

 <p>DAB Delay Attribution Board</p>	<p>Delay Attribution Board Floor 8 1 Eversholt Street London NW1 2DN</p>
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Delay Attribution Board Guidance Brief

Delay Allocation – Assistant Train Managers (Freight)

At the May 2016 Board meeting, GB Railfreight had submitted a paper for the Board to consider regarding whether Assistant Train Managers (ATM) and similar roles, should be considered as part of the 'train crew' when working to a set diagram.

The incident cited as an example was 6M11 incurring a 41" late start from Ferme Park due to waiting for an ATM. The ATM's previous work was overseeing 6V43 which had been delayed leaving Cricklewood owing to an 'on network' points failure. The ATM was then booked to drive from Cricklewood to Ferme Park in a van.

GB Railfreight expressed the view that the ATM was delayed in doing their diagrammed duties owing to an 'on network' infrastructure issue.

The Board considered the Network Code's definition of 'train crew' which is "*those persons on a train responsible for the operation of that train*". Based on this definition, the Board concluded that ATM did not meet the Network Code's definition of 'train crew' and therefore, when late travelling to get to their next place of work they would be treated, in attribution terms, as a non-provision of resource.

Therefore in summary:-

In circumstances here an ATM (or similar role) are delayed in the course of their diagrammed duty, any resulting delay should be attributed as a new prime cause of a late start due to resourcing issue for the Operator of the train delayed as a result.