


PRAMS Log - Part 3 System Hazards

Author(s)	Bois Julien (I-NAT-GST-CCS-EXT - Extern) , DE SIMONE, Vincenzo , WARLITZ Joachim , Kertis, Tomáš (SMO RS EN EH CZ PRO ASR) , Christophe Cassir , Iñigo Iruretagoyena Tormo , Perletto Alberto (I-NAT-GST-CCS-EXT - Extern) , Philipp Nienheysen , Franco Riccardo , Ryf Urs (I-NAT-GST-CCS-EXT - Extern) , Vlček Martin, Mgr.PhD. , LARBAT Guy-EXT
Abstract	This document reports the list of System Hazards defined as part of the ERJU Hazards Database to be used for risk assessment by ERJU SP Domains in accordance with EURJ PRAMS Plan and guidelines.
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1 General System Hazards

In this document are reported the ERJU System Hazards, i.e. the hazards emerging from a failure of the system.

SPPRAMSS-6928 - [B.2] Technical Failure of the rolling stock









A technical failure of the rolling stocks falling within the B.2 sub-categories.

Status	✓ Done / To be decided
Linked Work Items	<p>has parent :  SPPRAMSS-6987 - General System Hazards</p> <p>_ has copy :  SPRM-266 - [B.2] Technical Failure of the rolling stock</p> <p>_ is parent of :  SPPRAMSS-6936 - [B.2.2] Failure of the braking system</p> <p>_ is parent of :  SPPRAMSS-6929 - [B.2.1] Failure of the wheelset</p> <p>_ is parent of :  SPPRAMSS-6939 - [B.2.0] Other failures of the rolling stock</p>
old ID	CSM-ALSP B.2;
Risk Acceptance Principle	Code of practice / Reference System
Rational	
Hyperlinks	

SPPRAMSS-6929 - [B.2.1] Failure of the wheelset

A failure of the wheelset falling within the B.2.1 sub-categories






Status	✚ Open
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Linked Work Items	<p>has parent :  SPPRAMSS-6928 - [B.2] Technical Failure of the rolling stock</p> <p>_ has copy :  SPRM-267 - [B.2.1] Failure of the wheelset</p> <p>_ is parent of :  SPPRAMSS-6930 - [B.2.1.1] Broken wheel on rolling stock</p> <p>_ is parent of :  SPPRAMSS-6931 - [B.2.1.2] Broken axle on rolling stock</p> <p>_ is parent of :  SPPRAMSS-6932 - [B.2.1.3] Hot axle box and/or hot wheel</p> <p>_ is parent of :  SPPRAMSS-6933 - [B.2.1.4] Failure of the bogie</p> <p>_ is parent of :  SPPRAMSS-6934 - [B.2.1.5] Suspension system failure</p> <p>_ is parent of :  SPPRAMSS-6935 - [B.2.1.0] Other failure of the wheelset</p>
old ID	CSM-ALSP B.2.1; RSSB CHAMOIS 11.06.06; MODSAFE 1.1.1.1.1.3.1.2
Risk Acceptance Principle	Code of practice / Referrece System
Rational	
Hyperlinks	

SPPRAMSS-6930 - [\[B.2.1.1\] Broken wheel on rolling stock](#)

A crack/defect affecting the wheel and exceeding the applicable limits





Note: this category excludes broken wheels resulting from hot wheels

Status	 Done / To be decided
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6929 - [B.2.1] Failure of the wheelset</p> <p>_ has copy :  SPRM-268 - [B.2.1.1] Broken wheel on rolling stock</p>
old ID	CSM-ALSP B.2.1.1; RSSB CHAMOIS 3.06.05, 3.06.06;
Risk Acceptance Principle	Code of practice / Referrece System
Rational	
Hyperlinks	

SPPRAMSS-6931 - [B.2.1.2] Broken axle on rolling stock





A crack/defect affecting the axle and exceeding the applicable limits

Note: this category excludes broken axles resulting from hot axles boxes.

Status	✓ Done / To be decided
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6929 - [B.2.1] Failure of the wheelset</p> <p>_ has copy :  SPRM-269 - [B.2.1.2] Broken axle on rolling stock</p>
old ID	CSM-ALSP B.2.1.2; RSSB CHAMOIS 3.06.01;
Risk Acceptance Principle	Code of practice / Referrece System
Rational	
Hyperlinks	

SPPRAMSS-6932 - [B.2.1.3] Hot axle box and/or hot wheel





Any situation in which the axle and/or the wheel temperature goes outside the defined range for normal operations (including when it results in damage to the wheel or axle).

Status	✓ Done / To be decided
Linked Work Items	<p>relates to :  SPPRAMSS-5778 - [A5.1] Fire (or explosion) in a train</p> <p>relates to :  SPPRAMSS-5779 - [A5.2] Fire (or explosion) involving one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6929 - [B.2.1] Failure of the wheelset</p> <p>_ has copy :  SPRM-270 - [B.2.1.3] Hot axle box and/or hot wheel</p>
old ID	CSM-ALSP B.2.1.3; RSSB CHAMOIS 3.06.07;
Risk Acceptance Principle	Code of practice / Referrece System
Rational	
Hyperlinks	

SPPRAMSS-6933 - [B.2.1.4] Failure of the bogie






Any situation in which a failure of the bogie is detected

Note: this category excludes failure of the suspension system

Status	✓ Done / To be decided
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6929 - [B.2.1] Failure of the wheelset</p> <p>_ has copy :  SPRM-271 - [B.2.1.4] Failure of the bogie</p>
old ID	CSM-ALSP B.2.1.4; RSSB CHAMOIS 3.06.08, 3.06.09;
Risk Acceptance Principle	Code of practice / Reference System
Rational	
Hyperlinks	

SPPRAMSS-6934 - [B.2.1.5] Suspension system failure




Any situation in which a failure of suspension system failure.

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6929 - [B.2.1] Failure of the wheelset</p> <p>_ has copy :  SPRM-272 - [B.2.1.5] Suspension system failure</p>
old ID	CSM-ALSP B.2.1.5; RSSB CHAMOIS 3.06.08, 11.06.06;
Risk Acceptance Principle	Code of practice / Reference System
Rational	
Hyperlinks	

SPPRAMSS-6935 - [B.2.1.0] Other failure of the wheelset






Any occasion falling within the category 'failure of the wheelset', but not covered by the

subcategories above.

Status	 Content to be approved
Linked Work Items	has parent :  SPPRAMSS-6929 - [B.2.1] Failure of the wheelset _ has copy :  SPRM-273 - [B.2.1.0] Other failure of the wheelset
old ID	CSM-ALSP B.2.1.0;
Risk Acceptance Principle	Code of practice / Referrece System
Rational	
Hyperlinks	


SPPRAMSS-6936 - [B.2.2] Failure of the braking system






A failure in braking system significantly reducing the braking capacity. A failure of the braking system event falling within the B.2.2 sub-categories

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-6928 - [B.2] Technical Failure of the rolling stock _ has copy :  SPRM-274 - [B.2.2] Failure of the braking system _ is parent of :  SPPRAMSS-6937 - [B.2.2.1] Brake not operating with the planned performance _ is parent of :  SPPRAMSS-6938 - [B.2.2.0] Other failure of the braking system
old ID	CSM-ALSP B.2.2; MODSAFE 1.1.1.1.1.3.2.1
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI Rolling Stock
Hyperlinks	

SPPRAMSS-6938 - [B.2.2.0] Other failure of the braking system











Any occasion falling within the category 'failure of the braking system', but not covered by the subcategories above

Status	 Done / To be decided
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Linked Work Items	<p>relates to :  SPPRAMSS-5778 - [A5.1] Fire (or explosion) in a train</p> <p>relates to :  SPPRAMSS-5779 - [A5.2] Fire (or explosion) involving one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5780 - [A5.0] Others fire (or explosion) in rolling stock</p> <p>has parent :  SPPRAMSS-6936 - [B.2.2] Failure of the braking system</p> <p>_ has copy :  SPRM-275 - [B.2.2.0] Other failure of the braking system</p>
old ID	CSM-ALSP B.2.2.0;
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI Rolling Stock
Hyperlinks	

SPPRAMSS-6937 - [B.2.2.1] Brake not operating with the planned performance














Any situation in which brake not operating with the planned performance

Status	 Done / To be decided
Linked Work Items	<p>relates to :  SPPRAMSS-5771 - [A3.2] Level Crossing Accident involving one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5770 - [A3.1.2] Level Crossing Accident involving a train and crossing vehicles</p> <p>relates to :  SPPRAMSS-5769 - [A3.1.1] Level Crossing Accident involving a train and pedestrians</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5760 - [A1.3] Collision of one or more rail vehicles with another rail vehicle</p> <p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>has parent :  SPPRAMSS-6936 - [B.2.2] Failure of the braking system</p> <p>_ has copy :  SPRM-276 - [B.2.2.1] Brake not operating with the planned performance</p>

old ID	CSM-ALSP B.2.2.1; RSSB CHAMOIS 2.01.01, 2.02.01, 3.01.01, 3.09.01, 3.10.01, 4.02.01, 4.03.01, 4.04.01, 5.05.01, 11.06.01;
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI Rolling Stock
Hyperlinks	

SPPRAMSS-6939 - [B.2.0] Other failures of the rolling stock

Other failure of the rolling stock falling within the B.2.0 sub-categories

Status	✓ Done / To be decided
Linked Work Items	<p>has parent :  SPPRAMSS-6928 - [B.2] Technical Failure of the rolling stock</p> <p>_ has copy :  SPRM-277 - [B.2.0] Other failures of the rolling stock</p> <p>_ is parent of :  SPPRAMSS-6949 - [B.2.0.10] Twisted underframe</p> <p>_ is parent of :  SPPRAMSS-6945 - [B.2.0.6] Diesel engine failure</p> <p>_ is parent of :  SPPRAMSS-6946 - [B.2.0.7] Coupling failure</p> <p>_ is parent of :  SPPRAMSS-6947 - [B.2.0.8] Doors failure</p> <p>_ is parent of :  SPPRAMSS-6948 - [B.2.0.9] Loss of ventilation</p> <p>_ is parent of :  SPPRAMSS-6941 - [B.2.0.2] Odometry error</p> <p>_ is parent of :  SPPRAMSS-6942 - [B.2.0.3] Train detection equipment failure (on-board)</p> <p>_ is parent of :  SPPRAMSS-6943 - [B.2.0.4] Losing of rolling stock parts</p> <p>_ is parent of :  SPPRAMSS-6944 - [B.2.0.5] Traction motor failure (electrical)</p> <p>_ is parent of :  SPPRAMSS-6940 - [B.2.0.1] Wrong side signalling (on-board) failure</p> <p>_ is parent of :  SPPRAMSS-6950 - [B.2.0.0] Other un-coded technical failure of the rolling stock</p>
old ID	CSM-ALSP B.2.0;
Risk Acceptance Principle	Code of practice / Reference System
Rational	
Hyperlinks	

SPPRAMSS-6940 - [B.2.0.1] Wrong side signalling (on-board) failure

Any technical failure of a signalling system (on-board), resulting in signalling safety related information less restrictive than that demanded.



Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5760 - [A1.3] Collision of one or more rail vehicles with another rail vehicle</p> <p>relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5769 - [A3.1.1] Level Crossing Accident involving a train and pedestrians</p> <p>relates to :  SPPRAMSS-5770 - [A3.1.2] Level Crossing Accident involving a train and crossing vehicles</p> <p>relates to :  SPPRAMSS-5771 - [A3.2] Level Crossing Accident involving one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6939 - [B.2.0] Other failures of the rolling stock</p> <p>_ has copy :  SPRM-278 - [B.2.0.1] Wrong side signalling (on-board) failure</p>
old ID	CSM-ALSP B.2.0.1; RSSB CHAMOIS 11.04.11, 12.01.12;
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI CCS. Train CS (Level 4)
Hyperlinks	

SPPRAMSS-6949 - [B.2.0.10] Twisted underframe

Any situation in which a twisted underframe is involved.

Note: underframe twist would cause the axles to remain persistently angular to the track,












thus leading to possible derailment.

