

Delay codes

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1 Delay codes

1.1 Introduction

To monitor what causes disruptions to operations and cancellations, signallers/dispatchers report what they perceive is the cause. Delay codes are used in the reporting system, using a standardised code list (see section 2 below). In the event of disruptions to operations, a report should be submitted immediately following the disturbance but it is possible to provide additional information or correct the delay code up to nine days after the event. The aim is to find the cause and who it is that can attend to the problems.

The code list is divided into five main groups linked to who is considered to be the owner of the problem. Under these main groups, it is possible to more clearly describe the problem in a further two levels (subgroups) and provide more details.

The main groups are:

- Operations management (D)
- Consequential reason (F)
- Infrastructure (I)
- Railway undertaking (J)
- Accidents/Incidents and external factors (O).

Exceptions

Under the main group Railway undertakings (J) and in the subcode “Delayed from depot” (JDE) there are at level 3, codes that are linked to the infrastructure manager’s responsibilities.

1.2 Code structure for cumulative delays

The code structure has three levels (see section 2 below). For the first level, a letter is used for the main group in accordance with section 1.1. For level 2, a combination of letters is used to describe what happened and for level 3, a number is used.

Example

DPS1 should be interpreted as: Operations management, Personnel, Incorrect electricity or switchgear operation.

1.3 Principles for use in the event of cumulative delays

For the main groups Operations Management (D), Infrastructure (I) and Accidents/Incidents and External Factors (O), all trains affected by the incident will receive the primary delay code.

The signaller/dispatcher must first of all define the first two levels, while the third level can be added later within the time limit the system is open in order to allow for changes to be made (see above). For railway undertakings (J codes) it is assumed that the railway undertakings or drivers contact the signaller/dispatcher when delays of 3 minutes or more arise and the codes at level 3 have been supplemented.

Exceptions

For codes in the group Railway undertakings (J) only the train that causes the incident is coded, while other trains affected by delays receive a delay code in the group Consequential reason – Disruption by other train (FAT).

In practice, it may be difficult for signallers/dispatchers to have knowledge of the fundamental cause for long-distance trains and therefore sometimes the other codes in the group Consequential reason (F) may be used even when the root cause lies within the groups Operations management (D), Infrastructure (I), Accidents/Incidents and External factors (O) and railway undertakings (J).

1.4 Code structure for train cancelled at short notice and for cancellation

To follow the reason of cancelled trains, the perceived cause is reported. Reporting is made with delay codes according to a standardized code list (see section 3 below). Disruption of reporting should be made in direct connection with the disturbance. The aim is to find the cause and who can fix the problems.

2 Code list in the event of cumulative delays

2.1 Operations management – reasons (D)

| Operations management – reasons | | | |
|---------------------------------|--------------|--------------|--|
| Code level 1 | Code level 2 | Code level 3 | Description of code level 3 |
| D | OG | | Issuing of orders due to train operation |
| D | OS | | Operative support systems |
| D | OS | 1 | Test CATO ¹⁾ . Operations management area Boden |
| D | PR | | Prioritisation |
| D | PR | 3 | Operations management prioritises |
| D | PS | | Personnel |
| D | PS | 1 | Incorrect handling or decision |
| D | PS | 2 | Lack of resources |
| D | PS | 3 | Incorrect traffic information supplied |
| D | TB | | Train congestion marshalling yard |
| D | TT | | Suspected errors in route plan/wrong planning |

¹⁾CATO – System for optimal train operation

2.2 Consequential reasons (F)

| Consequential reasons (F) | | | |
|---------------------------|--------------|--------------|-----------------------------------|
| Code level 1 | Code level 2 | Code level 3 | Description of code level 3 |
| F | AT | | Disruption by other train |
| F | OI | | Turnaround/waiting |
| F | OI | 1 | Awaiting wagons from train |
| F | OI | 2 | Switching time exceeded |
| F | OI | 3 | Turnaround train staff |
| F | OI | 4 | Awaited connection |
| F | OI | 5 | Train turn/Turnaround/Train chain |
| F | TF | | Train operation |
| F | TF | 1 | Meeting/Convergence of routes |
| F | TF | 2 | Passing another train |
| F | TF | 3 | Train before/track shortage |

