Appendix A - Evidence Flow Chart

This flow chart can be used to help decision-making where fleet believe an incident should be disputed and there is no evidence on first examination of the fault log to indicate the incident was due to a technical casualty. It is worth bearing in mind a few factors. Firstly, can any other responsible manager better deal with the incident than fleet? Secondly, the purpose of delay attribution is primarily to collect data on asset failures - would the dataset be better or worse without the incident?

On-train data recording can demonstrate the incident was not technical
( Remote Condition Monitoring, OTMR, FFCCTV, etc. )

Yes

No

Have crew reported the vehicle id and summary of the symptoms in the fault log?

Yes

No

Can a depot test procedure prove that the vehicle is operating as specified?

Yes

No

Do contextual photographs provide evidence that the incident was due to extreme external causes?

Yes

No

Does statistical evidence demonstrate the issue is not vehicle-specific or is specific to the vehicle’s location?

Yes

No

Does statistical evidence demonstrate the issue is crew-specific?

Yes

No

Fleet should probably accept the incident if not as a technical incident then as a NFF and use the minutes to either improve reliability or diagnostics to support future disputes

Yes

Fleet should be satisfied to dispute the incident