

Delay Attribution Guide Supplementary Guidance Note No.2

**Amendment applicable to the September 2011 DAG
and effective from 27th May 2012.**

For the attention of all staff who are involved in Train Delay Attribution

Delay Attribution Board
Floor 8
1 Eversholt Street
London
NW1 2DN
Tel: 01908723377

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Introduction

This document contains amendments to guidance provided in the Delay Attribution Guide (DAG). It was agreed at the Delay Attribution Board (DAB) meeting on the 23rd August 2011 that details of amendments are issued as a supplement to the DAG under separate cover until such time as the required changes are incorporated into a revised DAG in its complete form (i.e. twice-yearly in April or Sept). The amendments provided in this supplement have been through the change process as described in Part B of the Network Code and approved accordingly by the Office of Rail Regulation as per Condition 2.7.3. The closing date of the industry consultation for these amendments was 4th December 2011. This guidance is applicable to the relevant sections of the September 2011 DAG from the 27th May 2012 until such time as it is fully incorporated into the DAG. This guidance may not be applied to TRUST incidents that occur before the 27th May 2012. Any elements of the DAG not covered by the amendments provided in this supplement remain unchanged.

1. Applicable changes to DAG Section 3.1.5.

3.1.5 If an operator’s service is delayed due to overcrowding as a result of an operator’s train either being cancelled, or delayed, any delay or cancellation is to be attributed to the prime cause of why the initial train was delayed, or cancelled.

2. Applicable changes to DAG Section Y – Reactionary Delays.

A new Reactionary Delay Code as follows:

CODE	CAUSE	ABBREVIATION
YX	Passenger overcrowding caused by delay/cancellation of another train	OVER CRWD

3. Reasons for change

To improve consistency, by changing the word “another” to “an” thereby allowing reactionary passenger loadings relating to a late or cancelled service to be merged to the prime cause incident even where the cancelled train belongs to the same operator.

The creation of an associated Reactionary Delay Code improves understanding of reactionary delays on passengers during times of disruption and allows accurate measurement of the scale of the impact of cancelled trains.

End