



**POLITECNICO**  
**MILANO 1863**

SCUOLA DI INGEGNERIA INDUSTRIALE  
E DELL'INFORMAZIONE

# Software Engineering 2

## Requirements Analysis and Specification Document

Author(s): **Irfan Cela - 10694934**

**Mario Cela - 10685242**

**Alessandro Cogollo - 10571078**

Academic Year: 2022-2023



# Contents

## Contents

|          |   |           |
|----------|---|-----------|
| <b>1</b> | <b>Introduction</b>                                 | <b>1</b>  |
| 1.1      | Purpose . . . . .                                   | 2         |
| 1.1.1    | Goals . . . . .                                     | 2         |
| 1.2      | Scope . . . . .                                     | 3         |
| 1.2.1    | World phenomena . . . . .                           | 3         |
| 1.2.2    | Shared phenomena . . . . .                          | 3         |
| 1.3      | Definition, Acronyms, Abbreviations . . . . .       | 6         |
| 1.4      | Revision history . . . . .                          | 6         |
| 1.5      | Reference Documents . . . . .                       | 6         |
| 1.6      | Document Structure . . . . .                        | 7         |
| <b>2</b> | <b>Overall Description</b>                          | <b>9</b>  |
| 2.1      | Product perspective . . . . .                       | 9         |
| 2.1.1    | Class Diagrams . . . . .                            | 9         |
| 2.1.2    | State Diagrams . . . . .                            | 10        |
| 2.1.3    | Scenarios . . . . .                                 | 12        |
| 2.2      | Product functions . . . . .                         | 13        |
| 2.3      | User characteristics . . . . .                      | 14        |
| 2.4      | Assumptions, dependencies and constraints . . . . . | 15        |
| <b>3</b> | <b>Specific Requirements</b>                        | <b>17</b> |
| 3.1      | External Interface Requirements . . . . .           | 17        |
| 3.1.1    | User Interfaces . . . . .                           | 17        |
| 3.1.2    | Hardware Interfaces . . . . .                       | 17        |
| 3.1.3    | Software Interfaces . . . . .                       | 17        |
| 3.1.4    | Communication Interfaces . . . . .                  | 18        |

|          |                                      |           |
|----------|--------------------------------------|-----------|
| 3.2      | Functional Requirements . . . . .    | 18        |
| 3.2.1    | Requirements . . . . .               | 18        |
| 3.2.2    | Mapping on goals . . . . .           | 22        |
| 3.2.3    | Use case diagrams . . . . .          | 22        |
| 3.2.4    | Use cases . . . . .                  | 24        |
| 3.2.5    | Mapping on requirements . . . . .    | 45        |
| 3.3      | Performance Requirements . . . . .   | 45        |
| 3.4      | Design Constraints . . . . .         | 47        |
| 3.4.1    | Standards compliance . . . . .       | 47        |
| 3.4.2    | Hardware limitations . . . . .       | 48        |
| 3.4.3    | Any other constraint . . . . .       | 48        |
| 3.5      | Software System Attributes . . . . . | 48        |
| 3.5.1    | Reliability . . . . .                | 48        |
| 3.5.2    | Availability . . . . .               | 48        |
| 3.5.3    | Security . . . . .                   | 48        |
| 3.5.4    | Maintainability . . . . .            | 49        |
| 3.5.5    | Portability . . . . .                | 49        |
| <b>4</b> | <b>Formal Analysis Using Alloy</b>   | <b>51</b> |
| <b>5</b> | <b>Effort Spent</b>                  | <b>53</b> |
| <b>6</b> | <b>References</b>                    | <b>55</b> |
| <b>A</b> | <b>Appendix A</b>                    | <b>57</b> |
|          | <b>List of Figures</b>               | <b>59</b> |
|          | <b>List of Tables</b>                | <b>61</b> |

# 1 | Introduction

The EVs are eco-friendly vehicles that will be on our roads in the next future. In order to keep global warming below 1.5°C, Europe have decided to reduce greenhouse gas emissions of CO<sub>2</sub> per person per year by 2030, and, by the same year, the IEA predicts that electric vehicles will have a market share of roughly 30 percent, with a total number of 23 million e-cars on the roads. EVs consumption is measured in kilowatt-hours per 100 kilometers, and most of the current electric cars can travel between 150 and 350 kilometers on a single charge, but premium-brand models can currently cover more than 500 kilometers.

