Schedule of approved amendments to the June 2017 Delay Attribution Principles and Rules

Amendments sought

DAB/P292 - ETCS and ATO

1. Amend FI Delay Code Description in Section S as below:-

FI	Delay due to incorrect ETCS system or equipment operation by Driver	ETCS DVR

2. Amend TS Delay Code Description in Section S as below:-

TS	Delay due to incorrect ETCS system or equipment operation by Driver	ETCS DVR

3. Create New Delay Code and Description in Section S as below:-

JR	Delay due to RBC issues affecting ETCS / ATO operation (not balise related)	RBC ETCS

4. Create New Delay Code and Description in Section S as below:-

M2	Delay due to ATO / ETCS equipment	ETCS

5. Create New Delay Code and Description in Section S as below:-

OF	Delay due to incorrect ETCS system or equipment operation by Signaller / Controller	ETCS CTRL

2.   Amend Section G3 to read:-

G3   Failure of ETCS/ERTMS/ATO System

G3.1   When operating on an ETCS/ERTMS/ATO enabled line, trains that are fitted with the on-board ETCS/ERTMS/ATO rely on the system being able to draw a level of information, such as positional referencing and line topography, from track mounted balises.

In the event of a failure of the ETCS/ERTMS/ATO system, causation coding should be as follows:

No.	Circumstance	Delay Code	Incident Attribution
a.	Delay associated with the train-borne ETCS/ERTMS/ATO system	M2	Train Operator(M##*)
b.	Delays associated with the ETCS/ERTMS track-mounted balise	IM	Network Rail(IQ**)
c.	Delays associated with RBC issues affecting ETCS / ATO operation (NOT balise related)	JR	Network Rail(IQ**)
d.	GSM-R related issues affecting ETCS / ATO	See Section G5	See Section G5
e.	Delay associated with incorrect ETCS system operation by Signaller / Controller	OF	Network Rail(OQ**)
f.	Delays associated with incorrect ETCS system operation by Driver	FI / TS	Train Operator(F##* / T##*)

G3.2   Where no fault is found see Section R3

3.   Amend DAPR G1.2(b) to read (and removes ERTMS from list):-

| b. | Delays associated with faults relating to train borne safety systems within the CAB

(For ETCS/ ERTMS see Section G3) | M0 (zero) | CSR

DSD

DVD

GSM-R

Horn

NRN

OTMR | Train Operator (M##*) |

		RETB	
		Speedo	
		Technical head or tail light failure	

DAB/P293 - Paragraph B7.4 Dissipation

1. **Amend DAPR B7.4 to read:-**

B7.4   Section D5 provides an example of attribution of a series of delays occurring to a Plymouth to York train. In the example given, trains held behind the Plymouth to York train held approaching Derby should be attributed to the signal failure as a Primary Delay until the Plymouth to York train has passed the next Recording Point, from which point, normal Reactionary Delay rules apply. For further guidance on allocation of delays to trains in a queue please refer to Process Guide PGD11 – Queue of Trains Delay Allocation.

VTEC003 - Wires Down Unexplained

O4 Wires Down and Other OHLE Problems

1. **Amend Paragraph O4.1 to read:-**

Normally any OHLE associated problems should be coded I1 initially and attributed to the Network Rail (IQ**) unless further information becomes available.

