DIN SPEC 91516:2025-07 (E)

Human performance regarding the dynamic driving task for the specification of AI in ATO; Text in English

Inhalt

Seite

Foreword 5

Introduction 8

1 Scope 9

2 Normative references 9

3 Terms and definitions 9

4 Summary of regulations 15
4.1 Reference system comparison according to regulation 15
4.2 Regulations hinting driver performance 16

5 Similarity of human and technical senses as input interfaces 17
5.1 General 17
5.2 Basic similarity of visual perception capabilities 17
5.2.1 General 17
5.2.2 Purview 17
5.2.3 Dynamic range and discretization 18
5.2.4 Colour distinction 19
5.2.5 Angular perception, visual acuity and human eye resolution 19
5.2.6 Temporal resolution 20
5.2.7 Overall consideration and summary 20

6 Categorization of functions 21
6.1 General 21
6.2 Object recognition and collision prediction 24
6.3 Recognition of railway signals 25
6.3.1 General 25
6.3.2 Stationary optical trackside signals 25
6.3.3 Non-stationary optical signals 25
6.3.4 Acoustic signals 26
6.4 Recognition of points of turnouts 26
6.5 Recognition of damages and anomalies 26
6.6 Vehicle localisation 26
6.7 Velocity control 27

7 Performance metrics 27
7.1 General 27
7.2 Comparison by PFD and PFH 28
7.3 Comparison by reaction time, time to collision and distance to obstacle 28
7.4 Comparison by rate of avoided accidents 29
7.5 Submetrics for indirect measurement of mental processing and execution time 29

8 Measurement methods 30
8.1 General 30
8.2 Human reliability analysis 30
8.3 Driving simulators 31
8.4 In-field experiments 31
8.5 Accident and incident statistics 32
8.5.1 Accident and incident statistics for European mainline railways 32

8.5.2 List of accidents and incidents for German mainline railways 32
9 Performance shaping factors 32
9.1 General 32
9.2 PSFs in safety records 33
10 Sample measurements 33
10.1 General 33
10.2 Human performance at collision prediction 34
10.2.1 Human reliability analysis 34
10.2.2 Semi-estimated measurements 34
10.2.3 In-field experiments 35
10.2.4 Accident statistics 36
10.3 Human performance at signal detection 37
10.3.1 Human reliability analysis 37
10.3.2 Semi-estimated rates of SPADs 37
10.3.3 In-field measurements of signal detection 38
10.3.4 Statistics of SPADs 38
10.4 Human performance at recognition of damages and anomalies 41
10.5 Human performance at in- and outbound communication with the train traffic controller 41
11 Abbreviated Terms 42
Bibliography 44

Figures

Figure 1 — Reaction time, time to collision and distance to obstacle 28
Figure 2 — Points of CSM-RA placed into PSF taxonomy according to DIN EN 62508 (VDE 0050-2):2011-05 33

Tables

Table 1 — Operational assumptions for probability of failure [SUBSET-091] 16
Table 2 — Summary of similarity between human vision and camera system 21
Table 3 — Substasks and functions of the driver 22
Table 4 — Submetrics for the performance of the human driver 29
Table 5 — Human reliability analysis procedure from DIN VDE V 0831-103:2020-09 30
Table 6 — Human reliability analysis of collision prediction [15] 34
Table 7 — Distance to obstacle semi-estimated measurements [38][14] 35
Table 8 — Distance to obstacle semi-estimated measurements for fluorescent cubic objects at night [38][13] 35
Table 9 — Distance to obstacle in-field measurements [12] 35
Table 10 — Distance to obstacle measurements for collision prediction [8] 36
Table 11 — Distances to obstacles recorded for collision prediction [6] 36

Table 12 — Human reliability analysis at signal detection [15]..... 37

Table 13 — Rates of signals passed per signal indicating stop from different origins [23] 37

Table 14 — Distance to obstacle measurements for signal detection [8]..... 38

Table 15 — CSI data of SPADs per million train kilometres [16] 39

Table 16 — Human reliability analysis at recognition of damages and anomalies [15]..... 41

Table 17 — Human reliability analysis at in- and outbound communication with the train traffic controller [15] 42