In this context, when people use an electric vehicle, knowing where to charge it and carefully planning the charging process in such a way that it introduces minimal interference and constraints on our daily schedule is of great importance.

That's where **eMALL** operates: it can find charging stations owned by several Charging Point Operators - CPO - and, considering the activities in user's schedule, it can propose the best possible path of charging process in order to minimize the cost and the wasted time at the station.

## 1.1. Purpose

### 1.1.1. Goals

eMALL system is offered to two types of users: EVDs and CPOs.

To the firsts will be given the possibility to manage in an easy way their EV thanks to the functionalities of booking, knowing location and information of charging stations, searching active special offers done by CPOs, and being suggested of a charging process smartly elaborated by the system so to minimize the costs and the time needed to charge the battery of the EV.

The second one are companies that decide to subscribe to the system after choosing a buy-strategy instead of developing the CPMS on their own. So they are looking for a system already implemented and obtain it as a SaaS (Software as a Service). The main functionalities that eMALL offers to CPOs are charging stations managing, DSO interfacing, and energy usage and/or storage strategy.

Follows a table that lists all the goals of the eMALL system:

| ID  | Description   |
|-----|---|
| G1  | The EVD can see charging stations nearby a specific location on the map                                   |
| G2  | The EVD can get the detailed information of charging stations   |
| G3  | The EVD can search for special offer provided by charging stations  |
| G4  | The EVD can book a charge for his EV at a charging station for a specified time frame                     |
| G5  | The EVD can pay for the recharging service  |
| G6  | After the EVD inserts a new activity into the calendar, he/she receives suggestions about charging the EV |
| G7  | The CPO can get information about its charging stations   |
| G8  | The CPO can start charging a vehicle and monitor the charging process to know when to stop                |
| G9  | The CPO can obtain the internal status of one of its charging station                                     |
| G10 | The CPO can acquire by the DSOs information about the current price energy                                |
| G11 | The CPO can decide from which DSO to acquire energy   |
| G12 | The CPO can decide how to get energy for charging (DSO or battery storage, a mix of the two)              |

Table 1.1: The goals.

## 1.2. Scope

### 1.2.1. World phenomena

| ID   | Description  |
|------|--|
| WP1  | The EVD wants to charge his EV's battery                           |
| WP2  | The EVD wants to know information of a specific charging station   |
| WP3  | The EVD wants to know if there are any special offer he can redeem |
| WP4  | The EVD connects the plug of the charging point to the EV          |
| WP5  | The EV reaches the desired level of battery charge                 |
| WP6  | Charging Points are distributed in the territory                   |
| WP7  | A charging point breaks  |
| WP8  | It is released an update for the firmware of a charging point      |
| WP9  | CPO defines the selling price of electricity                       |
| WP10 | CPO defines special offers for its customers                       |
| WP11 | The DSO provides energy to charging stations                       |

Table 1.2: World Phenomenas.

### 1.2.2. Shared phenomena

| ID  | Description  | Controller | Observer |
|-----|--|------------|----------|
| SP1 | The EVD creates an account in the eMALL system   | EVD        | eMALL    |
| SP2 | The EVD logs in eMALL  | EVD        | eMALL    |
| SP3 | The EVD registers an EV in his/her profile   | EVD        | eMALL    |
| SP4 | eMALL gets EVD's current position  | eMALL      | EVD      |
| SP5 | The EVD asks for the list of charging stations nearby to his/her position to eMALL     | EVD        | eMALL    |
| SP6 | eMALL returns the list of all the charging stations nearby his/her position to the EVD | eMALL      | EVD      |

