



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.
Michael Scarff - ORR

Date: 18th June 2015

Submission of proposals for change to April 2015 Delay Attribution Guide (DAG)

Dear Gerry,

I am writing seeking approval for proposed changes to 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:

NR/P168 – removal of code OI
NR/P169 – No fault, no cause
DAB/P237 – CIS Impacts
DAB/P238 – T* delay code amendments
DAB/P240 – Station operating causes
DAB/P241 – Y* code amendments
DAB/P242 – M and N code amendments - RESENT

The details for each proposal consist of the following information:

- 1** The Proposal for Change from the sponsor.
- 2** A list of the industry responses to the Proposal for Change.
- 3** The DAB decision and consideration of 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 **April 17th 2015**. 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 them.



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I await your advice on whether you approve the amendment proposed. 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 **14th September 2015**

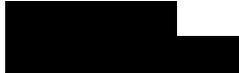
Should you wish to discuss any aspect of this submission or the proposals for that matter, please do not hesitate to contact me as detailed above.

Kind regards,

A handwritten signature in black ink, appearing to read 'Ana Maria Sanchez', is written over a light pink rectangular background.

Ana Maria Sanchez, BA(Hons)

PA to DA Board Secretary





PROPOSALS FOR CHANGE TO THE
DELAY ATTRIBUTION GUIDE
April 2015 Edition
INDUSTRY FEEDBACK
Consultation closed – 17th April

Proposal reference Number:	NR/P168	NR/P169	DAB/P237	DAB/P238	DAB/P240	DAB/P241	DAB/P242
Company Organisation							
Abellio Greater Anglia							
Arriva Trains Wales							
c2c Rail Ltd *	<input checked="" type="checkbox"/>						
Chiltern Railways							
Colas Rail							
DB Regio Tyne & Wear							
DBSchenker							
Devon & Cornwall Railways							
Direct Rail Services *	<input checked="" type="checkbox"/>						
East Midland Trains							
Eurostar International							
First / Keolis Transpennine *	<input checked="" type="checkbox"/>						
First Greater Western							
First Hull Trains							
Freightliner							
GB Railfreight							
Govia Thameslink Railway *	<input checked="" type="checkbox"/>						
Grand Central Railway*	<input checked="" type="checkbox"/>						
Harsco Rail							
Heathrow Express							



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Proposal reference Number:	NR/P168	NR/P169	DAB/P237	DAB/P238	DAB/P240	DAB/P241	DAB/P242
London Midland							
London Overground							
Merseyrail							
North Yorkshire Moors							
Northern Rail *	<input checked="" type="checkbox"/>						
Scotrail							
Southeastern Railway *	<input checked="" type="checkbox"/>						
Southern							
Stagecoach South West							
Virgin Trains (West Coast)*	<input checked="" type="checkbox"/>						
Virgin Trains East Coast *	<input checked="" type="checkbox"/>						
West Coast Railway							
XC Trains							
Network Rail	<input checked="" type="checkbox"/>						

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Originators Reference Code / N ^o	NR/P168				
Name of the original sponsoring organisation(s)	Network Rail				
Exact details of the change proposed	<p>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**)”</p> <p>Remove OI entry from Section 70</p> <table border="1"> <tr> <td>OI</td> <td>Formal Inquiry Incident - other operators</td> <td>JOINT INQ</td> </tr> </table> <p>Amend first sentence wording in 4.20.1 From ...with Group Standard G0/OT0004,...</p> <p>To ...with current Group Standards,...</p>		OI	Formal Inquiry Incident - other operators	JOINT INQ
OI	Formal Inquiry Incident - other operators	JOINT INQ			
Reason for the change	<p>Network Rail request the removal of delay code OI from the DAG due to its very limited and improper use. The only use it has seen over a number of years is not in accordance with its intention in the DAG – being either utilised for incidents involving just one Operator (where TU / FU should be used) or used by Network Rail for their own internal disputes.</p> <p>Network Rail Performance members cannot find or recall any circumstances within memory where the use of OI has been applied in accordance with the DAG.</p> <p>The paragraph cited for removal within 4.20.1 sets out the correct (and only) use for OI</p> <p>It is also deemed an appropriate opportunity to correct the Group Standard entry within 4.20.1 also as it is now an obsolete reference</p>				

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NR/P168

Company Organisation	Comments
DAMG - on behalf of the identified companies as per page 1.	DAMG on behalf of the identified companies accepts this proposal.
Network Rail	Network Rail accept the proposal
DAB DECISION	The Board when reaching its decision at the 12 th May board meeting, considered the industry consultation feedback and the reasoning provided within the original proposal prior to considering the same for submission for ORR approval.

