

Francesca Saglietti
Norbert Oster (Eds.)

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Preface

Since 1979, when it was first established by the Technical Committee on Reliability, Safety and Security of the European Workshop on Industrial Computer Systems (EWICS TC7), the SAFECOMP Conference series has regularly and continuously contributed to improving the state of the art of highly dependable computer-based systems, since then increasingly applied to safety-relevant industrial domains.

In this expanding technical field SAFECOMP offers a platform for knowledge and technology transfer between academia, industry, research and licensing institutions, providing ample opportunities for exchanging insights, experiences and trends in the areas of safety, reliability and security regarding critical computer applications. In accordance with the growing spread of critical infrastructures involving both safety and security threats, this year's SAFECOMP program included a considerable number of contributions addressing technical problems and engineering solutions across the border between safety-related and security-related concerns.

The reaction to our call for papers was particularly gratifying and impressive, including 136 full papers submitted by authors representing 29 countries from Europe, Asia, North and South America as well as Australia. The selection of 33 full papers and 16 short papers for presentation and publication was a challenging task requiring a huge amount of reviewing and organizational effort. In view of the particularly high number of articles submitted, obvious practical constraints led – to our regret – to the rejection of a considerable amount of high-quality work. To all authors, invited speakers, members of the International Program Committee and external reviewers go our heartfelt thanks!

The local organization of SAFECOMP 2007, hosted in Nuremberg, is also gratefully acknowledged. The intensive preparatory activities demanded year-long dedication from the members of the Department of Software Engineering at the University of Erlangen-Nuremberg, which co-organized the event in co-operation with the German Computer Society (Gesellschaft für Informatik). Particular thanks are due to all colleagues and friends from the Organizing Committee, whose support we regard as crucial for the success of this conference.

We are confident that – when reading the present volume of the *Lecture Notes in Computer Science* – you will find its contents interesting enough to consider joining the SAFECOMP community. In the name of EWICS TC7 and of the future organizers we welcome you and invite you to attend future SAFECOMP conferences – among them SAFECOMP 2008 in Newcastle upon Tyne (UK) – and to contribute actively to their technical program.

July 2007

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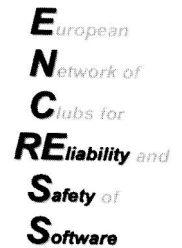
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Table of Contents

Safety Cases

Establishing Evidence for Safety Cases in Automotive Systems – A Case Study	1
<i>Willem Ridderhof, Hans-Gerhard Gross, and Heiko Doerr</i>	
Goal-Based Safety Cases for Medical Devices: Opportunities and Challenges	14
<i>Mark-Alexander Sujan, Floor Koornneef, and Udo Voges</i>	

Impact of Security on Safety

Electronic Distribution of Airplane Software and the Impact of Information Security on Airplane Safety	28
<i>Richard Robinson, Mingyan Li, Scott Lintelman, Krishna Sampigethaya, Radha Poovendran, David von Oheimb, Jens-Uwe Bußer, and Jorge Cuellar</i>	
Future Perspectives: The Car and Its IP-Address – A Potential Safety and Security Risk Assessment	40
<i>Andreas Lang, Jana Dittmann, Stefan Kiltz, and Tobias Hoppe</i>	
Modelling Interdependencies Between the Electricity and Information Infrastructures	54
<i>Jean-Claude Laprie, Karama Kanoun, and Mohamed Kaâniche</i>	

Poster Session 1

Handling Malicious Code on Control Systems	68
<i>Wan-Hui Tseng and Chin-Feng Fan</i>	
Management of Groups and Group Keys in Multi-level Security Environments	75
<i>Mohammad Alhammouri and Sead Muftic</i>	
Application of the XTT Rule-Based Model for Formal Design and Verification of Internet Security Systems	81
<i>Grzegorz J. Nalepa</i>	
RAMSS Analysis for a Co-operative Integrated Traffic Management System	87
<i>Armin Selhofer, Thomas Gruber, Michael Putz, Erwin Schoitsch, and Gerald Sonneck</i>	

