- *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 P377

Add a new principle "x" to the list of good practice principles within the introductory DAPR Statement of Good Practice as below:

x. ensuring that, if it is necessary to dispute attribution, the basis for this is clearly and transparently communicated to all parties affected by the attribution Network Rail, in order that any reattribution to a different party is, in turn, comprehensively explained and justified by that organisation.

Renumber the existing principles "x-xiii" to "xi-xiv" respectively to accommodate this addition.

DAB P378

Amend the Description of Code RK in Section S of DAPR as below:

Amend the Description of Code RK in Section S of DAPR as below: RK	Waiting passenger connections authorised by TOC but out with TOC/Network Rail connection policy arranged by station staff in accordance with pre-authorised TOC arrangements (outside of agreed TOC/Network Rail connection policies)	AUTH CON	

Also, amend N6.1.c and add a new scenario N6.1.d as below (with existing scenarios d-f revised to e-g respectively).

	c.	Waiting passenger connections from other trains authorised by TOC ~~but out with TOC/Network Rail Connection Policy~~ station staff in accordance with a pre-authorised TOC plan (but not in accordance with any agreed TOC/Network Rail connectional policy)	RK~~/TM~~	Operator of train being held (R##*~~/T##*~~)
	d.	Waiting passenger connections from other trains authorised by TOC Control (but not in accordance with any agreed	TM	Operator of train being held (T##*)

Replicate the wording of the above in M3.1.g and (a new) M3.1.h with existing scenarios M3.1.h-l revised to i-m respectively.

DAB P379

Amend DAPR Section O.9.1.j to the below (thus replicating existing entry O21.d):

j	*Obstruction / tripping due to vegetation: OCB trip is caused by vegetation within the 5 metre confines of the flail strip management that is not compliant with standards, including when attached to a structure or vegetation encroaching from off network*	*JP*	*Network Rail (IQ**)*

DAB P380

Amend the description of delay code QH in DAPR Section S as below:

QH	Adhesion problems due to leaf contamination (not the result of non-compliant vegetation management)	RAILCONTAM	

DAB P381

Replace the list of delays codes that could potentially be used in connection with a safety incident in DAPR R1.2 with a general reference to using the most appropriate code dependent on circumstance, as below:

Where the exact cause is not obvious, the appropriate code AZ/FZ/I*/M*/OZ/RY/RZ/TY/TZ most appropriate code reflecting the prime cause based on the information available is to be used.

DAB P382

Add a new Scenario N7.1.i to Section N7 on dispatch-related delays as below:

h i	Dispatch by platform staff or traincrew delayed owing to concerns over passenger safety (including attempts to access a train via doors that have already been locked)	RY	Operator of train involved (R##*)	

Expand scenario N9.1.e (passengers falling between track and train) to encompass delays associated with measures taken to prevent this.

e.	*Passenger fallen between platform and train whilst boarding/alighting from that train (including preventative measures taken to prevent this from occurring including delayed train dispatch)*	*RY/RZ*	*Operator of train involved (R##*)*

Amend Scenario Q3.2.d (Fatalities and injuries) to emphasise that this relates to impact involving loose/detached train components, including open doors, that are ingressing into the platform off an already moving train, and is thus not relevant to passengers who have been dragged by a train moving out of a platform. The FOC-specific delay code that applies in this scenario is also to be updated from FC to M, reflecting that such an instance is likely to arise from a fleet-related issue..*

The FOC-responsibility code in Q3.2.c to be amended from AZ to AK, indicating that an issue with an unauthorised person gaining access to a train within a yard should be classed as a mishap.

New entry Q3.2.f, replicating previous N7.1.i, will also be added to emphasise that a issue with passenger/train interface when a train is stationary does not constitute trespass/potential trespass.

c	Fatality or injury on non-Network Rail operated infrastructure affecting trains of non-passenger Operator.	AZ AK/FC	FOC - separate incident to be created for each affected (A##*/V##*).	
d	Fatality or injury on a station platform caused by a	VC (passenger trains)/FC M* (freight)	Train Operator of the train involved (FM##*/V##*).	

	loose/detached component, including open doors, from a moving train (with non-trespass at the point of contact).			
e	Fatality or injury on a train, or as a result of falling from a train.	VC	Train Operator of train on which the person was travelling (V##*).	
f	Dispatch by platform staff or traincrew delayed owing to concerns over passenger safety (including attempts to access a train via doors that have already been locked)	RY	Operator of train involved (R##*)	

DAB P383

Add a new paragraph D4.4, as below:

D4.4 The principles in D4.3 above shall also apply in cases where an authorised train operator representative or delegated agent has been invited to partake in the formulation of a service recovery plan but does not do so (including a failure to join associated meetings) and does not provide a legitimate explanation for this.

Specifically, they organisations that have not engaged in Service Recovery planning and not offered an explanation for their unavailability or complied with arrangements to discuss separately will be deemed to have agreed to any recovery plans that have been communicated to them by default for attribution purposes. As such, any delays or cancellations incurred as a result of a failure to abide by that plan shall be considered as Failures to Mitigate.

Renumber the existing paragraph D4.4 to D4.5, to accommodate the new entry.