Status	✓ Done / To be decided
Linked Work Items	has parent :  SPPRAMSS-6939 - [B.2.0] Other failures of the rolling stock _ has copy :  SPRM-279 - [B.2.0.10] Twisted underframe
old ID	CSM-ALSP B.2.0.10; RSSB CHAMOIS 3.06.09;
Risk Acceptance Principle	Code of practice / Referrece System
Rational	
Hyperlinks	

SPPRAMSS-6942 - [B.2.0.3] Train detection equipment failure (on-board)




Any situation in which a failure of a train detection equipment (on-board).

Status	 Open
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Linked Work Items	<p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5760 - [A1.3] Collision of one or more rail vehicles with another rail vehicle</p> <p>relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5769 - [A3.1.1] Level Crossing Accident involving a train and pedestrians</p> <p>relates to :  SPPRAMSS-5770 - [A3.1.2] Level Crossing Accident involving a train and crossing vehicles</p> <p>relates to :  SPPRAMSS-5771 - [A3.2] Level Crossing Accident involving one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6939 - [B.2.0] Other failures of the rolling stock</p> <p>_ has copy :  SPRM-280 - [B.2.0.3] Train detection equipment failure (on-board)</p>
old ID	CSM-ALSP B.2.0.3; RSSB CHAMOIS 11.04.02, 11.04.10, 17.04.11;
Risk Acceptance Principle	Explicit Risk Estimation
Rational	SUBSET-091 v4.0.0 (BSL4 R1) is not yet covering this topic.
Hyperlinks	

SPPRAMSS-6944 - [B.2.0.5] Traction motor failure (electrical)













Any situation in which a failure of traction motor (electrical).

Status	 Content to be approved
Linked Work Items	<p>has parent :  SPPRAMSS-6939 - [B.2.0] Other failures of the rolling stock</p> <p>_ has copy :  SPRM-281 - [B.2.0.5] Traction motor failure (electrical)</p>
old ID	CSM-ALSP B.2.0.5;

Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI Rolling Stock (to be confirmed)
Hyperlinks	




SPPRAMSS-6941 - [B.2.0.2] Odometry error

Any technical failure of the on-board system to estimate changes in train position over time

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5760 - [A1.3] Collision of one or more rail vehicles with another rail vehicle</p> <p>relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5769 - [A3.1.1] Level Crossing Accident involving a train and pedestrians</p> <p>relates to :  SPPRAMSS-5770 - [A3.1.2] Level Crossing Accident involving a train and crossing vehicles</p> <p>relates to :  SPPRAMSS-5771 - [A3.2] Level Crossing Accident involving one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6939 - [B.2.0] Other failures of the rolling stock</p> <p>_ has copy :  SPRM-282 - [B.2.0.2] Odometry error</p>
old ID	CSM-ALSP B.2.0.2;
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI CCS. Train CS (Level 4/Level 5 ?)
Hyperlinks	








SPPRAMSS-6948 - [B.2.0.9] Loss of ventilation

Any situation involving a technical malfunctioning of the on-board ventilation system. Note: for example, a loss of ventilation in a train compromising fire management plan, potentially leading to victims or damage

Status	 Content to be approved
Linked Work Items	has parent :  SPPRAMSS-6939 - [B.2.0] Other failures of the rolling stock _ has copy :  SPRM-283 - [B.2.0.9] Loss of ventilation
old ID	CSM-ALSP B.2.0.9;
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI Safety Railway Tunnel (to be confirmed)
Hyperlinks	

SPPRAMSS-6943 - [B.2.0.4] Losing of rolling stock parts






Any situation when a rolling stock part detaches and falls on the ground.

Status	 Content to be approved
Linked Work Items	relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles has parent :  SPPRAMSS-6939 - [B.2.0] Other failures of the rolling stock _ has copy :  SPRM-284 - [B.2.0.4] Losing of rolling stock parts
old ID	CSM-ALSP B.2.0.4; RSSB CHAMOIS 10.04.01;
Risk Acceptance Principle	Code of practice / Reference System
Rational	

Hyperlinks	
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SPPRAMSS-6947 - [B.2.0.8] Doors failure

Any situation involving a technical malfunctioning of the doors

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5774 - [A4.1] Accidents to persons involving a train in motion</p> <p>relates to :  SPPRAMSS-5775 - [A4.2] Accidents to persons involving rail vehicle in motion</p> <p>has parent :  SPPRAMSS-6939 - [B.2.0] Other failures of the rolling stock</p> <p>_ has copy :  SPRM-285 - [B.2.0.8] Doors failure</p>
old ID	CSM-ALSP B.2.0.8; RSSB CHAMOIS 14.02.16;
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	








SPPRAMSS-6945 - [B.2.0.6] Diesel engine failure

Any situation in which a failure of diesel engine occurs.

Status	 Content to be approved
Linked Work Items	<p>has parent :  SPPRAMSS-6939 - [B.2.0] Other failures of the rolling stock</p> <p>_ has copy :  SPRM-286 - [B.2.0.6] Diesel engine failure</p>
old ID	CSM-ALSP B.2.0.6; RSSB CHAMOIS 9.01.09;
Risk Acceptance Principle	Code of practice / Reference System
Rational	Code of Practice / Reference System for the mechanical part - Explicit Risk Estimation for control system
Hyperlinks	




SPPRAMSS-6946 - [B.2.0.7] Coupling failure

Any situation in which the railway vehicles detach (i.e. uncoupling of coupled vehicles) as a result of a technical failure.

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>relates to :  SPPRAMSS-5760 - [A1.3] Collision of one or more rail vehicles with another rail vehicle</p> <p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6939 - [B.2.0] Other failures of the rolling stock</p> <p>_ has copy :  SPRM-287 - [B.2.0.7] Coupling failure</p>
old ID	CSM-ALSP B.2.0.7; RSSB CHAMOIS 3.06.03, 3.10.02, 4.03.02;
Risk Acceptance Principle	Code of practice / Reference System
Rational	Code of Practice / Reference System for the mechanical part - Explicit Risk Estimation for control system
Hyperlinks	

SPPRAMSS-6950 - [B.2.0.0] Other un-coded technical failure of the rolling stock







Any occasion falling within the category 'technical failure of the rolling stock ', but not covered by any of the sub-categories coded above.

Status	 Content to be approved
Linked Work Items	<p>has parent :  SPPRAMSS-6939 - [B.2.0] Other failures of the rolling stock</p> <p>_ has copy :  SPRM-288 - [B.2.0.0] Other un-coded technical failure of the rolling stock</p>
old ID	CSM-ALSP B.2.0.0;
Risk Acceptance Principle	Code of practice / Reference System
Rational	

Hyperlinks	
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SPPRAMSS-6951 - [B.3] Technical Failure of the infrastructure

A technical failure of the infrastructure falling within the B.3 sub-categories

Status	 Content to be approved
Linked Work Items	<p>has parent :  SPPRAMSS-6987 - General System Hazards</p> <p>_ has copy :  SPRM-289 - [B.3] Technical Failure of the infrastructure</p> <p>_ is parent of :  SPPRAMSS-6973 - [B.3.0] Other failures of the infrastructure</p> <p>_ is parent of :  SPPRAMSS-6952 - [B.3.1] Failure of the track</p> <p>_ is parent of :  SPPRAMSS-6963 - [B.3.2] Structures failure</p>
old ID	CSM-ALSP B.3;
Risk Acceptance Principle	Code of practice / Reference System
Rational	
Hyperlinks	

SPPRAMSS-6952 - [B.3.1] Failure of the track






A failure of the track falling within the B.3.1 sub-categories

Status	 Content to be approved
Linked Work Items	<p>has parent :  SPPRAMSS-6951 - [B.3] Technical Failure of the infrastructure</p> <p>_ has copy :  SPRM-290 - [B.3.1] Failure of the track</p> <p>_ is parent of :  SPPRAMSS-6953 - [B.3.1.1] Broken rail</p> <p>_ is parent of :  SPPRAMSS-6954 - [B.3.1.2] Track buckle and other track misalignment</p> <p>_ is parent of :  SPPRAMSS-6962 - [B.3.1.0] Other failure of the track</p> <p>_ is parent of :  SPPRAMSS-6960 - [B.3.1.4] Point and crossing failure</p> <p>_ is parent of :  SPPRAMSS-6959 - [B.3.1.3] Wrong side signalling (infrastructure) failure</p> <p>_ is parent of :  SPPRAMSS-6961 - [B.3.1.5] Failure of the level crossing equipment</p>

old ID	CSM-ALSP B.3.1;
Risk Acceptance Principle	Code of practice / Reference System
Rational	
Hyperlinks	


SPPRAMSS-6953 - [B.3.1.1] Broken rail









Any rail which is separated in two or more pieces, or any rail from which a piece of metal becomes detached, causing a gap of more than 50 mm in length and more than 10 mm in depth on the running surface.

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6952 - [B.3.1] Failure of the track</p> <p>_ has copy :  SPRM-291 - [B.3.1.1] Broken rail</p>
old ID	CSM-ALSP B.3.1.1; RSSB CHAMOIS 3.07.02, 11.03.02;
Risk Acceptance Principle	Code of practice / Reference System
Rational	
Hyperlinks	

SPPRAMSS-6954 - [B.3.1.2] Track buckle and other track misalignment






Any fault related to the continuum and the geometry of track, requiring track to be placed out of service or immediate restriction of permitted speed

Status	 Content to be approved
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Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6952 - [B.3.1] Failure of the track</p> <p>_ has copy :  SPRM-292 - [B.3.1.2] Track buckle and other track misalignment</p> <p>_ is parent of :  SPPRAMSS-6956 - [B.3.1.2.2] Track twist</p> <p>_ is parent of :  SPPRAMSS-6957 - [B.3.1.2.3] Improper rail fastening and joints</p> <p>_ is parent of :  SPPRAMSS-6958 - [B.3.1.2.0] Other track buckle and track misalignment</p> <p>_ is parent of :  SPPRAMSS-6955 - [B.3.1.2.1] Gauge spread</p>
old ID	CSM-ALSP B.3.1.2; RSSB CHAMOIS 3.07.03, 3.07.06, 11.03.04;
Risk Acceptance Principle	Code of practice / Referrece System
Rational	
Hyperlinks	

SPPRAMSS-6956 - [B.3.1.2.2] Track twist




Any situation which is linked to a track twist (issue due to track geometry defects between the two rails).

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6954 - [B.3.1.2] Track buckle and other track misalignment</p> <p>_ has copy :  SPRM-293 - [B.3.1.2.2] Track twist</p>
old ID	CSM-ALSP B.3.1.2.2 RSSB CHAMOIS 3.07.09
Risk Acceptance Principle	Code of practice / Referrece System
Rational	

Hyperlinks	
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SPPRAMSS-6958 - [B.3.1.2.0] Other track buckle and track misalignment

Any situation which is linked to another track buckle and track misalignment.

Status	 Content to be approved
Linked Work Items	has parent :  SPPRAMSS-6954 - [B.3.1.2] Track buckle and other track misalignment _ has copy :  SPRM-294 - [B.3.1.2.0] Other track buckle and track misalignment
old ID	CSM-ALSP B.3.1.2.0
Risk Acceptance Principle	Code of practice / Referrece System
Rational	
Hyperlinks	






SPPRAMSS-6957 - [B.3.1.2.3] Improper rail fastening and joints

Any situation which is linked to an improper rail fastening and joints.

Status	 Content to be approved
Linked Work Items	relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles has parent :  SPPRAMSS-6954 - [B.3.1.2] Track buckle and other track misalignment _ has copy :  SPRM-295 - [B.3.1.2.3] Improper rail fastening and joints
old ID	CSM-ALSP B.3.1.2.3 RSSB CHAMOIS 11.03.05
Risk Acceptance Principle	Code of practice / Referrece System
Rational	
Hyperlinks	

SPPRAMSS-6955 - [B.3.1.2.1] Gauge spread










Any situation which is linked to a gauge spread.

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6954 - [B.3.1.2] Track buckle and other track misalignment</p> <p>_ has copy :  SPRM-296 - [B.3.1.2.1] Gauge spread</p>
old ID	CSM-ALSP B.3.1.2.1 RSSB CHAMOIS 3.02.05, 3.07.08
Risk Acceptance Principle	Code of practice / Referrece System
Rational	
Hyperlinks	

SPPRAMSS-6959 - [B.3.1.3] Wrong side signalling (infrastructure) failure


Any technical failure of a signalling system (infrastructure), resulting in signalling safety related information less restrictive than that demanded.

