

<p>Originators Reference Code / N^o</p>	<p>NR/P131 - Removal of delay code QL to be replaced with proposed JB code</p>								
<p>Name of the original sponsoring organisation(s)</p>	<p>Network Rail – Scotland Route</p>								
<p>Exact details of the change proposed</p>	<p><i>All references to the delay code QL should be replaced by the delay code JB or removed if appropriate.</i></p> <p><i>4.1.10 Example altered to read</i></p> <p>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 Sections 4.29 and 4.34</p> <p>4.8.13c table altered to show</p> <table border="1" data-bbox="576 1122 1337 1787"> <thead> <tr> <th data-bbox="600 1128 639 1151">No.</th> <th data-bbox="708 1128 884 1151">Circumstances</th> <th data-bbox="951 1128 1018 1189">Delay Code</th> <th data-bbox="1070 1128 1315 1151">Incident Attribution</th> </tr> </thead> <tbody> <tr> <td data-bbox="616 1263 624 1285">c</td> <td data-bbox="687 1263 904 1711"> <p>Train Operator(s) and Network Rail</p> <p>agree not to retime trains for pre-planned</p> <p>TSRs but in doing so delay other trains not included in the</p> <p>agreement</p> </td> <td data-bbox="967 1263 999 1285">JB</td> <td data-bbox="1059 1263 1326 1778"> <p>Separate incident for such trains attributed to Network Rail (IQ**).</p> <p>This includes any trains operated</p> <p>by Operator(s) party to the agreement, but which would not otherwise have been delayed or for which adequate Recovery Time is not available.</p> </td> </tr> </tbody> </table> <p>4.33.2 altered to read</p> <p>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.</p>	No.	Circumstances	Delay Code	Incident Attribution	c	<p>Train Operator(s) and Network Rail</p> <p>agree not to retime trains for pre-planned</p> <p>TSRs but in doing so delay other trains not included in the</p> <p>agreement</p>	JB	<p>Separate incident for such trains attributed to Network Rail (IQ**).</p> <p>This includes any trains operated</p> <p>by Operator(s) party to the agreement, but which would not otherwise have been delayed or for which adequate Recovery Time is not available.</p>
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	Appendix A Section J insert CODE	CAUSE	ABBREVIATION
	JB	Reactionary Delay to "P" coded TSR	PLND TSR
Reason for the change	<i>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 code would allow this to take place.</i>		

1. Do you perceive that this proposal will have a commercial impact on your business or the business of any other industry parties?

If yes;

For Network Rail – Please provide an impact assessment indicating the impact of the proposal on all affected industry parties.

For Train Operator – Please provide an impact assessment on your own business.

Impact on internal NR targets only

2. If you have provided an impact assessment as per question 1 above, please provide a proposed solution to neutralise any financial effect of the proposal.

No financial effect

Industry Responses

RAILWAY COMPANY/ORGANISATION	COMMENTS:
ARRIVA TRAINS WALES	As per DAMG response
ATOC – DELAY ATTRIBUTION MANAGERS GROUP	Supports the proposal
C2C Rail	
CHILTERN RAIL	
CROSS COUNTRY TRAINS	As per DAMG response
DB SCHENKER RAIL/EWS INT/RAIL EXPRESS SYSTEMS	<p>DB Schenker considers that the proposed change is unclear in certain respects as follows:</p> <p>1. The proposal requires the Example at DAG4.1.10 to be amended to read:</p> <p>“Apart from YL in respect of FOC delays (See 4.28.2), the only other exception is where the main or only cause of</p>

	<p>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 Sections 4.29 and 4.34”.</p> <p>Taken literally, this would have the effect of removing the entirety of the current Example and replacing it with the above wording. Unless it is mistaken, DB Schenker believes the proposal should have specified that only the last paragraph of the Example in Section 4.1.10 requires amendment, not the entire wording as proposed.</p> <p>2. A similar issue arises in respect of the proposed amendment to DAG 4.33.2 where the proposal should have specified that the last sentence should be amended, not the entire Section.</p> <p>In addition, DB Schenker wishes to understand whether the proposal should also have required the removal of Code QL in Appendix A Section Q.</p>
EAST MIDLANDS TRAINS	As per DAMG response
EASTCOAST LTD	
EUROSTAR	
FIRST CAPITAL CONNECT	As per DAMG response
FIRST GREAT WESTERN	As per DAMG response
FIRST SCOTRAIL	As per DAMG response
FIRST/KEOLIS TRANSPENNINE LTD	
FREIGHTLINER/FREIGHTLINER HEAVY HAUL	
GB RAILFREIGHT	
GRAND CENTRAL RAILWAY	
HEATHROW EXPRESS	
HULL TRAINS	
LONDON & BIRMINGHAM RAILWAY	
LONDON & SOUTHEASTERN RAILWAY	
LONDON OVERGROUND RAIL	
MERSEY RAIL	
GREATER ANGLIA	
NETWORK RAIL INFRASTRUCTURE	Supports the proposal.
NORTHERN RAIL	
SOUTHERN RAILWAY	
STAGECOACH SOUTH WESTERN	

TRAINS	
WEST COAST TRAINS LTD (VIRGIN)	Supports the proposal
DAB DECISION (30/10/12)	<p>The Board considered the proposal and the industry responses received during the consultation period. The Board noted that there were no objections to the proposal. The points made by DB Schenker regarding the completeness of the proposal were accepted by the sponsor, including confirmation that Delay Code QL would be removed from the DAG as a result of any approval.</p> <p>The proposal was approved by unanimous vote.</p>
DAB APPROVED CHANGE	The DAB approved the proposal without change and this is reflected in the updated 'tracked-change' version of the DAG given in appendix A.