NR P230

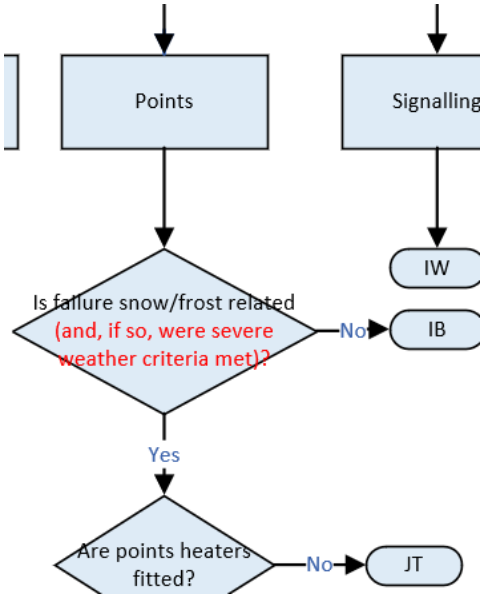
Amend/expand DAPR entry O19.6.2 on points failures caused by snow as below:

O19.6.2 Points failures due to ice / snow should be coded as follows:

- • Where weather conditions are non-severe, use code IB
- • In severe weather, where no point heaters are fitted attribute to JT
- • In severe weather, where point heaters are fitted but not operational attribute to IP
- • In severe weather, where point heaters are fitted and operating but points still fail attribute to X9

Note - If points without working heaters are at the same location where other points that had operating heaters also failed in severe conditions, it is acceptable to recode from JT or IP to code such failures as X9 (on the basis that fitment / operation would have made no difference). If those nearby points with heaters operating didn't fail, then JT / IP applies.

Add a reference to severe weather criteria being met within the "Points" Section of Snow/Ice/Frost flowchart Q5.9 (relevant entry below)



Also, amend "Snow, ice and frost" DAPR flowchart Q5.9, footnote 3, from:
N.B. 3 In the case of infrastructure assets (with the exception of OHLE and 3rd rail) where key route weather strategy has been implemented and the asset is working within design parameters but overwhelmed then code XT/X9 as appropriate should be used.
In all cases if it not known if severe weather criteria has been met, the default delay code should be the relevant I*/M* for the party affected.
To:
NB3. Aside from OHLE/3rd Rail/Points failures (which have their own dedicated codes as documented in the flowchart) asset failures that are caused by snow and that occur whilst Key Route weather Strategy is in force should be coded XT.

In cases where the coding of an incident is dependent on whether severe weather have been met but it is not known whether this is the case, the default delay code should be the appropriate I*/M* for the party affected.

NR P231

Retitle Section Q2 of DAPR as below:
Q2 Bridge Strikes Bridge Damage (including Strikes)
Amend Q2.1 to specify that "bridge strikes" are specific to underbridges as below:
Q2.1 For the purposes of delay attribution, a Bridge Strike is defined as an incident in which a road vehicle or its load, or a waterborne vessel or its load, impacts with the fabric of a bridge from below.
An incident in which a rail vehicle or its load collides with a bridge is not a Bridge Strike but is an incident to be recorded under Section P1 or Section P2 as applicable.

Add new Sections Q2.3 and Q2.4 as below
Q2.3 Damage incurred to overbridges (road over rail) by traffic is classed as a road/rail interface event rather than a bridge strike. Such incidents shall be coded to Network Rail using delay code XN.
Q.2.4 Accidental damage incurred to a bridge during the course of non-railway related works undertaken by a third party (e.g. roadworks on an overbridge) shall be coded to Network Rail using delay code XM.

Revise the final note in section Q2 (which should appear after the new Q2.3 and 4 entries) as below:
Note: An ESR in place on subsequent days due to structural damage following a bridge strike should be coded to JD. Issues with bridge condition ongoing beyond the original day of an event (including ESR's) shall be coded JD regardless of initial cause. In the event that delays on Day 1 the date the bridge was damaged have been coded to an alternate code under principle Q2.2, Q2.3 or Q2.4, a separate incident will need to be created to reflect the change in prime cause after Day 1 the date the bridge was damaged.

Also amend the description of delay code XM in Section S of DAPR as below:

XM	External utility incident including gas, water mains, overhead power lines or roadworks	EX UTILITY	

NR P232

Amend the reference in scenario J3.b to drivers failing to update a "job card" to "route card" and amend the relevant delay code for use in relation to freight operators from "F" to "FC", as below:* b.	Driver or Train Manager has not updated their job route card to allow valid rostering	TG/TH/F* FC	Operator of train involved T##*/ F##*	

NR P233

Remove existing Scenario M3.1.i (on service recovery activities and replace with two separate entries M3.1.i and j, as below

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##*)	
i.	Waiting passenger connections from other forms of transport (e.g. replacement buses) authorised by TOC	T3	Operator of train being held (T##*)	

	Control but out-with TOC/Network Rail Connection Policy			
j.	Waiting passenger connections from other forms of transport (e.g. replacement buses) - arranged locally by station staff and not authorised by Control	RM	Operator of train being held (R##*)	

Renumber existing scenarios M3.1 j-l as k-m respectively to accommodate the additional entry