|      |   |       |       |
|------|---|-------|-------|
| SP7  | The EVD asks for detailed information about a specific charging station to eMALL  | EVD   | eMALL |
| SP8  | eMALL returns the charging cost per kWh of the charging station specified by the EVD                                      | eMALL | EVD   |
| SP9  | eMALL returns the charging cost per minute of the charging station specified by the EVD                                   | eMALL | EVD   |
| SP10 | eMALL returns the cost per minute of the additional fare for late unplugging of the charging station specified by the EVD | eMALL | EVD   |
| SP11 | eMALL returns the charging power of the charging station specified by the EVD   | eMALL | EVD   |
| SP12 | eMALL returns the types of connectors accepted by the charging points of the charging station specified by the EVD        | eMALL | EVD   |
| SP13 | eMALL returns the number of charging points of the charging station specified by the EVD                                  | eMALL | EVD   |
| SP14 | eMALL returns the current status (available, occupied, maintenance) of the charging station specified by the EVD          | eMALL | EVD   |
| SP15 | The EVD asks for special offers that he/she can redeem to eMALL   | EVD   | eMALL |
| SP16 | eMALL returns all the active special offers to the EVD  | eMALL | EVD   |
| SP17 | The EVD asks for the schedule of a specific charging station to eMALL   | EVD   | eMALL |
| SP18 | eMALL returns the schedule of the charging station specified by the EVD   | eMALL | EVD   |
| SP19 | The EVD specifies the timeframe he/she wants to be reserved for his booking   | EVD   | eMALL |
| SP20 | The EVD books a charging point for a specific plug through eMALL  | EVD   | eMALL |
| SP21 | The EVD pays for a caution before booking a charging session through eMALL  | EVD   | eMALL |



|      |  |       |       |
|------|--|-------|-------|
| SP22 | The EVD inserts a new payment method and the required information into eMALL   | EVD   | eMALL |
| SP23 | eMALL returns the outcome of the validity of the payment method inserted by the EVD                                      | eMALL | EVD   |
| SP24 | The EVD asks to unlock the charging point he/she has booked to eMALL   | EVD   | eMALL |
| SP25 | The EVD connect the EV to the charging point and starts the charging process   | EVD   | eMALL |
| SP26 | eMALL notifies the EVD of the current state of the charging process (battery's level, current cost, estimated time, ...) | eMALL | EVD   |
| SP27 | The EVD pauses the charging session  | EVD   | eMALL |
| SP28 | The EVD ends the charging session  | EVD   | eMALL |
| SP29 | eMALL notifies the EVD that the battery of his/her EV is charged   | eMALL | EVD   |
| SP30 | eMALL suggests the EVD to end the charging session after a defined level of the EV's battery is reached                  | eMALL | EVD   |
| SP31 | The EVD pays for the charging session using the module offered by eMALL  | EVD   | eMALL |
| SP32 | eMALL returns the outcome of the payment done by the EVD   | eMALL | EVD   |
| SP33 | eMALL notifies the EVD about the need of charging the EV   | eMALL | EVD   |
| SP34 | The CPO creates a Charging Point Operator account on eMALL   | CPO   | eMALL |
| SP35 | The CPO adds a new charging station in its profile specifying all the needed information                                 | CPO   | eMALL |
| SP36 | The CPO updates information of an existing charging station  | CPO   | eMALL |
| SP37 | The CPO activates a new special offer for its charging stations  | CPO   | eMALL |
| SP38 | The CPO manually updates the DSO which provides it energy  | CPO   | eMALL |

|      |   |       |       |
|------|---|-------|-------|
| SP39 | The CPO updates the selling price of its electricity    | CPO   | eMALL |
| SP40 | The CPO sets the battery capacity of a charging station | CPO   | eMALL |
| SP41 | The CPO asks for information about the DSOs to eMALL    | CPO   | eMALL |
| SP42 | eMALL returns the information about the DSOs to the CPO | eMALL | CPO   |
| SP43 | eMALL gets EVD's current schedule from his/her calendar | eMALL | EVD   |

Table 1.3: Shared Phenomenas.

### 1.3. Definition, Acronyms, Abbreviations

| Acronyms | Definition                                       |
|----------|--|
| eMSP     | e-Mobility Service Provider                      |
| CPO      | Charging Point Operator                          |
| CPMS     | Charge Point Management System                   |
| DSO      | Distribution System Operator                     |
| RASD     | Requirements Analysis and Specification Document |
| WPX      | World Phenomena X                                |
| SPX      | Shared Phenomena X                               |
| GX       | Goal Number X                                    |
| EVD      | Electric Vehicle Driver                          |
| EV       | Electric Vehicle                                 |

Table 1.4: Acronyms used in the document.

### 1.4. Revision history

### 1.5. Reference Documents

The specification document `Assignment RDD AY 2022-2023.pdf`.

## 1.6. Document Structure

The document is structured in six sections, as described below.

First section introduce the goals of the project, purposes, and a brief analysis on world and shared phenomena; abbreviations and definitions useful to understand the problem are listed as well.

The following section, the second one, provides an overall description of the problem: here scenarios and further details on domain, and scenarios are included, aside from more product and user characteristics, assumptions, dependencies and constraints.

