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24 June 2015

Ana Maria Sanchez
PA to Delay Attribution Board Secretary
Delay Attribution Board
Floor 8
1 Eversholt Street
London
NW1 2DN

Dear Ana

NOTICE OF APPROVAL OF AMENDMENTS TO THE APRIL 2015 DELAY ATTRIBUTION GUIDE

1. This notice is given under Condition B2.7.2 of the Network Code. Terms defined in the Network Code have the same meaning in this notice. References in this notice to Conditions are references to Conditions of the Network Code.
2. On 23 June 2015 the Delay Attribution Board (DAB) submitted a Proposal for Amendment to ORR in accordance with Condition B2.7.1.
3. The Secretary to the DAB has confirmed the reasons for the proposed amendments and these have been accepted by the DAB following the consultation process, as required by Condition B2.7.1.
4. For the purpose of Condition B2.7.2. ORR now gives notice to the DAB that it approves the Proposals for Amendment, as set out in a schedule to this notice. The amendments will take effect on 14 September 2015.
5. A schedule of the approved Amendments to the Delay Attribution Guide is attached to this notice.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Gerry', is written over a light blue circular watermark that contains the text 'GERRY LEIGHTON'.

GERRY LEIGHTON
Duly authorised by the Office of Rail Regulation



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Schedule of approved amendments to the April 2015 Delay Attribution Guide

NR/P168 – Removal of code OI

- **Remove following paragraph from 4.20.1**
“If Network Rail and other Train Operators agree that they did not contribute to its cause then a separate Incident for trains of those Operators to be created, coded OI, and attributed to Network Rail (OQ**)”
- **Remove OI entry from Section 7O**
- **Amend first sentence wording in 4.20.1**
From
...with Group Standard G0/OT0004,....
To
...with current Group Standards,....

NR/P169 – No fault, no cause

- **Add new 4.24.2 and renumber subsequent 4.24.2 onwards**
When considering resolution of incidents utilising this section, thought should be given to the distinct difference between ‘no cause found’ for an identified fault and ‘no fault found’ for a reported fault. For No Fault Found concerning technical incidents please refer to section 4.25.
- **Add new 4.25.1 and renumber subsequent current 4.25.1 onwards**
When considering resolution of incidents utilising this section, thought should be given to the distinct difference between ‘no cause found’ for an identified fault and ‘no fault found’ for a reported fault.

DAB/P237 – CIS Impacts

- **Add additional circumstances for clarification to section 4.28 as below:-**
4.28.6 Where a platform alteration that varies from the information shown on the CIS is made by the signaller for no known reason, for any incurred delays resulting from passengers or industry staff getting to that train attribution should be made to the signaller. If the alteration is advised with sufficient time to allow mitigation then delays should be coded to the operator of the train concerned
4.28.7 Where a short notice, unplanned platform alteration is made by the signaller for a given reason any resulting delays incurred from passengers or industry staff getting to that train should be attributed to the reason for that change.
4.28.8 Where a short notice platform alteration is requested to, and actioned by, the signaller any resulting delays resulting from passengers or industry staff getting to that train should be attributed to the reason for that change.



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4.28.9 Where a pre-planned platform alteration is requested to, and actioned by, the signaller and where the CIS could have been updated by the relevant party (regardless of station ownership) or announcements made, any resulting delays from passengers or industry staff getting to that train should be attributed to the Operator of the train thus affected.

4.28.10 In ACI locations where a TD / berth has not been entered or correctly registered resulting in delays caused by passengers or industry staff getting to that train (either misdirected or not directed) attribution should be to the reason ACI was incorrect. This will be Network Rail Train Planning if the data is incorrect or systems if ACI fails.

DAB/P238 – T* delay code amendments

- **Amend the following T* delay code references in the sections as below:-**
 4.20.3(h) Change TE to VD
 4.28.2(b) Change TE to VD
 4.20.3(h) Change TL to Appropriate M* / R* / T* / V* Code

DAB/P240 – Station operating causes

- **Expansion to 4.28.1 to say**
 Normally, station delays are attributable to the operator of the trains concerned and not to the station owner
- **Section 7R – remove the word ‘company’ from the title to read:-**
 SECTION 7R - STATION OPERATING CAUSES
- **Alteration to description of RY and RZ in Section 7R replacing ‘Operator’ with ‘Operating’**

RY	Mishap - Station Operating cause	STN MISHAP
RZ	Other Station Operating causes	STN OTHER

DAB/P241 – Y* code amendments

- **Amend the following Y code references in the sections as listed below**
 4.13.2(b) Change YF to YE
 4.15.2(b) Change YF to YE
 4.15.2(d) Change Y* to YI/YJ



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DAB/P242 – M and N code amendments

- **Amend the following M and N delay code references in the sections as listed below:-**
 - 4.4.3 Change M3 to MC and change MQ to MB
 - 4.11.1(l (L)) Change MY to MD/M8
 - 4.11.1(m) Change MY to MD/M8
 - 4.11.1(k) Change NC to MU
 - 4.11.1(m) Change MY to MB / MC / ML as appropriate
 - 4.11.7 Change NC to MU
 - 4.13.3 Change MZ to FZ/TZ
 - 4.20.2 Remove MY and Change MZ to M* (appropriate to cause)
 - 4.20.3(c) Change MR to MT
 - 4.20.3(s) Change MZ / MY to M* (appropriate to cause)
 - 4.27.1(h) Change MZ to M* (appropriate to cause)
 - 4.27.7 Change MZ to M* (appropriate to cause)
 - 4.38.2(e) Change M2 to M1
 - 4.40.1(a) Change ND to M0 (zero)



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