <p>It was agreed that this issue will be specifically clarified in the accompanying brief for the new DAG.</p> |

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

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|---|---|--|----|--|------------|----|--|------------|----|--|------------|----|---|--|----|--|--------|----|--|------------|----|--|------------|----|--|-----------|----|--|------------|----|--|------------|----|--|-----------|-----------|--|------------|----|---|------------|----|--|--|----|---|--|----|--|----------|----|--|--|----|--|-----------|----|--|-----------|----|---|------------|----|--|------------|----|--|-----------|----|--|
| Originators Reference Code / N ^o | DAB P275 SECTION 5 CHANGES - TOC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Name of the original sponsoring organisation(s) | DAB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exact details of the change proposed | <p>Amend the listed Delay Code Descriptions and Abbreviations to those as shown below:- (Codes omitted and Blanks shown below remain unaltered)</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 10%;">MD</td><td></td><td>BELOW SBAR</td></tr> <tr><td>ML</td><td></td><td>WAGN/COACH</td></tr> <tr><td>MN</td><td></td><td>BRAKE/WHLS</td></tr> <tr><td>MP</td><td>Rail / wheel interface, adhesion problems (including ice on the running rail)</td><td></td></tr> <tr><td>MR</td><td></td><td>SANDER</td></tr> <tr><td>MS</td><td></td><td>ALOC STOCK</td></tr> <tr><td>MT</td><td>Confirmed train borne safety system faults (not cab based)</td><td>SYST FAULT</td></tr> <tr><td>MU</td><td></td><td>DEPOT OPS</td></tr> <tr><td>MW</td><td></td><td>WEATHR FLT</td></tr> <tr><td>M8</td><td></td><td>ABOVE SBAR</td></tr> <tr><td>M9</td><td></td><td>FLEET NFF</td></tr> <tr><td>M0 (zero)</td><td>Confirmed train cab based safety system fault (including GSMR)</td><td>CAB SAFETY</td></tr> <tr><td>RC</td><td>Pre-booked assistance for a person with reduced mobility joining/alighting,</td><td>BKD ASSIST</td></tr> <tr><td>RK</td><td>Waiting passenger connections authorised by TOC but outwith TOC/Network Rail connection policy</td><td></td></tr> <tr><td>RL</td><td>Special Stop Orders - authorised by TOC Control (including any delay at point of issue)</td><td></td></tr> <tr><td>RO</td><td></td><td>PASS ILL</td></tr> <tr><td>RP</td><td>Passenger dropped object whilst boarding/alighting from train and train delayed at TOC request</td><td></td></tr> <tr><td>RQ</td><td>Un-booked assistance for a person with reduced mobility joining/alighting,</td><td>UBKD ASST</td></tr> <tr><td>RR</td><td>Loading or unloading reserved bicycles</td><td>BIKE RSVD</td></tr> <tr><td>RS</td><td>Loading or unloading un-reserved bicycles</td><td>BIKE URSVD</td></tr> <tr><td>RT</td><td></td><td>EXCES LUGG</td></tr> <tr><td>RU</td><td></td><td>LOST LUGG</td></tr> <tr><td>R3</td><td></td><td>STAFF MSNG</td></tr> </table> | MD | | BELOW SBAR | ML | | WAGN/COACH | MN | | BRAKE/WHLS | MP | Rail / wheel interface, adhesion problems (including ice on the running rail) | | MR | | SANDER | MS | | ALOC STOCK | MT | Confirmed train borne safety system faults (not cab based) | SYST FAULT | MU | | DEPOT OPS | MW | | WEATHR FLT | M8 | | ABOVE SBAR | M9 | | FLEET NFF | M0 (zero) | Confirmed train cab based safety system fault (including GSMR) | CAB SAFETY | RC | Pre-booked assistance for a person with reduced mobility joining/alighting, | BKD ASSIST | RK | Waiting passenger connections authorised by TOC but outwith TOC/Network Rail connection policy | | RL | Special Stop Orders - authorised by TOC Control (including any delay at point of issue) | | RO | | PASS ILL | RP | Passenger dropped object whilst boarding/alighting from train and train delayed at TOC request | | RQ | Un-booked assistance for a person with reduced mobility joining/alighting, | UBKD ASST | RR | Loading or unloading reserved bicycles | BIKE RSVD | RS | Loading or unloading un-reserved bicycles | BIKE URSVD | RT | | EXCES LUGG | RU | | LOST LUGG | R3 | |
| MD | | BELOW SBAR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ML | | WAGN/COACH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MN | | BRAKE/WHLS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MP | Rail / wheel interface, adhesion problems (including ice on the running rail) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MR | | SANDER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MS | | ALOC STOCK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MT | Confirmed train borne safety system faults (not cab based) | SYST FAULT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MU | | DEPOT OPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MW | | WEATHR FLT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| M8 | | ABOVE SBAR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| M9 | | FLEET NFF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| M0 (zero) | Confirmed train cab based safety system fault (including GSMR) | CAB SAFETY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC | Pre-booked assistance for a person with reduced mobility joining/alighting, | BKD ASSIST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RK | Waiting passenger connections authorised by TOC but outwith TOC/Network Rail connection policy | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RL | Special Stop Orders - authorised by TOC Control (including any delay at point of issue) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RO | | PASS ILL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RP | Passenger dropped object whilst boarding/alighting from train and train delayed at TOC request | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RQ | Un-booked assistance for a person with reduced mobility joining/alighting, | UBKD ASST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RR | Loading or unloading reserved bicycles | BIKE RSVD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RS | Loading or unloading un-reserved bicycles | BIKE URSVD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RT | | EXCES LUGG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RU | | LOST LUGG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R3 | | STAFF MSNG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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