Later on, the third section focuses on the specific requirements and provides a more detailed analysis of external interface requirements, functional requirements and performance requirements.

Lastly, the fourth section provides a formal analysis, using alloy. This chapter is crucial to prove the correctness of the model described in the previous sections, and should focus on reporting results of the checks performed and meaningful assertions.

Section five reports the effort spent by each group member in the redaction of this document, meanwhile the last section simply lists bibliography references and other resources used to redact this document.



## 2 | Overall Description

### 2.1. Product perspective

#### 2.1.1. Class Diagrams

The figure below lists and describes the classes involved in the system, their basic functionalities, their basic attributes, and the relationships between them. Some suggestions for a further expansion and deepening of the diagram below could be to evaluate the use of a decorator pattern to implement the “Fee” class; also, to evaluate the use of a status pattern to assign the state of a charging point (free, booked, occupied, broken). Furthermore, another suggestion could be to adopt the factory pattern to implement the “plug” interface.



Figure 2.1: A simplified Class Diagram

### 2.1.2. State Diagrams

The EVD gets position and characteristics of charging stations at a certain location. EVD Andrew is going to use his car to go to the university for the Software Engineering 2 exam, but his EV is out of battery. So, he needs to decide where to charge his vehicle. To do that, he opens the eMALL application and enters the map section. At first, he sees if there is any charging station around him, but unfortunately at his current position, there is only one charging station, which is shown as in maintenance. So, he decides to see where to charge his EV nearby the university, inserting Milan in the location bar. From the huge amount of charging stations, he decides to decide the one that costs less than the other ones. So, he selects a charging station and gets its additional information. He goes on searching other stations until he finds the best one for him. At this point, the navigation process ends.

It is shown a state diagram that summaries the flow of activities done in the charging stations navigation process:



Figure 2.2: Get locations of charging stations state diagram

**EVD books a charge at a specified charging station at a certain timeframe.**

Andrew needs to book a charge for his EV. He selects a charging station on the map and enters the booking section. Unfortunately, the charging station cannot offer a reservation to him because of no availability status. So, he searches for another one until he finds it. Andrew has to decide in which timeframe he wants the charging point to be reserved. So, he gets the availability schedule of the charging station and selects when he thinks to go to charge. The system asks to pay a deposit to the EVD, which makes the payment. Finally, the EVD receives an e-mail with all the information that confirms the reservation.

It is shown a state diagram that summaries the activities in the booking process:

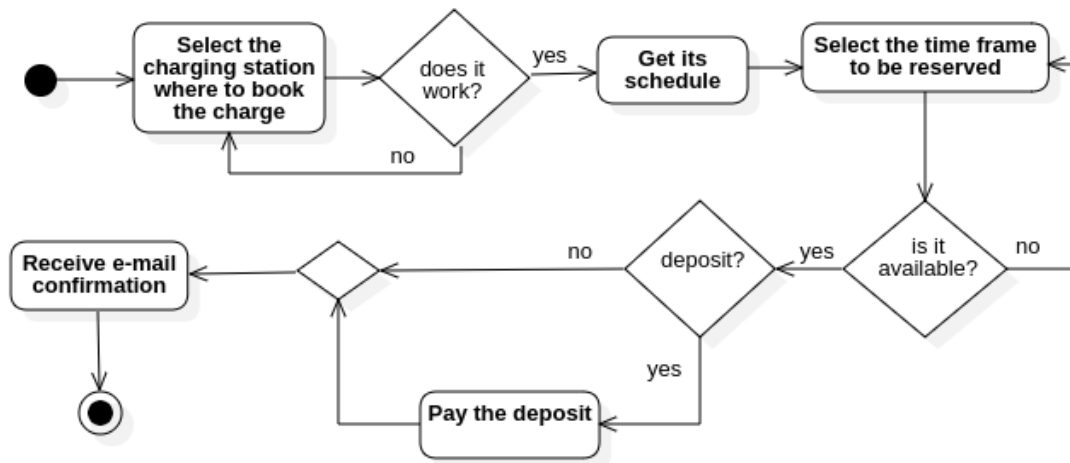


Figure 2.3: Book a charge state diagram

**CPO adds charging points in its CPMS.** SOLARIS is the new company of the successful businessman Hugh Peter. They decided to trust the eMALL project, entrusting them with the responsibility of managing their IT infrastructure. After logging in, they start inserting new charging points owned by them and distributed throughout the territory. The first thing they are asked to select is the charging station to which the new spot belongs. So, they insert all the requested information (serial number, location, connectors, power, etc.). After they confirm and submit what they inserted, they iterate the process until they have inserted all the charging points. It is shown a state diagram to summaries the activities in the charging points insertion process:



