

## **Delay Attribution Guide Supplementary Guidance Note**

**Amendment applicable to the September 2011 DAG  
effective from 11<sup>th</sup> December 2011.**

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

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**1. 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 23<sup>rd</sup> 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. This guidance is applicable to the relevant sections of the September 2011 DAG from the 11<sup>th</sup> December 2011 until such time as it is fully incorporated into the DAG. This guidance may not be applied to TRUST incidents that occur before the 11<sup>th</sup> December 2011. Any elements of the DAG not covered by the amendments provided in this supplement remain unchanged.

**2. Applicable changes to DAG Section 4.11.1.**

Circumstances d, e, f, g and i are amended as follows:

| No. | Circumstances   | Delay Code                                     | Incident Attribution   |
|-----|---|--|--|
| d.  | External fire to Railway Infrastructure causing delay to trains but not preventing access of passengers to & from a train at a station. (including those that spread to railway infrastructure) | XL   | Network Rail (XQ**)  |
| e.  | Fire (including false alarms) in station buildings or on platform where trains may pass through and though scheduled to stop do not do so:  | Not vandalism RH<br><br>Caused by vandalism VF | operator – separate incident for each operator serving that station at the time of the incident (R##*)<br><br>operators– separate incident for each operator serving that station at the time of the incident (V##*) |

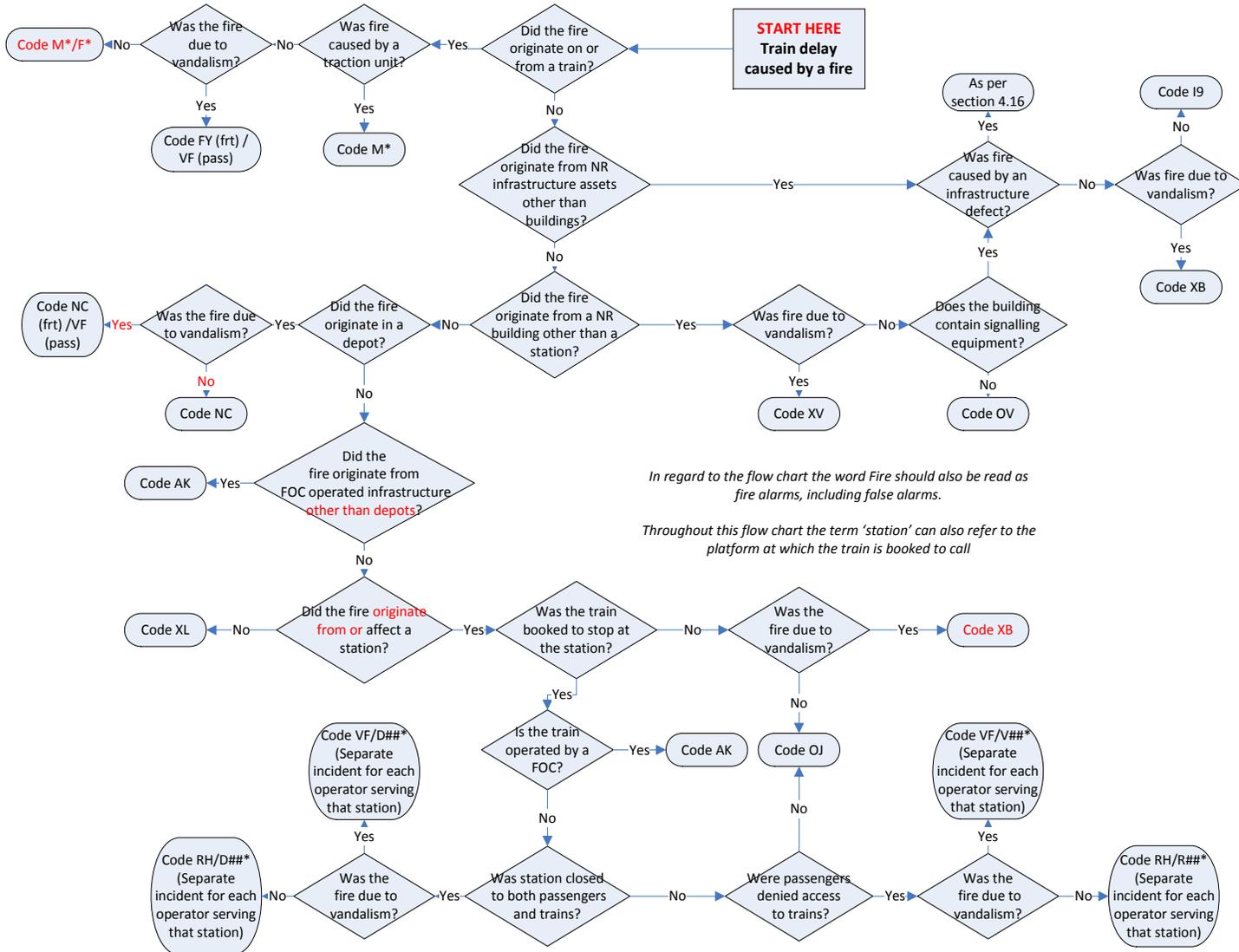
| No. | Circumstances  | Delay Code                                     | Incident Attribution   |
|-----|--|--|--|
| f.  | Fire (including false alarms) in station buildings or on platform: <ul style="list-style-type: none"> <li>○ Which prevents the passage of a train at the time it is scheduled to stop but <b>not</b> the access of passengers to / from that train;</li> <li>○ Affecting operators, none of whose regular trains are booked to call at station.</li> </ul> | Not vandalism OJ<br><br>Caused by vandalism XB | Network Rail (OQ**)<br><br>Network Rail (XQ**)   |
| g.  | Fire (including false alarms) in station buildings or on platform which prevents the passage of a train at the time it is scheduled to stop and the access of passengers to / from that train.   | Not vandalism RH<br><br>Caused by vandalism VF | Joint Responsibility – separate incident for each operator serving that station at the time of the incident (D##*)<br><br>Joint Responsibility – separate incident for each operator serving that station at the time of the incident (D##*) |
| i.  | Fire (including false alarms) on platforms or in station buildings affecting FOC Trains booked to call at stations   | AK   | FOC Trains (A##*)  |

**3. Applicable changes to DAG Section 4.11.7.**

Change the header for the flow chart 4.11.7 to:

‘4.11.7 Flowchart identifying attribution of various types of fire (including alarm activations)’. Replace the existing 4.11.7 flow chart with the chart shown on the following page:

Supplement to the Delay Attribution Guide



*In regard to the flow chart the word Fire should also be read as fire alarms, including false alarms.*

*Throughout this flow chart the term 'station' can also refer to the platform at which the train is booked to call*

**Circumstances may require the creation of more than one incident in connection with the fire – as described in Section 4.11.3**

#### **4. Reasons for change**

This change has been made to reflect the attribution principals established in DAG 4.28.11 (also supported by sections 4.11.2 to 4.11.6) for incidents affecting a station. The current title of the section covers false alarms i.e. evacuations the result of alarm activations. The tables have been amended to state alarm activations as well as fires. An example of the type of incident that the section is currently ambiguous on would be a station evacuated due to either an actual fire or alarms going off due to a fire in adjacent shops or other structures, DAG section 4.28.11 would treat this based on the impact of the alert on the train service rather than the origins of the alert. The existing flow chart in DAG section 4.11.7 does not deal with station delays in a way consistent with the other sections of the DAG dealing with incidents that impact on station activities. For example, the current flow chart does not allow an external fire impacting on the access of passengers to or from a train to be attributed as Joint Responsibility as per DAG section 4.28.11.

End