2.3 Infrastructure reasons (I)

| Infrastructure reasons | | | |
|------------------------|--------------|--------------|---|
| Code level 1 | Code level 2 | Code level 3 | Description of code level 3 |
| I | BA | | Marshalling yard facilities |
| I | BA | 1 | Lighting at marshalling yards and on platforms |
| I | BA | 2 | Platform and loading bay |
| I | BA | 3 | Platform crossing |
| I | BA | 4 | Retarder system |
| I | BA | 5 | Stop block |
| I | BA | 6 | Buffer stop |
| I | BA | 7 | Brake test facility |
| I | BA | 8 | Train and locomotive heating facility |
| I | BA | 9 | Weighing machine |
| I | BA | 10 | Shunting table |
| I | BT | | Engineering works/transport |
| I | BU | | Ballast reinforcement |
| I | BU | 1 | Bank |
| I | BU | 2 | Cutting |
| I | BU | 3 | Drum |
| I | BU | 4 | Bridge |
| I | BU | 5 | Tunnel |
| I | BÖ | | Track superstructure |
| I | BÖ | 1 | Tracks |
| I | BÖ | 2 | Track switch |
| I | EA | | Electrical installations |
| I | EA | 1 | Catenary |
| I | EA | 2 | Auxillary power line |
| I | EA | 3 | Switching station |
| I | EA | 4 | Switching centres |
| I | EA | 5 | Feeder cable |
| I | EA | 6 | Cut-out swich station |
| I | EA | 7 | Network station |
| I | EA | 8 | Power converter station |
| I | EA | 9 | Sectioning station |
| I | EA | 10 | Transformer station |
| I | EA | 11 | Electric power system |
| I | EA | 12 | Construction engineering |
| I | FK | | Passability on the tracks due to the weather |
| I | FK | 1 | Track slip |
| I | FK | 2 | Snow and ice |

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| I | SA | | Signalling devices |
|---|----|----|---|
| I | SA | 1 | Balise group |
| I | SA | 2 | Level crossing |
| I | SA | 3 | Positioning system |
| I | SA | 4 | Signal |
| I | SA | 5 | Signal interlocking, RBC and blocking system |
| I | SA | 6 | Ranger switchgear |
| I | SA | 7 | Board |
| I | SA | 8 | Rail Traffic Management System – ARGUS ¹⁾ |
| I | SA | 9 | Rail Traffic Management System – EBICOS TMS ¹⁾ |
| I | SA | 10 | Rail Traffic Management System - EBICOS 900 & EBICOS 900 NT ¹⁾ |
| I | SA | 11 | Rail Traffic Management System-JZA 11 ²⁾ (Contact spring blocking) |
| I | SA | 12 | Traffic system - ERTMS |
| I | TA | | Telecommunications facilities |
| I | TA | 1 | Detectors |
| I | TA | 2 | Cabling plant |
| I | TA | 3 | Radio installations |
| I | TA | 4 | Signal telephone |
| I | TA | 5 | Telecentral |
| I | TA | 6 | Telecommunications centre |
| I | TA | 7 | Tele transmissions facility |
| I | TA | 8 | Dynamic sign |
| I | TA | 9 | Loud speaker system |
| I | TA | 10 | Clocks |
| I | ÖA | | Other facilities |
| I | ÖA | 1 | Property |
| I | ÖA | 2 | Enclosed area |
| I | ÖA | 3 | Deducting |
| I | ÖA | 4 | Lubrication device for rails |
| I | ÖA | 5 | Snow gallery |
| I | ÖA | 6 | Road |
| I | ÖA | 7 | Drainage, pumping system |
| I | ÖA | 8 | Surveillance camera |