Status	 Content to be approved
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Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5769 - [A3.1.1] Level Crossing Accident involving a train and pedestrians</p> <p>relates to :  SPPRAMSS-5770 - [A3.1.2] Level Crossing Accident involving a train and crossing vehicles</p> <p>relates to :  SPPRAMSS-5771 - [A3.2] Level Crossing Accident involving one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>relates to :  SPPRAMSS-5760 - [A1.3] Collision of one or more rail vehicles with another rail vehicle</p> <p>has parent :  SPPRAMSS-6952 - [B.3.1] Failure of the track</p> <p>_ has copy :  SPRM-297 - [B.3.1.3] Wrong side signalling (infrastructure) failure</p>
old ID	CSM-ALSP B.3.1.3 RSSB CHAMOIS 2.03.05, 3.12.05, 11.04.03, 11.04.04, 11.04.11
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI CCS. TrafficCS (Level 4) and/or ETPS (Level 5)
Hyperlinks	










SPPRAMSS-6960 - [B.3.1.4] Point and crossing failure

Any situation in which in linked to a point and crossing failure.

Note 1: "switch" is used by CSM-ASLP. "point" is used in EUROPE (e.g. EULYNX Glossary Eu.Doc.9/ ERA Subset 023 / use "point", see SPLI-985 - POINT) and in SP  SPLI-985 - POINT.


Note 2: "crossing" is for example a "diamond crossing", "slip switch" or "double switch".






Status	 Content to be approved
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Linked Work Items	<p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5760 - [A1.3] Collision of one or more rail vehicles with another rail vehicle</p> <p>relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6952 - [B.3.1] Failure of the track</p> <p>_ is parent of :  SPPRAMSS-7519 - Undue movement of a point</p> <p>_ has copy :  SPRM-298 - [B.3.1.4] Point and crossing failure</p>
old ID	CSM-ALSP B.3.1.4 RSSB CHAMOIS 3.02.01, 11.03.06
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI CCS. Trackside Asset (Level 4)
Hyperlinks	external reference - https://www.flickr.com/photos/dustpuppy/78871005/

SPPRAMSS-7519 - Undue movement of a point

Undue movement of a point due to a signaling failure.







Note : "switch" is used by CSM-ALSP. "point" is used in EUROPE (e.g. EULYNX Glossary Eu.Doc.9/ ERA Subset 023 / use "point", see SPLI-985 - POINT) and in SP  SPLI-985 - POINT.

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6960 - [B.3.1.4] Point and crossing failure</p> <p>_ has copy :  SPRM-299 - Undue movement of a point while train is approaching</p>
old ID	

Risk Acceptance Principle	Explicit Risk Estimation
Rational	TrafficCS (level 4) and/or Trackside Asset (Level 4) and/or ETPS (Level 5)
Hyperlinks	




SPPRAMSS-6961 - [B.3.1.5] Failure of the level crossing equipment

Any occasion when a train or rail vehicle passes over a level crossing with lower protection level than required.

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5769 - [A3.1.1] Level Crossing Accident involving a train and pedestrians</p> <p>relates to :  SPPRAMSS-5770 - [A3.1.2] Level Crossing Accident involving a train and crossing vehicles</p> <p>relates to :  SPPRAMSS-5771 - [A3.2] Level Crossing Accident involving one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6952 - [B.3.1] Failure of the track</p> <p>_ has copy :  SPRM-300 - [B.3.1.5] Failure of the level crossing equipment</p>
old ID	CSM-ALSP B.3.1.5 RSSB CHAMOIS 12.02.02, 5.02
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI CCS. TrafficCS (level 4) and/or Trackside Asset (Level 4) and/or ETPS (Level 5)
Hyperlinks	

SPPRAMSS-6962 - [B.3.1.0] Other failure of the track













Any occasion falling within the category 'failure of the track', but not covered by the subcategories above

Status	 Content to be approved
Linked Work Items	<p>has parent :  SPPRAMSS-6952 - [B.3.1] Failure of the track</p> <p>_ has copy :  SPRM-301 - [B.3.1.0] Other failure of the track</p>

old ID	CSM-ALSP B.3.1.0
Risk Acceptance Principle	Code of practice / Referenrece System
Rational	
Hyperlinks	








SPPRAMSS-6963 - [B.3.2] Structures failure

A structures failure event falling within the B.3.2 sub-categories

Status	 Content to be approved
Linked Work Items	<p>has parent :  SPPRAMSS-6951 - [B.3] Technical Failure of the infrastructure</p> <p>_ has copy :  SPRM-302 - [B.3.2] Structures failure</p> <p>_ is parent of :  SPPRAMSS-6970 - [B.3.2.7] Platform failure</p> <p>_ is parent of :  SPPRAMSS-6971 - [B.3.2.8] Disorder of earthworks/embankment failure</p> <p>_ is parent of :  SPPRAMSS-6972 - [B.3.2.0] Other structures failure</p> <p>_ is parent of :  SPPRAMSS-6967 - [B.3.2.4] Rail bridge structural failure</p> <p>_ is parent of :  SPPRAMSS-6968 - [B.3.2.5] Over line bridge (e.g. pedestrian) failure</p> <p>_ is parent of :  SPPRAMSS-6969 - [B.3.2.6] Station (building) Structure failure</p> <p>_ is parent of :  SPPRAMSS-6964 - [B.3.2.1] Tunnel failure</p> <p>_ is parent of :  SPPRAMSS-6965 - [B.3.2.2] Viaduct failure</p> <p>_ is parent of :  SPPRAMSS-6966 - [B.3.2.3] Culvert failures</p>
old ID	CSM-ALSP B.3.2 RSSB CHAMOIS 8.04.01, 8.05.03, 10.01.02, 10.03.01, 11.02.03
Risk Acceptance Principle	Code of practice / Referenrece System
Rational	
Hyperlinks	








SPPRAMSS-6965 - [B.3.2.2] Viaduct failure

Any situation in which in linked to a viaduct failure.

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge</p> <p>has parent :  SPPRAMSS-6963 - [B.3.2] Structures failure</p> <p>_ has copy :  SPRM-303 - [B.3.2.2] Viaduct failure</p>
old ID	CSM-ALSP B.3.2.2 RSSB CHAMOIS 10.01.02, 11.02.01
Risk Acceptance Principle	Code of practice / Reference System
Rational	
Hyperlinks	

SPPRAMSS-6964 - [B.3.2.1] Tunnel failure








Any situation in which is linked to a tunnel failure.

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6963 - [B.3.2] Structures failure</p> <p>_ has copy :  SPRM-304 - [B.3.2.1] Tunnel failure</p>
old ID	CSM-ALSP B.3.2.1 RSSB CHAMOIS 11.02.08
Risk Acceptance Principle	Code of practice / Reference System
Rational	

Hyperlinks	
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SPPRAMSS-6969 - [B.3.2.6] Station (building) Structure failure

Any situation in which in linked to a station (building) Structure failure.

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6963 - [B.3.2] Structures failure</p> <p>_ has copy :  SPRM-305 - [B.3.2.6] Station (building) Structure failure</p>
old ID	CSM-ALSP B.3.2.6
Risk Acceptance Principle	Code of practice / Referrece System
Rational	
Hyperlinks	

SPPRAMSS-6967 - [B.3.2.4] Rail bridge structural failure








Any situation in which in linked to a rail bridge structural failure.

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge</p> <p>has parent :  SPPRAMSS-6963 - [B.3.2] Structures failure</p> <p>_ has copy :  SPRM-306 - [B.3.2.4] Rail bridge structural failure</p>

old ID	CSM-ALSP B.3.2.4 RSSB CHAMOIS 3.08.01, 3.08.04
Risk Acceptance Principle	Code of practice / Reference System
Rational	
Hyperlinks	

SPPRAMSS-6970 - [B.3.2.7] Platform failure







Any situation in which is linked to a platform failure.

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6963 - [B.3.2] Structures failure</p> <p>_ has copy :  SPRM-307 - [B.3.2.7] Platform failure</p>
old ID	CSM-ALSP B.3.2.7
Risk Acceptance Principle	Code of practice / Reference System
Rational	
Hyperlinks	

SPPRAMSS-6968 - [B.3.2.5] Over line bridge (e.g. pedestrian) failure




Any situation in which is linked to an over line bridge (e.g. pedestrian) failure.

Status	 Content to be approved
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Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge</p> <p>has parent :  SPPRAMSS-6963 - [B.3.2] Structures failure</p> <p>_ has copy :  SPRM-308 - [B.3.2.5] Over line bridge (e.g. pedestrian) failure</p>
old ID	CSM-ALSP B.3.2.5 RSSB CHAMOIS 3.05.02, 10.01.02
Risk Acceptance Principle	Code of practice / Referrece System
Rational	
Hyperlinks	

SPPRAMSS-6972 - [B.3.2.0] Other structures failure







Any occasion falling within the category 'structures failure', but not covered by the subcategories above.

Status	 Content to be approved
Linked Work Items	<p>has parent :  SPPRAMSS-6963 - [B.3.2] Structures failure</p> <p>_ has copy :  SPRM-309 - [B.3.2.0] Other structures failure</p>
old ID	CSM-ALSP B.3.2.0
Risk Acceptance Principle	Code of practice / Referrece System
Rational	
Hyperlinks	

SPPRAMSS-6971 - [B.3.2.8] Disorder of earthworks/embankment failure








Any situation in which in linked to a disorder of earthworks/embankment failure.

Status	 Content to be approved
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Linked Work Items	<p>relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6963 - [B.3.2] Structures failure</p> <p>_ has copy :  SPRM-310 - [B.3.2.8] Disorder of earthworks/embankment failure</p>
old ID	CSM-ALSP B.3.2.8 RSSB CHAMOIS 3.08.03, 11.01.01
Risk Acceptance Principle	Code of practice / Referrece System
Rational	
Hyperlinks	

SPPRAMSS-6966 - [B.3.2.3] Culvert failures









Any situation in which in linked to culvert failures.

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>has parent :  SPPRAMSS-6963 - [B.3.2] Structures failure</p> <p>_ has copy :  SPRM-311 - [B.3.2.3] Culvert failures</p>
old ID	CSM-ALSP B.3.2.3 RSSB CHAMOIS 3.08.01
Risk Acceptance Principle	Code of practice / Referrece System
Rational	

Hyperlinks	
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SPPRAMSS-6973 - [B.3.0] Other failures of the infrastructure

Other failure of the infrastructure falling within the B.3.0 sub-categories

Status	 Content to be approved
Linked Work Items	<p>has parent :  SPPRAMSS-6951 - [B.3] Technical Failure of the infrastructure</p> <p>_ has copy :  SPRM-312 - [B.3.0] Other failures of the infrastructure</p> <p>_ is parent of :  SPPRAMSS-6978 - [B.3.0.0] Other un-coded technical failure of the infrastructure</p> <p>_ is parent of :  SPPRAMSS-6974 - [B.3.0.1] Power supply equipment failure</p> <p>_ is parent of :  SPPRAMSS-6976 - [B.3.0.3] Overhead contact line failure</p> <p>_ is parent of :  SPPRAMSS-6977 - [B.3.0.4] Loss of ventilation</p> <p>_ is parent of :  SPPRAMSS-6975 - [B.3.0.2] Train detection equipment failure (trackside)</p>
old ID	CSM-ALSP B.3.0
Risk Acceptance Principle	Code of practice / Reference System
Rational	
Hyperlinks	

SPPRAMSS-6978 - [B.3.0.0] Other un-coded technical failure of the infrastructure








Any occasion falling within the category 'technical failure of the infrastructure', but not covered by any of the sub-categories coded above.

Status	 Content to be approved
Linked Work Items	<p>has parent :  SPPRAMSS-6973 - [B.3.0] Other failures of the infrastructure</p> <p>_ has copy :  SPRM-313 - [B.3.0.0] Other un-coded technical failure of the infrastructure</p>
old ID	CSM-ALSP B.3.0.0

Risk Acceptance Principle	Code of practice / Reference System
Rational	
Hyperlinks	


SPPRAMSS-6975 - [B.3.0.2] Train detection equipment failure (trackside)




Any situation in which in linked to a train detection equipment failure (trackside).

