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28 April 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 16 April 2015 the Delay Attribution Board (DAB) submitted 10 Proposals for Amendment (set out in the schedule to this notice) to ORR in accordance with Condition B2.7.1.
3. The DAB secretariat has confirmed the reasons for the proposed amendments and that they have been accepted by the DAB following the consultation process, as required by Condition B2.7.1.
4. ORR now gives notice to the DAB that it approves the Proposals for Amendment as set out in the schedule to this notice for the purpose of Condition B2.7.2. The amendments will take effect on 19 September 2015.
5. A Schedule of the approved amendments to the Delay Attribution Guide is attached to this notice.

A handwritten signature in black ink, appearing to read 'Gerry'.

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

EC/P002 - TRTS

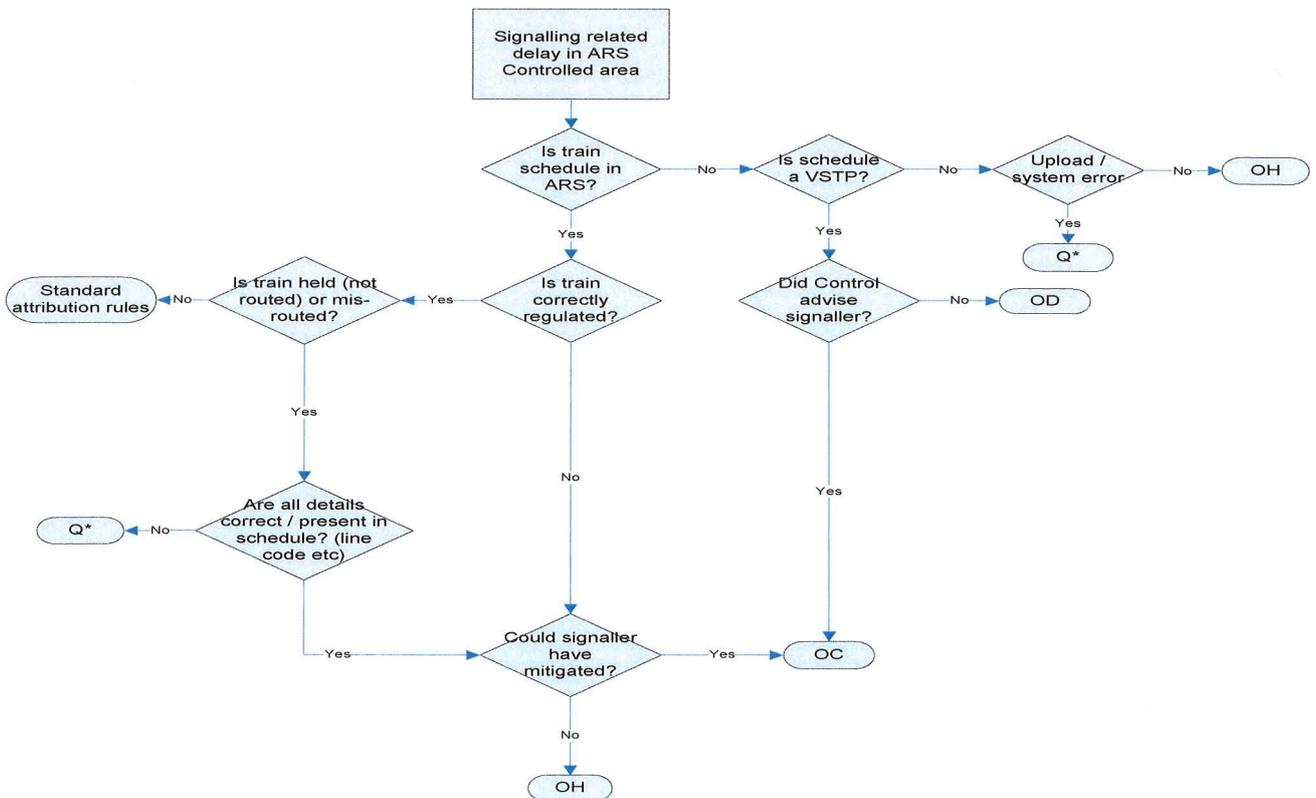
Add additional 4.16.16

The code J2 should be used for TRTS failure or circumstances where the TRTS is not registered or received in the relevant signalling control centre (where activation by despatch staff is demonstrated)

NR/P159 – Signalling/Scheduling delays in ARS controlled areas

Add new entry under 4.23.6 to cover signalling / scheduling delays in ARS controlled areas

Flowchart covering signalling delays in ARS controlled areas. It is expected that any delays caused by schedules that are not compliant with the Train Planning Rules (i.e. don't work) are dealt with under section 4.31



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NR/P160 – Yards and Terminals

Remove 4.2.2(f)

Add a new 4.2.2.3

For delays associated with Network Yards and Terminals please refer to section 4.44

Add a new 4.15.4

For delays associated with Network Yards and Terminals please refer to section 4.44

Add 4.44.2(e)

e.	Incident within a Network Yard or Terminal causing trains to be delayed entering or leaving that Network Yard or Terminal.	Appropriate code	Principal Incident causing train to be delayed.
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Add a new 4.44.3

For delays associated with Off Network Yards and Terminals please refer to section 4.2 and 4.15

NR/P161 - Flooding

Add additional wording / reference to 4.14.2 to read.