Figure 2.4: Insert charging points state diagram

### 2.1.3. Scenarios

**Unregistered EVD creates an account.** Mr. Oak has his EV and is looking for an application that offers the chance to charge his vehicle and smartly plan a charging process depending on the battery status and his daily schedule. Fortunately, he finds out eMALL. So, he immediately proceeds to create an account. At first, he opens the application and goes to the “sign up” section. He inserts his name, second name, date of birth, living address, e-mail address, password, and telephone number. He receives an e-mail with a 6-digit code to be inserted in the new window shown by the eMALL system to confirm his e-mail address. After accepting the terms & conditions and submitting all the inserted information, the system creates his account, and he can start using the application.

**The EVD charges his/her EV.** After booking a charge, Michael Scarn goes to the charging station at the chosen hour. After turning off the EV, he opens the eMALL application and enters the charge section. From the set of close charging points, he selects which one has the serial number he received by eMALL by e-mail when he booked the charge. So, he asks to charge the EV at that charging point. After verifying that the EVD can charge at that charging point, the application communicates to the user that the connectors are now unlocked and ready for charging his EV. While the EV is in charge, the system notifies the EVD of the current status of the charging process. When the process ends, he unplugs the connector, pays through the eMALL application, and gets back in his car.

**The EVD inserts a new activity in its calendar and receives a suggestion for a charging process.** Jimothy inserts a new activity in his calendar, specifying the hour



and destination of the event. After doing that, he receives a notification that shows the EVD where and when to charge his vehicle. The system creates suggestions to minimize the cost and the time lost at the charging station. It also considers special offers activated by the CPOs registered in the eMALL system. So, Joe accepts the received proposal and confirms the book of the listed charging points, making the needed payments.

### **The EVD receives a notification about a new special offer activated by a CPO**

Joe receives a notification about a new special offer activated by the CPO SOLARIS. So, he opens the promotion page, reads what it is about, and gets the discount code of the offer. It consists of a 20% discount for all the EVDs that are under 25. Considering that he has to charge his EV, decides to book a charging session at a charging station owned by the CPO SOLARIS. After selecting the timeframe and verifying its availability, he inserts the discount code SARTORIUS.

## **2.2. Product functions**

### **The EVD books a charging session**

The main functionality of the eMALL is to book charge sessions in different charging stations for the EVD. In particular, the system shows charging stations to the EVD and waits for him to select where he wants to book a charging session.

When the eMALL retrieves information about the charging stations available in the local area, it also retrieves all the extra info about the available plugs and power supplies.

The system has to control if the charging station is currently unavailable, and if it is not, it gets the station's schedule. The EVD has to choose a timeframe between the ones available to book a charge session. The eMALL also queries the charging station to know if the station has or not a mandatory deposit to pay to end the booking process. If the station does not have a deposit policy, then the eMALL finishes the booking process by sending an informative email to the EVD that resumes all the booking info.

In the email, the eMALL also specifies the serial number associated with the charging point of the charging station where the EVD has to charge his EV.

### **The EVD receives charging alerts about where to charge his EV**

The eMALL offers smart functions about when the EVD might book a charge for his EV. Hence, when an EVD inserts a new activity in his calendar, the eMALL computes the best route to reach the destination through an external navigator API. The eMALL also checks the battery status of the EV, so it notifies the best itinerary for the EVD. If the

battery state doesn't allow the EVD to reach the destination, then the eMALL shows him the best route with the charging stations available along the road.

The eMALL tries to minimize the costs. Hence, starting from the current battery status, the system computes the maximum kilometers an EV can travel before running out of battery. If the EV can reach the destination, the eMALL marks the route returned by the API as preferred. On the other hand, the eMALL finds charging stations along the road and selects the one with the minimum costs because it knows the details about the EV, for instance, the plug type. The best charging station found is shown to the EVD, allowing him to decide whether to start a booking process.

If the EVD doesn't accept the eMALL solution, he can book another charging station along the road and start, as well, a booking process.