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|-----------------------|--|-------------|---|------------|----|--|-------------|----|--|------------|----|--|------------|----|---|------------|----|--|------------|----|--|------------|----|--|-----------|----|--|------------|----|--|-----------|----|--|------------|----|--|------------|----|---|------------|
| | <table border="1"> <tr> <td>TA</td> <td>Train-crew/loco/stock/unit diagram issues</td> <td>DIAG ISSUE</td> </tr> <tr> <td>TB</td> <td></td> <td>TOC REQUEST</td> </tr> <tr> <td>TG</td> <td></td> <td>TOC DRIVER</td> </tr> <tr> <td>TH</td> <td></td> <td>T-MGR/COND</td> </tr> <tr> <td>TJ</td> <td>Tail lamp or headlamp missing, not lit or wrongly displayed</td> <td>LAMP ISSUE</td> </tr> <tr> <td>TS</td> <td></td> <td>ETCS O-RDE</td> </tr> <tr> <td>TW</td> <td></td> <td>PRO DRIVER</td> </tr> <tr> <td>VB</td> <td></td> <td>VANDALISM</td> </tr> <tr> <td>VF</td> <td></td> <td>VANDL FIRE</td> </tr> <tr> <td>VH</td> <td></td> <td>COMM CORD</td> </tr> <tr> <td>VR</td> <td></td> <td>PRO DRIVER</td> </tr> <tr> <td>VW</td> <td></td> <td>SEV WEATHR</td> </tr> <tr> <td>V8</td> <td>Train striking bird (pheasant or smaller)</td> <td>SMALL BIRD</td> </tr> </table> | TA | Train-crew/loco/stock/unit diagram issues | DIAG ISSUE | TB | | TOC REQUEST | TG | | TOC DRIVER | TH | | T-MGR/COND | TJ | Tail lamp or headlamp missing, not lit or wrongly displayed | LAMP ISSUE | TS | | ETCS O-RDE | TW | | PRO DRIVER | VB | | VANDALISM | VF | | VANDL FIRE | VH | | COMM CORD | VR | | PRO DRIVER | VW | | SEV WEATHR | V8 | Train striking bird (pheasant or smaller) | SMALL BIRD |
| TA | Train-crew/loco/stock/unit diagram issues | DIAG ISSUE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TB | | TOC REQUEST | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TG | | TOC DRIVER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TH | | T-MGR/COND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TJ | Tail lamp or headlamp missing, not lit or wrongly displayed | LAMP ISSUE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TS | | ETCS O-RDE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TW | | PRO DRIVER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VB | | VANDALISM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VF | | VANDL FIRE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VH | | COMM CORD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VR | | PRO DRIVER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VW | | SEV WEATHR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| V8 | Train striking bird (pheasant or smaller) | SMALL BIRD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reason for the change | <p>As part of the continued improvement work to both the DAG itself and understanding and application of delay codes</p> <p>Various Industry parties were consulted for views on changes to delay code descriptions and abbreviations – this ranged from practitioners in terms of using the codes to analysts / reporters who rely on the descriptions.</p> <p>The above is an amalgamation of the responses received deemed appropriate for proposal for the TOC related codes</p> <p>See also PFC P273 and P274</p> <p>Note – Whilst 11 digits are permissible for the abbreviations, TRUST only displays 10.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

