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17 February 2016

Mark Southon
Board Secretary
Delay Attribution Board
Floor 8
1 Eversholt Street
London
NW1 2DN

NOTICE OF APPROVAL OF AMENDMENTS TO THE SEPTEMBER 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 11 February 2016 the Delay Attribution Board (DAB) submitted Proposals for Amendment to the Office of Rail and Road (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 submitted by the DAB on 11 February 2016 and which are attached this notice. The amendments will take effect on 1 April 2016.

Yours sincerely,

GERRY LEIGHTON
Duly authorised by the Office of Rail and Road

The below Proposals for Amendment as submitted by the Delay Attribution Board on 11 February 2016 were approved by the Office of Rail and Road on 17 February 2016.

1. DAB/P257 Failure to Mitigate
2. DAB/P258 Responsible Managers Update
3. DAB P259 Freight Stock Provision
4. DAB P260 Regulation Considerations
5. DAB/P261 DAG Section Merges
6. DAB/P262 DAG Section 5 and 6
7. DAB/P263 TOC Stock Provision
8. DAB / P264 Ice and OHLE Electrical
9. DAB / P265 Joint Responsibility
10. NORTHERN RAIL/ P001
11. NORTHERN RAIL/P002
12. NR/P185 IBJ to IRJ
13. NR/P186 IK coding
14. NR/P187 GSM-R addition
15. NR / P188 Cross Route Regulation
16. NR/P190 Driver Diversionary knowledge
17. NR / P191 TSR & ESR attribution
18. NR/P192 No fault found / proven

Originators Reference Code / Nº	**DAB/P257 Failure to Mitigate**
Details of the change proposed	**Add new 4.1.20 section marker;-** **4.1.20 Failure To Mitigate** **Renumber current 4.1.20 to read 4.1.21** **Amend current 4.1.21 to be 4.1.22 and to read:-** **(alterations in red)** 4.1.22 In the case of incidents where Network Rail is held to be responsible, if the acts or omissions of the Train Operator were such as to prevent the mitigation of delay then the additional delays should be attributed in accordance with 4.1.23. The converse also applies to the acts or omissions of Network Rail, its staff or agents, in the case of incidents where a Train Operator is to be held responsible. **Add new 4.1.23** 4.1.23 If Network Rail or Train Operator, after discussion, considers the other party has failed to mitigate in line with 4.1.21 and 4.1.22 above, any subsequent attribution should then be made in line with the following:- • Any perceived failings of either party during an incident shall be highlighted in real time during the incident or event to which that failure is cited. • Demonstration that a recovery plan was agreed / implemented and where that plan was not delivered. • Demonstration that regular updates / conferences were held throughout the incident with plan adjustments agreed as appropriate. • Identification where something reasonable could or should have been done; that wasn't (not necessarily part of any agreement) • The reason for the failure to mitigate was demonstrated and stated in any incident created. Referencing where time deadlines / trains / actions contravene any agreement for service recovery arrangements. • Individual trains should be highlighted if they alone fall short of the agreed contingency plans – this makes for easier checking / challenging. • Cognisance taken if there is more than one incident ongoing on the affected line of route / area • Any incident attributed as a 'failure to mitigate' should be coded to the party's Operational Control code and NOT the code of the causal incident **For consistency and clarity, leading into the next section add new 4.1.24:-** **4.1.24 Reactionary Principles** **Renumber 4.1.22 refer to September DAG and subsequent paragraphs to read 4.1.25**

	onwards

Originators Reference Code / Nº	**DAB/P258 Responsible Managers Update**
Exact details of the change proposed	**Amendments to Responsible Manager / Incident Attribution Coding as follows (Codes only, not wording):-** 4.8.6.2 Station overruns flow chart. Change Responsible Manager Codes, as appropriate to T##*, F##*,M##* 4.8.7.2.b Under Incident Attribution add T##* 4.13.1.h Under Incident Attribution change (R/F##*) to read (R##*/F##*) 4.25.5 last sentence change TG/TH** to read TG/T##* and change FP/F*** to read FP/F##* 4.27.2.b Under Incident Attribution change T##* to V##* 4.27.2.g Under Incident Attribution change T##* to R##* / T##* 4.27.2.af Under Incident Attribution change R##* to IQ** 4.27.2.aj Under Incident Attribution change R##* to XQ** 4.28.15.f Directly after QA/QM on last line add (QQA*) 4.37.1.k Under Incident Attribution add M##* 4.38.4.e Under Incident Attribution add A##* 4.39.1.e Under Incident Attribution change MR** to M##* 4.40.4.b Under Incident Attribution change XQ#* to XQ** 4.42.3.h Under Incident Attribution change T#** to V##* 4.42.3.k Under Incident Attribution change to read M##* / R##* / T##* / V##* 4.42.3.s Under Incident Attribution add A##* / F##* / M##* / R##* / T##* 4.10.2 Add additional column entitled 'Incident Attribution' and add 'Train Operator (M##*)' to a thru o entries. 4.10.3 Add additional column entitled 'Incident Attribution' and add 'Train Operator (M##*)' to a thru e entries. 4.10.4 Change column header 'Systems' to ' Incident Attribution'

