Rune Winther Bjørn Axel Gran Gustav Dahll (Eds.)

# Computer Safety, Reliability, and Security

24th International Conference, SAFECOMP 2005 Fredrikstad, Norway, September 2005 Proceedings



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24th International Conference, SAFECOMP 2005 Fredrikstad, Norway, September 28-30, 2005 Proceedings



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## Preface

Welcome to SAFECOMP 2005, held in Fredrikstad, Norway. Since its establishment SAFECOMP, the series of conferences on Computer Safety, Reliability and Security, has contributed to the progress of the state of the art in dependable applications of computer systems. SAFECOMP provides ample opportunity to exchange insights and experiences in emerging methods and practical experience across the borders of different disciplines. Previous SAFECOMPs have year after year registered new multidisciplinary trends on dependability of computer-based systems.

SAFECOMP 2005 focused on dependability of critical computer applications and was a platform for knowledge and technology transfer between academia, industry and research institutions. Papers were invited on all aspects of dependability and survivability of critical computer-based systems in various branches and infrastructures. Due to the increasing awareness and importance of security issues of critical computer-based systems, SAFECOMP 2005 emphasized work in this area. Nowadays practical experience points out the need for multidisciplinary approaches to deal with the nature of critical complex settings.

The SAFECOMP 2005 program consisted of 30 papers selected from 84 submissions. The 30 papers represented scientists from 14 different countries acknowledging the world-wide interest of SAFECOMP and the addressed topics. The SAFECOMP program was supplemented by keynote talks enhancing the technical and scientific merit of the conference, a number of co-located activities, meetings and tutorials, and a technical visit to the research environment in Halden which organized the conference.

We would like to thank the International Program Committee, the external reviewers, the keynote speakers, and the authors for their work in support of SAFECOMP 2005. We would also like to thank the conference staff at the Institute of Energy Technology and Østfold University College. We really enjoyed the work, and we hope you appreciated the care we put into organizing the conference. Finally, we would like to extend to you the invitation to attend and contribute to SAFECOMP 2006 in Gdansk, Poland (www.safecomp.org).

July 2005

Gustav Dahll Bjørn Axel Gran Rune Winther

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## CMMI RAMS Extension Based on CENELEC Railway Standard

Jose Antonio Fonseca and Jorge Rady de Almeida Júnior

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Abstract. Railway systems are also dependable systems and, considering their importance, it is vital to assure the application of adequate design techniques. So, this work presents a RAMS (Reliability, Availability, Maintainability and Safety) extension for CMMI SE-SW version 1.1 "Capability Maturity Model® Integration" developed by SEI (Software Engineering Institute), based on CENELEC 50126, 50128 and 50129 standards developed to normalize RAMS aspects of railway control systems in European Community. This extension is based on the inclusion of four new Process Areas into the CMMI SE-SW, increasing its actual number from 22 to 26, without changes in the CMMI model basic structure. The objective of this extension is to obtain a support tool for design process applicable to enterprises that develop railway systems and are adopting CMMI or migrating from other CMM models.

## 1 Introduction

This work represents an attempt to join two very important tendencies that are being verified by the maturity models use and the railway applications design. Considering the great capacity of CMM models to assist innumerous application areas, the first trend can be observed through an increase in the use of maturity models by industrial community. The focus of such models is represented by CMMI (Capability Maturity Model Integration). The second trend is composed by integration efforts to create a consensus about RAMS (Reliability, Availability, Maintainability and Safety) criteria for railways applications between the European Union members that is represented by CENELEC standards.

This work has also a very closely relationship with others efforts to incorporate new specifics aspects to CMMI, such as the job sponsored by FAA (Federal Aviation Administration) to include Safety and Security requirements in iCMM and CMMI and the task headed by Australian Government's Defense Material Organization (DMO) in the creation of +Safe, a safety extension to CMMI.

The section 2 presents a brief description about the CMMI model, while section 3 presents the mains aspects of the CENELEC Standards. Section 4 contains the proposed extension of RAMS extension for CMMI model. Finally, section 5 presents the mains conclusions of this paper.

## 2 The CMMI Model

The extensive use of the SW-CMM [9] (Capability Maturity Model for Software) by the organizations promoted the creation of similar models to address other areas not directly related with software development. Considering such aspect, many other models have arisen to support production systems, subcontracting areas, etc. But, all of these models were not created in order to facilitate integration among them, generating problems with their simultaneous implementation in an organization.

This fact has revealed the need of creating an integrated model, aiming a uniform view, besides the elimination of existing redundancies among the various maturity models. We can say that the CMMI is a result of a great integration work, and that it was elaborated to allow a convergence of the main existing maturity models. The CMMI structure also allows integration of new areas, which reinforces its integration capacity.

The CMMI SE/SW (Capability Maturity Model for Systems and Software Engineering) model V1.1 [5] consists of 22 Process Areas. A Process Area is a group of related practices that, when accomplished together, means that a set of important objectives were achieved, obtaining a significant improvement in such area.