9. 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.

No – Improvements to descriptions and abbreviations only. Usage remains as previous.

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

n/a

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| DAB/P275 | Comments |
|---|---|
| DAMG - on behalf of the identified companies as per pages 1 | Accepted as submitted |
| Network Rail | Accepted as submitted |
| DAB DECISION | <p>The Board when reaching its decision at the 5th July 2016, Board meeting, considered the industry consultation feedback and the reasoning provided within the original proposal.</p> <p>This proposal was accepted as submitted</p> |

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

| | | | | | |
|---|--|---|---|------------------------------------|--|
| Originators Reference Code / N ^o | NR P193 POSSESSION OVERRUNS AND ENGINEERING TRAINS | | | | |
| Name of the original sponsoring organisation(s) | Network Rail | | | | |
| Exact details of the change proposed | Amend DAG 4.13.1 to read as follows (key changes shown in red) | | | | |
| | 4.13.1 Engineers On-Track Equipment and Engineering Haulage Train Failure | | | | |
| | | No. | Circumstances | Delay Code | Incident Attribution |
| | | a. | Self-propelled on track equipment (“Yellow Plant”) failure or defect including late start from any stabling point or yard. | MV | Party under whose Access Agreement the move is being made (M#**) |
| | | b. | Engineers train failure or defect including late start from any yard or stabling point | F*/M* | Train Operator (F##*/ M##*) |
| | | c. | “Yellow Plant” or Engineers’ train waiting access to a possession site (including being held at originating location for a late starting possession) . | 17 | Network Rail organisation managing the possession (IQ**) |
| | | d. | “Yellow Plant” or Engineers Train late coming out of possession or work site due to the work in the possession or work site running late or completing late . (NOT a Possession Overrun) | 17 | The Party responsible for the work site where the problem arose (IQ**). |
| | | e. | “Yellow Plant” or Engineers Train late coming out of possession or work site due to the work in the possession or work site running or completing late. (Possession Overrun) | 15 | The Party responsible for the work site causing the overrun (IQ**). |
| | | f. | Engineers train or Yellow Plant late coming out of possession site due to waiting train-crew, vehicle fault or other train operator problem (No Possession Overrun) | F*/M*/A* | Train Operator (F##*/M##*). |
| | g. | Engineers train late coming out of possession site due to waiting train-crew, vehicle fault or other train operator problem (Possession Overrun) | Where overrun is purely due to the train involved (all works | Train Operator (F##*/M##*). | |