<table>
<tr><td>Originators Reference Code / Nº</td><td>DAB P259 FREIGHT STOCK PROVISION</td></tr>
<tr><td>Exact details of the change proposed</td><td>
Additional entry to new section 4.27 (see DAB P255) as follows:-

4.27.3 PROVISION OF SPECIFIED EQUIPMENT (FREIGHT OPERATORS)

4.27.4 It is the responsibility of the Freight Operator to provide suitable Specified Equipment (locomotives/vehicles) to meet the operating characteristics of the planned Train Slot (whether WTT, STP, VSTP) Delays or cancellations caused by either

• the non-provision of Specified Equipment or;
• the provision of Specified Equipment that cannot meet the operating characteristics of the planned Train Slot. For whatever reason should be allocated to a new prime cause incident. This includes circumstances where specified equipment is damaged or displaced.

4.27.5 Exceptions:

<table>
<tr><th>No.</th><th>Circumstances</th><th>Delay Code</th><th>Incident Attribution</th></tr>
<tr><td>a</td><td>Provision of specified equipment that cannot meet the operational characteristics of the planned Train Slot (whether WTT, STP, VSTP) due to an incident that occurs post agreement of the Train Slot for that train.</td><td>As appropriate to incident causing change</td><td>As appropriate to incident causing change</td></tr>
<tr><td>b</td><td>Operator made viable mitigation request to amend the Train Slot for that train (including the redeployment of specified equipment) which are declined by NR (e.g. no paths, conflicting possession etc.).

(This clause only applies where prior viable opportunity did not exist)</td><td>As appropriate to incident causing requirement</td><td>As appropriate to incident causing requirement</td></tr>
</table>
</td></tr>
</table>

		c	Where an agreed mitigation plan (e.g. a revised Train Slot under MFSdD) contains conflicts, errors or omissions (see 4.26.1 / 4.26.2)	OD / Q*	Network Rail (O##* / Q##*)
		d	Where an agreed mitigation plan contains conflicts, errors or omissions in respect of resources (Specified Equipment/train crew) (see 4.24.1 and 4.27.4)	F* / M*	Operator (F##* / M##*)
		(For the purposes of this Section, "Specified Equipment" means freight railway vehicles (i.e. locomotives and wagons)			

Originators Reference Code / Nº	**DAB P260 Regulation Considerations**
Exact details of the change proposed	**Amend 4.25.1 as below (alterations in red):-** 4.25.1 Where a train has been held at a regulating point for another train or, if a train is delayed following a slower running train that has been allowed to proceed, and for no other given reason, this is against the agreed Regulating Instructions for that location, the 'Minutes Delay' should be coded OB (or OD if this is by direction of the Route Control) and attributed to Network Rail (OQ**). **Note** – Regulating Instructions will vary across the network from either specific location or specific train instructions to more general guidance such as 'for PPM' **Amend 4.25.2 as per below (alterations in red):-** 4.25.2 If a train is delayed at or between successive regulating points as a result of the correct application of the Regulating Instructions and for no other given reason, then the appropriate Y* code is to be used for the 'Minutes Delay'. These delays should be attributed to the principal TRUST Incident of the most late train that caused the need to regulate at that point. Should the principal TRUST Incident be some form of P* coded Speed Restriction or Possession then the delay is to be allocated to a separate Incident in accordance with section 4.33.3 **Add new 4.25.3:-** 4.25.3 Where general Regulating Instructions are given to signallers (e.g. regulate for PPM)

there may be occasions where the regulation is deemed appropriate at that point in time but could have greater unforeseen impact outside that signaller's operational sphere.