### **The CPO manages its charging stations**

A CPO should be able to manage its charging stations and relative charging points. In general, a CPO might have new charging stations to register in the eMALL, and, as well, it might have charging points too. The system allows the CPO to register charging stations, by entering all the info about them, for instance, the position on the map and the number of charging points available. Furthermore, the system allows the registration of also charging points by inserting info like the available plugs and the power supply of the charging process.

Just like the CPO inserts new information about its product, it can also delete charging points or charging stations from the eMALL.

The system also shows CPOs charging stations and relative charging points on the map. This functionality is necessary because they might break down, so the CPO has to change their availability status (offline, under maintenance, online).

## **2.3. User characteristics**

The actors listed below are considered in the eMALL system

- **CPO:** owns one or more charging stations, and manages bookings and promotions about its charging points. He buys energy from DSOs, based on prices and needs. CPOs has their own IT system.
- **Unregistered EV Driver:** anybody who owns an electric vehicle, but isn't registered in the eMALL system. Before accessing its benefits, it needs to get an account.

- **Registered EV Driver:** an electric vehicle owner who already joined the eMALL system, and access its benefits. He's identified with a unique ID, and can own one or more vehicles with different specifics. They can check prices and position of charging points, in addition to receiving notifications about promotions reserved to them.

## 2.4. Assumptions, dependencies and constraints

| ID  | Description   |
|-----|---|
| DA1 | The EVD uses a device with GPS module for navigation and localization   |
| DA2 | The EVD uses a device with internet connectivity  |
| DA3 | There is a specific compatibility between EV's plug and connectors offered by charging points                     |
| DA4 | The eMALL system communicates with a third-party entity which provides real-time EV's information through its API |
| DA5 | The eMALL system communicates with DSOs through their APIs  |
| DA6 | Charging points have their own software   |
| DA7 | Communication between CPMSs and charging points happens through the OCPP protocol                                 |

Table 2.1: Domain assumptions.



## 3 | Specific Requirements

### 3.1. External Interface Requirements

#### 3.1.1. User Interfaces

The eMALL's user interfaces are a website and a mobile application; the first is developed to be used mainly by CPOs with a dedicated login section for businesses but can be used by EVDs too. The mobile application is available for Android and iOS and provides an enhanced experience as compared to the website since it offers users personalized suggestions based on their location. The website and the app should be easy to use since they will be used mostly by middle-aged users, who might not always be familiar with the technology. A “quick booking” section dedicated to facilitating the booking process might be included, for those EVDs who are used to booking a charge at the same charging station (based on suggestions given by AI).

#### 3.1.2. Hardware Interfaces

The system only requires a smartphone or computer with an internet connection and web browser to access websites or mobile applications. Furthermore, eMALL communicates with the EV through its company's API to get the current battery level, the charging state, so if it is plugged in and if it is charging, and the number of routable kilometers obtained on the current battery level. To access personalized suggestions, based on EV's position, the device in use has to be able to detect its location with a GPS or Glonass localization system.

#### 3.1.3. Software Interfaces

The following list describes the required software interfaces that the eMALL system uses:

- **CPMS and Charging Points.** The CPMS that is offered to the CPO communicates with the charging points through their API. Thanks to it, the system can manage the charging session, given the possibility of starting and stopping it or set

the power supply to be given to each connected EV. Another significant functionality is the diagnostic of the charging point: a CPO can reboot its charging spots, can get their log, and can update their firmware.

- **eMALL and EVs.** The eMALL system communicates with the EVs registered by the EVD. As explained in the domain assumption section, we suppose that there is a third-party system that offers its API so to get the status of the battery of the EV.
- **CPMS and DSOs.** The CPMSs offered to the CPO communicate with the DSOs through their APIs. CPOs can get selling prices set by the DSOs and they can decide from which DSO to acquire electricity.
- **eMALL and third-party payment services.** The eMALL system offers the possibility to pay through external payment services to the EVD. The communication happens thanks to APIs offered by the companies that handle payments.

#### 3.1.4. Communication Interfaces

The communication protocols that the eMALL system uses are:

- **Open Charge Point Protocol (OCPP).** It is used for the communication between the CPMS and the charging stations.
- **HyperText Transfer Protocol over Secure Socket Layer (HTTPS).** The protocol is used every time data are exchanged with the external world. So, it is used when eMALL communicates with EVDs and CPOs. As defined in the domain assumption section, we assume that external APIs exploited by the system to retrieve data through the web from DSOs and EVs use a HTTPS communication protocol.