Where widespread flooding occurs, disrupting other forms of transport, such as closure of a number of major roads, or where trains are delayed as the result of the Route Flood Prevention Procedure, the incident should be coded to (X2, XQ**). **For further guidance on flooding due to weather please refer to section 4.37.5b.**

NR/P162 Union Action

Add new scenario to 4.20.3

w	Union directive or industrial action causing un-planned delays (including non-safety issues).	Appropriate delay code to the function to whom the party taking action is contracted to at the time of the delay occurring.	As appropriate to delay code and responsible party
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NR/P163 – Day 2 train plan

Rewording of sections 4.31.1 and 4.31.2

4.31.1 This section reflects the responsibility of and requirement on Network Rail to produce a validated train plan, paths and schedules for all services operating on the Network.

4.31.2 All schedule errors contained within TRUST are the responsibility of Network Rail. They should be validated prior to uploading. This is irrespective of Operator access requests or any incidents causing the need for revised plans or schedules to be produced. Likely circumstances and coding are as follows:

NR/P164 – RHTT SPAD

Add note at foot of section 4.3.7.1

(Note that Safety of the Line incidents involving RHC trains are normally the responsibility of the Operator whose Safety Case the train is operating under and not Network Rail for who the trains are running)

Add new clause in section 4.3.7.2

d	Signal passed at danger by a railhead conditioning train	See 4.20.3 (r – u)	Final attribution to be based on investigation and cause identified
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Amend / clarify 4.26.2

Network Rail is responsible for the operation of RHC trains on the network to assist with adhesion in the autumn period. Although Network Rail contracts this work to Train Operators or other suppliers, it is Network Rail who is normally responsible for delays associated with RHC train operation. **The exception to this is Safety of the Line incidents such as SPADs which should remain the responsibility of the Operator of that train.**

Add new clause in section 4.26.3

i	Signal passed at danger by a railhead conditioning train	See 4.20.3 (r – u)	Final attribution to be based on investigation and cause identified
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NR/P165 No Fault safety report

Add new 4.24.2

The principles of attribution within this section are that attribution responsibility will be to the owner of the reported fault or safety issue and NOT to the person (staff or public) that reported the issue should it be proven to be a mistaken report.

Renumber subsequent 4.24.2 and 4.24.3

Add additional wording to (current) 4.24.2 scenarios l (L) and m

l.	The Train Operator staff are unable to find the reported train-related safety problem or can prove the report to be false.	FZ, M9 or TZ as appropriate to type of train	Operator of train concerned (F##*, M##* or T##*).
m.	Network Rail staff are unable to find the reported infrastructure related safety problem or can prove the report to be false.	J4 or as appropriate to reported problem	Network Rail (IQ**)

NR/P166 Plan of the day

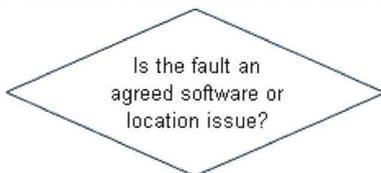
Add additional note under section 3.1

3.1.5 All attribution should be based on, and made against, the agreed 'plan' for the day in question. For Passenger Operators this is referred to as the Applicable Timetable which is the plan as **agreed** by 22.00 on the day prior to the trains operation.

Renumber current 3.1.5 and 3.1.6

DAB/P236 – Attribution of GSM-R incidents - NFF

Amend Flowchart 4.42.1 First Decision Box to:-



Amend Flowchart 4.42.1 Bottom Result Box to:-



Amend Note supporting 4.42.1 flowchart to:-

(Note – For agreed No Fault Found please refer to 4.42.2 (o))



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Amend entry 'o' in table 4.42.2 to:-

o)	GSM-R signal on a train is lost and both parties agree that the investigation is concluded and no cause has been identified (no other trains affected in that section)	J0 (zero)	Network Rail (IQ**)
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Add Note under table in 4.42.2:-

(Note – Where investigations are incomplete, attribution should be made to the party from which the required information was not provided)

Remove GSM-R entry from table 4.25.4

Add Note under table in 4.25.4:-

(Note – For GSM-R No Fault Found, please refer to DAG Section 4.42)



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