

- *Black Text in italics* is explanatory comment only which will not be incorporated within DAPR as part of any amendment.
- Text in standard black font represents pre-existing DAPR text
- ~~Struck through black text~~ represents pre-existing DAPR text that is to be removed as part of the Proposal for Amendment
- **Red Text** represents additional/amended text proposed within the original Proposal for Amendment.
- ~~Struck through red text~~ represents text that was part of the original Proposal for Amendment submission but which the DAB have opted to exclude from the final proposal.
- **Blue text** represents amendments to the original proposal that have been made by the DAB based on industry consultation feedback.

Note that approved revised text will be displayed in DAPR in red, and all text to be removed will simply be deleted (i.e. use will not be made of blue font or strikethroughs within DAPR itself).

**DAB P368**

*Add a new table within Clause J3, listing scenarios when delays associated with drivers not signing a booked route would not be classed as rostering issues, to DAPR as below. This to appear after the initial paragraph stating the usual principle but before the paragraph directing readers to Paragraph M1 for principles relating to drivers being unable to take unplanned diversionary routes as below:*

**J3 Traincrew Route knowledge issues (on a booked route)**

Delays or reliability events incurred as a result of traincrew not signing a route on a train that they have been rostered to work should normally be attributed to codes FF for freight and TI for passenger operators

Note : “Booked route” is the line of route which the train is scheduled to run over and/or the platform at the stations which the train is scheduled to call at. It is normally expected that a member of train crew will sign fast and slow lines and passing loops where route cleared. However, scenarios exist at more complex locations where crews will only sign specific lines and platform numbers.

Exceptions:

No.	Circumstances	Delay Code	Incident Attribution
a.	Route Code is omitted from a driver’s diagram (rostering decision taken based on incorrect diagram information)	TA/FF	Operator of train involved (T##*/ F##*).
b.	Driver or Train Manager has not updated their job card to allow valid rostering	TG/TH/FC*	Operator of train involved T##*/ F##*
c.	Infrastructure not Commissioned in line with traincrew brief	I*/J*	Network Rail organisation managing the project (IQ#*)
d.	Awaiting Route Conductor for diversionary working (Route Conductor late on duty)	TG/FE	Operator of train involved (T##*/ F##*).

e.	Awaiting Route Conductor for diversionary working (Route Conductor’s previous working was late)	YJ	Reactionary to biggest applicable delay on previous working
f.	Where an agreed mitigation plan has an error or omission	Per DAPR Section L1	Schedule Error – Attribute in accordance with principles in DAPR L1
g.	Route code missing from schedule resulting in signaller routing train via a route or chord that the traincrew don’t sign	Per DAPR Section L1	Schedule Error – Attribute in accordance with principles in DAPR L1

See section M1 for detail on route knowledge issues arising from unplanned diversions.

**DAB P369**

*Amend the Descriptions of Delay Codes TB and TR within Section S of DAPR as below:*

TB	<del>Train cancelled or delayed at Train Operator’s request as a result of ad hoc Train Operator Control requests or decisions</del>	TOC REQUEST
TR	<del>Train Operating Company Directive</del> Altered workings that have been requested by Train Operating Companies in advance	TOC DIRECT

**DAB P370**

*Add a new paragraph B7.3.5 as below:*

B7.3.5 – Readers wishing to learn more about reactionary delay codes are recommended to refer to Process and Guidance Document PGD03 – “Y-Code application”. This provides a breakdown of every reactionary code in the Y-series along with scenarios and explanations of when each one should be used.

**DAB P371**

*Add a new paragraph E2.6 within Section E2 on “Minutes not apparently due to Network Rail” as below*

E2.6. In the event that both Network Rail and the Train Operator have completed full investigations into a delay without having been able to provide an explanation or identify a cause, the associated delay, including reactionary, should be attributed to delay code ZU with Responsible Manager ZQ\*\*.

*Also amend the reference to code “Z\*” within paragraph E4.3 within Section E4 on “Trains incurring several small minutes delay” to become “ZS” as below*

E4.3 If the cause of the previous Minutes Delay is unexplained and the train has been regulated correctly a separate Incident Coded ~~Z\*~~ ZS with Responsible Manager Code ZQ\*\* is to be created. However, if the circumstances of paragraph E2.1 apply then a separate Incident is to be created as per that section. In either case the Reactionary Delay, appropriately coded, is to be allocated to the Incident created.

