

Delay Attribution Board

Supplementary Briefing Document to  
the September 2007 Edition of the

Delay Attribution Guide

Issue Dated – 16<sup>th</sup> September 2007

Issued By:  
The Secretary  
Delay Attribution Board  
Floor 7  
40 Melton Street  
London  
NW1 2EE

Delay Attribution Board  
Supplementary Briefing Document to the  
September 2007 Edition of the  
  
Delay Attribution Guide

Introduction

The aim of this document is to inform users of the main changes to the January 2007 edition of the Delay Attribution Guide (DAG)

The rail industry parties submitted proposed changes and these were circulated in two phases for industry consultation, the first which closed on 9<sup>th</sup> April and the second on 2<sup>nd</sup> May 2007. The changes were processed as per Network Code Condition B2.5 – B2.7 (inclusive).

The main changes in this edition are as a result further clarification of changes implemented in January 2007 mainly concerned with the internalisation of the responsibility for maintenance into Network Rail and the replacement of the term 'Zone' with 'Route'. These changes occur throughout the DAG.

Other specific changes include:

- Update of Template Operator Table (Section 4.1.4)
- Amendments of Delay Codes where referenced to IMC's
- Clarity to Section 4.14 on flooding that has an effect where the railway is the lowest point in the area.
- Reinsertion of guidance on Track & Rail Defects.

Changes were made to Sections 4.1 through to 4.41 and appendices A03 A04.

This document draws attention to the significant changes. Each of the following sections of this supplementary document will state:

1. the Section of the DAG affected
2. the specific 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 in July 2007.

# Delay Attribution Board

<b>DAG Section Affected</b>	<b>4.1.4</b>																								
<b>Change</b>	<p>In Section 4.1.4 of the Template Operators Table,</p> <p>Delete the following TOCS:</p> <table border="1" style="margin-left: 40px;"> <tr> <td>• Arriva Trains Northern Ltd</td> <td>(HC)</td> </tr> <tr> <td>• Great Western Trains Co. Ltd</td> <td>(HJ)</td> </tr> <tr> <td>• North Western Trains Co. Ltd</td> <td>(HD)</td> </tr> <tr> <td>• First Great Western Link</td> <td>(HN)</td> </tr> <tr> <td>• Thameslink Rail Ltd</td> <td>(HX)</td> </tr> <tr> <td>• Wessex Trains</td> <td>(HK)</td> </tr> <tr> <td>• West Anglia Great Northern Railways Ltd</td> <td>(HQ)</td> </tr> </table> <ul style="list-style-type: none"> <li>• Replace 'Cross Country Trains Ltd' with 'Cross Country Trains Ltd (known as 'Virgin Cross Country')'</li> <li>• Replace 'London Eastern Railways Ltd' with 'London Eastern Railways Ltd (known as 'one')'</li> <li>• Replace 'ScotRail Railways Ltd ' with 'ScotRail Railways Ltd (known as 'First ScotRail')'</li> <li>• Replace 'West Coast Trains Ltd' with 'West Coast Trains Ltd (known as 'Virgin West Coast')'</li> </ul> <p>Add the following TOCS to the Template Operators Table:</p> <table border="1" style="margin-left: 40px;"> <tr> <td>• Eurostar (UK) Ltd (known as Eurostar )</td> <td>(GA)</td> </tr> <tr> <td>• First Capital Connect</td> <td>(EG)</td> </tr> <tr> <td>• First Great Western</td> <td>(EF)</td> </tr> <tr> <td>• Heathrow Connect</td> <td>(EE)</td> </tr> <tr> <td>• Northern Rail</td> <td>(ED)</td> </tr> </table>	• Arriva Trains Northern Ltd	(HC)	• Great Western Trains Co. Ltd	(HJ)	• North Western Trains Co. Ltd	(HD)	• First Great Western Link	(HN)	• Thameslink Rail Ltd	(HX)	• Wessex Trains	(HK)	• West Anglia Great Northern Railways Ltd	(HQ)	• Eurostar (UK) Ltd (known as Eurostar )	(GA)	• First Capital Connect	(EG)	• First Great Western	(EF)	• Heathrow Connect	(EE)	• Northern Rail	(ED)
• Arriva Trains Northern Ltd	(HC)																								
• Great Western Trains Co. Ltd	(HJ)																								
• North Western Trains Co. Ltd	(HD)																								
• First Great Western Link	(HN)																								
• Thameslink Rail Ltd	(HX)																								
• Wessex Trains	(HK)																								
• West Anglia Great Northern Railways Ltd	(HQ)																								
• Eurostar (UK) Ltd (known as Eurostar )	(GA)																								
• First Capital Connect	(EG)																								
• First Great Western	(EF)																								
• Heathrow Connect	(EE)																								
• Northern Rail	(ED)																								
<b>Reason for change</b>	Updated Template Operators (Passenger Train Operating Companies) as of 10/12/2006																								