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge</p> <p>relates to :  SPPRAMSS-5760 - [A1.3] Collision of one or more rail vehicles with another rail vehicle</p> <p>relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge</p> <p>has parent :  SPPRAMSS-6973 - [B.3.0] Other failures of the infrastructure</p> <p>_ has copy :  SPRM-314 - [B.3.0.2] Train detection equipment failure (trackside)</p>
old ID	CSM-ALSP B.3.0.2 RSSB CHAMOIS 11.04.02, 11.04.10
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI CCS. Trackside Asset (Level 4)
Hyperlinks	

SPPRAMSS-6974 - [B.3.0.1] Power supply equipment failure





Any situation in which in linked to a power supply equipment failure.

Status	 Content to be approved
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Linked Work Items	relates to :  SPPRAMSS-5782 - [A0.1] Electric shock has parent :  SPPRAMSS-6973 - [B.3.0] Other failures of the infrastructure _ has copy :  SPRM-315 - [B.3.0.1] Power supply equipment failure
old ID	CSM-ALSP B.3.0.1 RSSB CHAMOIS 6.01.06, 8.05.03, 11.04.09, 11.05.03, 11.05.04
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	

SPPRAMSS-6976 - [B.3.0.3] Overhead contact line failure



Any situation in which in linked to a overhead contact line failure.

Status	 Content to be approved
Linked Work Items	relates to :  SPPRAMSS-5782 - [A0.1] Electric shock has parent :  SPPRAMSS-6973 - [B.3.0] Other failures of the infrastructure _ has copy :  SPRM-316 - [B.3.0.3] Overhead contact line failure
old ID	CSM-ALSP B.3.0.3 RSSB CHAMOIS 11.05.02
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Code of Practice / Reference System for the mechanical part - Explicit Risk Estimation for control system
Hyperlinks	

SPPRAMSS-6977 - [B.3.0.4] Loss of ventilation

Any situation involving a technical malfunctioning of the ventilation system in a tunnel or in a station. Note: for example, a loss of tunnel ventilation compromising fire management plan, potentially leading to victims or damage


Status	 Content to be approved
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

Linked Work Items	has parent :  SPPRAMSS-6973 - [B.3.0] Other failures of the infrastructure _ has copy :  SPRM-317 - [B.3.0.4] Loss of ventilation
old ID	CSM-ALSP B.3.0.4
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Code of Practice / Reference System for the mechanical part - Explicit Risk Estimation for control system
Hyperlinks	

SPPRAMSS-6927 - [B.1.1.3] Pushed point

Any occasion when a point in a wrong position is run over in trailing direction (converging points) unintentionally.

Note 1: point is in wrong position due to an undetected system failure

Note 2: "switch" is used by CSM-ALSP. "point" is used in EUROPE (e.g. EULYNX Glossary Eu.Doc.9/ ERA Subset 023 / use "point", see SPLI-985 - POINT) and in SP  SPLI-985 - [POINT](#)





Status	 Deleted
Linked Work Items	relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle relates to :  SPPRAMSS-5759 - [A1.2] Collision of train with obstacle within the clearance gauge relates to :  SPPRAMSS-5760 - [A1.3] Collision of one or more rail vehicles with another rail vehicle relates to :  SPPRAMSS-5761 - [A1.4] Collision of one or more rail vehicles with obstacle within the clearance gauge relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles has parent :  SPPRAMSS-6987 - General System Hazards _ has copy :  SPRM-318 - [B.1.1.3] Pushed point
old ID	CSM-ALSP B.1.1.3 RSSB CHAMOIS 3.02

Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	

SPPRAMSS-7284 - [X.7.1] Contact with traction supply

Contact with traction supply in case of traction supply failure





Note: this hazard refers to electric shocks (i.e. for people).

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5782 - [A0.1] Electric shock</p> <p>has parent :  SPPRAMSS-6987 - General System Hazards</p> <p>_ has copy :  SPRM-319 - [X.7.1] Contact with traction supply</p>
old ID	RSSB 6.01
Risk Acceptance Principle	Code of practice / Reference System
Rational	
Hyperlinks	

SPPRAMSS-7285 - [X.7.2] Contact with non-traction supply





Contact with non-traction supply in case of non-traction supply failure

Note: this hazard refers to electric shocks (i.e. for people).

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5782 - [A0.1] Electric shock</p> <p>has parent :  SPPRAMSS-6987 - General System Hazards</p> <p>_ has copy :  SPRM-320 - [X.7.2] Contact with non-traction supply</p>
old ID	RSSB 6.02
Risk Acceptance Principle	Code of practice / Reference System
Rational	
Hyperlinks	


SPPRAMSS-7288 - [X.8] Release/loss of dangerous substances

Any situation which is linked to a release/loss of dangerous substances.

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-8373 - Human Injury</p> <p>has parent :  SPPRAMSS-6987 - General System Hazards</p> <p>_ has copy :  SPRM-321 - [X.8] Release/loss of dangerous substances</p>
old ID	RSSB 7
Risk Acceptance Principle	Code of practice / Referenrece System
Rational	
Hyperlinks	




2 ETCS SUBSET-091 Hazards

SPPRAMSS-10749 - Integration of SUBSET-091

The present section lists all CCS hazards identified in  [SPPRAMSS-11039 - \[SUBSET-091\]](#) version 4.0.0 (i.e. ETCS Baseline 4). However, the latter covers neither ERTMS L2 with moving blocks and ATO GoA 3 and 4.




SPPRAMSS-10894 - DMI-01a

Failure to provide Warning indication

Status	 Content to be approved
Linked Work Items	<p>has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards</p> <p>_ has copy :  SPRM-324 - DMI-01a</p>
old ID	SUBSET-091 V4.0.0 - DMI-01a
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI CCS. TrainCS (Level 5)
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10895 - DMI-01b

Valid ETCS on-board output via DMI obscured by erroneous output (audio or visual)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-325 - DMI-01b
old ID	SUBSET-091 V4.0.0 - DMI-01b
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10896 - DMI-01c

Failure to display request for acknowledgement

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-326 - DMI-01c
old ID	SUBSET-091 V4.0.0 - DMI-01c
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10897 - DMI-01f




Failure to display ACK for RV request

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-327 - DMI-01f
old ID	SUBSET-091 V4.0.0 - DMI-01f

Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10898 - DMI-01g

Failure to display Air Tightness Control

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-328 - DMI-01g
old ID	SUBSET-091 V4.0.0 - DMI-01g
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10899 - DMI-01h

Failure to present Display Distance to Target information

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-329 - DMI-01h
old ID	SUBSET-091 V4.0.0 - DMI-01h
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10900 - DMI-01i

Failure to present Time To Indication information

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-330 - DMI-01i
old ID	SUBSET-091 V4.0.0 - DMI-01i
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10901 - DMI-02a

False presentation of Warning

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-331 - DMI-02a
old ID	SUBSET-091 V4.0.0 - DMI-02a
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10902 - DMI-02b




False presentation of IS mode (shown as IS mode when not)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-332 - DMI-02b
old ID	SUBSET-091 V4.0.0 - DMI-02b

Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10903 - DMI-02c

False presentation of brake indication

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-333 - DMI-02c
old ID	SUBSET-091 V4.0.0 - DMI-02c
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10904 - DMI-02g

False presentation of "LX not protected"

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-334 - DMI-02g
old ID	SUBSET-091 V4.0.0 - DMI-02g
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10905 - DMI-03e

Wrong fixed text message displayed

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-335 - DMI-03e
old ID	SUBSET-091 V4.0.0 - DMI-03e
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10906 - DMI-03f

“Tunnel stopping area” displayed at the wrong geographical place

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-336 - DMI-03f
old ID	SUBSET-091 V4.0.0 - DMI-03f
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10907 - DMI-03g




Wrong Display Distance to Target information

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-337 - DMI-03g
old ID	SUBSET-091 V4.0.0 - DMI-03g

Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10908 - DMI-03h

Wrong Time To Indication information

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-338 - DMI-03h
old ID	SUBSET-091 V4.0.0 - DMI-03h
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10909 - DMI-04a

False command to exit shunting

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-339 - DMI-04a
old ID	SUBSET-091 V4.0.0 - DMI-04a
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10910 - DMI-04c

False START command

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-340 - DMI-04c
old ID	SUBSET-091 V4.0.0 - DMI-04c
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10911 - DMI-04g

Spurious request to change to another ETCS Level

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-341 - DMI-04g
old ID	SUBSET-091 V4.0.0 - DMI-04g
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10912 - DMI-04h




Spurious acknowledgement of intervention leading to release of emergency or service brake

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-342 - DMI-04h

old ID	SUBSET-091 V4.0.0 - DMI-04h
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10913 - DMI-04j

False Isolation command

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-343 - DMI-04j
old ID	SUBSET-091 V4.0.0 - DMI-04j
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10914 - DMI-05a

Deleted Level transition acknowledgement

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-344 - DMI-05a
old ID	SUBSET-091 V4.0.0 - DMI-05a
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10915 - DMI-05b

Deleted acknowledgement

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-345 - DMI-05b
old ID	SUBSET-091 V4.0.0 - DMI-05b
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10916 - DMI-05e

Deleted driver request to apply Track Adhesion Factor

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-346 - DMI-05e
old ID	SUBSET-091 V4.0.0 - DMI-05e
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10917 - DMI-05f




Deleted Reversing mode acknowledgement

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-347 - DMI-05f

old ID	SUBSET-091 V4.0.0 - DMI-05f
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10918 - MMI-1a

False acknowledgement of mode change to less restrictive mode

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-348 - MMI-1a
old ID	SUBSET-091 V4.0.0 - MMI-1a
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Mode Transition Table
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10919 - MMI-1b

False command to enter NL mode

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-349 - MMI-1b
old ID	SUBSET-091 V4.0.0 - MMI-1b
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Mode Transition Table
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10920 - MMI-1c

False command of Override request

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-350 - MMI-1c
old ID	SUBSET-091 V4.0.0 - MMI-1c
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Override procedure
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10921 - MMI-1d

False acknowledgement of Level Transition

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-351 - MMI-1d
old ID	SUBSET-091 V4.0.0 - MMI-1d
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Mode Transition Table
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10922 - MMI-1e




False acknowledgement of Train Trip

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-352 - MMI-1e

old ID	SUBSET-091 V4.0.0 - MMI-1e
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Mode Transition Table
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10923 - MMI-1f

False acknowledgement of Track Ahead Free

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-353 - MMI-1f
old ID	SUBSET-091 V4.0.0 - MMI-1f
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10924 - MMI-1g

False request for SH mode

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-354 - MMI-1g
old ID	SUBSET-091 V4.0.0 - MMI-1g
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10925 - MMI-1h

False acknowledgement of undesired train movement (RAP, UDMP, SSS, PT distance and reversing distance)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-355 - MMI-1h
old ID	SUBSET-091 V4.0.0 - MMI-1h
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Supervision by ETCS On-board
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10926 - MMI-1i



False request for SM mode

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-356 - MMI-1i
old ID	SUBSET-091 V4.0.0 - MMI-1i
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10927 - MMI-1j




False command to inhibit BTM alarm reaction

Status	 Open
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Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-357 - MMI-1j
old ID	SUBSET-091 V4.0.0 - MMI-1j
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10928 - MMI-2a.1

False presentation of train speed

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-358 - MMI-2a.1
old ID	SUBSET-091 V4.0.0 - MMI-2a.1
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Supervision by ETCS On-board
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10929 - MMI-2a.2




False presentation of speed (except train speed) or distance, including supervision status

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-359 - MMI-2a.2
old ID	SUBSET-091 V4.0.0 - MMI-2a.2
Risk Acceptance Principle	Explicit Risk Estimation

Rational	Inherent Protective Feature (from Subset-088 Part 2): Supervision by ETCS On-board
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10930 - MMI-2b

False presentation of mode

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-360 - MMI-2b
old ID	SUBSET-091 V4.0.0 - MMI-2b
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10931 - MMI-2c

False presentation of track adhesion factor

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-361 - MMI-2c
old ID	SUBSET-091 V4.0.0 - MMI-2c
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10932 - MMI-2d

Failure to present Entry in FS/OS information

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-362 - MMI-2d
old ID	SUBSET-091 V4.0.0 - MMI-2d
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10933 - MMI-2e

False presentation of train data/additional data

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-363 - MMI-2e
old ID	SUBSET-091 V4.0.0 - MMI-2e
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10934 - MMI-2f