When reviewing such regulating decisions the reviewer should consider the following points prior to reaching their conclusion:-

- Is the regulation carried out in line with the Regulation Instruction for that location (PPM, FPM, Right Time or overall delay) – any attribution responsibility decision should be based on the same consideration.
- If any train(s) ultimately fails PPM, cognisance needs to be given to the distance travelled and other influences on that train post regulation.
- Can the impact of 'what may have happened' if the regulation was reversed be ably demonstrated?
- Could any subsequent events (further regulation / interactions) occurring after the regulation be realistically factored into the regulating decision?
- Can the rationale of the decision be provided by a representative of the controlling location, demonstrating why an alternative option was not taken?
- Would the regulation be considered appropriate if all affected trains were run by one Operator?

If after due consideration the regulation is deemed to be within the Regulation Instructions for that location but the impact is considered to be greater than if the regulation decision had been reversed then the resulting 'Minutes 'Delay' should be coded OA (or OD if direction of Route Control) and attributed to Network Rail (OQ**)

If after consideration the reactionary impact to the regulation is considered to be of similar impact regardless of the decision made then the principles set out in 4.25.2 should apply.

Renumber current 4.25.3 and subsequent paragraphs in section 4.25 as appropriate

Introduce new OA delay code to Section 7O

OA	Regulation decision made with best endeavours	BEST END REG

Originators Reference Code / Nº	**DAB/P261 DAG Section Merges**
Exact details of the change proposed	**Amendments to DAG Sections (to be applied after all other Industry Consulted and Agreed Proposals have been incorporated) as below:-** Retitle SECTION 4 as 'GUIDANCE ON RESPONSIBILITIES AND CODING OF DELAY INCIDENTS'

	--- Merge current sections 4.2 to 4.7 together into new 4.2 and Retitle as:- '4.2 TRUST Data and Recording of Delays' Sections 4.2 to 4.7 renumbered to sub sections:- 4.2.1 DUPLICATE DELAYS 4.2.2 'MINUTES DELAY' NOT APPARENTLY DUE TO NETWORK RAIL 4.2.3 TRUST BERTH ERRORS 4.2.4 TRAINS INCURRING SEVERAL SMALL DELAYS 4.2.5 TRUST OUTAGES 4.2.6 THE SPECIAL TRAIN --- Merge current sections 4.8 to 4.9 together into new 4.3 and Retitle as:- '4.3 Adhesion, Autumn and Railhead Treatment Incidents' Sections 4.8 and 4.9 renumbered to sub sections:- 4.3.1 ADHESION PROBLEMS INCLUDING LEAF-FALL 4.3.2 RAILHEAD CONDITIONING TRAINS --- Merge current sections 4.10 to 4.15 together into new 4.4 and Retitle as:- '4.4 Fleet and Infrastructure Systems Interface Incidents' Sections 4.10 to 4.15 renumbered to sub sections:- 4.4.1 FLEET EQUIPMENT PROBLEMS 4.4.2 FAILURE OF TASS BALISE SYSTEM 4.4.3 FAILURE OF ETCS/ERTMS BALISE SYSTEM 4.4.4 OPERATIONAL GSM-R RAILWAY EMERGENCY CALL (RECS) 4.4.5 OPERATIONAL GSM-R SYSTEMS – FAULTS OR FAILURES 4.4.6 ATTRIBUTION OF DELAY INCIDENTS CAUSED BY TPWS INTERVENTION OR FAILURE --- Merge current sections 4.16 to 4.19 together into new 4.5 and Retitle as:-

	‘4.5 Depots, Yard and Sidings Incidents’ Sections 4.16 to 4.19 renumbered to sub sections:- 4.5.1 FLEET DEPOT DELAYS (INCLUDING MAJOR MAINTENANCE DEPOTS) 4.5.2 ACCEPTANCE INTO OFF NETWORK FREIGHT TERMINALS/YARDS 4.5.3 OFF-NETWORK FREIGHT TERMINAL OR YARD OR OTHER NON-NETWORK RAIL OPERATED INFRASTRUCTURE DELAYS 4.5.4 NETWORK YARDS AND TERMINALS --- Merge current sections 4.20 to 4.22 together into new 4.6 and Retitle as:- ‘4.6 Freight Operation Incidents’ Sections 4.20 to 4.22 renumbered to sub sections:- 4.6.1 LOADING PROBLEMS 4.6.2 INCORRECT MARSHALLING OF TRAINS 4.6.3 CANCELLATION OF FREIGHT SERVICES --- Merge current sections 4.23 to 4.24 together into new 4.7 and Retitle as:- ‘4.7 Late Starts and Crew Resourcing Incidents’ Sections 4.23 to 4.24 renumbered to sub sections:- 4.7.1 LATE START FROM ORIGIN 4.7.2 WAITING TRAIN CREW --- Renumber current section 4.25 to new 4.8 (same title) 4.8 REGULATION AND SIGNALLING OF TRAINS Renumber current section 4.26 to new 4.9 (If the proposed new section 4.27 in PfC DAB/P255 and subsequent PfC DAB /P259 are agreed renumber as 4.9.2 within this new 4.9) 4.9.1 TIMETABLE AND RESOURCE PLANNING ERRORS 4.9.2 STOCK PROVISION

