

Delay Attribution Board

Supplementary Document to the May 2010 Edition of the Delay Attribution Guide

Issue Dated – 2nd May 2010

Issued By:
The Secretary
Delay Attribution Board
Floor 8
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London
NW1 2DE

Delay Attribution Board

Delay Attribution Board

The purpose of the Delay Attribution Board is to manage and oversee the effectiveness and accuracy of the delay attribution process within the railway industry.

The Board receives Proposals for Amendment to the Delay Attribution Guide or the Performance Data Accuracy Code and has the responsibility for considering whether or not they should be amended. The Board also provides guidance to parties holding a Track Access Contract, on request, to assist in the resolution of disagreements concerning delay attribution.

Establishment and composition of the Board

The Delay Attribution Board consists of a Chairman, a Board Secretary, a Secretariat and 12 Members of whom one is appointed Deputy Chairman.

The Members are appointed by the following Bands and Classes:

- Six Members from Network Rail
- One Member by each of the three Bands of the Franchised Passenger Class
- One Member by each of the two Bands of the Non-Passenger Class principally freight train operating companies.
- One Member by the Non-Franchised Passenger Class

Operation

Ordinarily the Board meets every four weeks, with minutes of the meeting published thereafter on the public area of the Delay Attribution Board (DAB) website. "click on link" and enter as a guest – <http://dab.webexone.com/>

For the Board to conduct business and be quorate, a minimum of 7 members of which one member must either be the Chairman or the Deputy Chairman and 3 members from train operating companies and 3 members from Network Rail.

Who is the Delay Attribution Board?

Within the Board there is a mix of individuals from train operating companies and within Network Rail in order to make sure that the requirements for the Delay Attribution Board, which are set out in the Network Code are met.

Delay Attribution Board

Franchised Passenger Class Band 1	DAB representatives
First ScotRail Railway Ltd First Great Western Ltd West Coast Trains Ltd Northern Rail Ltd	John Barker - First Great Western
Franchised Passenger Class Band 2	
Arriva Trains Wales Ltd East Coast Main Line Company Ltd Stagecoach South Western Trains Ltd London Eastern Railway Ltd London & South Eastern Railway Southern Railway Ltd XC Trains Ltd	Keith Palmer - National Express East Anglia
Franchised Passenger Class Band 3	
East Midlands Trains Ltd London Overground Rail Operations Ltd London & Birmingham Railway Ltd First Capital Connect Ltd C2C Rail Ltd The Chiltern Railway Company Ltd Merseyrail Electrics First/Keolis Transpennine Ltd	Nathan Thompson - London Midland
Non-Franchised Passenger Class	
Eurostar Grand Central Railway Hull Trains Company Ltd Nexus North Yorkshire Moors Railway The West Coast Company	Steve Carter - Eurostar
Non-Passenger Class companies Band 1	
DB Schenker Rail (UK) Freightliner Ltd	Nigel Oatway - DB Schenker (also Deputy Chairman of the DAB)
Non-Passenger Class companies Band 2	
Amey Railways Ltd Babcock Rail Balfour Beatty Plant & Fleet Services Carillion Rail (2004) COLAS Rail Ltd Direct Rail Services English Welsh & Scottish Railway International Fastline Ltd First GBRf Freightliner Heavy Haul Ltd Grant Rail Ltd Jarvis Rail Ltd Rail Express Systems Ltd Serco Railtest	Randolph Baller - Freightliner Heavy Haul

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Network Rail	Mark Southon Nic Coome Andrew Rowe Mark Scourfield Paul Stanford Alex Kenney

Non-Voting Members of Delay Attribution Board

Chairman: John Rhodes

Secretary Lee Amass

Secretariat Ana-Maria Sanchez

Want to know more?

The delay attribution Board has a website, where minutes of previous DAB meetings are held, useful links to other relevant industry documents exist and where contact details are shown – should you want to make contact with the Delay Attribution Board to obtain further information regarding the process for proposing amendments to the DAG/PDAC and requesting guidance please email ana.sanchez@networkrail.co.uk

Delay Attribution Board

Introduction

The aim of this document is to inform users of the main changes incorporated in the May 2010 edition of the Delay Attribution Guide (DAG)

Rail industry parties submitted proposed changes to the September 2009 DAG and these were circulated for industry consultation. The Office of Rail Regulation approved the proposals on the 3rd March 2010. The amendments take effect on the 2nd May 2010. The changes were processed in accordance with the Network Code Condition B2.5 – B2.7 (inclusive).

