

In this table the identified risks are linked to safety functions. The SIL level is derived from the estimated parameters.

Nr.	Identified risk	Severity	Frequency	Probability	Possibility to avoid	Required SIL	Safety function
I	The traffic signs at both sides of the bridge display a red-green sign aspect.	1	4	2	3	-	If at one side the traffic signs display a red-green aspect, the other side is may not display a red-green aspect.
II	The stop signs activate while the approach signs have not been active for some time.	4	4	2	3	2	If the approach signs have not been on for 15 seconds, the stop signs may not switch on.
III	The entering boom barriers close while the stop signs have not been active for some time.	4	4	2	3	2	If the stops signs have not been on for 15 seconds, the entering boom barriers may not close.
IV	The leaving boom barriers close while the entering boom barriers have not been closed for some time.	4	4	2	3	2	If the entering boom barrier have not been closed for 1 second, the leaving boom barriers may not close.
V	The bridge opens while not all boom barriers are closed.	4	4	2	3	2	If not all boom barriers are closed, the bridge may not open.
VI	The bridge opens while not all traffic lights display a red aspect.	4	4	2	3	2	If the traffic lights do not display a red or double red aspect, the bridge may not be opened.
VII	The traffic signs display a green aspect while the bridge is being actuated.	4	4	2	1	2	If the bridge is being actuated, the traffic signs may not display a green aspect.
VIII	The traffic signs at both sides of the bridge display a green sign aspect.	3	4	2	3	1	If at one side the traffic signs display a green aspect, the other side is may not display a green aspect.
IX	The bridge close while not all traffic signs display the red aspect	4	4	2	3	2	If the traffic lights do not display a red or double red aspect, the bridge may not be closed.
X	The boom barriers are opened when the bridge is not fully closed.	4	4	2	3	2	If the bridge is not fully closed, the boom barriers may not open.
XI	The entering boom barriers open while the leaving boom barriers are not open.	4	4	2	3	2	If the leaving boom barriers are not open, the entering boom barriers may not open.
XII	The stop signs switch off while not all boom barriers are open.	4	4	2	3	2	If not all boom barriers are open, the stop signs may not switch off.
XIII	The approach signs switch off while not all stop signs are switched off.	4	4	2	3	2	If not all stop signs have been switched off for 60 seconds the approach signs may not switch off.