¹⁾ Local control system for relays and computerised switchgear

²⁾ Relay-based rail signalling system of the older type

2.4 Railway undertakings – reasons (J)

| Railway undertakings – reasons | | | |
|--------------------------------|--------------|--------------|--|
| Code level 1 | Code level 2 | Code level 3 | Description of code level 3 |
| J | AS | | Deviating formation |
| J | AS | 1 | Excess load profile/dangerous goods |
| J | AS | 2 | Long train |
| J | AS | 3 | Too heavy rail |
| J | AS | 4 | Reporting |
| J | AS | 5 | Transport of locomotive |
| J | DE | | Late from depot |
| J | DE | 10 | Terminal service |
| J | DE | 11 | More than 10 minutes late to depot |
| J | DE | 12 | Handling error |
| J | DE | 13 | Emergency corrective maintenance |
| J | DE | 14 | Staff shortage |
| J | DE | 15 | Driver submitted line-clear message that the train is late |
| J | DE | 16 | Non-submitted line-clear message |
| J | DE | 20 | Other |
| J | DE | 21 | Shortage of vehicles |
| J | DE | 22 | Extra train ordered |
| J | DE | 23 | Other extra order |
| J | DE | 24 | No entry |
| J | DE | 25 | Driver late or missing |
| J | DE | 30 | Cleaning |
| J | DE | 31 | Cleaning company exceeds the time |
| J | DE | 32 | Delay due to subcontractor Cleaning |
| J | DE | 33 | Cleaning work is not accepted by the railway undertaking |
| J | DE | 40 | Workshop |
| J | DE | 41 | Workshop exceeded time |
| J | DE | 42 | Delay due to the subcontractor workshop |
| J | DE | 43 | Workshop work is not accepted by the railway undertaking |
| J | DE | 45 | Delay due to another supplier |
| J | DE | 50 | Infrastructure |
| J | DE | 51 | Engineering works |
| J | DE | 52 | Track fault |
| J | DE | 53 | Switchgear fault |
| J | DE | 54 | Signal fault |
| J | DE | 55 | Overhead catenary fault, dead contact line |
| J | DE | 56 | Snow and ice |
| J | DE | 57 | Cannot obtain driving order |
| J | DE | 60 | Traffic control |
| J | DE | 61 | Signal box, not supplied on time |

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| | | | |
|---|-----------|----|--|
| J | DE | 62 | Signal box is not reachable |
| J | DE | 63 | Trafikverket operations management centre, incorrect manoeuvre |
| J | DE | 64 | Difference ready report/metering point |
| J | DM | | Traction vehicle/railcar¹⁾ |
| J | DM | 1 | ATC fault |
| J | DM | 2 | Change of locomotive |
| J | DM | 3 | Pantograph |
| J | DM | 4 | Wheel damage |
| J | DM | 5 | Brake fault |
| J | DM | 6 | Rebooting of the system |
| J | DM | 8 | Machine fault |
| J | DM | 09 | Door fault |
| J | FÖ | | Driving staff |
| J | FÖ | 1 | Driving staff is missing |
| J | FÖ | 2 | Change of personnel |
| J | FÖ | 3 | Break |
| J | JF | | No indication from RU |
| J | OM | | Personnel on board |
| J | OM | 1 | Staff on board is missing |
| J | OM | 2 | Change of personnel |
| J | PR | | Prioritisation |
| J | PR | 1 | A railway undertaking has decided on the priority between own trains |
| J | PR | 2 | Two railway undertakings have given priority among each other's trains |
| J | ST | | Stationary personnel |
| J | ST | 1 | Stationary staff is missing |
| J | TP | | Terminal/Platform management |
| J | TP | 1 | Provisioning |
| J | TP | 2 | Delayed loading/unloading |
| J | TP | 3 | Post |
| J | TP | 4 | Awaited ferry |
| J | TP | 5 | Awaiting wagons from customer |
| J | TP | 6 | Blocking switching |
| J | TP | 7 | Shunting/Switching in excess of plan |
| J | TP | 8 | Unplanned composition |
| J | TP | 9 | Incorrectly switched locomotive |
| J | TP | 10 | Damage to terminal locomotive |
| J | TP | 11 | Terminal locomotive is missing |
| J | TP | 12 | Brake Test Facility |
| J | TP | 13 | Wishes of railway undertaking |
| J | TP | 14 | Locomotive is missing at the marshalling yard |
| J | TP | 15 | Preparation time at marshalling yard exceeded |
| J | TP | 16 | Awaited service bus/taxi |

1) A delay code has expired from the series. That is why there is a jump in the numbering.