	--- Renumber proposed new 4.46 (PfC NR P190) to 4.10 OR (if NR P190 is rejected), add new section 4.10 as follows:- 4.10 SERVICE RECOVERY AND CONTINGENCY PLANS Section to be developed --- Renumber current section 4.27 to new 4.11 (same title) 4.11 STATION OPERATING DELAYS --- Merge current sections 4.28 to 4.31 together to form new 4.12 and Retitle as:- '4.12 Infrastructure Incidents' Sections 4.28 to 4.31 renumbered to sub sections:- 4.12.1 INFRASTRUCTURE EQUIPMENT FAILURE 4.12.2 TEMPORARY AND EMERGENCY SPEED RESTRICTIONS 4.12.3 TRACKSIDE SIGNS INCLUDING TSR/ESR BOARD DEFECTIVE/BLOWN DOWN 4.12.4 WIRES DOWN AND OTHER OHLE PROBLEMS --- Merge current sections 4.32 to 4.33 together to form new 4.13 and Retitle as:- '4.13 Possession and Infrastructure Trains Incidents' Sections 4.32 to 4.33 renumbered to sub sections:- 4.13.1 ENGINEERS ON-TRACK EQUIPMENT AND ENGINEERING HAULAGE TRAIN FAILURE 4.13.2 PLANNED AND EMERGENCY POSSESSIONS --- Merge current sections 4.34 to 4.41 together to form new 4.14 and Retitle as:- '4.14 External Impact Incidents' Sections 4.34 to 4.41 renumbered (with slight reordering) to sub sections:- 4.14.1 ANIMAL INCURSION, STRIKES AND INFESTATION

	4.14.2 BRIDGE STRIKES 4.14.3 FATALITIES AND INJURIES 4.14.4 VANDALISM, THEFT AND TRESPASS 4.14.5 WEATHER EFFECTS 4.14.6 FLOODING 4.14.7 SECURITY ALERTS 4.14.8 FIRES (INCLUDING FALSE ALARMS) --- Merge current sections 4.42 to 4.44 together to form new 4.15 and Retitle as:- '4.15 Safety Reporting, Investigations and No Fault Found Incidents' Sections 4.42 to 4.45 (including new 4.45 Holding Codes) renumbered to sub sections:- 4.15.1 MISHAPS AND MAJOR SAFETY INCIDENTS 4.15.2 SAFETY PROBLEMS REPORTED BY STAFF OR PUBLIC 4.15.3 GUIDANCE WHERE NO FAULT FOUND (TECHNICAL EQUIPMENT) 4.15.4 HOLDING CODES PENDING INVESTIGATION **ALL REFERENCES WITHIN AND TO THESE SECTIONS TO BE AMENDED APPROPRIATELY SO AS TO REFER TO EXACTLY THE SAME WRITTEN PARAGRAPHS WITH THEIR NEW NUMBERS.**

Originators Reference Code / Nº	**DAB/P262 DAG Section 5 and 6**
Exact details of the change proposed	**Remove Section 5 in its entirety** **Remove Section 6 in its entirety** **Renumber Section 7 to be Section 5 including all associated Section Headings (Section A to Z)**

<table>
<tr><td>Originators Reference Code / №</td><td>DAB/P263 TOC STOCK PROVISION</td></tr>
<tr><td>Exact details of the change proposed</td><td>
Add new section 4.27 as follows

4.27 PROVISION OF STOCK (PASSENGER OPERATORS)

4.27.1 It is the responsibility of the Train Operator to provide the diagrammed rolling stock (length / type) as per the agreed plan at 22.00 the day prior to operation.

Delays or cancellations caused by either

• the non-provision of stock or;
• the provision of non-diagrammed stock type
for whatever reason should be allocated to a new prime cause incident. This includes circumstances where stock is damaged or displaced.

