

Delay Attribution Guide Supplementary Guidance Note No.4

**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 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 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 4.16.10

Append the following sentence to 4.16.10: *Where No Fault is Found see Section 4.25*

2. Applicable changes to DAG 4.25.4

Add RETB to the right-hand list of systems in the table 4.25.4

4.25.4

Network Rail Responsibility	Operator Responsibility
HABD	ADD
	ATP
	AWS
	CSR
IVRS	ERTMS
PANCHEX	Failure to Couple
WHEELCHEX	GSM-R
WILD	NRN
	On Board HABD
	PIBS
	<i>RETB</i>
	SDO System
	TASS
	TPWS

3. Applicable changes to DAG 4.25.3.2

Append to section 4.25.3.2:- *This principle of two or more separate trains should also be applied in the same way to two separate train-based radios.*

4. Reasons for change

Following the issue of DAB Guidance Note DAB-30, the DAB Secretary was asked to propose an amendment to the DAG to reflect the principle that, with regards to NFF, RETB is not solely infrastructure-based equipment and that the principles of Section 4.25.3.2 should be applied to two separate train-based RETB radio in the same way as applied to two or more separate trains.

No reference is given in section 4.25 to NFF for RETB equipment.

End