Ten Diverse Formal Models for a CBTC Automatic Train Supervision System

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Origins of the study

Trace-IT

Define an ATS scheduling approach to achieve deadlock free train dispatching.

Case Study: a project defined CBTC scenario

ASTRail

Investigate and experiment with a rich set of formal methods and tools to compose a survey on the suggested use of formal methods in the railway field.

Trace-IT case study re-used as one of the experiments.

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The Trace-IT goal

- We have a metro layout.
- We have an automatic (unmanned) metro service.
- Each train has its mission statically defined, provided to the ATS as static configuration data (timetable)
- We have to design the logic of the ATS scheduling kernel, to successfully dispatch all the trains, leading them to destination avoiding deadlocks (also in case of arbitrary delays)
The Trace-IT project demonstrator case study

- 8 trains providing circular services
Itineraries vs circuits

Segments correspond to entry/exit itineraries of stations

Itineraries are composed of several track circuits
Handling the problem size

SECTION 1

SECTION 2

SECTION 3
The Section 2 layout and train missions.
The Section 2 layout and train missions.
The Section 2 layout and train missions.
The Section 2 layout and train missions.
The Trace-IT case study
The Section 2 layout and train missions.
The Section 2 layout and train missions.
The Section 2 layout and train missions.
The Section 2 layout and train missions.
A sample deadlock occurrence
The Trace-IT solution

\[
T_0 = [1, 9, 10, 13, 15, 20, 23] \quad \text{Mission for train0}
\]

\[
A_0 = [0, 0, 0, 1, 0, -1, 0] \quad \text{Region-A Constraints for train0}
\]
The progression rule (e.g. for train0)

\[
\begin{align*}
T_0 &= [1, 9, 10, 13, 15, 20, 23] \quad \text{Mission for train0} \\
A_0 &= [0, 0, 0, 1, 0, -1, 0] \quad \text{Region-A Increments/Decr. for train0} \\
P_0 &= n \quad \text{current progress point of train0 (index in T0)} \\
R_A &= n \quad \text{current degree of occupancy of region A} \\
L_A &= 7 \quad \text{maximum degree of occupancy for region A}
\end{align*}
\]

when \(<\text{next endpoint of train0 is free}>\)
\[\text{i.e. for all } i: \ T_0[P_0+1] \neq T_i[P_i]\]

and \(<\text{train0 move does not saturate any region}>\)
\[\text{i.e. for all regions } A, \ldots: \ R_A + A_0[P_0+1] \leq L_A\]

the train can advance: \[\text{i.e. } P_0 = P_0 + 1, \quad R_A = R_A + A_0[P_0]\]
The reference structure of the model

Global Constants

\[ T_0 = [1, 9, 10, 13, 15, 20, 23]; \]
\[ A_0 = [0, 0, 0, 1, 0, -1, 0]; \]
\[ B_0 = [0, 0, 0, 1, 0, -1, 0]; \]
\[ \ldots \]
\[ T_7 = [26, 22, 17, 18, 12, 27, 7]; \]
\[ A_7 = [1, 0, 0, -1, 0, 0, 0]; \]
\[ B_7 = [1, 0, 0, -1, 0, 0, 0]; \]
\[ LA = 7; \quad LB = 7 \]

Global Variables

\[ P_0, P_1, \ldots, P_7 := 0; \]
\[ R_A := 1, \quad R_B := 1 \]

Train Rules

\[ \text{Train0: [guard train0] / actions train0} \]
\[ \ldots \]
\[ \text{Train7: [guard train7] / actions train7} \]
The encoding of the model: UMC

train0: s1 -> s1
{- [P0<6 & T0[P0+1] != T5[P5] & ... & T0[P0+1] != T7[P7] & RA + A0[P0+1] <= LA & RB + B0[P0+1] <= LB] /
P0 := P0+1;
RA := RA + A0[P0]; RB := RB + B0[P0];
}
...

train7: s1 -> s1
{...}
do :: atomic {
    (P0<6 && T0[P0+1] != T1[P1] && ... && T0[P0+1] != T7[P7] &&
     (RA+A0[P0+1])<=LA && (RB+B0[P0+1]<=LB)
    ) ->
    P0 = (P0+1);
    RA = RA+A0[P0];  RB = RB+B0[P0];
};

:: atomic {
};
od;
The encoding of the model: CADP/LNT

loop
  select
    only if
      P0<6 and T0[P0+1] != T1[P1] and ... and T0[P0+1] != T7[P7] and
      (RA+A0[P0+1]) <= LA and (RB+B0[P0+1] <= LB)
    then
      MOVE (0 of Train_Number);
      P0 := (P0+1);
      RA := RA+A0[P0];  RB := RB+B0[P0];
    end if
  [ ]
  only if
    ...
  end select
end loop
The encoding of the model: ProB