4.27.2 Exceptions:

<table>
<tr><th>No.</th><th>Circumstances</th><th>Delay Code</th><th>Incident Attribution</th></tr>
<tr><td>a</td><td>Stock change or provision of different stock (length, capacity, capability) to that specified in the diagram is due to an incident that occurs post agreement of the plan of that day (22:00 - see 3.1.5) or, if by agreement, between Network Rail and the Operator(s) the schedules will not be amended.</td><td>As appropriate to incident causing change</td><td>As appropriate to incident causing change</td></tr>
<tr><td>b</td><td>Operator made viable mitigation request (prior to 22:00) to amend the plan of day or required stock repositioning moves which is declined by NR (e.g. .no paths, possession).
(This clause only applies where prior viable opportunity did not exist)</td><td>As appropriate to incident causing requirement</td><td>As appropriate to incident causing requirement</td></tr>
<tr><td>c</td><td>Where an agreed mitigation timetable plan contains conflicts, errors or omissions
(see 4.26.1 / 4.26.2)</td><td>OD / QN</td><td>Network Rail (O##* / Q##*)</td></tr>
</table>
</td></tr>
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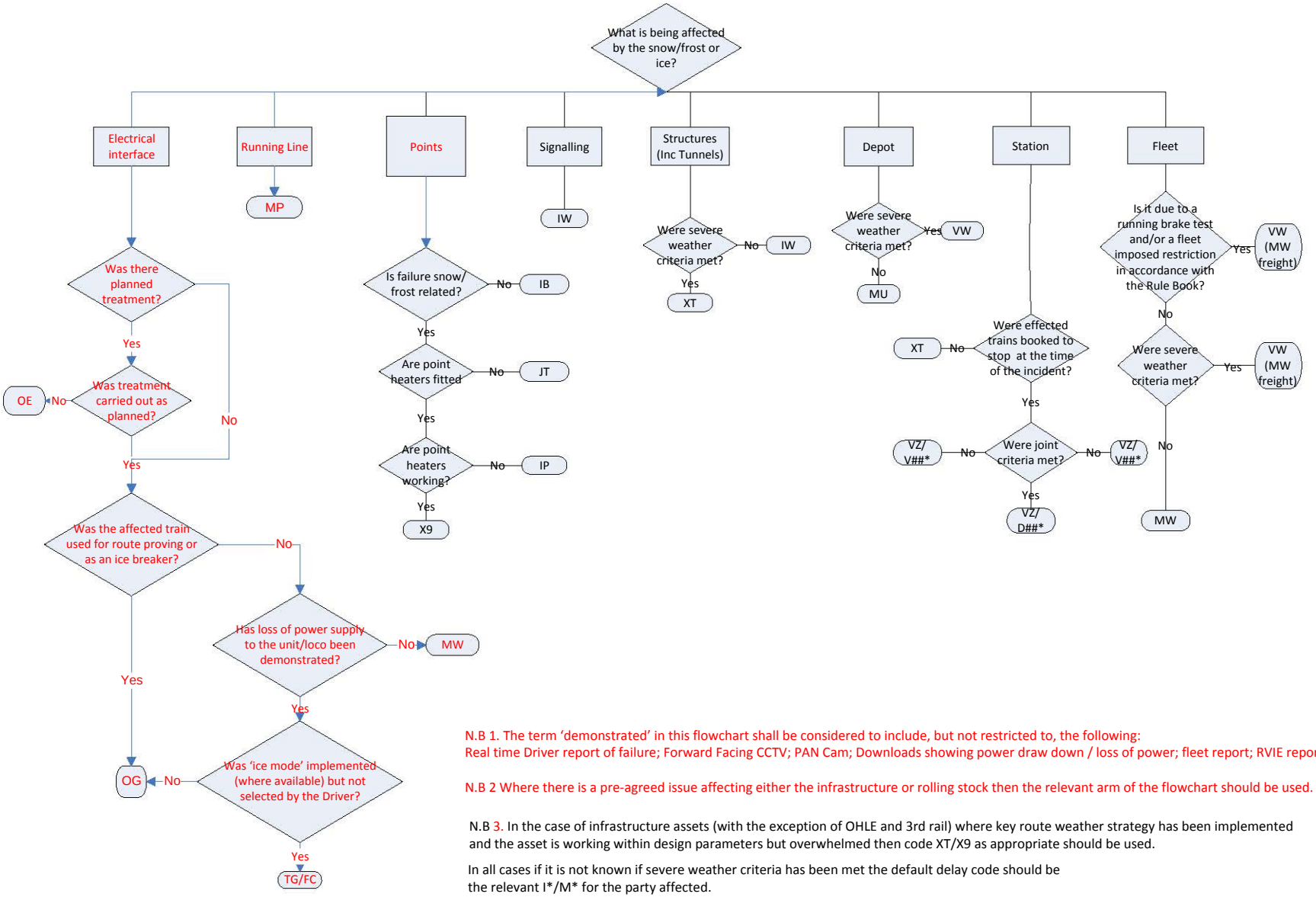
	d	Where an agreed mitigation resource plan (crew / stock) contains conflicts, errors or omissions (see 4.24.1 and 4.27.1)	T*	Operator (T##*)

Renumber of subsequent sections as appropriate

(This proposal was originally consulted as DAB P255 and as such should be applied to the DAG prior to P261 (renumbering) is completed.)

