

Delay Attribution Board

Supplementary Briefing Document
to the September 2009 Edition of
the
Delay Attribution Guide

Issue Dated – 20th September 2009

Issued By:
The Secretary
Delay Attribution Board
Floor 8
1 Eversholt Street
London
NW1 2DE

Delay Attribution Board

Supplementary Briefing Document to the September 2009 Edition of the Delay Attribution Guide

Introduction

The aim of this document is to inform users of the main changes incorporated in the September 2009 edition of the Delay Attribution Guide (DAG)

Rail industry parties submitted proposed changes to the February 2009 DAG and these were circulated for industry consultation. The Office of Rail Regulation approved the proposals on the 23rd July 2009. The amendments take effect on the 20th September 2009. The changes were processed in accordance with the Network Code Condition B2.5 – B2.7 (inclusive).

The September 2009, Delay Attribution Guide, sees the addition of a new 'O' code – OK. (Delay caused by Operating staff oversight, error or absence (excluding signallers and Control)). It also sees the insertion of 4.37.6c delay code guidance for dealing with the impact of heat – flowchart. All reference to Infrastructure Maintainer has been amended to read "Network Rail". There are also minor changes to improve clarification and referencing within the DAG.

The tables below highlight the significant changes. Each of the following sections of this supplementary document details:

1. the section of the DAG affected
2. the change made and
3. the reason for the change

This information is consistent with that given to the ORR when these changes were submitted for approval.

Delay Attribution Board

DAG Section Affected	1.5 – The Delay Attribution Board
Change	1.5.3 Any correspondence with the Board should be addressed to the address shown on the front page
Reason for change	Indicates a change of address of the Delay Attribution Board and its Secretariat to, Floor 8, 1 Eversholt Street, London, NW1 2DE

DAG Section Affected	4.3 Adhesion Problems Including Leaf-Fall
Change	4.3.6.2 Use of Neutral Zone Incidents – However, Leaf-fall is widely accepted as a generic delay cause representing a challenge to the entire industry, in much the same way as Unexplained delay, and as such should be dealt with in a similar fashion to cumulative Unexplained delay. Therefore, if Leaf-fall is determined to be the highest cause of delay, then reactions should be attributed to the principle Leaf-fall incident (i.e. the one that has the largest number Minutes Delay allocated to it that contribute to the lateness at that point).
Reason for change	To rectify a misunderstanding made in the February 2009 Delay Attribution Guide.

DAG Section Affected	4.37 Weather Effects
Change	4.37.5 Likely situations – g (Ice on conductor rail or OLE (Unless due to failure of De-icing train) – Delay code from XT to OG
Reason for change	To correct an inconsistency between this section and the flowchart - 4.37.6d.

DAG Section Affected	4.37 Weather Effects
Change	4.37.6c Flowchart – Delay code guidance for dealing with the impact of heat
Reason for change	To replace the duplicate 'wind' flowchart, within the February 09 DAG, with the correct chart giving guidance for dealing with the impact of heat.

DAG Section Affected	Appendix A – Section O
Change	Introduction of a new code – OK – Delay caused by Operating staff oversight, error or absence (excluding signallers and Control)
Reason for change	To provide a mechanism to record the impact of operating staff errors or absence (excluding signallers and Control) to allow management to better understand local staffing challenges.

END