Failure to display Override status, including false enabling of override selection

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-364 - MMI-2f
old ID	SUBSET-091 V4.0.0 - MMI-2f

Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Supervision by ETCS On-board
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10935 - MMI-2g

Failure to present acknowledgement message to a less restrictive mode

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-365 - MMI-2g
old ID	SUBSET-091 V4.0.0 - MMI-2g
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10936 - MMI-2h

False presentation of TAF request

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-366 - MMI-2h
old ID	SUBSET-091 V4.0.0 - MMI-2h
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10937 - MMI-2i

Failure to present LX “not protected” information

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-367 - MMI-2i
old ID	SUBSET-091 V4.0.0 - MMI-2i
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Supervision by ETCS On-board
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10938 - MMI-2j



False presentation of reversing allowed

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-368 - MMI-2j
old ID	SUBSET-091 V4.0.0 - MMI-2j
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Supervision by ETCS On-board
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10939 - MMI-2k




False presentation of level transition announcement

Status	 Open
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Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-369 - MMI-2k
old ID	SUBSET-091 V4.0.0 - MMI-2k
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10940 - MMI-2I

Failure to present Entry in SM information

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-370 - MMI-2I
old ID	SUBSET-091 V4.0.0 - MMI-2I
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10941 - MMI-2m




Failure to indicate BTM alarm reaction inhibition

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-371 - MMI-2m
old ID	SUBSET-091 V4.0.0 - MMI-2m
Risk Acceptance Principle	Explicit Risk Estimation
Rational	

Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf
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SPPRAMSS-10942 - MMI-3

Falsification of driver's train data / additional data input stored on-board

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-372 - MMI-3
old ID	SUBSET-091 V4.0.0 - MMI-3
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10943 - MMI-4



Falsification of SR speed/distance data

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-373 - MMI-4
old ID	SUBSET-091 V4.0.0 - MMI-4
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10944 - MMI-5




Falsification of train integrity confirmation input

Status	 Open
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Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-374 - MMI-5
old ID	SUBSET-091 V4.0.0 - MMI-5
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10945 - MMI-6

Falsification of Virtual Balise Cover

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-375 - MMI-6
old ID	SUBSET-091 V4.0.0 - MMI-6
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10946 - ODO-1




Incorrect standstill indication

Status	 Content to be approved
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-376 - ODO-1
old ID	SUBSET-091 V4.0.0 - ODO-1
Risk Acceptance Principle	Explicit Risk Estimation

Rational	Inherent Protective Feature (from Subset-088 Part 2): Balise detection. TrainCS (Level 5)
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10947 - ODO-2

Speed measurement underestimates trains actual speed

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-377 - ODO-2
old ID	SUBSET-091 V4.0.0 - ODO-2
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Corresponding performance requirement in Subset-041: 5.3.1.2: Accuracy of speed known on-board, in ceiling speed monitoring, release speed monitoring and in target speed monitoring in case the compensation of the speed measurement inaccuracy is inhibited
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10948 - ODO-3




Incorrect actual physical speed direction

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-378 - ODO-3
old ID	SUBSET-091 V4.0.0 - ODO-3
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Balise Linking Balise detection

Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf
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SPPRAMSS-10949 - ODO-4

The confidence interval for distance measurement does not include the real position of the train

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-379 - ODO-4
old ID	SUBSET-091 V4.0.0 - ODO-4
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Balise Linking Maximum distance between Balise Groups
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10950 - ODO-5

Cold Movement not detected

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-380 - ODO-5
old ID	SUBSET-091 V4.0.0 - ODO-5
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10951 - KERNEL-1

Balise linking consistency checking failure

Status	 Content to be approved
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-381 - KERNEL-1
old ID	SUBSET-091 V4.0.0 - KERNEL-1
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Corresponding performance requirement in Subset-041: In case the message is received but the linking is not consistent: 5.2.1.1: Delay between receiving of a balise message and applying the emergency brake
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10952 - KERNEL-2

Balise group message consistency checking failure

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-382 - KERNEL-2
old ID	SUBSET-091 V4.0.0 - KERNEL-2
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Corresponding performance requirement in Subset-041: 5.2.1.1: Delay between receiving of a balise message and applying the emergency brake
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10953 - KERNEL-3




Failure of radio message correctness check

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-383 - KERNEL-3
old ID	SUBSET-091 V4.0.0 - KERNEL-3

Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10954 - KERNEL-4

Radio sequencing checking failure

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-384 - KERNEL-4
old ID	SUBSET-091 V4.0.0 - KERNEL-4
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Radio message acknowledgement
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10955 - KERNEL-5

Radio link supervision function failure

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-385 - KERNEL-5
old ID	SUBSET-091 V4.0.0 - KERNEL-5
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Radio link time out
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10956 - KERNEL-6

Manage communication session failure

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-386 - KERNEL-6
old ID	SUBSET-091 V4.0.0 - KERNEL-6
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Radio link time out
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10957 - KERNEL-7

Incorrect LRBG

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-387 - KERNEL-7
old ID	SUBSET-091 V4.0.0 - KERNEL-7
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10958 - KERNEL-8




Emergency Message Acknowledgement Failure

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-388 - KERNEL-8

old ID	SUBSET-091 V4.0.0 - KERNEL-8
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10959 - KERNEL-9

Speed calculation underestimates train speed

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-389 - KERNEL-9
old ID	SUBSET-091 V4.0.0 - KERNEL-9
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Corresponding performance requirement in Subset-041: 5.3.1.2: Accuracy of speed known on-board, in ceiling speed monitoring, release speed monitoring and in target speed monitoring in case the compensation of the speed measurement inaccuracy is inhibited
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10960 - KERNEL 10




Functional failure of standstill detection

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-390 - KERNEL 10
old ID	SUBSET-091 V4.0.0 - KERNEL 10
Risk Acceptance Principle	Explicit Risk Estimation

Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10961 - KERNEL-11

Incorrect traction/braking model (e.g. brake use restrictions)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-391 - KERNEL-11
old ID	SUBSET-091 V4.0.0 - KERNEL-11
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10962 - KERNEL-12

Failure of standstill supervision

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-392 - KERNEL-12
old ID	SUBSET-091 V4.0.0 - KERNEL-12
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10963 - KERNEL-13

Failure of reverse movement distance monitoring

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-393 - KERNEL-13
old ID	SUBSET-091 V4.0.0 - KERNEL-13
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10964 - KERNEL-14

Failure of unauthorised direction movement protection

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-394 - KERNEL-14
old ID	SUBSET-091 V4.0.0 - KERNEL-14
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10965 - KERNEL-15




Incorrect cab status (TIU failure)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-395 - KERNEL-15
old ID	SUBSET-091 V4.0.0 - KERNEL-15
Risk Acceptance Principle	Explicit Risk Estimation

Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10966 - KERNEL-16

Incorrect train status TIU sleeping/cab status

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-396 - KERNEL-16
old ID	SUBSET-091 V4.0.0 - KERNEL-16
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Mode Transition Table
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10967 - KERNEL-17

Wrong Acceptance of MA

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-397 - KERNEL-17
old ID	SUBSET-091 V4.0.0 - KERNEL-17
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10968 - KERNEL-18

Failure to manage RBC/RBC

Status	 Content to be approved
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-398 - KERNEL-18
old ID	SUBSET-091 V4.0.0 - KERNEL-18
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Radio link time out
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10969 - KERNEL-19

Failure of train trip supervision in OS, LS and FS

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-399 - KERNEL-19
old ID	SUBSET-091 V4.0.0 - KERNEL-19
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Corresponding performance requirement in Subset-041: 5.2.1.1: Delay between receiving of a balise message and applying the emergency brake 5.2.1.13: Delay between passing an EOA/LOA and applying the emergency brake
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10970 - KERNEL-20




Failure of train trip supervision, shunting and SR

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-400 - KERNEL-20
old ID	SUBSET-091 V4.0.0 - KERNEL-20

Risk Acceptance Principle	Explicit Risk Estimation
Rational	Corresponding performance requirement in Subset-041: 5.2.1.1: Delay between receiving of a balise message and applying the emergency brake
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10971 - KERNEL-21

Incorrect supervision of stop in SR

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-401 - KERNEL-21
old ID	SUBSET-091 V4.0.0 - KERNEL-21
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Corresponding performance requirement in Subset-041: 5.2.1.1: Delay between receiving of a balise message and applying the emergency brake
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10972 - KERNEL-22




Incorrect current EOA

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-402 - KERNEL-22
old ID	SUBSET-091 V4.0.0 - KERNEL-22
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Corresponding performance requirement in Subset-041: 5.2.1.6: Delay between receiving of an emergency message and applying the reaction on-board

Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf
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SPPRAMSS-10973 - KERNEL-23

Incorrect train position / train data sent from on-board to trackside

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-403 - KERNEL-23
old ID	SUBSET-091 V4.0.0 - KERNEL-23
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Corresponding performance requirement in Subset-041: 5.3.1.3: Age of speed and position measurement for position report to trackside 5.3.2.1: Safe clock drift
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10974 - KERNEL-24

Failure of message acknowledgement

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-404 - KERNEL-24
old ID	SUBSET-091 V4.0.0 - KERNEL-24
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10975 - KERNEL-25

Incorrect traction/braking model (Acceleration only)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-405 - KERNEL-25
old ID	SUBSET-091 V4.0.0 - KERNEL-25
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10976 - KERNEL 27

Incorrect System Data (e.g. current level)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-406 - KERNEL 27
old ID	SUBSET-091 V4.0.0 - KERNEL 27
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10977 - KERNEL-28




Incorrect confidence interval

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-407 - KERNEL-28
old ID	SUBSET-091 V4.0.0 - KERNEL-28

Risk Acceptance Principle	Explicit Risk Estimation
Rational	Inherent Protective Feature (from Subset-088 Part 2): Linking reaction Note: Also, the linking reaction is a valid protective feature for BTM-H1 and EUB-H1. However, when deriving the targets for these events - as stated in the present document - this protection has already been credited. Maximum distance between Balise Groups
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10978 - KERNEL-29

Failure to shorten MA

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-408 - KERNEL-29
old ID	SUBSET-091 V4.0.0 - KERNEL-29
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10979 - KERNEL-30




Incorrect shortening of MA

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-409 - KERNEL-30
old ID	SUBSET-091 V4.0.0 - KERNEL-30
Risk Acceptance Principle	Explicit Risk Estimation
Rational	

Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf
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SPPRAMSS-10980 - KERNEL 32

Failure of loop message consistency checking

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-410 - KERNEL 32
old ID	SUBSET-091 V4.0.0 - KERNEL 32
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10981 - KERNEL-33

Wrong processing of MA information

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-411 - KERNEL-33
old ID	SUBSET-091 V4.0.0 - KERNEL-33
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Corresponding performance requirement in Subset-041: 5.2.1.3: Delay between receiving of a balise message and reporting the resulting change of status on-board (5.2.1.4: Delay between receiving of a MA via radio and the update of EOA/LOA on-board). Note: Whether 5.2.1.4 is safety related must be evaluated in the specific application's hazard analysis, see further section 5.3.
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10982 - KERNEL-34

Incorrect supervision of MA time-outs (sections and overlaps)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-412 - KERNEL-34
old ID	SUBSET-091 V4.0.0 - KERNEL-34
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Corresponding performance requirement in Subset-041: 5.2.1.3: Delay between receiving of a balise message and reporting the resulting change of status on-board (5.2.1.4: Delay between receiving of a MA via radio and the update of EOA/LOA on-board). Note: Whether 5.2.1.4 is safety related must be evaluated in the specific application's hazard analysis, see further section 5.3.
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10983 - KERNEL-35

Incorrect supervision of odometry errors for distance measurement

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-413 - KERNEL-35
old ID	SUBSET-091 V4.0.0 - KERNEL-35
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10984 - KERNEL-36

Incorrect relocation of location based information

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-414 - KERNEL-36
old ID	SUBSET-091 V4.0.0 - KERNEL-36
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10985 - TI-1

Service brake / emergency brake not commanded when required

Status	 Content to be approved
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-415 - TI-1
old ID	SUBSET-091 V4.0.0 - TI-1
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Corresponding performance requirement in Subset-041: 5.2.1.1: Delay between receiving of a balise message and applying the emergency brake 5.2.1.13: Delay between passing an EOA/LOA and applying the emergency brake
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10986 - TI-2




