

Delay Attribution Board Meeting of 5th June 2018

Summary of Meeting

Bird Strike Analysis

Analysis of bird strike incidents in relation to a Proposal for Amendment submitted by VTEC was provided and reviewed.

The data shows that over the previous 2 years a total of 26 incidents would revert to Operator responsibility. However, the analysis also showed that Operators disputed and Network Rail accepted 98 incidents that are not necessarily DAPR compliant which supports the need for clarification in this issue.

PR-18 Review

The work stream will restart once the Final Determinations are concluded for CP6 so expected to be late 2018 or early 2019.

The ORR is planning to have discussions with the DfT in the first instance.

The expectation is for any changes to go live within CP6 with recalibration conducted as appropriate to facilitate the changes.

Request for Guidance Templates

The Board was provided with the updated Request for Guidance templates, as discussed and agreed at the April and May Board meetings, for the following circumstances:-

- Attribution Guidance - Joint Submission
- Attribution Guidance - Single Party Submission

Members agreed for the templates to be utilised and uploaded to the DAB website.

Network Code Part B

The Board was provided with draft proposals for amendment to Part B of the Network Code specifically in relation to the escalation process timescales.

Members agreed the proposed wording to be formulated into a proposal for amendment to the Network Code and be submitted to the Class Representative Committee for Industry Consultation.



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Floor 8
1 Eversholt Street
London
NW1 2DN

NTF Submission

The Board was provided with a copy of the slides as submitted on behalf of the Board to the Secretary of NTF

The Chairman took the opportunity to express some of his concerns and musings relating to the Board's position in the Industry and ability to act and opened the floor to members to comment.

Members suggested that in terms of outstanding disputes or lack of engagement then there needs to be a flag to the Board to approach the Party.

It was suggested that in the first instance the Board member representing that Party should be tasked with an initial approach to understand and report back on the issues but if that fails to initiate movement then the Board should write formally with a final option of raising concerns to the ORR / DfT through their DAB observers would be appropriate.

Where a plan of action is provided to address the issues or concerns then the Board can monitor progress with escalation only occurring where the plan is not fulfilled by either Party.

A process setting out the proposed stages and actions noted above was agreed to be produced.

Consideration could also be given to setting out an escalation process in Part B as officially DAB as an entity do not actually report to any Industry body but should be providing information to the DfT and ORR.

In terms of the NTF presentation the one key message for highlighting to NTF was the Industry need for developing an automated reactionary delay allocation system.

Attribution, Dispute and Resolution

The Board was provided with a resubmitted paper covering various issues relating to attribution, dispute and resolution processes.

The paper was derived primarily from an action relating to reattribution of Management TINs and the review of the Network Code relating to escalation timescales but also incorporating related issues raised to the Secretary from Route and Operator representatives.

Agreement on many of the principles and requirements were recorded with other actions captured in relation to soliciting feedback from other Industry Groups – namely Network Rail's RPMMG and Operator's DAMG – to assist in development of appropriate entries in the DAB Process Guides.

The issues matrix will be updated accordingly to capture where agreement has been reached on the principles and requirement and to record relevant next steps and actions

DAB KPI data

The Quarterly DAB KPI Data Report was reviewed by the Board.

In relation to the Operator 'ranking' it was highlighted that many of the Operators are 'in the red' due to having disputes outstanding that are over 6 months old. Linking to the previous discussion the Board should understand if actions are in place to address the backlogs or if questions need to be asked.

The KPIs relating to incidents in dispute at Day42 and over 6 months old is showing a national increase, albeit predominantly driven by Scotland due to their previously documented issues.

The national average for incident attribution accuracy is 90% as it was in 2016/17. It was noted that there is variance from Operator to Operator depending on how that operator approaches investigation and disputes – some carry out more detailed checking than others. To provide a detailed 'accuracy' figure would be too time consuming so the current methodology and figures provided are considered as a very useful indicator.

In relation to Management TINs and Unexplained delay, it was highlighted that whilst the figures are certainly improving from 2016/17 to 2017/18 the main reason for this is the fact that the SE Route inappropriately utilised OU in the autumn of 2016 so artificially inflating the figures (and baseline) – a more comparable year is actually 2015/16 which had similar PPM performance and consequentially highlights that the SE Route Uninvestigated delay is currently double the level both in terms of allocation on day 1 and delay subsequently remaining in OU.

Scotland Route, with their known issues, is the second highest contributor to unexplained both on the day and that remaining in OU.

Wessex Route, whilst attributing incidents to OU on the day than previously is more successful in reallocating that delay to appropriate causes.

Proposals for Amendment (Post Consultation)

The Board reviewed the Industry Consultation feedback relating to the Proposals for Amendment which were all agreed for progressing to the ORR for Approval

- DAB P303 – P Codes Part 1
- DAB P304 – P Codes Part 2
- DAB P305 – P Codes Part 3
- DAB P306 – P Codes Part 4
- DAB P307 – DAPR Minor Amendments
- DAB P308 – Autumn Update
- NR P196 – JL Delay Code
- NR P197 – Sighting TSR



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CP6 Metrics

At the April Board meeting the DfT representative had provided the Board with an overview of the CP6 Metrics.

This agenda item was for the Board to consider how it can support and influence improved data capture in that area or understand possible unintentional impacts on Performance Measurement recording.

The Chairman suggested that members review the issues and concerns captured and feedback to the Secretary as to their agreement of those listed or any other concerns that need to be highlighted.

The Secretary will collate additional issues and the revised list will be reviewed and discussed at the next Board meeting and then raised to relevant Industry fora for information and consideration.

The official minutes will be available to Industry after sign-off at the 3rd July meeting

Mark Southon

Secretary to the Delay Attribution Board