Originators Reference Code / №	**DAB / P264 Ice and OHLE Electrical Interface**
Exact details of the change proposed	**Amend SECTION 4.31.2(e) to read:** e. | Locomotive/EMU ADD activation due to mechanical / Fleet Engineer cause | M1 | Operator of the train concerned (M##*) **Add footnote to 4.31.2 to read** Note: For any weather related OHLE incidents please refer to section 4.40 **Amend 4.40.5d flowchart (as attached below)** (alterations / additions in red) **Amend all references in the DAG of 'OLE' to read 'OHLE'**



N.B 1. The term 'demonstrated' in this flowchart shall be considered to include, but not restricted to, the following:
Real time Driver report of failure; Forward Facing CCTV; PAN Cam; Downloads showing power draw down / loss of power; fleet report; RVIE report.

N.B 2 Where there is a pre-agreed issue affecting either the infrastructure or rolling stock then the relevant arm of the flowchart should be used.

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 is not known if severe weather criteria has been met the default delay code should be the relevant I*/M* for the party affected.

Originators Reference Code / Nº	**DAB / P265 Joint Responsibility**
Exact details of the change proposed	**Amendments to section 4.1.3 as follows:-** **Renumber 4.1.16 to 4.1.7 and renumber all subsequent sections. Add the missing .3 too.** 4.1.7 In all the circumstances in this Section 4.1.3, the term station should be taken to include Network Rail Managed Stations and individual platforms at a station. **Amend first paragraph (only) in (renumbered) 4.1.8 as follows (in red)** 4.1.8 For Joint Responsibility to be applicable for an incident at, or directly affecting a station both of the following criteria need to be met by the train incurring 'Minutes Delay' or cancellation: **Amend (renumbered) 4.1.9 as follows (in red)** 4.1.9 Only when both criteria have been met can the train incurring 'Minutes Delay' or cancellation be attributed to an incident with a D##* Responsible Manager Code. **Amend (renumbered) 4.1.10 as follows (in red)** 4.1.10 In all cases the closure of access to the station must be undertaken by a responsible person (e.g. station manager, emergency services, MOM) and be reasonable and justified in the circumstances (in accordance to what is known at the time of decision). The closure times and reasoning for closure should be detailed in the incident freeform text. This would not include stations closed as a consequence of an incident remote from that station. **Amend (renumbered) 4.1.15 to read:-** 4.1.15 Joint responsibility criteria would NOT apply in any of the following circumstances: • Where ONLY the operation of the network is affected • Where the source of the incident originates from or directly affects the station (see 4.1.16) but does NOT affect the network or its operation • Where the source of the incident originates on a train (e.g. fire on board, suspect package on board, person alighting direct to track) • Where the source of the incident originates in or on operational infrastructure equipment (signalling, OHLE or track) • Where the source of the incident originates from works being carried out on the operational infrastructure (signalling, OHLE or track) within the station • Where the station access to passengers is affected / prevented by default (e.g. station closed only due to no trains running or resulting overcrowding) **Amend 4.1.17 to read:-** 4.1.17 Guidance for the correct allocation of delays caused by Joint Responsibility type incidents at a station is given in DAG Section 4.27.11 and also further application guidance

	and examples of common scenarios are covered in DAB Process and Guidance Document 7 – Joint Responsibility Application **Add new 4.1.18** 4.1.18 Where Joint Responsibility criteria are met as set out in 4.1.8 to 4.1.10 but the cause of the incident is unknown (e.g. origin of trespass, origin of fire) then Joint Responsibility should be applied as per 4.1.11. **----------** **Replace current 4.36.3; 4.37.2; 4.41.2 and..** **Add new 4.39.3 (and remove second sentence of 4.29.2) and..** **Add new 4.40.5 (and renumber subsequent sections)** **<u>All</u> to read:-** In the scenarios listed in the table above there may be occasion where both track access is denied to trains entering or passing through a station **and** the access of passengers is denied to the station (or booked platform) and to / from those trains. In these circumstances joint responsibility may be applicable so refer to 4.1.4 to 4.1.18 for further guidance.