OPERATIONS

move0 =
    PRE
        P0<6 & T0(P0+1) /=T1(P1) &...& T0(P0+1) /=T7(P7) &
        RA+A0(P0+1)<=LA & RB+B0(P0+1)<=LB
    THEN
        P0 := P0+1;
        RA := RA+A0(P0);
        RB := RB+B0(P0);
    END;

move1 =  ...
The encoding of the model: NuSMV/ nuXmv

TRANS

RUNNING=0  ->
\[ P0<6 \land T0[P0+1] \neq T1[P1] \land \ldots \land T0[P0+1] \neq T7[P7] \land \]
\[ (RA+A0[P0+1]) \leq LA \land (RB+B0[P0+1]) \leq LB \]

? next(P0)=(P0+1) \land next(P1)=P1 \land \ldots \land next(P7)=P7 \land
next(RA)= RA+A0[P0]; next(RB)=RB+B0[P0];

: next(P0)=P0 \land \ldots \land next(P7)=P7 \land next(RA)=RA \land next(RB)=RB

...

TRANS

RUNNING=7  ->
The encoding of the model: FDR4 / CSPm

AllTrains (P0, P1, P2, P3, P4, P5, P6, P7, RA, RB) =

( P0 < 6 and
  el(T0,P0+1) != el(T1,P1) and … and  el(T0,P0+1) != el(T7,P7) and
  RA + el(A0,P0+1) <= LA and  RB + el(B0,P0+1) <= LB
 ) &
move0  ->
  AllTrains(P0+1,P1,P2,P3,P4,P5,P6,P7, RA+el(A0,P0+1), RB+el(B0,P0+1))

[ ]
( P1 < 6 and
  …

The encoding of the model: mCRL2

proc AllTrains(P0,P1,P2,P3,P4,P5,P6,P7: Nat, RA, RB: Int) =

( P0 < 6 &&
  T0(P0+1) != T1(P1) &&... && T0(P0+1) != T7(P7) &&
  RA+A0(P0+1) <= LA && RB+ B0(P0+1)<=LB
)

move(0) ->

AllTrains(P0+1,P1,P2,P3,P4,P5,P6,P7, RA+A0(P0+1), RB+B0(P0+1))

[]

( P1 < 6 &&
  ...

The encoding of the model: TLAplus

\[
\text{Move0} \equiv \quad \land \\
\quad P_0 < 6 \land T_0[P_0+2] /= T_1[P_1+1] \land \ldots \land T_0[P_0+2] /= T_7[P_7+1] \land \\
\quad R_A + A_0[P_0+2] <= L_A \land R_B + B_0[P_0+2] <= L_B \land \\
\quad P_0' = (P_0 + 1) \land \\
\quad R_A' = R_A + A_0[P_0+2] \land R_B' = R_B + B_0[P_0+2] \land \\
\quad \text{UNCHANGED} \quad \langle \langle P_1, P_2, P_3, P_4, P_5, P_6, P_7 \rangle \rangle
\]

\[
\text{Move1} \equiv \\
\ldots
\]

\[
\text{Next} \equiv \quad \text{Move0} \lor \text{Move1} \lor \text{Move2} \lor \text{Move3} \lor \\
\quad \text{Move4} \lor \text{Move5} \lor \text{Move6} \lor \text{Move7}
\]
Considerations:

So what ????
Considerations:

- Blackboard models
- Event-Condition-Action models
- Guard-Transition models

...can have a common reference baseline
Considerations:

Blackboard models / Event-Condition-Action models / Guard-Transition models / can have a common reference baseline

**Diversity** in tool selection / model encoding → more trustable verification results
Considerations:

Blackboard models /
Event Condition Action models / can have a common baseline
Guard Transition models /

**Diversity** in tool selection / model encoding
  more trustable verification results
  better exploitation of the verification features of multiple existing frameworks.

  e.g. Branching vs. Linear vs. Refinements vs. Compositional
  e.g. tool. friendliness vs. ability to deal with very large models
  e.g. timed vs. untimed
Further Works:

More frameworks taken into consideration:
Simulink / SCADE / SAL / UPPAAL / ….

More features compared:

- Code Generation?
- Customer Support
- Simulation?
- Language Expressiveness
- Documentation
- Maturity
- Model-based Testing?
- Industrial Diffusion
- Report Generation?
- Time Related Aspects?
- Inport/Export
- Standard input format?
- Certification
- Probability?
- Modularity

Ten Diverse Formal Models …
Official Formal Disclaimer:

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THANK YOU!

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The incremental design/verification approach:

- Train Missions
- Initial model (handling basic deadlocks)
- Model Checking
- New sections, counters, and updated missions
- No more deadlocks
- Validated ATS Data
- New deadlocks