Service brake / emergency brake release commanded when not required

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-416 - TI-2
old ID	SUBSET-091 V4.0.0 - TI-2

Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10987 - TI-3

Inappropriate sleeping request

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-417 - TI-3
old ID	SUBSET-091 V4.0.0 - TI-3
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10988 - TI-4

Incorrect brake status (TIU failure)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-418 - TI-4
old ID	SUBSET-091 V4.0.0 - TI-4
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10989 - TI-5

Incorrect direction controller position report (TIU failure)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-419 - TI-5
old ID	SUBSET-091 V4.0.0 - TI-5
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10990 - TI-6b

Wrong Cabin considered as Active

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-420 - TI-6b
old ID	SUBSET-091 V4.0.0 - TI-6b
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10991 - TI-7




Inappropriate passive shunting request

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-421 - TI-7
old ID	SUBSET-091 V4.0.0 - TI-7

Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10992 - TI-8

Inappropriate Non Leading permitted signal received

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-422 - TI-8
old ID	SUBSET-091 V4.0.0 - TI-8
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10993 - TI-10

Falsification of train data received by External Source

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-423 - TI-10
old ID	SUBSET-091 V4.0.0 - TI-10
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10994 - TI-11

Traction Cut-Off not commanded when required

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-424 - TI-11
old ID	SUBSET-091 V4.0.0 - TI-11
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10995 - TI-12

Inappropriate Train Integrity Confirmed Status received

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-425 - TI-12
old ID	SUBSET-091 V4.0.0 - TI-12
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10996 - TI-13




Falsification of Overall Consist Length Information received by External Source

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-426 - TI-13
old ID	SUBSET-091 V4.0.0 - TI-13

Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-10997 - EUB-H1

A balise group is not detected, due to failure of a balise group to transmit a detectable signal

Status	 Content to be approved
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-427 - EUB-H1
old ID	SUBSET-091 V4.0.0 - EUB-H1
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI CCS. Trackside Assets CS (Level 5)
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-10998 - EUB-H4




Transmission of an erroneous telegram interpretable as correct, due to failure within a Balise

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-428 - EUB-H4
old ID	SUBSET-091 V4.0.0 - EUB-H4
Risk Acceptance Principle	Explicit Risk Estimation
Rational	

Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf
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SPPRAMSS-10999 - EUB-H7

Erroneous localisation of a Balise Group, with reception of valid telegrams, due to failure within Balises (too strong up-link signal)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-429 - EUB-H7
old ID	SUBSET-091 V4.0.0 - EUB-H7
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11000 - EUB-H8




The order of reported Balises, with reception of valid telegram, is erroneous due to failure within a Balise (too strong up-link signal)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-430 - EUB-H8
old ID	SUBSET-091 V4.0.0 - EUB-H8
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11001 - EUB-H9




Erroneous reporting of a Balise Group in a different track, with reception of valid

telegrams, due to failures within Balises (too strong up-link signal)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-431 - EUB-H9
old ID	SUBSET-091 V4.0.0 - EUB-H9
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11002 - BTM-H1

A balise group is not detected, due to failure within the on-board BTM function

Status	 Content to be approved
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-432 - BTM-H1
old ID	SUBSET-091 V4.0.0 - BTM-H1
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI CCS. TrainCS (Level 5)
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11003 - BTM-H4




Transmission to the on-board kernel of an erroneous telegram, interpretable as correct, due to failure within the on-board BTM function

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-433 - BTM-H4
old ID	SUBSET-091 V4.0.0 - BTM-H4

Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11004 - BTM-H7

Erroneous localisation of a Balise Group, with reception of valid telegrams, due to failure within the on-board BTM function (erroneous threshold function or significantly excessive Tele-powering signal)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-434 - BTM-H7
old ID	SUBSET-091 V4.0.0 - BTM-H7
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11005 - BTM-H8




The order of reported Balises, with reception of valid telegrams, is erroneous due to failure within the on-board BTM function (erroneous threshold function or significantly excessive Tele-powering signal)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-435 - BTM-H8
old ID	SUBSET-091 V4.0.0 - BTM-H8
Risk Acceptance Principle	Explicit Risk Estimation

Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11006 - BTM-H9

Erroneous reporting of a Balise Group in a different track, with reception of valid telegrams, due to failure within the on-board BTM function (erroneous threshold function or significantly excessive Tele-powering signal)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-436 - BTM-H9
old ID	SUBSET-091 V4.0.0 - BTM-H9
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11007 - OB EUR H4

Radio message corrupted in on-board Euroradio, such that the message appears as consistent

Status	 Content to be approved
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-437 - OB EUR H4
old ID	SUBSET-091 V4.0.0 - OB EUR H4
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI CCS. TrainCS (Level 5)
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11008 - TR-EUR-H4

Radio message corrupted in trackside Euroradio, such that the message appears as consistent

Status	 Content to be approved
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-438 - TR-EUR-H4
old ID	SUBSET-091 V4.0.0 - TR-EUR-H4
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI CCS. Trackside Assets CS (Level 5)
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11009 - LEU-H4



Transmission of an erroneous telegram / telegrams interpretable as correct, due to failure within the LEU function

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-439 - LEU-H4
old ID	SUBSET-091 V4.0.0 - LEU-H4
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11010 - EUL-H4




Transmission of an erroneous telegram / telegrams interpretable as correct, due to failure within a Loop

Status	 Open
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Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-440 - EUL-H4
old ID	SUBSET-091 V4.0.0 - EUL-H4
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11011 - LTM-H4

Transmission of an erroneous telegram / telegrams, interpretable as correct, due to failure within the on-board LTM function

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-441 - LTM-H4
old ID	SUBSET-091 V4.0.0 - LTM-H4
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11012 - RBC-2




Incorrect radio message sent from RBC Kernel, such that the message appears as consistent

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-442 - RBC-2
old ID	SUBSET-091 V4.0.0 - RBC-2

Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI CCS. TrafficCS (Level 5)
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11013 - RBC-3

The RBC misinterprets a message from an adjacent RBC, causing incorrect message to ETCS on-board

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-443 - RBC-3
old ID	SUBSET-091 V4.0.0 - RBC-3
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11014 - RBC-4

The RBC gives an erroneous message to an adjacent RBC

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-444 - RBC-4
old ID	SUBSET-091 V4.0.0 - RBC-4
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11015 - ETCS_OB01

ETCS Core Hazard THR

The hazard rate for the ETCS on-board system, less those parts forming part of the transmission paths, shall be shown not to exceed a THR of

0.67*10⁻⁹ dangerous failures/hour




(background information is provided by Subset-088 Part 3, paragraph 12.3.1.1)

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-445 - ETCS_OB01
old ID	SUBSET-091 V4.0.0 - ETCS_OB01
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11016 - ETCS_OB02

The ETCS On-board Data entry process must be of a quality level that is appropriate to the required safety level.

(background information is provided by Subset-088 Part 3, paragraph 12.6.3.1)

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-446 - ETCS_OB02
old ID	SUBSET-091 V4.0.0 - ETCS_OB02
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11017 - ETCS_OB05

Corruption of radio messages

The requirement for the non-trusted part of OB-EUR-H4 is that the non-trusted ETCS on-board radio transmission equipment shall respect the definition of non-trusted as given in paragraph 5.1.1.6 and the THR of

1.0 * 10⁻¹¹ dangerous failures / hour

(background information is provided by Subset-088 Part 3, paragraph 12.5.1.1)

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-447 - ETCS_OB05
old ID	SUBSET-091 V4.0.0 - ETCS_OB05
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11018 - ETCS_OB06

Corruption of balise group message

The requirement for the non-trusted part of BTM-H4 is that the non-trusted ETCS on-board balise transmission equipment shall respect the definition of non-trusted given in paragraph 5.1.1.6. and the THR of

1.0 * 10⁻¹¹ dangerous failures / hour

(background information is provided by Subset-088 Part 3, paragraph 12.5.2.1)

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-448 - ETCS_OB06
old ID	SUBSET-091 V4.0.0 - ETCS_OB06
Risk Acceptance Principle	Explicit Risk Estimation
Rational	

Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf
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SPPRAMSS-11019 - ETCS_OB07




Failure of balise group detection

The rate of failure for the ETCS on-board to fail to detect a balise group shall be shown not to exceed

$1.0 \cdot 10^{-7}$ dangerous failures / hour

(background information is provided by Subset-088 Part 3, paragraph 12.5.2.4)

Note: The ETCS_OB07 failure rate may be achieved by means of periodic self tests, during equipment operation. It is however possible to force the ETCS on-board to ignore the results of such tests, while passing over certain metal masses. In such cases, it is the responsibility of the infrastructure manager to prove that this disabling of the tests does not prejudice the achievement of the safety of the service.

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-449 - ETCS_OB07
old ID	SUBSET-091 V4.0.0 - ETCS_OB07
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11020 - ETCS_OB08

Cross-talk of balise group




The overall THR for cross talk is

$1.0 \cdot 10^{-9}$ dangerous failures / hour

In Subset-036 this requirement is distributed between ETCS on-board and trackside equipment. This yields the requirement for the ETCS on-board equipment to have a maximum unavailability of $1.0 \cdot 10^{-6}$ with regards to each of the following failure modes:

- The ETCS on-board equipment is more sensitive than expected.
- The ETCS on-board equipment is transmitting more Tele-powering field than specified.

See subset 036, Annex F for details of potential failure modes and possible solutions.
(background information is provided by Subset-088 Part 3, paragraph 12.5.2.5 and subset-036 paragraph 6.4.5.2)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-450 - ETCS_OB08
old ID	SUBSET-091 V4.0.0 - ETCS_OB08
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11021 - ETCS_OB09

Corruption of Loop message

The requirement for the non-trusted part of LTM-H4 is that the non-trusted ETCS on-board loop transmission equipment shall respect the definition of non-trusted given in paragraph 5.1.1.6. and the THR of

1.0 * 10⁻¹¹ dangerous failures / hour




(background information is provided by Subset-088 Part 3, paragraphs 12.5.2.1 & 12.5.2.3)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-451 - ETCS_OB09
old ID	SUBSET-091 V4.0.0 - ETCS_OB09
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11022 - ETCS_TR01

The hazard rate for the ETCS trackside system, less those parts forming part of the transmission system, shall be shown not to exceed $\text{THR}_{\text{Trackside}}=0.67 \cdot 10^{-9}$ dangerous failures/hour

(background information is provided by Subset-088 Part 3, paragraph 12.4.1.1)

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-452 - ETCS_TR01
old ID	SUBSET-091 V4.0.0 - ETCS_TR01
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11023 - ETCS_TR02

Corruption of radio message




The requirement for the non-trusted part of TR-EUR-H4 (see Note) is that the non-trusted ETCS trackside radio transmission equipment shall respect the definition of non-trusted given in paragraph 5.1.1.6 and the THR of

$1.0 \cdot 10^{-11}$ dangerous failures / hour

(background information is provided by Subset-088 Part 3, paragraph 12.5.1.1)

Note:

For trusted part, see paragraph 8.2.1.2.




Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-453 - ETCS_TR02
old ID	SUBSET-091 V4.0.0 - ETCS_TR02
Risk Acceptance Principle	Explicit Risk Estimation
Rational	

Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf
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SPPRAMSS-11024 - ETCS_TR03

Corruption of balise group message

The requirement for the non-trusted part of EUB-H4 is that the non-trusted ETCS trackside balise transmission equipment shall respect the definition of non-trusted given in paragraph 5.1.1.6 with a THR of,
 $1.0 * 10^{-11}$ dangerous failures / hour
 (background information is provided by Subset-088 Part 3, paragraph 12.5.2.1)



Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-454 - ETCS_TR03
old ID	SUBSET-091 V4.0.0 - ETCS_TR03
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11025 - ETCS_TR04

Failure of a balise group being detectable

The rate of failure for a balise group with at least two balises to become undetectable (according to the definition in Subset-036), shall be shown not to exceed,
 $1.0 * 10^{-9}$ dangerous failures / hour
 For an individual balise to be interoperable, it shall have an unavailability less than $2.0 * 10^{-5}$ with regards to hazard EUB-H1. This requirement has been derived in Subset-036 from the above requirement on a balise group of two balises.
 (background information is provided by Subset-088 Part 3, paragraph 12.5.2.4 and Subset-036 paragraph 5.5.5.2)

Status	 Open
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Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-455 - ETCS_TR04
old ID	SUBSET-091 V4.0.0 - ETCS_TR04
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11026 - ETCS_TR05

Cross-talk of balise group




The overall THR for cross talk is

1.0 * 10⁻⁹ dangerous failures / hour

In Subset-036 this requirement is distributed between ETCS on-board and trackside equipment. This yields the requirement for the ETCS trackside equipment to meet the overall cross-talk THR of 10⁻⁹ f/h given in paragraph 8.3.1.2 of Subset-088 Part 3 Annex A, considering the ETCS on-board performance stated in ETCS_OB08

A methodology for this is suggested in Subset-036 Annex F, although the actual accomplishment of the analysis is supplier and application specific.