Originators Reference Code / №	**NORTHERN RAIL/ P001**
Exact details of the change proposed	Amend table in DAG 4.15.1 Amend 4.15.1(a) and add NEW 4.15.1(e) as below

a.	TPWS Over Speed Intervention; or Train Stop Intervention against danger aspect.	TG FC	Train Operator (T##*)(F##*)
e.	TPWS TSS Intervention against proceed aspect or indication	IJ	Network Rail (IQ**)

Originators Reference Code / №	**NORTHERN RAIL/P002**
Exact details of the change proposed	To provide additional guidance in section 3.1.5 of the Delay Attribution Guide:- 3.1.6 If an operator's service is delayed due to overcrowding as a result of *an*

	operator's train either being cancelled, or delayed, any delay or cancellation is to be attributed to *the* prime cause of why the initial train was delayed, or cancelled. This also applies to a train running late in the path of the following train. To clarify the use of the YX reactionary delay code YX | Passenger overcrowding caused by delay or cancellation of another train or its own late running | OVER CRWD

Originators Reference Code / Nº	**NR/P185 IBJ to IRJ**
Exact details of the change proposed	Change all DAG references of IBJ to IRJ Amend 4.28.3(b) and bullets to that shown below:- b) Insulated Rail Joint Failures ("IRJs" sometimes referred to as "IBJs") • Any failure of the IRJ should be attributed as a Track Fault (coded IS), whether it causes a track circuit to fail or a track fault. Remove flow diagram shown underneath 4.28.3 bullets (4.28.3 a and c remain unchanged)

Originators Reference Code / Nº	**NR/P186 IK coding**
Exact details of the change proposed	**Amend the two references / entries of delay code JC in section 4.28.5 to delay code IK** **Amend delay code J2 in 4.28.13 to delay code IK** **Amend 4.28.7 last bullet to read:-** • Level Crossing – telecoms cable feed to DOO CCTV (note – CCTV equipment at level crossings itself is "signalling") **Add new bullet to 4.28.7:-** • Station platform DOO CCTV / monitors / mirrors (where NR Telecoms responsibility)

<table>
<tr><td>Originators Reference Code / №</td><td>NR/P187 GSM-R addition</td></tr>
<tr><td>Exact details of the change proposed</td><td>Amend 4.13.1(c) to read
<table><tr><td>c)</td><td>REC initiated by a non-Track Access Party from off network (Where the unit / loco aren’t registered to a Track Access Party).</td><td>XZ</td><td>Network Rail (XQ**)</td></tr></table></td></tr>
</table>

<table>
<tr><td>Originators Reference Code / №</td><td>NR / P188 Cross Route Regulation</td></tr>
<tr><td>Exact details of the change proposed</td><td>Add new bullet to 2.6.17 D
Where a Signalling Centre on Route or Management Area A controls signalling / train movements on Route or Management Area B any regulation incident should be coded to a Network Rail Manager Code of Route or Management Area B but with Responsibility assigned to Route or Management Area A</td></tr>
</table>

<table>
<tr><td>Originators Reference Code / №</td><td>NR/P190 Driver Diversionary knowledge</td></tr>
<tr><td>Exact details of the change proposed</td><td>Add new section 4.46 as below:-

4.46 Service Recovery and Contingency Plans

4.46.1 Diversionary Route Knowledge
<table><tr><td>a</td><td>Train is requested to be diverted in line with pre-agreed contingency plans but train crew do not have the required route knowledge</td><td>FH / TI</td><td>Operator of train unable to be diverted (F##* / t##*)</td></tr><tr><td>b</td><td>Train is requested to be diverted over a route that is not included in pre-agreed contingency plans and crew do not have required route knowledge</td><td>As appropriate to incident causing diversion request</td><td>As appropriate to incident causing diversion request</td></tr></table></td></tr>
</table>