2. **Add new Paragraph O4.3:-**

O4.3 Provided all possible causes have been investigated, considered and exhausted as agreed reasonable by both parties, if those investigations cannot determine the cause of the problem, the incident should be coded I1 and attributed to the Network Rail (IQ**)."
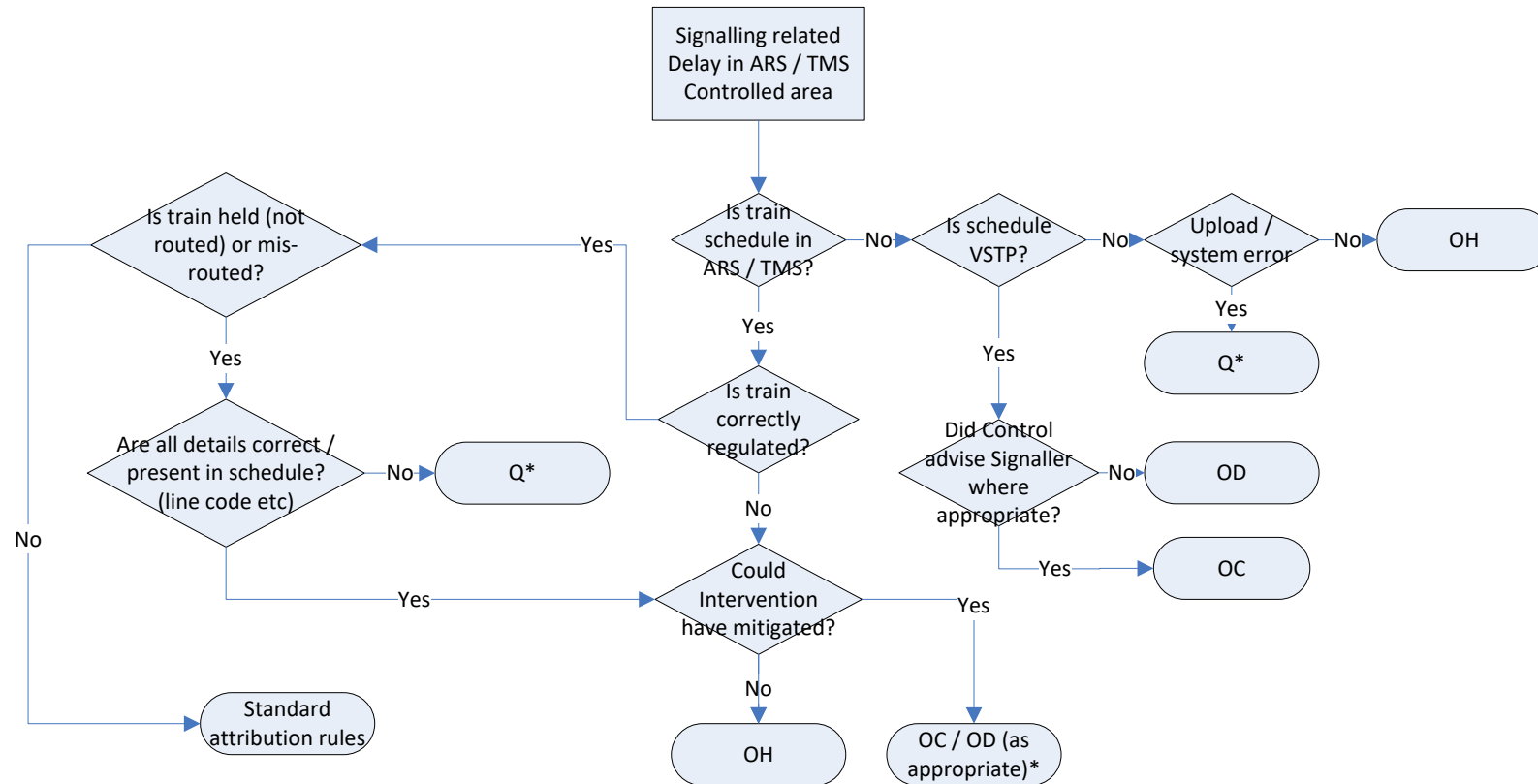
NR/P194 - Traffic Management

1. **Replace current DAPR K9 with that as shown below:-**

K9 Flowchart covering signalling delays in ARS and TMS controlled areas. Any delays caused by schedules that are not compliant with the Capacity Planning Rules (i.e. don't work) should be dealt with under Section L

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                                              ┌─────────────────┐
                                              │ Signalling related
                                              │ Delay in ARS / TMS
                                              │ Controlled area  │
                                              └────────┬─────────┘
                                                       │
        ◇ Is train held (not          Yes    ◇ Is train        No   ◇ Is schedule   No  ◇ Upload /     No  ( OH )
          routed) or mis-   ◄─────────────────  schedule in  ──────►  VSTP?         ────►  system error ────►
          routed?                              ARS / TMS?             │                   │
                                               │ Yes                  │ Yes               │ Yes
        │ Yes                                   │                      │                  ( Q* )
        ▼                                       ▼                      ▼
        ◇ Are all details correct /    No      ◇ Is train             ◇ Did Control
          present in schedule?    ────► ( Q* )   correctly              advise Signaller  No   ( OD )
          (line code etc)                        regulated?            where          ────►
                                                 │ No                  appropriate?
No      │                                        ▼                     │ Yes
        │                        Yes    ◇ Could                        ▼
        └──────────────────────────────► Intervention  Yes           ( OC )
                                         have mitigated? ───►
        ▼                                │ No            │ Yes
   ( Standard                            ▼               ▼
     attribution rules )               ( OH )      ( OC / OD (as
                                                     appropriate)* )
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*Note – OC / OD dependent on system and person who controls the regulation