All the CMMI Process Areas are common to the stage representation and the continuous representation. In the <u>stage representation</u>, the Process Areas are organized through <u>maturity levels</u>. Considering one level, all of its Process Areas are in the same maturity level. In the <u>continuous representation</u>, the maturity of a Process Area is called <u>capability level</u> and each Process Area can be in any of the six capability levels existents, independently of any other Process Area.

Thus, the name "maturity level" refers to a pre-defined group of Process Areas, which are in the same maturity level, whereas "capability level" refers only to an individual Process Area.

The continuous representation allows that one organization can choose the more adequate improvement sequence to its business goals, making possible a reduction of the risk areas.

The stage representation also offers a series of improvements, starting from basic management practices and going through a predefined plan of successive levels where each level is the basis for the next one.

To completely satisfy a Process Area, both <u>generic and specific goals</u> must be accomplished. Specific goals are applied to a Process Area and refer to single characteristics, which describe what has to be done to satisfy a Process Area.

The <u>specific goals</u> are supported by specific practices which are activities considered important to achieve a specific goal. The specific practices describe the activities, which must be accomplished in order to reach a specific goal of a Process Area.

Generic goals are called "generic" because a single goal can appear in multiple Process Areas. Considering the staged representation, every Process Area has a single specific goal. Generic goals are supported by common practices.

The CMMI continuous representation allows one organization to keep its capacity on the improvement of a single Process Area, or on multiple specific Process Areas. Each Process Area has its own specific goals associated similarly to the staged representation. Each capability level (from 0 to 5) has a common goal and many common practices.

The staged representation does not have requirements for the first maturity level; whereas, in the continuous representation there are specific and generic goals to be accomplished in order to achieve capability level 1. This has increased the granularity of the capability (process maturity), in such way that the organizations show early progress. This can be important in organizations that are under pressure to present immediate results.

The 22 Process Areas are divided into four categories, according to figure 1. In the activity of selecting a Process Area or a single category, an organization can focus its improvement efforts in such area. Each one of the 22 Process Areas can be characterized individually by the CMMI as having a maturity level from 0 through 5, as follows:

## Capability Level 0 - Incomplete

An incomplete process is a partially accomplished or a non-accomplished process, that is, at least one of the specific goals of the Process Area is not achieved.

### Capability Level 1 - Executed

At this level, processes achieve the specific goals of the correspondent Process Area. The process supports the necessary work to generate the required products from the inputs, which are correctly identified during the process. The difference between an incomplete process and an executed process is that an executed process achieves all the specific goals of the Process Area.

## Capability Level 2 - Managed

A managed process consists in an executed process (capacity level 1), which is also planned and executed, according to a plan, which embraces qualified people, adequate resources and appropriate participants. The process is monitored, controlled, revised and evaluated according to its process description adherence and it can be instantiated to a design, group or organizational function. The process management comprises the Process Area institutionalization and the accomplishment of other specific objectives defined for the process, such as cost, time schedule and quality goals.

#### Capability Level 3 - Defined

A defined process is a managed process (capacity level 2), which includes a group of default processes according to the organization objectives, its metrics, and other information on process improvement.

### Capability Level 4 - Quantitatively Managed

A quantitatively managed process is a defined process (capacity level 3), which is controlled through the use of statistics and other quantitative techniques. The quantitative objectives of quality and process performance are established and used as a criterion in the process management. The quality and process performance are transformed into statistics expressions and managed through the process lifecycle.

## Capability Level 5 - Optimized

An optimized process is a quantitatively managed process (capacity level 4), which is modified and adapted to achieve the business and relevant goals in a specific moment. An optimized process is focused on the continuous improvement of the process performance through the use of technological improvement and innovative technologies.

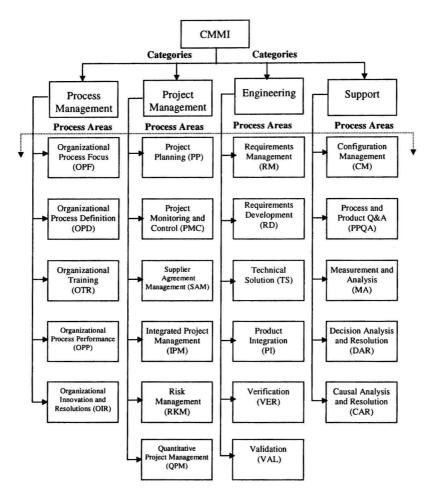


Fig. 1. CMMI Continuous Representation Process Areas

#### 3 The CENELEC Standards

Since the first steps towards a single market of railway transport services in the European Union, it became evident the existence of different regulations in the safety issue.

The main reason for this situation can be explained by the fact that local national operators, which have all the responsibility for the systems operation inside their territories, perform the railway transport management of these countries. However, considering the increasingly integration of the European railway systems, the safety aspect should be considered in the most general ambit of the European Union [1].

At present, the railway industry is observing a process of developing appropriate safety standards that can control the new devices created by the technology development, seeking to ensure the adequate safety level for the systems. Railway