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Originators Reference Code / N ^o	NR/P169 – No fault, no cause
Name of the original sponsoring organisation(s)	Network Rail
Exact details of the change proposed	<p>Add new 4.24.2 4.24.2 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.</p> <p>Renumber subsequent 4.24.2 onwards</p> <p>Add new 4.25.1 4.25.1 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.</p> <p>Renumber subsequent current 4.25.1 onwards</p>
Reason for the change	<p>A common debate for both Network Rail and Operators is the issue relating to determining whether no fault was found. However in some circumstances a ‘fault’ is actually known it is often the ‘cause’ of the fault that isn’t.</p> <p>For example, a fire on a train that the fleet engineers can find no apparent reason. There is a known ‘fault’ as the train has caught fire and an incident has occurred but there may be no ‘cause’ of the fire identified.</p> <p>Similarly applies for infrastructure ‘faults’.</p> <p>This proposal has been progressed through the Network Rail Route Performance Measurement Manager’s Group emanating from common and recurring areas of resolution discussions that the group felt need proper clarity and shared with the DAMG additionally.</p> <p>This proposal seeks to clarify that position to enable more efficient internal attribution and resolution of incidents thus related.</p>

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NR/P169 – No fault, no cause

Company Organisation	Comments
DAMG - on behalf of the identified companies as per page 1.	DAMG on behalf of the identified companies accepts this proposal.
Network Rail	Network Rail accept the proposal
DAB DECISION	The Board when reaching its decision at the 12 th May board meeting, considered the industry consultation feedback and the reasoning provided within the original proposal prior to considering the same for submission for ORR approval.

Originators Reference Code / N ^o	DAB/P237 – CIS Impacts
Name of the original sponsoring organisation(s)	DAB (CIS Sub group)
Exact details of the change proposed	<p>Add additional circumstances for clarification to section 4.28 as below:-</p> <p>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</p> <p>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.</p> <p>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</p> <p>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.</p> <p>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.</p>
Reason for the change	<p>Emanating from a Request for Guidance received from Network Rail and FCC (as was) and the subsequent DAB Guidance (DAB 36), it was agreed that a DAB Sub Group would review and enhance the DAG to cover scenarios where passengers or industry staff have been (mis)directed (utilising CIS information or similar) to the wrong platform for their train causing delay.</p> <p>The proposed 5 entries above cover the most common scenarios believed to have an impact on station information screens and passenger / staff direction and represent the immediate cause of the delays occurring.</p>

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DAB/P237 – CIS Impacts

Company Organisation	Comments
DAMG - on behalf of the identified companies as per page 1.	DAMG on behalf of the identified companies accepts this proposal.
Network Rail	Network Rail accept the proposal
DAB DECISION	The Board when reaching its decision at the 12 th May board meeting, considered the industry consultation feedback and the reasoning provided within the original proposal prior to considering the same for submission for ORR approval.

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Originators Reference Code / N ^o	DAB/P238
Name of the original sponsoring organisation(s)	DAB
Exact details of the change proposed	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(k) Change TL to Appropriate M* / R* / T* / V* Code
Reason for the change	As part of the significant amount of April 2015 DAG changes to R and T codes, some of the delay code references within the main body of the DAG were overlooked in the Proposal for Change and as such refer to obsolete codes This proposals sets out the references and delay codes that are in need of aligning with the April 2015 R and T code alterations

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DAB/P238

Company Organisation	Comments
DAMG - on behalf of the identified companies as per page 1.	DAMG on behalf of the identified companies accepts this proposal.
Network Rail	Network Rail accept the proposal
DAB DECISION	The Board when reaching its decision at the 12 th May board meeting, considered the industry consultation feedback and the reasoning provided within the original proposal prior to considering the same for submission for ORR approval.