(background information is provided by Subset-088 Part 3, paragraph 12.5.2.5 and Subset-036 paragraph 5.5.5.2)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-456 - ETCS_TR05
old ID	SUBSET-091 V4.0.0 - ETCS_TR05
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11027 - ETCS_TR06

TSR balise groups




When giving a Temporary Speed Restriction by means of unlinked balise groups, at least (Note 1) two balise groups (Note 2) shall be used to announce the TSR before the restricted area.

Note 1:

For operational reasons, it might be necessary to use more than two groups

Note 2:

With two balises in each group, see requirement ETCS_TR07.




Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-457 - ETCS_TR06
old ID	SUBSET-091 V4.0.0 - ETCS_TR06
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11028 - ETCS_TR07

Number of balises in each group

A balise group, which contains information that if it is missed could lead to a hazardous consequence, shall consist of a minimum of two balises.

This refers to a balise group that, for example, (1) gives a Temporary Speed Restriction, (2) gives the start of a linking chain, i.e. met in a Start of Mission or in a change from Level 0 to Level 1/2, (3) constitutes a border balise group giving more restrictive National Values, (4) gives Level Crossing information or (5) gives Virtual Balise Cover order. (background information is provided by Subset-088 Part 3, Annex A, paragraph 3.3.1.1)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-458 - ETCS_TR07
old ID	SUBSET-091 V4.0.0 - ETCS_TR07

Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11029 - ETCS_TR08

Corruption of Loop message

The requirement for the non-trusted part of EUL-H4 is that the non-trusted ETCS trackside loop transmission equipment shall respect the definition of non-trusted given in paragraph 5.1.1.6. with a THR of,

1.0 * 10⁻¹¹ dangerous failures / hour

(background information is provided by Subset-088 Part 3, paragraph 12.5.2.1 & 12.5.2.3)

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-459 - ETCS_TR08
old ID	SUBSET-091 V4.0.0 - ETCS_TR08
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11030 - EXT_SR01

The preparation of the ETCS Trackside Data is not part of ETCS, but shall be of a quality that is appropriate to the required safety level (see Note).




(background information is provided by Subset-088 Part 3, paragraph 12.6.2.1)

Note:

These requirements demand that the process being adopted shall be of a quality level that is appropriate to the required safety level. This should be interpreted to mean that

- the criticality of the data need to be determined from an overall railway system safety perspective
- the process in question must be examined in detail to identify where there are potential

threats to the accuracy of the process and that measures are put in place to minimise these threats to the required safety level, taking into account the functional properties of ETCS and the safety integrity requirements specified in the present document

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-460 - EXT_SR01
old ID	SUBSET-091 V4.0.0 - EXT_SR01
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11031 - EXT_SR02

The complete ETCS Trackside System Deployment process is not part of ETCS, but shall be of a quality that is appropriate to the required safety level (see Note). (background information is provided by Subset-088 Part 3, paragraph 12.6.4.1)

Note:

These requirements demand that the process being adopted shall be of a quality level that is appropriate to the required safety level. This should be interpreted to mean that

- the criticality of the data need to be determined from an overall railway system safety perspective
- the process in question must be examined in detail to identify where there are potential threats to the accuracy of the process and that measures are put in place to minimise these threats to the required safety level, taking into account the functional properties of ETCS and the safety integrity requirements specified in the present document

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-461 - EXT_SR02
old ID	SUBSET-091 V4.0.0 - EXT_SR02
Risk Acceptance Principle	Explicit Risk Estimation

Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11032 - EXT_SR03

The preparation of the ETCS On-board Data is not part of ETCS, but shall be of a quality that is appropriate to the required safety level (see Note). (background information is provided by Subset-088 Part 3, paragraph 12.6.3.1)

Note:

These requirements demand that the process being adopted shall be of a quality level that is appropriate to the required safety level. This should be interpreted to mean that



- the criticality of the data need to be determined from an overall railway system safety perspective
- the process in question must be examined in detail to identify where there are potential threats to the accuracy of the process and that measures are put in place to minimise these threats to the required safety level, taking into account the functional properties of ETCS and the safety integrity requirements specified in the present document

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-462 - EXT_SR03
old ID	SUBSET-091 V4.0.0 - EXT_SR03
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11033 - EXT_SR04

Infrastructure installation and operational circumstances need to be considered as stated in chapter 10.

Status	 Open
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Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-463 - EXT_SR04
old ID	SUBSET-091 V4.0.0 - EXT_SR04
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11034 - EXT_SR05




The complete ETCS On-board System Deployment process is not part of ETCS (except what is defined in ETCS_OB02), but shall be of a quality that is appropriate to the required safety level (see Note).

(background information is provided by Subset-088 Part 3, paragraph 12.6.5.1)

Note:

These requirements demand that the process being adopted shall be of a quality level that is appropriate to the required safety level. This should be interpreted to mean that

- the criticality of the data need to be determined from an overall railway system safety perspective
- the process in question must be examined in detail to identify where there are potential threats to the accuracy of the process and that measures are put in place to minimise these threats to the required safety level, taking into account the functional properties of ETCS and the safety integrity requirements specified in the present document

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-464 - EXT_SR05
old ID	SUBSET-091 V4.0.0 - EXT_SR05
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf




SPPRAMSS-11035 - EXT_SR06

Overall Consist Length information shall be provided by external source with at least SIL2 quality.

It is application projects responsibility to evaluate if the previous requirement is sufficient to comply with the required safety level for operation in SM mode and, if not, apply mitigation measures such as:

- Trackside specific measures based on other external entities (e.g. Axle Counter)
- Additional independent source of information needed by On-board to determine Safe Consist Length (e.g. the number of axles), in case the RINF requires Safe Consist Length information with SIL4 to enter the line.

(background information is provided by Subset-088 Part 3, chapter 12.6.6)




Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-465 - EXT_SR06
old ID	SUBSET-091 V4.0.0 - EXT_SR06
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11036 - EXT_SR07

Confirmed train length sent in position report shall be of a quality corresponding SIL4.

This can be reached, for example:




- when Train Integrity and Train Length are acquired fully independently, or
- with driver validation of Train Length or additional information of Train Length from driver/shunter.

Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-466 - EXT_SR07
old ID	SUBSET-091 V4.0.0 - EXT_SR07

Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11037 - EXT_SR08

Train Integrity information shall be provided by external source with at least SIL2 quality.
(background information is provided by Subset-120 chapter 3.5.3)




Status	 Open
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-467 - EXT_SR08
old ID	SUBSET-091 V4.0.0 - EXT_SR08
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	- https://www.era.europa.eu/system/files/2023-09/index027_-_SUBSET-091_v400.pdf

SPPRAMSS-11045 - Traceability not perform for SUBSET-091 hazards

The traceability between these hazards and the ones from §1 shall be realised.

SPPRAMSS-6979 - [B.0] Other category B event types




Other category B event falling within the B.0 sub-categories for which detailed information is not (yet) available.

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-469 - [B.0] Other category B event types
old ID	CSM-ALSP B.0
Risk Acceptance Principle	
Rational	

Hyperlinks	
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SPPRAMSS-6980 - [B.0.1] Fire in proximity of rail infrastructure

Any occasion in which a fire is taking place in proximity of rail infrastructure, affecting the integrity of the infrastructure or the operations.

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-470 - [B.0.1] Fire in proximity of rail infrastructure
old ID	CSM-ALSP B.0.1
Risk Acceptance Principle	
Rational	
Hyperlinks	




SPPRAMSS-6981 - [B.0.2] Unauthorised presence of staff/employees on railway system

Any occasion in which the unauthorised presence of staff/employees (i.e. not in accordance with the applicable requirements) is detected. This also includes sub-contractor staff.

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-471 - [B.0.2] Unauthorised presence of staff/employees on railway system
old ID	CSM-ALSP B.0.2
Risk Acceptance Principle	
Rational	
Hyperlinks	




SPPRAMSS-6982 - [B.0.3] Unauthorised presence of other third parties on the railway system

Any occasion in which the unauthorised presence of third parties on the railway system (i.e. not in accordance with the applicable requirements) is detected.

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-472 - [B.0.3] Unauthorised presence of other third parties on the railway system
old ID	CSM-ALSP B.0.3
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-6983 - [B.0.4] Improper or incautious use of authorised passages between platforms in the stations



Any occasion in which the improper or incautious use by persons of authorised passages between platforms in the stations is detected

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-473 - [B.0.4] Improper or incautious use of authorised passages between platforms in the stations
old ID	CSM-ALSP B.0.4
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-6984 - [B.0.5] Dangerous goods incidents not related to another type B event




Any incident involving dangerous goods to be reported in accordance with section 1.8.5 of 'RID' (as referred to in Annex II.1 to Directive 2008/68/EC, as amended) and not covered by another type B event.

Status	 Deleted
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Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-474 - [B.0.5] Dangerous goods incidents not related to another type B event
old ID	CSM-ALSP B.0.5 RSSB CHAMOIS 7
Risk Acceptance Principle	
Rational	
Hyperlinks	


SPPRAMSS-6985 - [B.0.0] Other un-coded category B event types





Any other category B event type not covered by any of the category or sub-categories coded above. A reporting of information in accordance with section 3.3 of Appendix A - Part C shall apply.

Status	 Deleted
Linked Work Items	has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-475 - [B.0.0] Other un-coded category B event types
old ID	CSM-ALSP B.0.0
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-7520 - Undue movement of a point nearby person

Undue movement of a point due to signaling failure while a person is nearby.

Note : "switch" is used by CSM-ALSP. "point" is used in EUROPE (e.g. EULYNX Glossary Eu.Doc.9/ ERA Subset 023 / use "point", see SPLI-985 - POINT) and in SP  [SPLI-985 - POINT](#)

Status	 Deleted
Linked Work Items	relates to :  SPPRAMSS-8373 - Human Injury has parent :  SPPRAMSS-12016 - ETCS SUBSET-091 Hazards _ has copy :  SPRM-476 - Undue movement of a point nearby person

old ID	
Risk Acceptance Principle	Explicit Risk Estimation
Rational	
Hyperlinks	





3 RSSB Hazards

SPPRAMSS-12019 - Detailed Hazards coming from RSSB CHAMOIS list

In the following are reported more detailed Hazards coming from RSSB CHAMOIS list.