Combining Static/Dynamic Fault Trees and Event Trees Using Bayesian Networks	93
<i>S.M. Hadi Hosseini and Makoto Takahashi</i>	
Component Fault Tree Analysis Resolves Complexity: Dependability Confirmation for a Railway Brake System	100
<i>Reiner Heilmann, Stefan Rothbauer, and Ariane Sutor</i>	
Fault Tree Analysis	
Compositional Temporal Fault Tree Analysis	106
<i>Martin Walker, Leonardo Bottaci, and Yiannis Papadopoulos</i>	
Representing Parameterised Fault Trees Using Bayesian Networks	120
<i>William Marsh and George Bearfield</i>	
Human Error Analysis Based on a Semantically Defined Cognitive Pilot Model	134
<i>Andreas Lüdtko and Lothar Pfeifer</i>	
Safety Analysis	
Safety Analysis of Safety-Critical Software for Nuclear Digital Protection System	148
<i>Gee-Yong Park, Jang-Soo Lee, Se-Woo Cheon, Kee-Choon Kwon, Eunkyong Jee, and Kwang Yong Koh</i>	
Specification of a Software Common Cause Analysis Method	162
<i>Rainer Faller</i>	
Combining Bayesian Belief Networks and the Goal Structuring Notation to Support Architectural Reasoning About Safety	172
<i>Weihang Wu and Tim Kelly</i>	
Application of Interactive Cause and Effect Diagrams to Safety-Related PES in Industrial Automation	187
<i>Hans Russo and Andreas Turk</i>	
Security Aspects	
Survival by Deception	197
<i>Martin Gilje Jaatun, Åsmund Ahlmann Nyre, and Jan Tore Sørensen</i>	
How to Secure Bluetooth-Based Pico Networks	209
<i>Dennis K. Nilsson, Phillip A. Porras, and Erland Jonsson</i>	

Learning from Your Elders: A Shortcut to Information Security Management Success	224
<i>Finn Olav Sveen, Jose Manuel Torres, and Jose Maria Sarriegi</i>	
Intrusion Attack Tactics for the Model Checking of e-Commerce Security Guarantees	238
<i>Stylianos Basagiannis, Panagiotis Katsaros, and Andrew Pombortsis</i>	
Poster Session 2	
Safety Process Improvement with POSE and Alloy	252
<i>Derek Mannering, Jon G. Hall, and Lucia Rapanotti</i>	
Defense-in-Depth and Diverse Qualification of Safety-Critical Software	258
<i>Horst Miedl, Jang-Soo Lee, Arndt Lindner, Ernst Hoffman, Josef Martz, Young-Jun Lee, Jong-Gyun Choi, Jang-Yeol Kim, Kyoung-Ho Cha, Se-Woo Cheon, Cheol-Kwon Lee, Gee-Yong Park, and Kee-Choon Kwon</i>	
Experimental Evaluation of the DECOS Fault-Tolerant Communication Layer	264
<i>Jonny Vinter, Henrik Eriksson, Astrit Ademaj, Bernhard Leiner, and Martin Schlager</i>	
Achieving Highly Reliable Embedded Software: An Empirical Evaluation of Different Approaches	270
<i>Falk Salewski and Stefan Kowalewski</i>	
Modeling, Analysis and Testing of Safety Issues - An Event-Based Approach and Case Study	276
<i>Fevzi Belli, Axel Hollmann, and Nimal Nissanke</i>	
A Concept for a Safe Realization of a State Machine in Embedded Automotive Applications	283
<i>Jürgen Mottok, Frank Schiller, Thomas Völkl, and Thomas Zeitler</i>	
Verification and Validation	
Safety Demonstration and Software Development	289
<i>Jean-Claude Laprie</i>	
Improving Test Coverage for UML State Machines Using Transition Instrumentation	301
<i>Mario Friske and Bernd-Holger Schlingloff</i>	
Verification of Distributed Applications	315
<i>Bruno Langenstein, Andreas Nonnengart, Georg Rock, and Werner Stephan</i>	

Platform Reliability

Analysis of Combinations of CRC in Industrial Communication 329
Tina Mattes, Jörg Pfahler, Frank Schiller, and Thomas Honold

A Comparison of Partitioning Operating Systems for Integrated
Systems 342
*Bernhard Leiner, Martin Schlager, Roman Obermaisser, and
Bernhard Huber*