## Delay Attribution Board

<b>DAG Section Affected</b>	<b>4.1.4</b>								
<b>Change</b>	<p>In Section 4.1.5 of the Non-Template Operators (Bespoke) Passenger Train Operating Companies Table,</p> <p>Delete the following TOCS:</p> <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">• Euro Star (UK) Ltd</td> <td style="text-align: center;">(GA)</td> </tr> <tr> <td style="text-align: center;">• Merlin Rail</td> <td style="text-align: center;">(PJ)</td> </tr> <tr> <td style="text-align: center;">• Venice Simplon Orient Express</td> <td style="text-align: center;">(PC)</td> </tr> </table> <p>Add the following TOCS:</p> <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">• Pre Metro Operations</td> <td style="text-align: center;">(PK)</td> </tr> </table>	• Euro Star (UK) Ltd	(GA)	• Merlin Rail	(PJ)	• Venice Simplon Orient Express	(PC)	• Pre Metro Operations	(PK)
• Euro Star (UK) Ltd	(GA)								
• Merlin Rail	(PJ)								
• Venice Simplon Orient Express	(PC)								
• Pre Metro Operations	(PK)								
<b>Reason for change</b>	Updated Template Operators (Bespoke) Passenger Train Operating Companies as of 10/12/2006								

<b>DAG Section Affected</b>	<b>4.4.2</b>
<b>Change</b>	<p>Amend section 4.4.2</p> <p>d Where access was caused by a gate being left open XS Network Rail (XQ**)</p> <p>to:</p> <p>“d. Where access was caused by a gate being left open X8 Network Rail (XQ**)”</p>
<b>Reason for change</b>	<p>Other XS references in the DAG refer to Level Crossings, i.e. Appendix A16 shows:</p> <p>XS      Level Crossing Misuse      XNG MISUSE</p>

<b>DAG Section Affected</b>	<b>4.11.1</b>
<b>Change</b>	<p>Section 4.11.1 j</p> <p>Incident attribution should read</p> <p>Freight operator (s) – separate incident for each affected (A##*)</p>
<b>Reason for change</b>	Delay code is AK so manager code cannot be (M##*) as shown currently.

## Delay Attribution Board

<b>DAG Section Affected</b>	<b>4.14.1</b>
<b>Change</b>	<p>4.14.1 changed to read:</p> <p>“Where flooding occurs affecting Network Rail Infrastructure an incident should be raised coded (JK/IQ**).”</p> <p>Re-number the second paragraph to “4.14.2” and the following table to be re-numbered “4.14.3 Likely examples:”</p>
<b>Reason for change</b>	<p>4.14.1 refers to rapid response; this was part of the IMC2000 contract and no longer applies.</p> <p>Second paragraph is currently not numbered, renumbering as 4.14.2 brings it in line with the rest of the DAG.</p>

<b>DAG Section Affected</b>	<b>4.14.1</b>
<b>Change</b>	<p>Under 4.14.1:</p> <p>Amend the last paragraph to read:</p> <p>“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 (XW, XQ**). “</p> <p>Also add in the following paragraph:</p> <p>“In addition if the railway line is the lowest point in the surrounding area, other forms of transport may not be affected as they may be on higher ground therefore it may be legitimate to use code XW.</p> <p>If there are no other forms of transport in the area and the railway is flooded then it may be legitimate to use code XW”.</p>
<b>Reason for change:</b>	<p>Accurately reflect the issues of the railway being the lowest point and no other forms of transport in the surrounding areas.</p>

## Delay Attribution Board

<b>DAG Section Affected</b>	<b>4.16</b>
<b>Change</b>	<p>Insert new section</p> <p>“4.16.4 Track &amp; Rail Defects</p> <p>The code IS should be used for track defects such as broken fishplates, bolts, where packing is required, ESRs imposed, broken joints.</p> <p>The code IR should be used where the rail is broken.</p> <p>The code IT should only be used where a suspected track defect is reported but no fault is found.”</p> <p>Existing sections ‘4.16.4 to 4.16.11’ will be renumbered ‘4.16.5 to 4.16.12’ and all references to these sections updated accordingly where they appear throughout the DAG.”</p>
<b>Reason for change</b>	Section was erroneously removed in the Jan 2007 DAG when a new 4.16.9 relating to token equipment failure was added in the section. Inserting as 4.16.4 and renumbering existing ones afterwards would result in the section being after track circuit failures to which it is related.