The May 2010, Delay Attribution Guide, sees the addition of a new 'X' code – XU. (Delay caused by sunlight on signals); the replacement of section 4.25 Guidance where No Fault Found (technical equipment); as well as amendments to section 4.2.2 – Acceptance into Freight Terminals/Yards, Section 4.31 Timetable and Resource Planning Errors and updates to Appendix A section M. There are also minor changes to improve clarification and referencing within the DAG.

The tables below highlight the significant changes. Each of the following sections of this supplementary document details:

1. the section of the DAG affected
2. the change made and
3. the reason for the change

This information is consistent with that given to the ORR when these changes were submitted for approval.

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DAG Section Affected	4.2 Acceptance into Freight Terminals/Yards			
Change	<i>Amend DAG 4.2.2(b) to read:</i>			
Reason for change	This change has been instigated in response to Delay Attribution Board Guidance No.DAB-21 and is proposed to improve the clarity of the Delay Attribution Guide by making it explicit that this circumstance refers only to the delays caused to trains entering a yard/terminal (or associated adjacent yard sharing the same connection from the network) caused by an incident that has occurred in that yard/terminal.			
	b.	Incident within a yard/terminal, off Network Rail operated infrastructure, causing trains to be delayed entering into either that yard/terminal or an adjacent yard/terminal sharing the same connection to the Network.	Appropriate A*, F* or M* Code	Freight Operator(s) -separate incident for each Operator involved (A##*)

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DAG Section Affected	4.25 Guidance where No Fault Found (technical equipment)
Change	<p>The introduction of a new section 4.25 giving guidance where parties have made all reasonable efforts to investigate the cause of a delay resulting from the perceived failure of equipment in Table 4.25.4 (including the use of OTMR, voice tapes, and other technical data) and no fault has been identified, the following principles shall apply:-</p> <p>4.25.1 Where the equipment is solely track based (see column 1 of Table 4.25.4) and no fault is found with the train; the incident is attributed to Network Rail (use delay code IO).</p> <p>4.25.2 Where the equipment is not solely track based (see column 2 of Table 4.25.4) and no fault is found with either the train or the track based equipment, the incident shall be attributed to the Operator (use delay code F*, N*, M* or T*).</p> <p>4.25.3 These principles are subject to review in the following circumstances:</p> <p style="padding-left: 40px;">4.25.3.1 Where a train fails to acknowledge more than one piece of track based equipment, it should be deemed that the fault is with the train based equipment.</p> <p style="padding-left: 40px;">4.25.3.2 Where a train fails to read a piece of track based equipment, but then reads subsequent equipment and it cannot be determined if the fault is train based or track based, it should be deemed unless otherwise proven, that the fault is with the train based equipment. Where two or more separate trains fail to read the same equipment in similar circumstances, it should be deemed that the fault is with track based equipment.</p>
Reason for change	<p>To remove the current conflict in the DAG between sections 4.20.3 and 4.25.1</p> <p>To provide greater clarity within the DAG on how to attribute when no fault is found regarding the above mentioned systems and provides an overall principle thus removing inconsistency of current attribution practices. This section will apply where all reasonable efforts to investigate the cause of the delay (including the use of OTMR, voice recordings, and other technical data) have been made and no fault has been identified.</p> <p>Currently many incidents of this nature are split 50/50 and thus the Network Rail portion of delays go to Commercial Take-back and does not map to the relevant infrastructure KPIs, thus misreporting the statistics and preventing future mitigation.</p>

