

**Delay Attribution Guide
Supplementary
Guidance Note No.3**

**Amendment applicable to the September 2012 DAG
and effective from 3rd February 2013.**

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

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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 30th October 2012 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 this amendment was 20th October 2012. This guidance is applicable to the relevant sections of the September 2012 DAG from the 3rd February 2013 until such time as it is fully incorporated into the DAG. This guidance may not be applied to TRUST incidents that occur before the 3rd February 2013. Any elements of the DAG not covered by the amendments provided in this supplement remain unchanged.

1. Applicable changes to DAG 4.1.10 -

All references to the delay code QL to be replaced by the delay code JB or removed if appropriate.

4.1.10 example altered to read: Apart from YL in respect of FOC delays (see 4.28.2), the only other exception is where the main or only cause of delay is a P* coded incident in which case the code JB is to be used, reflecting that the location of the Recovery Time in the train schedule does not avoid conflicts with other trains after the TSR has been encountered see section 4.29 and 4.34.

4.8.13c table altered to show

No	Circumstances	Delay Code	Incident Attribution
C	Train operator(s) and Network Rail agree not to retime trains for pre-planned TSRs but in doing so delay other trains not included in the agreement	JB	Separate incident for such trains attributed to Network Rail (IQ**). This includes any trains operated by operator(s) party to the agreement, but which would not otherwise have been delayed or for which adequate recovery time is not available

4.33.2 last sentence altered to read:

*When the below threshold delays are due to P-coded TSR's, the reactionary delay should be coded JB/IQ**, as per paragraph 2.6.7. Where possible, delays below the threshold should be attributed.*

2. Applicable changes to DAG Section J –.

Insert code JB

CODE	CAUSE	ABBREVIATION
JB	Reactionary Delay to "P" coded TSR	PLND TSR

3. Reasons for change

Reactionary delays to TSRs should be attributed to the Responsible Manager for the TSR, rather than to an Operational Planning code, using a J delay could allows this action to take place.

End