<b>DAG Section Affected</b>	<b>Page 46</b>
<b>Change</b>	Page 46 replace the word ‘OCP’ with ‘OCB’
<b>Reason for change</b>	Original proposal was correct in using ‘OCB’

<b>DAG Section Affected</b>	<b>4.20.3</b>
<b>Change</b>	<p>4.20.3 e</p> <p>Incident attribution should read “As appropriate to cause (IQ**, F##* or T##*)</p>
<b>Reason for change</b>	Reference to IR** was proposed as replaced with IQ** in the last round of DAG proposals

<b>DAG Section Affected</b>	<b>4.20.3</b>
<b>Change</b>	<p>4.20.3 j</p> <p>Delay code should read</p> <p>“FZ/IZ/MZ/OC/RZ/TG/TH or TK”</p>
<b>Reason for change</b>	Delay code 1Z does not exist.

## Delay Attribution Board

<b>DAG Section Affected</b>	<b>4.24.2</b>
<b>Change</b>	4.24.2 m Delay Code should read "J4 or as appropriate to reported problem"
<b>Reason for change</b>	New delay code J4 was introduced in the last DAG but not referenced to the scenario it was intended to be used for.

<b>DAG Section Affected</b>	<b>4.34.5</b>
<b>Change</b>	In Section 4.34.5 Replace TAG with DAG on the second but last line Replace the term 'paragraph 4.34.3' with "section 4.34.3" Replace the term 'paragraph 4.1.5' with "section 4.1.5"
<b>Reason for change</b>	TAG was renamed to DAG many years ago.

<b>DAG Section Affected</b>	<b>4.36.1</b>				
<b>Change</b>	DAG 4.36.1 e Change to <table border="1" style="margin-left: 20px;"> <tr> <td style="width: 5%;">e.</td> <td style="width: 45%;">Objects are thrown/ fired at trains or onto track on Network Rail infrastructure from railway premises controlled by a TRC</td> <td style="width: 10%;">MU</td> <td style="width: 40%;">Depot owner (MR**)</td> </tr> </table>	e.	Objects are thrown/ fired at trains or onto track on Network Rail infrastructure from railway premises controlled by a TRC	MU	Depot owner (MR**)
e.	Objects are thrown/ fired at trains or onto track on Network Rail infrastructure from railway premises controlled by a TRC	MU	Depot owner (MR**)		
<b>Reason for change</b>	TRC only have MR** manager codes, MU is more applicable than IZ as objects being thrown would be from within a depot.				

<b>DAG Section Affected</b>	<b>4.37.1</b>
<b>Change</b>	Section 4.37.1 Change last sentence to: - "Responsible Manager Code IQA* or IQ**, as appropriate."
<b>Reason for change</b>	MP&I delays are attributed to Network Rail so IR** is not applicable.

# Delay Attribution Board

<b>DAG Section Affected</b>	<b>Appendix A3 – Section I</b>
<b>Change</b>	Appendix A3 – Section I Change the cause for code IC to read Track circuit failure
<b>Reason for change</b>	Delay code J3 was created for axle counter failures, so reference to Axle counter in IC is not required.

---

<b>DAG Section Affected</b>	<b>Appendix A3 – Section I</b>
<b>Change</b>	Appendix A3- Section I Change the cause for code IY to read Mishap – Infrastructure Maintainer causes
<b>Reason for change</b>	All reference to IMC's where supposed to have been removed at last DAG issue.

<b>DAG Section Affected</b>	<b>Appendix A4- Section I</b>
<b>Change</b>	Appendix A4- Section I Change the cause for code I0 to read Telecom equipment failures legacy ( Inc. NRN/CSR/RETB link)
<b>Reason for change</b>	I0 is used to attribute failures in the equipment the responsibility of NR other than just cables

----- End -----