**DAB P372**

Amend Scenario O2.2.s to remove the reference to vegetation within the examples of “miscellaneous items” that may potentially obstruct a set of points as below.

s	Obstruction in points (sufficient to cause failure and observed on site), incl. sand/coal/litter/ballast/ <del>vegetation</del> <b>detached branches or leaves</b> (not placed by vandals) <u>excluding</u> no cause found and preventable causes (e.g. dry slide chairs, contaminated grease, components out of adjustment, or obstruction by other asset components)	JX	Network Rail (IQ**)
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Add a new scenario O2.2.t which indicates that overgrown vegetation obstructing points should be allocated to code JP:

t	<b>Obstruction in points (sufficient to cause failure and observed on site) caused by overgrown vegetation.</b>	JP	<b>Network Rail (IQ**)</b>
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Renumber existing scenarios O2.2.t-x to become O2.2.u-y respectively to accommodate the new scenario.

Also amend the same principle as already detailed in Scenario O20.b so that the appropriate code is shown as JP instead of JX.

b	Obstruction in points (sufficient to cause failure and observed on site) caused by overgrown vegetation.	<del>JX</del> JP	Network Rail (IQ**)
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**DAB P373**

Amend the wording of Section L2.3, Scenarios c and d, as below

c	Where an agreed mitigation timetable plan contains conflicts, errors or omissions <b>aside from those covered by scenario d below</b> (see paragraphs L1.1/L1.2)	OD/QN	Network Rail (OQ#*/QQ#*)
d	Where an <u>agreed</u> mitigation resource plan (crew/stock) contains conflicts, errors or omissions <b>has not accounted for onward workings of fleet or traincrew as a result of the operator not making Network Rail aware of these</b> (see paragraphs J2.1 and L2.2)	TC	Operator (T##*)
e	<b>Ad hoc changes are made by Network Rail to a previously agreed plan without reference to the operator, which do not account for the impact on onward stock or traincrew workings</b>	OD/QN	<b>Network Rail (OQ#*/QQ#*)</b>

Similarly, amend the wording of Section L2.6, Scenarios c and d, and add a new scenario e, as below

c	Where an agreed mitigation plan (e.g. a <del>revised</del> <b>an Alternative</b> Train Slot under MFSdD) contains conflicts, errors or omissions <b>aside from those covered by scenario d below</b> (see paragraphs L1.1 / L1.2)	OD / Q*	Network Rail (OQ#* / QQ#*)
d	Where an <u>agreed</u> mitigation plan ( <b>i.e. an Alternative Train Slot under MFSdD that has been created by Network Rail and shared with the train operator</b> ) <del>contains conflicts, errors or omissions in respect of resources (Specified Equipment/train crew)</del> <b>has not accounted for onward workings of Specified Equipment or traincrew as a result of the operator not making Network Rail aware of these</b> (see also paragraphs J2.1 and L2.5)	F* / M*	Operator (F##* / M##*)
e	<b>Ad hoc changes, which do not account for the impact on onward stock or traincrew workings, are made by Network Rail to a previously-agreed plan without further reference to the operator</b>	OD/QN	Network Rail (OQ#*/QQ#*)

**DAB P374**

*Amend the wording of DAPR M3.1 scenarios f,g and i, as below*

f.	Waiting passenger connection <b>from other trains- arranged locally by station staff and not authorised by Control</b>	RI	Operator of train being held (R##*/ <del>T##*</del> )
g.	Waiting passenger connections <b>from other trains</b> authorised by TOC Control but out with the TOC and Network Rail Connectional Policy or Service Recovery Plan	RK( <del>if arranged locally by station staff without TOC Control authorisation</del> ) /TM ( <del>if agreed by TOC Control</del> )	Operator of train being held (R##*/T##*)
i.	Waiting passenger connections from other modes of transport (e.g bus replacement)	RM (if arranged locally by station staff without TOC Control authorisation) / T3 (if agreed by TOC Control)	Operator of train being held (R##*/T##*)

*Also, reword scenario O21.d as below:*

<del>e-</del> d	<b>Obstruction / tripping due to vegetation : OCB trip is caused by vegetation <del>within the 5 metre confines of the flail strip</del> that is not compliant with standards, including when attached to a structure or vegetation encroaching from off network</b>	JP	Network Rail (IQ**)
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## DAB P375

Add new text to DAPR A3.1, as below:

### A3 PROVISION OF INFORMATION

A3.1 All parties involved in the process of the correct identification of causes of delay are required to provide any information necessary to facilitate accurate Delay Attribution. **This includes the provision of ~~train reports~~ Timings of an event at a Recording Point, where possible, on occasions when the prescribed method of reporting is unavailable in accordance with PDAC Section 4.2**

In order to do this all parties will ensure that adequate lines of communication are established and maintained to provide this information from both their own staff and any of their agents acting on their behalf.