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Originators Reference Code / N°	DAB/P240 – Station operating causes							
Name of the original sponsoring organisation(s)	DAB							
Exact details of the change proposed	<p>Expansion to 4.28.1 to say</p> <p>4.28.1 Normally, station delays are attributable to the operator of the trains concerned and not to the station owner</p> <p>Section 7R – remove the word ‘company’ from the title to read:-</p> <p>SECTION 7R - STATION OPERATING CAUSES</p> <p>Alteration to description of RY and RZ in Section 7R replacing ‘Operator’ with ‘Operating’</p> <table border="1"> <tr> <td>RY</td> <td>Mishap - Station Operating cause</td> <td>STN MISHAP</td> </tr> <tr> <td>RZ</td> <td>Other Station Operating causes</td> <td>STN OTHER</td> </tr> </table>		RY	Mishap - Station Operating cause	STN MISHAP	RZ	Other Station Operating causes	STN OTHER
RY	Mishap - Station Operating cause	STN MISHAP						
RZ	Other Station Operating causes	STN OTHER						
Reason for the change	<p>Primarily for clarity as there are many occasions where incidents at stations are still debated as to the ownership of the station or the station staff’s company as seen in DAB 24 Guidance</p> <p>Expansion of 4.28.1 to ensure the user is clear on application.</p> <p>Clarity required to Section 7R as the header and the content (RY and RZ) lead the user to consider the Operating Company.</p>							

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DAB/P240 – Station operating causes

Company Organisation	Comments
DAMG - on behalf of the identified companies as per page 1.	DAMG on behalf of the identified companies accepts this proposal.
Network Rail	Network Rail accept the proposal
DAB DECISION	The Board when reaching its decision at the 12 th May board meeting, considered the industry consultation feedback and the reasoning provided within the original proposal prior to considering the same for submission for ORR approval.

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Originators Reference Code / N ^o	DAB/P241
Name of the original sponsoring organisation(s)	DAB
Exact details of the change proposed	<p>Amend the following Y code references in the sections as listed below</p> <p>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</p>
Reason for the change	<p>As part of the significant amount of April 2015 DAG changes to Y codes, some of the delay code references within the main body of the DAG were overlooked in the Proposal for Change and as such refer to obsolete codes</p> <p>This proposals sets out the references and delay codes that are in need of aligning with the April 2015 Y code alterations</p>

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DAB/P241

Company Organisation	Comments
DAMG - on behalf of the identified companies as per page 1.	DAMG on behalf of the identified companies accepts this proposal.
Network Rail	Network Rail accept the proposal
DAB DECISION	The Board when reaching its decision at the 12 th May board meeting, considered the industry consultation feedback and the reasoning provided within the original proposal prior to considering the same for submission for ORR approval.

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Originators Reference Code / N ^o	DAB/P242
Name of the original sponsoring organisation(s)	DAB
Exact details of the change proposed	<p>Amend the following M and N delay code references in the sections as listed below:-</p> <p>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)</p> <p>Additional entry in 4.12.2(b) under Systems Add CSR Remove Delay Code M2 from Section 7M (ADD related faults should be mapped to M1)</p>
Reason for the change	<p>As part of the significant amount of April 2015 DAG changes to M and N codes, some of the delay code references within the main body of the DAG were overlooked in the various Proposals for Change and as such refer to obsolete codes</p> <p>This proposals sets out the references and delay codes that are in need of aligning with the April 2015 M and N code alterations</p> <p>Also, delay Code M2 was earmarked for removal but was omitted from the relevant Pfc (DAMG Nov 13 P13) and thus was not permitted to be removed as not consulted. The above proposes to remove the M2 code and includes the adjustment to the reference in the main body of the DAG</p>

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DAB/P242

Company Organisation	Comments
DAMG - on behalf of the identified companies as per page 1.	DAMG on behalf of the identified companies accepts this proposal.
Network Rail	Network Rail accept the proposal
DAB DECISION	The Board when reaching its decision at the 12 th May board meeting, considered the industry consultation feedback and the reasoning provided within the original proposal prior to considering the same for submission for ORR approval.