Software Encoded Processing: Building Dependable Systems with
Commodity Hardware 356
Ute Wappler and Christof Fetzer

Reliability Evaluation

Reliability Modeling for the Advanced Electric Power Grid 370
Ayman Z. Faza, Sahra Sedigh, and Bruce M. McMillin

Case Study on Bayesian Reliability Estimation of Software Design of
Motor Protection Relay 384
Atte Helminen

A Reliability Evaluation of a Group Membership Protocol 397
*Valério Rosset, Pedro F. Souto, Paulo Portugal, and
Francisco Vasques*

Poster Session 3

Bounds on the Reliability of Fault-Tolerant Software Built by Forcing
Diversity 411
Kizito Salako

A Tool for Network Reliability Analysis 417
*Andrea Bobbio, Roberta Terruggia, Andrea Boellis,
Ester Ciancamerla, and Michele Minichino*

DFT and DRBD in Computing Systems Dependability Analysis 423
Salvatore Distefano and Antonio Puliafito

Development of Model Based Tools to Support the Design of Railway
Control Applications 430
István Majzik, Zoltán Micskei, and Gergely Pintér

Formal Methods

Formal Specification and Analysis of AFDX Redundancy Management
Algorithms 436
Jan Täubrich and Reinhard von Hanxleden

Modeling and Automatic Failure Analysis of Safety-Critical Systems Using Extended Safecharts	451
<i>Yean-Ru Chen, Pao-Ann Hsiung, and Sao-Jie Chen</i>	
Using Deductive Cause-Consequence Analysis (DCCA) with SCADE . . .	465
<i>Matthias Gdemann, Frank Ortmeier, and Wolfgang Reif</i>	

Static Code Analysis

Experimental Assessment of Astre on Safety-Critical Avionics Software	479
<i>Jean Souyris and David Delmas</i>	
Detection of Runtime Errors in MISRA C Programs: A Deductive Approach	491
<i>Ajith K. John, Babita Sharma, A.K. Bhattacharjee, S.D. Dhodapkar, and S. Ramesh</i>	

Safety-Related Architectures

A Taxonomy for Modelling Safety Related Architectures in Compliance with Functional Safety Requirements	505
<i>Jesper Berthing and Thomas Maier</i>	
Controller Architecture for Safe Cognitive Technical Systems	518
<i>Sebastian Kain, Hao Ding, Frank Schiller, and Olaf Stursberg</i>	
Improved Availability and Reliability Using Re-configuration Algorithm for Task or Process in a Flight Critical Software	532
<i>Ananda Challaghatta Muniyappa</i>	
Author Index	547

Establishing Evidence for Safety Cases in Automotive Systems – A Case Study

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Abstract. The upcoming safety standard ISO/WD 26262 that has been derived from the more general IEC 61508 and adapted for the automotive industry, introduces the concept of a safety case, a scheme that has already been successfully applied in other sectors of industry such as nuclear, defense, aerospace, and railway. A safety case communicates a clear, comprehensive and defensible argument that a system is acceptably safe in its operating context. Although, the standard prescribes that there should be a safety argument, it does not establish detailed guidelines on how such an argument should be organized and implemented, or which artifacts should be provided.

In this paper, we introduce a methodology and a tool chain for establishing a safety argument, plus the evidence to prove the argument, as a concrete reference realization of the ISO/WD 26262 for automotive systems. We use the Goal-Structuring-Notation to decompose and refine safety claims of an emergency braking system (EBS) for trucks into sub-claims until they can be proven by evidence. The evidence comes from tracing the safety requirements of the system into their respective development artifacts in which they are realized.

1 Introduction

Safety critical systems have to fulfill safety requirements in addition to functional requirements. Safety requirements describe the characteristics that a system must have in order to be safe [12]. This involves the identification of all hazards that can take place, and that may harm people or the environment. Safety-related issues are often captured in standards describing products and processes to be considered throughout the life-cycle of a safety critical system. The upcoming safety standard ISO/WD 26262 [2] is an implementation of the more general IEC 61508 standard that addresses safety issues in the automotive industry. The objective of the automotive standard is to take the specific constraints of automotive embedded systems and their development processes