## 3.2. Functional Requirements

### 3.2.1. Requirements

| ID | Description  |
|----|--|
| R1 | The eMALL system shall allow an unregistered EVD to create an account. |
| R2 | The eMALL system shall allow a registered EVD to log in.               |
| R3 | The eMALL system shall allow a registered EVD to recover the password. |

|     |  |
|-----|--|
| R4  | The eMALL system shall allow a registered EVD to add an EV in his profile.   |
| R5  | The eMALL system shall communicate with EV's brand API to get needed information.                                      |
| R6  | The eMALL system shall allow a registered EVD to set a nickname to an EV.  |
| R7  | The eMALL system shall allow a registered EVD to book a charge.  |
| R8  | The eMALL system shall allow a registered EVD to select a timeframe to reserve a charging point.                       |
| R9  | The eMALL system shall add a booked reservation into EVD's calendar.   |
| R10 | The eMALL system shall allow a registered EVD to get all the charging station near to his current location.            |
| R11 | The eMALL system shall allow a registered EVD to insert a specific location to get charging station nearby.            |
| R12 | The eMALL system shall allow a registered EVD to move into the map of charging stations.                               |
| R13 | The eMALL system shall allow a registered EVD to select a specific charging station.                                   |
| R14 | The eMALL system shall allow a registered EVD to get the location of a specific charging station.                      |
| R15 | The eMALL system shall allow a registered EVD to get the costs of a specific charging station.                         |
| R16 | The eMALL system shall allow a registered EVD to get the CPO owner of a specific charging station.                     |
| R17 | The eMALL system shall allow a registered EVD to get type of connectors of a specific charging station.                |
| R18 | The eMALL system shall allow a registered EVD to get maximum power supply of the spots of a specific charging station. |
| R19 | The eMALL system shall allow a registered EVD to get the status of a specific charging station.                        |
| R20 | The eMALL system shall allow a registered EVD to get the list of active promotions.                                    |
| R21 | The eMALL system shall allow a registered EVD to select a specific promotion.  |
| R22 | The eMALL system shall allow a registered EVD to activate a promotion.   |
| R23 | The eMALL system shall allow a registered EVD to insert a new payment method.  |
| R24 | The eMALL system shall allow a registered EVD to select a payment method.  |

|     |   |
|-----|---|
| R25 | The eMALL system shall allow a registered EVD to pay with the preferred payment method.   |
| R26 | The eMALL system shall communicate with third-party payment services to make the payments.  |
| R27 | The eMALL system shall allow a registered EVD to start a charging process.  |
| R28 | The eMALL system shall verify the identity of the EVD requesting to start a charging session.   |
| R29 | The eMALL system shall communicate to charging points to unlock their plug.   |
| R30 | The eMALL system shall communicate to charging points to start the charging session.  |
| R31 | The eMALL system shall define the source of the charging session (batteries or DSO)   |
| R32 | The eMALL system shall define the power of the charging session.  |
| R33 | The eMALL system shall get EV's battery status.   |
| R34 | The eMALL system shall send notifications about the current status of the charging session to the registered EVD.                         |
| R35 | The eMALL system shall allow a registered EVD to stop the charging session.   |
| R36 | The eMALL system shall communicate to a charging point to stop the charging session.  |
| R37 | The eMALL system shall send the receipt of the charging session to the registered EVD.  |
| R38 | The eMALL system shall communicate the outcome of the payment to a registered EVD.  |
| R39 | The eMALL system shall allow a registered EVD to access in his own calendar.  |
| R40 | The eMALL system shall allow a registered EVD to add a new activity into his calendar.  |
| R41 | The eMALL system shall allow a registered EVD to specify the starting hour of a new activity.   |
| R42 | The eMALL system shall allow a registered EVD to specify the destination of a new activity.   |
| R43 | The eMALL system shall save a new activity into EVD's calendar.   |
| R44 | The eMALL system shall calculate the best schedules of where and when to charge registered EVD's EV so to minimize costs and wasted time. |
| R45 | The eMALL system shall communicate to the registered EVD the details of the suggestions about the calculated schedules.                   |