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

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| | | | | complete) and possession gives up on the train's departure F*/M*/A* | |
| | | | | Where overrun is due to works incomplete regardless of any train issues I5 | Network Rail organisation managing the possession (IQ**) |
| <p>Note: Where a possession overrun is due to any work being incomplete, regardless of the circumstances above, delay code I5 should be used as set out in 4.13.2.5</p> <p>Remove current 4.12.2.3 being an exact copy of 4.12.2.2</p> <p>Add / amend titles, paragraph numbering and wording as follows (key alterations in red):</p> <p>4.13.2.3 Emergency Possessions</p> <p>4.13.2.4. When diversions or single line working are necessary due to an emergency possession or unplanned blockage of the route any 'Minutes Delay' are attributed to the appropriate incident as per Section 4.12.1. The incident should be coded to the appropriate I*/J*/Q*/X* Code to reflect the actual reason for the possession.</p> <p>4.13.2.5 Possession Overruns</p> <p>4.13.2.6 Where a possession is likely to, or has overrun (and a delay is likely to be caused owing to a late hand back), an incident should be created for each such event. The details to be recorded must include the identification of the nature of works being undertaken, the estimated time of overrun, line(s) affected, and details identifying from whom the information was received. The incident should then be attributed to Delay Code I5. For the purposes of attribution in accordance with this section, it should be noted that the term "Overrun" also includes the completion of any associated signalling work (associated with the possession) after the possession has been given up, in the event of such remedial works being required. It also includes the giving up of any OHLE or 3rd Rail isolation or assets left in failure mode (where associated with the possession works)</p> <p>4.13.2.7 Possession overruns as a consequence of a late start to the possession (regardless of reason) should be coded to I5. A decision is required as to whether the work required to be undertaken will still enable the booked hand back time to be maintained or if the works will be reduced in scope or cancelled.</p> <p>4.13.2.8 Assets (unrelated to the physical possession works) left in failure mode after a possession is given up (regardless of reason for failure) should be allocated a delay code representing the asset failure.</p> | | | | | |

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4.13.2.9 Patrolling Blocks

4.13.2.10 Delay resulting from possessions 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 asset defect found. T2, T12 and other blocks taken to rectify faults and defects should be **also** allocated to an incident attributed a Delay Code that reflects the need for the possession as per Section 4.12.1

4.13.2.11 Single Worksite Possession

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

4.13.2.12 Multiple Worksite possessions

The TRUST Responsible Manager for 'Minutes Delay' in the event of an overrun is the Possession Manager as listed in the WON. **Where an individual worksite has caused the overrun** the Possession Manager should identify the TRUST Responsible Manager responsible for **that** worksite overrun and arrange for the incident to be re-attributed as necessary. If a single **work site** Responsible Manager cannot be identified then Delay Minutes should remain attributed to the Possession Manager.

4.13.2.13 In either of the circumstances **described** in **paragraphs 4.13.2.11 or 4.13.2.12** above, where delay is identified as being caused by an agent acting for the Possession **or Worksite** Manager the delay should be attributed to the Possession or Worksite Manager (as appropriate)

Note: -. When identifying the owner of the worksite that has caused the overrun, if the cause of the problem is of a FOC or On-Track Machine nature Section 4.13.1 should be consulted

4.13.2.14 Infrastructure Trains

4.13.2.15 Where an infrastructure train is delayed entering a possession "waiting acceptance" purely because the site is not ready to accept the train (as opposed to infrastructure failure or train failure for example), or where an infrastructure train is delayed leaving a possession for reasons which are the responsibility of the Possession Manager, but the possession does NOT overrun, then the delay should be allocated to an incident coded I7 and attributed in accordance with DAG Section 4.13.1

4.13.2.16 If 'Minutes Delay' are incurred by **infrastructure** trains running in their booked path on approach to the possession site but are delayed waiting for the possession to be (partly) given up as per published arrangements for the possession, the Incident to be coded **I5 / I6 (as appropriate)** and attributed to Network Rail.

4.13.2.17 If the **infrastructure** train is running significantly late, the 'Minutes Delay' to be allocated to the principal Incident causing the train to be late on the approach to