SPPRAMSS-11072 - RSSB_2.03.05 - Wrong side signalling failure - Track circuit fails to detect train



Wrong side signalling failure due to Track circuit fails to detect train

Status	 Content to be approved
Linked Work Items	<p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p> <p>_ has copy :  SPRM-479 - RSSB_2.03.05 - Wrong side signalling failure - Track circuit fails to detect train</p>
old ID	RSSB_2.03.05
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI CCS. Trackside Assets CS (Level 4)
Hyperlinks	

SPPRAMSS-11071 - RSSB_2.03.04 - Wrong side signalling failure - Signal returns to danger as train approaches





Wrong side signalling failure due to Signal returns to danger as train approaches

Status	 Open
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Linked Work Items	has parent :  SPPRAMSS-12018 - RSSB Hazards _ has copy :  SPRM-480 - RSSB_2.03.04 - Wrong side signalling failure - Signal returns to danger as train approaches
old ID	RSSB_2.03.04
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-11070 - RSSB_2.03.03 - Wrong side signalling failure - Signal displays insufficiently restrictive aspect




Wrong side signalling failure due to Signal displays insufficiently restrictive aspect

Status	 Open
Linked Work Items	relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle has parent :  SPPRAMSS-12018 - RSSB Hazards _ has copy :  SPRM-481 - RSSB_2.03.03 - Wrong side signalling failure - Signal displays insufficiently restrictive aspect
old ID	RSSB_2.03.03
Risk Acceptance Principle	Explicit Risk Estimation
Rational	Explicit Risk Estimation based on TSI CCS. TrafficCS (Level 4) and/or Transversal
Hyperlinks	

SPPRAMSS-11069 - RSSB_2.03.02 - Wrong side signalling failure - Neighbouring external electrical / electronic systems cause EMI / EMC issues in railway system





Wrong side signalling failure due to Neighbouring external electrical / electronic systems cause EMI / EMC issues in railway system

Status	 Open
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Linked Work Items	relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle has parent :  SPPRAMSS-12018 - RSSB Hazards _ has copy :  SPRM-482 - RSSB_2.03.02 - Wrong side signalling failure - Neighbouring external electrical / electronic systems cause EMI / EMC issues in railway system
old ID	RSSB_2.03.02
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-11068 - RSSB_2.03.01 - Wrong side signalling failure - Inadequate signal overlap




Wrong side signalling failure due to Inadequate signal overlap

Status	 Open
Linked Work Items	relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle has parent :  SPPRAMSS-12018 - RSSB Hazards _ has copy :  SPRM-483 - RSSB_2.03.01 - Wrong side signalling failure - Inadequate signal overlap
old ID	RSSB_2.03.01
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-11067 - RSSB_2.02.05 - Train runaway - Runaway train due to vehicle defect





Train runaway due to Runaway train due to vehicle defect

Status	 Open
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Linked Work Items	<p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p> <p>_ has copy :  SPRM-484 - RSSB_2.02.05 - Train runaway - Runaway train due to vehicle defect</p>
old ID	RSSB_2.02.05
Risk Acceptance Principle	
Rational	
Hyperlinks	





SPPRAMSS-11066 - RSSB_2.02.02 - Train runaway - Runaway train due to coupling failure

Train runaway due to Runaway train due to coupling failure

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p> <p>_ has copy :  SPRM-485 - RSSB_2.02.02 - Train runaway - Runaway train due to coupling failure</p>
old ID	RSSB_2.02.02
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-11065 - RSSB_2.02.01 - Train runaway - Runaway train due to brake failure





Train runaway due to Runaway train due to brake failure

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p> <p>_ has copy :  SPRM-486 - RSSB_2.02.01 - Train runaway - Runaway train due to brake failure</p>

old ID	RSSB_2.02.01
Risk Acceptance Principle	
Rational	
Hyperlinks	





SPPRAMSS-11064 - RSSB_2.01.19 - Train exceeds limit of movement authority (including SPADs) - Traction control failure

Train exceeds limit of movement authority (including SPADs) due to Traction control failure

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p> <p>_ has copy :  SPRM-487 - RSSB_2.01.19 - Train exceeds limit of movement authority (including SPADs) - Traction control failure</p>
old ID	RSSB_2.01.19
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-11063 - RSSB_2.01.18 - Train exceeds limit of movement authority (including SPADs) - Signal equipment operating error





Train exceeds limit of movement authority (including SPADs) due to Signal equipment operating error

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p> <p>_ has copy :  SPRM-488 - RSSB_2.01.18 - Train exceeds limit of movement authority (including SPADs) - Signal equipment operating error</p>
old ID	RSSB_2.01.18

Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-11062 - RSSB_2.01.01 - Train exceeds limit of movement authority (including SPADs) - Brake failure

Train exceeds limit of movement authority (including SPADs) due to Brake failure

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5758 - [A1.1] Collision of train with a train/rail vehicle</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p> <p>_ has copy :  SPRM-489 - RSSB_2.01.01 - Train exceeds limit of movement authority (including SPADs) - Brake failure</p>
old ID	RSSB_2.01.01
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14164 - RSSB_3.02.01 - Failure of switches & crossings - Defective switch and crossing






Failure of switches & crossings due to Defective switch and crossing

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.02.01

Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-14165 - RSSB_3.02.03 - Failure of switches & crossings - Points in the wrong position and not detected

Failure of switches & crossings due to Points in the wrong position and not detected

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.02.03
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14166 - RSSB_3.02.04 - Failure of switches & crossings - Points move under train






Failure of switches & crossings due to Points move under train

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.02.04

Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-14167 - RSSB_3.02.05 - Failure of switches & crossings - Points out of gauge

Failure of switches & crossings due to Points out of gauge

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.02.05
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14168 - RSSB_3.05.02 - Large obstruction on track - Infrastructure collapse






Large obstruction on track due to Infrastructure collapse

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.05.02
Risk Acceptance Principle	

Rational	
Hyperlinks	






SPPRAMSS-14169 - RSSB_3.06.01 - Rolling Stock fault / failure - Axle failure

Rolling Stock fault / failure due to Axle failure

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.06.01
Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-14170 - RSSB_3.06.02 - Rolling Stock fault / failure - Buffer locking

Rolling Stock fault / failure due to Buffer locking

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.06.02
Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-14171 - RSSB_3.06.03 - Rolling Stock fault / failure - Coupling failure

Rolling Stock fault / failure due to Coupling failure

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.06.03
Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-14172 - RSSB_3.06.05 - Rolling Stock fault / failure - Rail vehicle wheel failure

Rolling Stock fault / failure due to Rail vehicle wheel failure

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.06.05
Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-14173 - RSSB_3.06.07 - Rolling Stock fault / failure - Seized axle box bearing / hot axle box

Rolling Stock fault / failure due to Seized axle box bearing / hot axle box

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.06.07
Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-14174 - RSSB_3.06.08 - Rolling Stock fault / failure - Suspension system / bogie failure

Rolling Stock fault / failure due to Suspension system / bogie failure

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.06.08
Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-14175 - RSSB_3.06.09 - Rolling Stock fault / failure - Twisted underframe / bogie twist

Rolling Stock fault / failure due to Twisted underframe / bogie twist

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.06.09
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14176 - RSSB_3.07.01 - Track fault / failure - Broken fishplate between rails





Track fault / failure due to Broken fishplate between rails

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.07.01
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14177 - RSSB_3.07.02 - Track fault / failure - Broken rail






Track fault / failure due to Broken rail

Status	 Open
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Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.07.02
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14178 - RSSB_3.07.03 - Track fault / failure - Buckled rail / poor track geometry





Track fault / failure due to Buckled rail / poor track geometry

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.07.03
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14179 - RSSB_3.07.04 - Track fault / failure - Failure of track integrity






Track fault / failure due to Failure of track integrity

Status	 Open
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Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.07.04
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14180 - RSSB_3.07.06 - Track fault / failure - Buckled rail / poor track geometry / track twist





Track fault / failure due to Buckled rail / poor track geometry / track twist

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.07.06
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14181 - RSSB_3.07.07 - Track fault / failure - Track cyclic top






Track fault / failure due to Track cyclic top

Status	 Open
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Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.07.07
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14182 - RSSB_3.07.08 - Track fault / failure - Track gauge spread





Track fault / failure due to Track gauge spread

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.07.08
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14183 - RSSB_3.07.09 - Track fault / failure - Track twist






Track fault / failure due to Track twist

Status	 Open
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Linked Work Items	relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type has parent :  SPPRAMSS-12018 - RSSB Hazards
old ID	RSSB_3.07.09
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14184 - RSSB_3.07.10 - Track fault / failure - Vertical misalignment / track bed insecure





Track fault / failure due to Vertical misalignment / track bed insecure

Status	 Open
Linked Work Items	relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type has parent :  SPPRAMSS-12018 - RSSB Hazards
old ID	RSSB_3.07.10
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14185 - RSSB_3.08.01 - Track formation failures (including under bridge and embankment failures) - Collapse of bridge or culvert






Track formation failures (including under bridge and embankment failures) due to Collapse of bridge or culvert

Status	 Open
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Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.08.01
Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-14186 - RSSB_3.08.02 - Track formation failures (including under bridge and embankment failures) - Drainage culvert/pipework collapse

Track formation failures (including under bridge and embankment failures) due to Drainage culvert/pipework collapse

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.08.02
Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-14187 - RSSB_3.08.03 - Track formation failures (including under bridge and embankment failures) - Failure of embankment integrity

Track formation failures (including under bridge and embankment failures) due to Failure of embankment integrity

Status	 Open
Linked Work Items	relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type has parent :  SPPRAMSS-12018 - RSSB Hazards
old ID	RSSB_3.08.03
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14188 - RSSB_3.08.04 - Track formation failures (including under bridge and embankment failures) - Rail bridge structural failure (including bridge strikes)






Track formation failures (including under bridge and embankment failures) due to Rail bridge structural failure (including bridge strikes)

Status	 Open
Linked Work Items	relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type has parent :  SPPRAMSS-12018 - RSSB Hazards
old ID	RSSB_3.08.04
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14189 - RSSB_3.08.05 - Track formation failures (including under bridge and embankment failures) - Structural collapse due to scour and water action






Track formation failures (including under bridge and embankment failures) due to Structural

collapse due to scour and water action

Status	 Open
Linked Work Items	relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type has parent :  SPPRAMSS-12018 - RSSB Hazards
old ID	RSSB_3.08.05
Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-14190 - RSSB_3.08.06 - Track formation failures (including under bridge and embankment failures) - Structural damage due to earthquake

Track formation failures (including under bridge and embankment failures) due to Structural damage due to earthquake

Status	 Open
Linked Work Items	relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type has parent :  SPPRAMSS-12018 - RSSB Hazards
old ID	RSSB_3.08.06
Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-14191 - RSSB_3.09.01 - Train exceeds limit of movement authority (including SPADs) - Brake failure

Train exceeds limit of movement authority (including SPADs) due to Brake failure

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.09.01
Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-14192 - RSSB_3.09.18 - Train exceeds limit of movement authority (including SPADs) - Signal equipment operating error

Train exceeds limit of movement authority (including SPADs) due to Signal equipment operating error

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.09.18
Risk Acceptance Principle	
Rational	
Hyperlinks	






SPPRAMSS-14193 - RSSB_3.09.19 - Train exceeds limit of movement authority (including SPADs) - Traction control failure

Train exceeds limit of movement authority (including SPADs) due to Traction control failure

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.09.19
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14194 - RSSB_3.10.01 - Train runaway - Runaway train due to brake failure





Train runaway due to Runaway train due to brake failure

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.10.01
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14195 - RSSB_3.10.02 - Train runaway - Runaway train due to coupling failure






Train runaway due to Runaway train due to coupling failure

Status	 Open
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Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.10.02
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14196 - RSSB_3.10.05 - Train runaway - Runaway train due to vehicle defect





Train runaway due to Runaway train due to vehicle defect

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.10.05
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14197 - RSSB_3.12.01 - Wrong Side Signalling Failure - Inadequate signal overlap






Wrong Side Signalling Failure due to Inadequate signal overlap

Status	 Open
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Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.12.01
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14198 - RSSB_3.12.02 - Wrong Side Signalling Failure - Neighbouring external electrical/electronic systems cause EMI/EMC issues in railway system





Wrong Side Signalling Failure due to Neighbouring external electrical/electronic systems cause EMI/EMC issues in railway system

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.12.02
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14199 - RSSB_3.12.03 - Wrong Side Signalling Failure - Signal displays insufficiently restrictive aspect






Wrong Side Signalling Failure due to Signal displays insufficiently restrictive aspect

Status	 Open
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Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.12.03
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14200 - RSSB_3.12.04 - Wrong Side Signalling Failure - Signal returns to danger as train approaches





Wrong Side Signalling Failure due to Signal returns to danger as train approaches

Status	 Open
Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.12.04
Risk Acceptance Principle	
Rational	
Hyperlinks	

SPPRAMSS-14201 - RSSB_3.12.05 - Wrong Side Signalling Failure - Track circuit fails to detect train

Wrong Side Signalling Failure due to Track circuit fails to detect train

Status	 Open
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Linked Work Items	<p>relates to :  SPPRAMSS-5764 - [A2.1] Derailment of train</p> <p>relates to :  SPPRAMSS-5765 - [A2.2] Derailment of one or more rail vehicles</p> <p>relates to :  SPPRAMSS-5766 - [A2.0] Other derailment type</p> <p>has parent :  SPPRAMSS-12018 - RSSB Hazards</p>
old ID	RSSB_3.12.05
Risk Acceptance Principle	
Rational	
Hyperlinks	