Originators Reference Code / Nº	**NR / P191 TSR & ESR attribution**
Exact details of the change proposed	**Replace current DAG section 4.29 with the following;-** **4.29 TEMPORARY (INCLUDING EMERGENCY) SPEED RESTRICTIONS** 4.29.1 On publication of the Weekly Operating Notice relevant information must be made available to the Route Performance and Control organisations to enable them to ascertain the following requirements for the purpose of setting up of a TSR Network Delay Incidents within TRUST DA:- • The correct coding of the incident • The Responsible Manager Code • The expected maximum time loss for each class of train The Capacity Planning Managers' and Route Asset Managers' organisations must ensure that a suitable system is in place for such information to be available. Conditions whereby the incident could be considered as 'Planned' can be found in 4.29.4. 4.29.2 Emergency Speed Restrictions should follow the same principles for information as provided in 4.29.1. However, in addition, any additional delays caused awaiting the erection of speed boards should also be taken into account when determining the initial delay impact and attributed accordingly. The Incident created must then be subsequently amended to incorporate the Networking (see 4.29.3) of expected train delay once the boards have been erected. 4.29.3 For situations covered in both 4.29.1 and 4.29.2 a Network Delay shall be initiated except where the class of trains or running lines cannot be distinguished (e.g. 4 track railway where all classes of train run on all lines to a sufficient degree that applying network delays would lead to material misallocation of delay). Where a specific class of train will be affected and runs solely (or almost entirely) on one line then the Network Delay shall be utilised. Network Delay shall be initiated for all delays expected of 1 minute and above. Where Network Delay cannot be initiated, an appropriate incident should be created and where practicable and cost effective the appropriate delay should be attributed to the relevant incidents. However the relevant time loss shall be allocated where that delay is part of an above threshold delay required to be explained. 4.29.4 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution

		a.	Planned TSR in connection with maintenance, renewal or other work covered by sufficient time allowed for temporary speed restrictions and other engineering work (box time) in the working timetable (in the same Engineering Section)	PA	Not the responsibility of any industry party (PQ**)	
		b.	Planned TSR for maintenance, renewals or other work not covered by sufficient time allowed for temporary speed restrictions and other engineering work (box time) in the working timetable	JA	Network Rail (IQ**)	
		c.	Where a TSR has been imposed due to possession work not being completed (or more restrictive than that planned)	JG	Network Rail (IQ**)	
		d.	Condition of Track TSR within the Engineering Access Statement (EAS)	PB	Not the responsibility of any industry party (PQ**)	
		e.	Condition of Track TSR not within the Engineering Access Statement (EAS)	JS	Network Rail (IQ**)	
		f.	Condition of Track TSR not within the Engineering Access Statement (EAS) due to the agreed renewal date being exceeded	JS	Network Rail (IQ**)	
		g.	Condition of Bridge TSR within the Engineering Access Statement (EAS)	PB	Not the responsibility of any industry party (PQ**)	
		h.	Condition of Bridge TSR not within the Engineering Access Statement (EAS)	JD	Network Rail (IQ**)	
		i.	Condition of Earthworks TSR within the Engineering Access Statement (EAS) NOT due to inadequate drainage maintenance	PB	Not the responsibility of any industry party (PQ**)	

		j.	Condition of Earthworks TSR not within the Engineering Access Statement (EAS) due to works not carried out or completed by Network Rail	IV	Network Rail (IQ**)
		k.	Emergency Speed Restriction due to infrastructure related problem	I*/J* Code reflecting reason for restriction	As appropriate to asset responsibility
		l.	Emergency Speed Restriction following a derailment or other mishap	I*/J* Code reflecting reason for restriction (not the cause of the derailment)	As appropriate to asset responsibility
		m.	Temporary or Emergency speed restriction imposed as a result of rolling contact fatigue.	JS	Network Rail (IQ**)

Note: The term within the Engineering Access Statement (EAS) used above should be interpreted to mean that there is sufficient engineering allowance in the schedule that is:-

- Previously unused
- In the same Engineering Section as the restriction / delay

And, In the case of Condition of Track/Earthworks/Structures:-

- The reason for the speed restriction is declared in the Engineering Access Statement (EAS) and the Timetable Planning Rules.

Originators Reference Code / Nº	**NR/P192 No fault found / proven**
Exact details of the change proposed	**Re-align / reword delay code J4** **Introduce new Delay Code J5** **Amend Section 7J – Further Infrastructure Causes as below:-**

J4	Infrastructure Safety Issue Reported by Member of Public – No Fault Found	MOP NFF

J5	Infrastructure Fault Report Proven to be mistaken	MISTAKE REP

Amend 4.43.2(f and m) and add new 4.43.2(n and p):-

f.	No fault can be found or no cause is apparent for any reported signalling anomaly or change of aspect. (For report proven to be mistaken see 'o' below)	IA	Network Rail (IQ**)
m.	Network Rail is unable to find the infrastructure related safety problem – No Fault Found (when reported by Industry staff / contractors)	As appropriate to reported asset	Network Rail (IQ**)
n.	Network Rail is unable to find the infrastructure related safety problem (when reported by a member of the public)	J4	Network Rail (IQ**)
o.	Network Rail is able to categorically prove (via FFCCTV or the like) that the infrastructure related safety report is **mistaken** (NOT No Fault Found – see m)	J5	Network Rail (IQ**)

All other entries in 4.43.4 remain unaltered