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DAG Section Affected	4.31 Timetable and Resource Planning Errors																																		
Change	<p><i>To replace section 4.31.2 with:-</i></p> <p><i>4.31.2 All schedule errors contained within the TSDB should be coded as follows (irrespective of Operator bids, as all schedules should be validated by Network Rail before uploading) Likely Circumstances:</i></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">No.</th> <th style="width: 50%;">Circumstance</th> <th style="width: 20%;">Delay Code</th> <th style="width: 20%;">Incident Attribution</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><i>a</i></td> <td><i>Schedule error / clash caused by a WTT/LTP service</i></td> <td style="text-align: center;"><i>QA</i></td> <td style="text-align: center;"><i>Network Rail QQA*</i></td> </tr> <tr> <td style="text-align: center;"><i>b</i></td> <td><i>Schedule error / clash caused by an STP/VAR service</i></td> <td style="text-align: center;"><i>QM</i></td> <td style="text-align: center;"><i>Network Rail QQA*</i></td> </tr> <tr> <td style="text-align: center;"><i>c</i></td> <td><i>Schedule error / clash within VSTP (where no validated WTT/STP timings have been used)</i></td> <td style="text-align: center;"><i>QN</i></td> <td style="text-align: center;"><i>Network Rail QQ**</i></td> </tr> <tr> <td style="text-align: center;"><i>d</i></td> <td><i>Schedule error / clash within VSTP (where the service is running in the same validated WTT/STP timings).</i></td> <td style="text-align: center;"><i>QA / QM (WTT or STP dependent)</i></td> <td style="text-align: center;"><i>Network Rail QQ**</i></td> </tr> <tr> <td style="text-align: center;"><i>e</i></td> <td><i>Operator and Network Rail agree not to retime trains for pre-planned Possessions between the recording points or where Network Rail fail to make necessary re-timings</i></td> <td style="text-align: center;"><i>QB</i></td> <td style="text-align: center;"><i>Network Rail QQA*</i></td> </tr> <tr> <td style="text-align: center;"><i>f</i></td> <td><i>Delay due to RT3973 conditions being requested by Operator but schedule does not allow for the restrictions</i></td> <td style="text-align: center;"><i>QA / QM (WTT or STP dependent)</i></td> <td style="text-align: center;"><i>Network Rail QQA*</i></td> </tr> <tr> <td style="text-align: center;"><i>g</i></td> <td><i>Delay due to RT3973 not being requested by Operator</i></td> <td style="text-align: center;"><i>FH/TA</i></td> <td style="text-align: center;"><i>Train Operator (F##*) (T##*)</i></td> </tr> </tbody> </table>			No.	Circumstance	Delay Code	Incident Attribution	<i>a</i>	<i>Schedule error / clash caused by a WTT/LTP service</i>	<i>QA</i>	<i>Network Rail QQA*</i>	<i>b</i>	<i>Schedule error / clash caused by an STP/VAR service</i>	<i>QM</i>	<i>Network Rail QQA*</i>	<i>c</i>	<i>Schedule error / clash within VSTP (where no validated WTT/STP timings have been used)</i>	<i>QN</i>	<i>Network Rail QQ**</i>	<i>d</i>	<i>Schedule error / clash within VSTP (where the service is running in the same validated WTT/STP timings).</i>	<i>QA / QM (WTT or STP dependent)</i>	<i>Network Rail QQ**</i>	<i>e</i>	<i>Operator and Network Rail agree not to retime trains for pre-planned Possessions between the recording points or where Network Rail fail to make necessary re-timings</i>	<i>QB</i>	<i>Network Rail QQA*</i>	<i>f</i>	<i>Delay due to RT3973 conditions being requested by Operator but schedule does not allow for the restrictions</i>	<i>QA / QM (WTT or STP dependent)</i>	<i>Network Rail QQA*</i>	<i>g</i>	<i>Delay due to RT3973 not being requested by Operator</i>	<i>FH/TA</i>	<i>Train Operator (F##*) (T##*)</i>
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Reason for change	<p>The proposal seeks to clarify the section 4.31.2 for the use of the relevant Network Rail Q codes.</p> <p>The changes will assist with internal Network Rail resolution of 'planning' delays and drive consistent coding between Network Rail Routes.</p> <p>The flowchart assists TDA greatly as proven by previous inclusions as it is more logical.</p>																																		

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DAG Section Affected	Appendix A – Section M
Change	To change Appendix A, Section M, Code M5 to read: “EMU Failure/defect/attention: doors (including SDO equipment failure)”
Reason for change	Failure of Selective Door Opening equipment may manifest itself as a failure to release the doors. The failure to release the doors will be prime cause of delay, hence the M5 code. In circumstances where investigation to cause is carried out but no fault is found attribution would then be in accordance with section 4.25

DAG Section Affected	Appendix A – Section M
Change	To change Appendix A, Section M, Code M7 to read: “DMU Failure/defect/attention: doors (including SDO equipment failure)”
Reason for change	Failure of Selective Door Opening equipment may manifest itself as a failure to release the doors. The failure to release the doors will be prime cause of delay, hence the M7 code. In circumstances where investigation to cause is carried out but no fault is found attribution would then be in accordance with section 4.25

DAG Section Affected	Appendix A – Section X			
Change	<i>Add new delay code in Appendix A Section X</i> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; text-align: center;"><i>XU</i></td> <td style="width: 55%; text-align: center;"><i>Sunlight on signal</i></td> <td style="width: 30%; text-align: center;"><i>SUN OBSCUR</i></td> </tr> </table>	<i>XU</i>	<i>Sunlight on signal</i>	<i>SUN OBSCUR</i>
<i>XU</i>	<i>Sunlight on signal</i>	<i>SUN OBSCUR</i>		
Reason for change	Currently sunlight on signals is attributed to XZ which is a generic code for what is a specific identified incident. To improve data quality, data capture, reporting and analysis			

END