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| <p>the possession site.</p> <p>4.13.2.18 In either of the circumstances in 4.13.2.15 and 4.13.2.16 above, where delay is identified as being caused by an agent acting for the Possession Manager the delay should be attributed to the Possession Manager</p> <p>4.13.2.19 Circumstances and Exceptions</p> | | | | |
| | e. | Overrun of Possession due to incomplete works (regardless of reason) or due communication issues to and from site. | 15 | Network Rail organisation managing the possession or work site where the problem arose (IQ**) |
| | f. | Overrun of Possession, solely due to the failure of an Engineers Train or On-Track Machine (where the offending train is still in situ and all works completed). | F*/M*/A* | Train Operator (F##*/M##*). |
| | g. | Where the possession over-run is caused by problems with the train plan (either for trains booked to pass during the possession or engineering trains booked from the possession) | QB / QM | Network Rail (QQA*). |
| | j. | Track patrol published in the WON (Where published any P* code allowance should be utilised). | 16 | Network Rail organisation managing the possession (IQ**). |
| | k. | Waiting for a line blockage to be given up to pass a booked train during the planned times of the possession or track patrol. If published any P* code allowance should be utilised. | 15 or 16 as appropriate | Network Rail organisation causing the overrun (IQ**). |
| | n. | Overrun of patrol beyond the agreed times (excluding where any defect is found). | 16 | Network Rail organisation managing the possession which overruns (IQ**). (Excess minutes only). |
| | o. | Overrun of patrol as the result of a defect found. | I*/J* As applicable to asset. | As Per Section 4.12.1 (Excess minutes only). |
| | q. | Overrun of possession, due to the removal of staff from a | 15 | Network Rail organisation |

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| | | worksite(s) – regardless of reason for removal | | managing the possession which overruns (IQ**). | |
| | r. | Overrun of possession due to a substandard action or inaction of maintenance staff or any agent working on behalf of the Possession Manager. | 15 | Network Rail organisation managing the possession which overruns (IQ**). | |
| (Circumstances not shown in table above remain as per current DAG) | | | | | |
| Reason for the change | <p>Following a review of interpretation and application within Network Rail it was proposed that this whole section on possession related delay incidents needed an overhaul to improve all aspects to provide the required clarity of understanding and enable consistency in application (and thus reporting)</p> <p>Also, the opportunity is being taken to improve sub-titles and numbering within the section and remove the duplicate paragraph (4.13.2.3)</p> | | | | |

11. 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.

No – For improved clarity and consistency in recording of possession related delay and overruns

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

n/a

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| NR/P193 | Comments |
|---|---|
| DAMG - on behalf of the identified companies as per pages 1 | Accepted as submitted |
| Network Rail | <p>This paragraph does not read correctly in the last sentence;</p> <p>4.13.2.4. When diversions or single line working are necessary due to an emergency possession or unplanned blockage of the route any 'Minutes Delay' are attributed to the appropriate incident as per Section 4.12.1. The incident should be coded to the appropriate I*/J*/Q*/X* Code is used to reflect the actual reason for the possession.</p> <p>It looks as if the word "is" needs to be deleted.</p> <p>A small correction is also required in this paragraph(highlighted in red)</p> <p>4.13.2.12 Multiple Worksite possessions The TRUST Responsible Manager for 'Minutes Delay' in the event of an overrun is the Possession Manager as listed in the WON. Where an individual worksite has caused the overrun the Possession Manager should identify the TRUST Responsible Manager responsible for that worksite overrun and arrange for the incident to be re-attributed as necessary. If a single work site Responsible Manager cannot be identified then Delay Minutes should remain attributed to the Possession Manager.</p> <p>A small correction is also required in this paragraph(highlighted in red)</p> <p>4.13.2.13 In either of the circumstances described in paragraphs 4.13.2.11 or 4.13.2.12 above, where delay is identified as being caused by an agent acting for the Possession or Worksite Manager the delay should be attributed to the Possession or Worksite Manager (as appropriate)</p> <p>The paragraph below is included under a section entitled "Infrastructure Trains" It is not clear from the paragraph below if the wording in red in intended to apply to infrastructure trains approaching the possession for work purposes, or service trains being delayed by a possession to be given up. This needs to be made clearer.</p> <p>4.13.2.16 If 'Minutes Delay' are incurred by trains running in their booked path on approach to the possession site but are delayed waiting for the possession to be (partly) given up as per published arrangements for the possession, the Incident to be coded I5 / I6 (as appropriate) and attributed to Network Rail.</p> <p>In this paragraph there is confusion regarding whether or not the</p> |