Also replace Section E5.1 on attribution during reporting outages with new clauses E5.1 -E5.2 (and renumber subsequent clauses with minor revisions accordingly) with a further new reference to PGD15 at the end of the section as below:

### E5 TRUST Outages

E5.1 On occasions when outages or other system failures prevent standard train reporting processes from taking place, industry parties are required to work together to share alternative information sources to enable to best possible standard of train capture, in accordance with DAPR Principle A3 on Information sharing and PDAC Section 4.2 on the use of backup/contingency train reporting.

E5.2 Train delays based on times that have been obtained from alternate sources (including interpolation) ~~in the above circumstances~~ in the circumstances set out in E5.1 should be investigated and allocated to prime cause wherever possible.

~~All delays~~ E5.3 In cases where Network Rail is unable to investigate and/or record cause as a result of TRUST System failures, including SMART site failures, delays shall be coded OU/OQ\*\*. This coding shall apply **in all circumstances, including those** where a fault number has been issued. Note that all parties are required to provide information necessary to identify causes of delay as given in Section A3.

E5.4 Delays caused as a result of a TRUST System failure (including loss of local access) - following a full investigation – should be attributed to the Prime Cause of that delay and not the TRUST failure. For example, if a signaller mis-regulates a train owing to no TRUST information the cause should be described as mis-regulation NOT loss of TRUST; similarly, if there is a late start due to waiting the train consist because there is a TRUST problem, the delay should be described as a late start not a TRUST failure

Process and Guidance Document PGD15 includes further guidance on recommended process for carrying out attribution at times of reporting failures.

**DAB P376**

*Amend C3.10 as below:*

C3.10 Delays of under 5 minutes incurred by a train running on a **non-applicable passenger** VSTP schedule (**or any freight VSTP schedule**) can be excluded utilising Delay Code PN when it causes no further reactionary delay. See Section L1.4 for the full criteria.

*Also amend Section L1.4 as below:*

L1.4 **Delays to freight and non-applicable passenger trains running under VSTP schedules may be allocated to delay code PN in the following circumstances only:** ~~Where a VSTP schedule has been agreed, input and that train incurs delay then that delay only can be attributed to Delay Code PN when:~~

- The train running under VSTP loses ~~up to and including 4~~ **under 5** minutes in running with no identified reason and causes no reactionary delay to other trains as a result of its late running; or
- The train running under VSTP loses ~~up to and including 4~~ **under 5 minutes** in running due to an issue with the VSTP schedule and causes no reactionary delay to other trains as a result of its subsequent late running; or
- The train running under VSTP loses ~~up to and including 4~~ **under 5 minutes** delay due to being regulated for another service (due to the VSTP schedule) and causes no reactionary delay to other trains as a result of its subsequent late running.
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**These criteria do not apply to applicable passenger services that happen to have been input via the VSTP process. Delays on such trains are not eligible for the PN code under any circumstance.**

*Also amend Section M3.3 Scenario 4 as below:*

4	<p>Operator 'A' loco / unit is hired or commandeered under the Railway Operational Code to rescue a failed train operated by Operator 'B'.</p> <p>The rescue loco / unit once attached to the failed train runs under VSTP conditions* but un-validated to clear the line.</p> <p>(*whether the same schedule as the failed train, new schedule or no schedule)</p>	<p>Delay to the VSTP train itself (if a new schedule) <b>under 5 minutes</b> PN Delay Code per Paragraph L1.4 (<b>on the basis that the train operating in this circumstance will be on a freight or non-applicable schedule</b>)</p> <p>Delay to the VSTP train itself of <b>5 minutes and over</b> and any other reactionary delay to other trains to be attributed as continued impact of the original failure of Operator 'B' train (Attributed to same incident of the original failure)</p>
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*Amend the description of code PN in Section S as below*

PN	<p><b>Freight and non-applicable Passenger</b> VSTP service delays of under 5 minutes caused by regulation and or time lost in running (VSTP Schedule delay ONLY where that delay causes no reactionary delay)</p>	<p>VSTP DELAY</p>
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## NR P227

Amend the title of Paragraph F1.7.3 (and the caveat stating that circumstances may apply outside of Autumn) from

~~**F1.7.3 Guidance in respect of adhesion difficulties that arise outside autumn period**~~