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| J | VA | | Carriage |
|---|----|---|---|
| J | VA | 1 | Fault with door |
| J | VA | 2 | Brake fault |
| J | VA | 3 | Wheel damage |
| J | VA | 4 | Load offset/Incorrect loading/Load adjustment |
| J | VA | 5 | Self-disconnection/Train split up |
| J | VA | 6 | Carriage inspection |

2.5 Accidents and incidents (O)

| Accidents and incidents | | | |
|-------------------------|--------------|--------------|--|
| Code level 1 | Code level 2 | Code level 3 | Description of code level 3 |
| O | BÖ | | Bridge opening |
| O | BÖ | 1 | Bridge opening time exceeded |
| O | BÖ | 2 | Planned bridge opening |
| O | DJ | | Animal |
| O | DJ | 1 | Animals |
| O | DJ | 2 | Cattle |
| O | DJ | 3 | Reindeer |
| O | MÄ | | Humans |
| O | MÄ | 1 | Person run over/hit |
| O | MÄ | 2 | Unauthorised person on the track |
| O | MÄ | 3 | Police/sickness |
| O | MÄ | 4 | Sabotage/threat |
| O | NA | | Natural events |
| O | NA | 1 | Fire |
| O | NA | 2 | Flooding |
| O | NA | 3 | Storm/Snow storm |
| O | NA | 4 | Avalanche |
| O | NA | 5 | Landslide |
| O | NA | 6 | Cold |
| O | SY | | Inspection of track/vehicle |
| O | SY | 1 | Track |
| O | SY | 2 | Vehicle |
| O | TÅ | | Train/work movements |
| O | TÅ | 1 | Derailment/collision |
| O | TÅ | 2 | Accident at level crossing |
| O | TÅ | 3 | ATC ¹⁾ emergency brake |
| O | TÅ | 4 | Unauthorised passage through stop signal |
| O | TÅ | 05 | Damaged points |
| O | UT | | Late to/from abroad |
| O | UT | 1 | Pass/Customs |

¹⁾ATC – Automatic Train Control

3 Code structure for train cancelled at short notice and for cancellation

Code list for acute cancelled trains and in connection with cancellation

| Cause code cancellation | Abbreviation | Description |
|---|--------------|---|
| Track engineering work – established Engineering Work Plan | B | The code shall be used when a train is cancelled because of established engineering works in the Swedish Transport Administration's Engineering Work Plan. |
| Track engineering work – changed/new | E | The code shall be used when a train is cancelled because of engineering work has been changed, displaced or cancelled after the Swedish Transport Administration's Engineering Work Plan is established and when new engineering work is added Engineering works owing to acute infrastructure failure/accident being reported on respective cause codes. |
| Operational control | D | The code shall be used for acute cancelled trains owing to shortfalls in traffic control. |
| Infrastructure | I | The codes shall be used when it is necessary to cancel trains owing to an infrastructure fault that could be traced to an event in BASUN and which is disruptive to train operation. The codes shall also be used for changed line standard on the basis of an established Railway Network description. In the event of cancellation, the codes "Infrastruktur" and external events shall remain until the line has retained its original performance irrespective of the fact that track engineering works are often needed in order to reinstate the line. |
| Accident/External near accident and External occurrence | O | The code shall be used in connection with accidents/external near-accidents and when weather conditions, police or rescue actions prevent rail traffic. In connection with cancellations, the code accident/near accident and external occurrence will remain until the line has regained its original performance regardless of the fact that it normally requires track engineering works to restore the line. Occurrence at other infrastructure manager that causes need for cancellation |
| Erroneous planning | W | The code shall only be used when erroneous planning has occurred during the Swedish Transport Administration's planning phase. |
| Consequential cause | F | To be used when trains are acutely cancelled as a consequence of disruption from another train. |
| Railway undertaking | J | To be used for both cancellations and acutely cancelled trains. The code is used when a railway undertaking wishes to cancel a train for which there is no obstacle against it not being operated and provided that it is the railway undertaking that is responsible for the cancelled train (e.g. damaged locomotive). |