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| NR/P193 | Comments | | | | | | |
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| | <p>terms “infrastructure train” and “engineering train” are interchangeable. If they are shouldn’t we be consistent?</p> <p>4.13.2.17 If the engineering train is running significantly late, the ‘Minutes Delay’ to be allocated to the principal Incident causing the train to be late on the approach to the possession site.</p> <p>In paragraph ‘g’ further on what does the phrase “trains booked pass” mean?</p> | | | | | | |
| Volker Rail | <p>In the amendment to 4.13.1, there is the addition of No. “g.” which states:</p> <table border="0" data-bbox="470 734 1284 1411"> <tr> <td data-bbox="470 734 869 929"> <p>g. Engineers train late coming out of possession site due to waiting train-crew, vehicle fault or other train operator problem (Possession Overrun)</p> </td> <td data-bbox="901 734 1061 1120"> <p>Where overrun is purely due to the train involved (all works complete) and possession gives up on the train’s departure F*/M*/A*</p> </td> <td data-bbox="1109 734 1284 795"> <p>Train Operator (F##*/M##*).</p> </td> </tr> <tr> <td></td> <td data-bbox="901 1153 1061 1411"> <p>Where overrun is due to works incomplete regardless of any train issues I5</p> </td> <td data-bbox="1109 1153 1284 1310"> <p>Network Rail organisation managing the possession (IQ**)</p> </td> </tr> </table> <p>This means that if a possession is in overrun, and an Engineers train is late due to waiting train-crew, vehicle fault or other train operator problem, that the Incident Attribution defaults to the Network Rail organisation managing the possession, even if the possession overrun is incidental to the Engineers train being late coming out of the possession.</p> <p>We suggest this default position is removed and Incident Attribution, where an Engineers train is late coming out of a possession site due to waiting train-crew, vehicle fault or other train problem whether works are complete or not, and the waiting train-crew, vehicle fault or other train problem is not as a result of the possession overrun, is to the “Train Operator”.</p> <p>The commercial impact would be the potential costs arising from the late train being cascaded down by the NR organisation managing the</p> | <p>g. Engineers train late coming out of possession site due to waiting train-crew, vehicle fault or other train operator problem (Possession Overrun)</p> | <p>Where overrun is purely due to the train involved (all works complete) and possession gives up on the train’s departure F*/M*/A*</p> | <p>Train Operator (F##*/M##*).</p> | | <p>Where overrun is due to works incomplete regardless of any train issues I5</p> | <p>Network Rail organisation managing the possession (IQ**)</p> |
| <p>g. Engineers train late coming out of possession site due to waiting train-crew, vehicle fault or other train operator problem (Possession Overrun)</p> | <p>Where overrun is purely due to the train involved (all works complete) and possession gives up on the train’s departure F*/M*/A*</p> | <p>Train Operator (F##*/M##*).</p> | | | | | |
| | <p>Where overrun is due to works incomplete regardless of any train issues I5</p> | <p>Network Rail organisation managing the possession (IQ**)</p> | | | | | |

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| NR/P193 | Comments | | | |
|--------------|---|--|--|--|
| | possession to the party responsible for the worksite. Even if the possession overrun has no impact on the Engineers train being late coming out of the possession. | | | |
| DAB DECISION | <p>The Board when reaching its decision at the 5th July 2016, Board meeting, considered the industry consultation feedback and the reasoning provided within the original proposal.</p> <p>With reference to the Network Rail comments, non-material changes have been made to the wording as suggested and to clarify the queries and are shown in bold red in the proposal above</p> <p>In terms of the Volker Rail comments it was felt there was a slight misinterpretation of the proposal. However this suggested the proposal was not clear and needed improvement. Therefore to help clarify it was agreed to split 4.13.1g into two separate entries g and h (as below)</p> | | | |
| | g. | <p>Engineers train late coming out of possession site due to waiting train-crew, vehicle fault or other train operator problem (Possession Overrun)</p> | <p>Where overrun is purely due to the train involved (all works complete) and possession gives up on the train's departure F*/M*/A*</p> | <p>Train Operator (F##*/M##*).</p> |
| | h. | <p>Engineers train late coming out of possession site due to waiting train-crew, vehicle fault or other train operator problem (Possession Overrun)</p> | <p>Where overrun is due to works incomplete regardless of any train issues I5</p> | <p>Network Rail organisation managing the possession (IQ**)</p> |