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BY EMAIL ONLY

5 February 2021

Chairman
Delay Attribution Board
Floor One, Mimet House
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London
W2 1NJ

NOTICE OF APPROVAL OF AMENDMENTS TO THE SEPTEMBER 2020 DELAY ATTRIBUTION PRINCIPLES AND RULES

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 21 January 2021 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. All amendments included within the proposal will take effect from 1 April 2021.
5. The approved Amendments to the Delay Attribution Principles and Rules are attached to this notice at Schedule 1.

A handwritten signature in blue ink, appearing to read 'Gerry', is positioned to the left of the official stamp.

GERRY LEIGHTON
Duly authorised by the Office of Rail and Road



Schedule 1

DAB P343 – Incidents caused by a train not delayed itself

Add new paragraph C1.5 as below

C1.5 It is possible that a train can be identified as being the Prime Cause of an incident but, for varying reasons, may not incur a delay itself. In such cases, the Delay Incident should be attributed to the operator of that train with suitable Freeform text reflecting the identified cause and rationale.

Renumber the current C1.5 to be C1.6

DAB P344 – Trains affecting Infrastructure

Add new paragraph O1.1.3

O1.1.3 Where an asset failure or damage is a direct and established result of defective rolling stock (including where the rolling stock is running outside the agreed specification) then any delays associated with that infrastructure failure or damage, on the day of occurrence, should be attributed to the Operator of the identified train (see flow diagram in M2.8 covering delays incurred on the day(s) following the initial incident). The principles of PGD17 should also be considered.

NR P206 – Delay Code X4

Reword Description of Delay Code X4 in Section S to read: -

Forecast or actual extreme winds, heat **or rain** requiring imposition of blanket speed restrictions or implementation of Key Route Strategy in accordance with Group Standards or other **national operational safety** instructions.

Reword the Circumstance in Q5.4(f) to read: -

Forecast or actual extreme winds, heat **or rain** requiring imposition of blanket speed restrictions or implementation of Key Route Strategy in accordance with Group Standards or other **national operational safety** instructions.

Add Notes 1 and 2 under table in Q5.4 to read: -

Note 1: For the avoidance of doubt a blanket speed restriction is considered to be a speed restriction that is imposed over an entire Network Rail Route operational area or covering an entire line of route for operational safety reasons. In situations where every train is being cautioned over a just section of line is not considered a blanket speed restriction.

Note 2: Where an emergency speed restriction (excluding blanket or KRS related speed restrictions) is put in place due to the weather for a previously identified issue with, or condition of, a specific asset or section of line (including assets with an Accepted Design Limitation), then any delay should be coded to the asset or underlying issue previously identified.

NR P207 – OZ Delay Code

Remove OZ from Section S of the DAPR

In Paragraph E6.1 replace OZ with OD

In Paragraph F1.7.3 replace OZ with JX

In paragraph K8(a) replace OZ with OR

In flow diagram K11 replace OZ with OD

In Paragraph N9.1(c) replace OZ with OR

Add new Delay Code OR to Section S as below: -

OR	LOM directive or Signaller correctly applying local Operations (Box) Instructions (unless applied due to a late running train or infrastructure Accepted Design limitation)	BOX INSTR
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Amend Delay Code OD to read: -

OD	Delays due to National / Regional / Route Operations directives or Route Control decision or directive.	NR CONTROL
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Amend Delay Code JX to read:

JX	Miscellaneous items on the track or railhead, including litter, (not including leaves or the result of demonstrated vandalism, weather or fallen/thrown from trains)	MISC OBJECT
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NR P208 – YV Delay Code

Add new Delay Code YV to Section S as below: -

YV	Tactical intervention holding a train back at origin or at a strategic location en-route due to a line blocking incident on that train's booked route.	HELD BACK
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