~~(Note that site examination may indicate that certain of these circumstances apply within the Autumn period also)~~

to

**F1.7.3 Adhesion issues unconnected to Autumn conditions**

(Such incidents may arise at any time of year, including Autumn)

Amend Scenario Table F1.7.1, covering Network-Rail-responsibility adhesion issues, with amendments to scenarios b and e, a new scenario f and existing scenarios f-h amended to g-i respectively as below:

No.	Circumstances	Delay Code	Incident Attribution
a.	Failure to operate the agreed railhead treatment programme	See Section F2	See Section F2
b.	Vegetation within network boundaries <b>causes delay and</b> 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**)
c.	Late start or delays to Railhead Conditioning Train (RHC) including any reactionary delay to other trains'	OS	Network Rail (OQ**)
d.	Contamination is present but agreed vegetation measures are completed	QH	Network Rail (QQ**)
e.	Contamination <b>caused by vegetation</b> is present, and agreed vegetation measures are not completed	JP	Network Rail (IQ**)
f.	<b>Contamination is present and vegetation has not been maintained in accordance with prevailing Network Rail standards <u>but</u> vegetation has not been confirmed as the cause of contamination.</b>	<b>QH</b>	Network Rail (QQ**)
<del>f.</del> <del>g.</del>	Railhead examination not carried out in line with Rule Book requirements after low adhesion reported (as per flowchart F1.6.1)	QI	Network Rail (QQ**)
<del>g.</del> <del>h.</del>	Cautioning of trains when contamination is suspected or confirmed	QI	Network Rail (QQ**)
<del>h.</del> <del>i.</del>	Special working implemented for leaf fall track circuit operation	QJ	Network Rail (QQ**)

**NR P228**

Remove the words “or Emergency” from DAPR Scenario O18.4.m as below, thus indicating that delay code JS may be used for Temporary Speed Restrictions associated with Rolling Contact Fatigue but not for Emergency ones.

m.	Temporary <del>or Emergency</del> speed restriction imposed as a result of rolling contact fatigue.	JS	Network Rail (IQ**)
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**NR P229**

Remove existing DAPR clauses E2.4 and E2.5 as below:

~~E2.4 Excluding the circumstances set out in, and the application of, paragraph E2.1, E4.2 and also E4.3, when Network Rail have not investigated a delay correctly (and timescales restrict the correct re-attribution) the associated delays, including reactionary, should be attributed to Network Rail as mis-investigated with delay code ON used.~~

~~E2.5 In the event that Network Rail is unable to investigate the cause of a delay on the date of occurrence, that delay should be allocated to an incident coded OU. Such delays should be subsequently reallocated to the appropriate incident (including use of codes TO and FO as covered in paragraph E2.1) as soon as it is possible to complete a full and sufficient investigation, providing that this is within contractual timescales. Any delays that are allocated to OU but which cannot be investigated and reallocated within the contractual timeframe are to remain coded to OU.~~

Replace the above with corresponding new sections E8 and E9 as below:

**E8 Delays not investigated by Network Rail.**

In the event that Network Rail is does not investigate the cause of a delay on the date of occurrence, that delay should be allocated to an incident coded OU. Such delays should be subsequently reallocated to the appropriate incident (including use of codes TO and FO as covered in paragraph E2.1) as soon as it is possible to complete a full and sufficient investigation, providing that this is within contractual timescales. Any delays that are allocated to OU but which cannot be investigated and reallocated within the contractual timeframe are to remain coded to OU.

Process and Guidance document PGD04 should be referred to for further detail on general post Day 1 reattribution principles and processes.

**E9 Minutes that Network Rail cannot contractually attribute to an identified prime cause.**

In cases where Network Rail investigations have concluded that a train operator is responsible for a given event but it has not been possible to attribute (or reattribute) the associated delays, including reactionary, to that operator within contractual timescales (seven calendar days), these are to be attributed to delay code ON to Network Rail.

The only exception to the above is if the minutes in question were previously allocated to code OU as uninvestigated delays. In such cases, delays should remain coded to OU and not amended to ON as per paragraph E9.

Also amend the short and long descriptions of code ON in Section S of DAPR as below:

ON	<p><del>Delays not properly investigated by Network Rail</del>  <del>Delays believed to be Train Operator responsibility but which have not been allocated to the correct operator within contractual timescales</del>                  Investigated and concluded delays not reallocated to a Train Operator within contractual timescales</p>	<p><del>MIS-</del>  <del>INVEST</del>                  NR                  CONTRCT</p>
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