

Information for users

The following document:

NR/L1/INI/PM/GRIP/100
Issue 3

has had changes made to it, most recently, with effect from **23 July 2015**.

Instructions for use

It is essential that you first read and understand each letter of instruction pertaining to the standard before proceeding to use the standard. You must then apply the requirements of each letter to the standard.

NR/BS/LI/359	Issue 1	23 July 2015	Proceed to letter ►
NR/L1/INI/PM/GRIP/100	Issue 3	07 June 2014	Proceed to standard ►

For further information, please contact:

[IHS Customer Support](#)

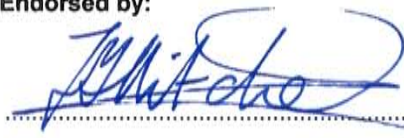
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Date:	7 June 2014
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Level 1

Governance for Railway Investment Projects (GRIP) - Policy

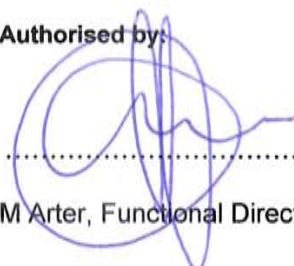
Endorsement and Authorisation

Endorsed by:



I Mitchell, Steering Group Chair

Authorised by:



M Arter, Functional Director

Accepted for issue by:



M McManus, National Standards Manager

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User information

This Network Rail standard contains colour-coding according to the following Red–Amber–Green classification.

Red requirements – *No variations, could stop the railway*

- **Red requirements shall** always be complied with and achieved.
- Red requirements shall be presented in a red box **with the word “shall” or expressed as a direct instruction**.
- Accountability for the efficacy of red requirements lies with the Professional Head/Standard Owner.
- Red requirements are monitored for compliance.
- Corrective actions shall be enforced if variations are discovered through functional checks (e.g. engineering verification visits, audit or Operations Self-Assurance).

Amber requirements – *Controlled variations, approved risk analysis and mitigation*

- **Amber requirements shall** be complied with unless variation has been approved in advance.
- Amber requirements shall be presented with an amber sidebar **and with the word “shall” or expressed as a direct instruction**.
- Accountability for the efficacy of these requirements lies with the Professional Head/Standard Owner, or their nominated Delegated Authority.
- Amber requirements are monitored for compliance.
- Variations **may** be permitted. Variations are approved by the Standard Owner or through existing Delegated Authority arrangements.
- Corrective actions shall be enforced if **non-approved** variations are discovered through functional checks (e.g. engineering verification visits, audit or Operations Self-Assurance).

Green – *Guidance*

- Guidance is based on good practice. Guidance represents supporting information to help achieve **Red** and **Amber** requirements.
- Guidance shall be presented with a dotted green sidebar **and with the word “should” (usually in notes) or as a direct instruction**.
- Guidance is **not mandatory** and is not monitored for compliance.
- Alternative solutions may be used. Alternative solutions do not need to be formally approved.
- Decisions made by a competent person to use alternative solutions should be backed up by appropriate evidence or documentation.

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Issue record

Issue	Date	Comments
1	December 2010	First issue
2	March 2012	Second issue – modifications to meet 2012 reorganisation
3	June 2014	Updated to make it clearer to the end user how the requirements of the Standard are to be implemented and to introduce a controlled management process for GRIP deliverables

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail, its contractors and third parties if applicable from 7 December 2014.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 3 (Option Selection) to continue to comply with the issue of any relevant Network Rail standards current when GRIP Stage 3 was completed and not to comply with requirements contained herein, unless stipulated otherwise in the scope of this standard.

Reference documentation

IR01, *Investment Regulations* - available from Connect

NR/L3/INI/PM/PG115/PS001, *Management Level of Control*

GRIP Product Index - available on SharePoint and accessible through Connect

NOTE: Access to the Product Index can be obtained via the following route:

Internally within Network Rail – via Connect using the following link –

<http://connect/delivery/MajorProjectsandInvestment/GRIP/Standards.aspx>

Disclaimer

In issuing this document for its stated purpose, Network Rail makes no warranties, express or implied, that compliance with all or any documents it issues is sufficient on its own to ensure safe systems of work or operation. Users are reminded of their own duties under health and safety legislation.

Supply

Copies of documents are available electronically, within Network Rail's organisation. Hard copies of this document may be available to Network Rail people on request to the relevant controlled publication distributor. Other organisations may obtain copies of this from an approved distributor.

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1 Background Information

In today's rail industry, investments can be funded, procured and delivered in a number of ways. These range from schemes funded, managed and delivered wholly by Network Rail to those schemes where such activities are wholly or partly undertaken by third parties.

Network Rail has an important role to play, regardless of approach. As Infrastructure Manager of the national rail network, Network Rail plays a role in verifying that all schemes are compatible and integrated with existing railway operations.

2 Purpose

"Governance for Railway Investment Projects" (GRIP) describes how Network Rail manages and controls projects that enhance or renew the national rail network.

Network Rail has developed this approach to managing projects in order to minimise and mitigate the risks associated with delivering projects that enhance or renew the operational railway and projects in a High Street environment.

The approach is based on best practice within industries that undertake major infrastructure projects and practice recommended by the major professional bodies. These include the Office of Government Commerce (OGC), the Association of Project Management (APM) and the Chartered Institute of Building (CIOB).

3 Scope

This Network Rail standard specifies the GRIP Lifecycle, its stages, its Stage Gate Reviews and its Peer Reviews.

This standard is applicable to all projects that enhance or renew the operational railway, and to projects that are carried out in a High Street environment (for example, car park developments) where Investment Approval is required, as defined within IR01, *Investment Regulations*.

NOTE 1: IR01, *Investment Regulations*, is available on Connect (IR01 is an internal document available to staff within Network Rail only):

<http://connectdocs/NetworkRail/Documents/CorporateServices/Finance/FinancialControl/Investment%20Regulations.pdf>

NOTE 2: Please see the following link for definitions of Projects, Programmes, and Portfolios in Network Rail.

<http://oc.hiav.networkrail.co.uk/sites/GRIP/Core%20Documents/P3M%20Definitions.pdf>

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The Project Manager is required to demonstrate that GRIP has been adhered to on a project.

Compliance to individual activities within the standard depends on the risk assessment of each project as expressed in the project Level of Control (LoC).

NOTE 3: Level of Control is defined in accordance with NR/L3/INI/PG115/PS001 – Management Level of Control.

This standard applies to all Network Rail Alliances and Joint Ventures.