|     |   |
|-----|---|
| R46 | The eMALL system shall allow a CPO to log in as a business user.  |
| R47 | The eMALL system shall allow a CPO to access to its own profile.  |
| R48 | The eMALL system shall allow a CPO to manage its charging stations.   |
| R49 | The eMALL system shall allow a CPO to set new selling prices for charging sessions.   |
| R50 | The eMALL system shall allow a CPO to add a new charging station in its profile.  |
| R51 | The eMALL system shall allow a CPO to specify the location of charging station (region, province, city, address).             |
| R52 | The eMALL system shall allow a CPO to specify the status of a charging station (available, maintenance, broken, unavailable). |
| R53 | The eMALL system shall allow a CPO to add a charging point in an existing charging station.                                   |
| R54 | The eMALL system shall allow a CPO to specify the serial number of charging point.  |
| R55 | The eMALL system shall allow a CPO to specify the types of connectors of a charging point.                                    |
| R56 | The eMALL system shall allow a CPO to specify the maximum power of a charging point.  |
| R57 | The eMALL system shall allow a CPO to specify the type of connectors of a charging point.                                     |
| R58 | The eMALL system shall reserve a charging point in a certain timeframe.   |
| R59 | The eMALL system shall allow a CPO to manage its promotions.  |
| R60 | The eMALL system shall allow a CPO to create a new promotion.   |
| R61 | The eMALL system shall allow a CPO to specify the details of the a promotion.   |
| R62 | The eMALL system shall save the information of the a promotion.   |
| R63 | The eMALL system shall initialize the information of a new promotion.   |
| R64 | The eMALL system shall allow a CPO to schedule a maintenance session for a charging station.                                  |
| R65 | The eMALL system shall allow a CPO to specify date and starting hour of a maintenance session for a charging station.         |
| R66 | The eMALL system shall communicate to a charging station to schedule a maintenance at a specified timeframe.                  |
| R67 | The eMALL system shall allow a CPO to get the list of DSOs.   |
| R68 | The eMALL system shall allow a CPO to select a DSO from the list of DSOs.   |
| R69 | The eMALL system shall allow a CPO to update its electricity provider.  |

|     |   |
|-----|---|
| R70 | The eMALL system shall communicate to a specified DSO to send energy to the charging stations of a CPO. |
| R71 | The eMALL system shall get the electricity selling prices from the DSOs.                                |
| R72 | The eMALL system shall store users information.   |

Table 3.1: Requirements.

### 3.2.2. Mapping on goals

| Goal | Domain assumptions | Requirements |
|------|--------------------|--------------|
| G1   |                    |              |
| G2   |                    |              |
| G3   |                    |              |
| G4   |                    |              |
| G5   |                    |              |
| G6   |                    |              |
| G7   |                    |              |
| G8   |                    |              |
| G9   |                    |              |
| G10  |                    |              |
| G11  |                    |              |
| G12  |                    |              |

Table 3.2: Mapping on goals.

### 3.2.3. Use case diagrams

Unregistered EVD

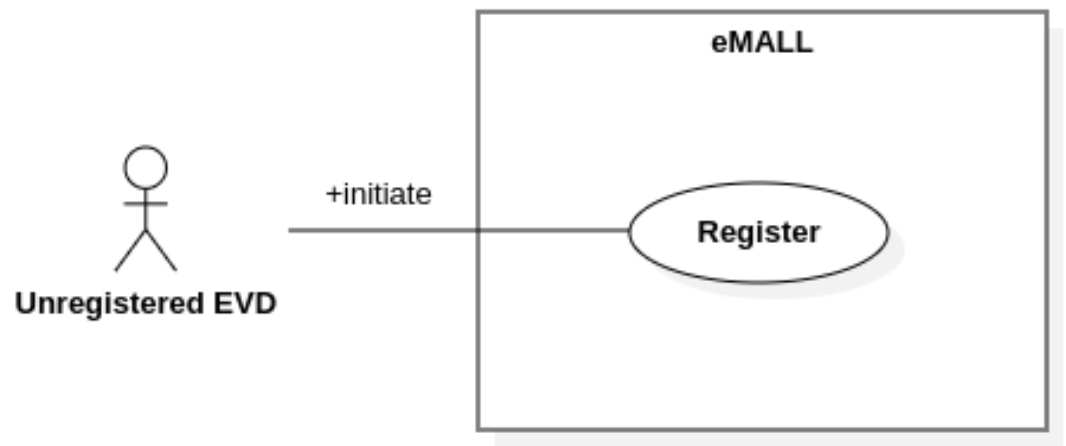


Figure 3.1: Unregistered EVD use case diagram.

Registered EVD

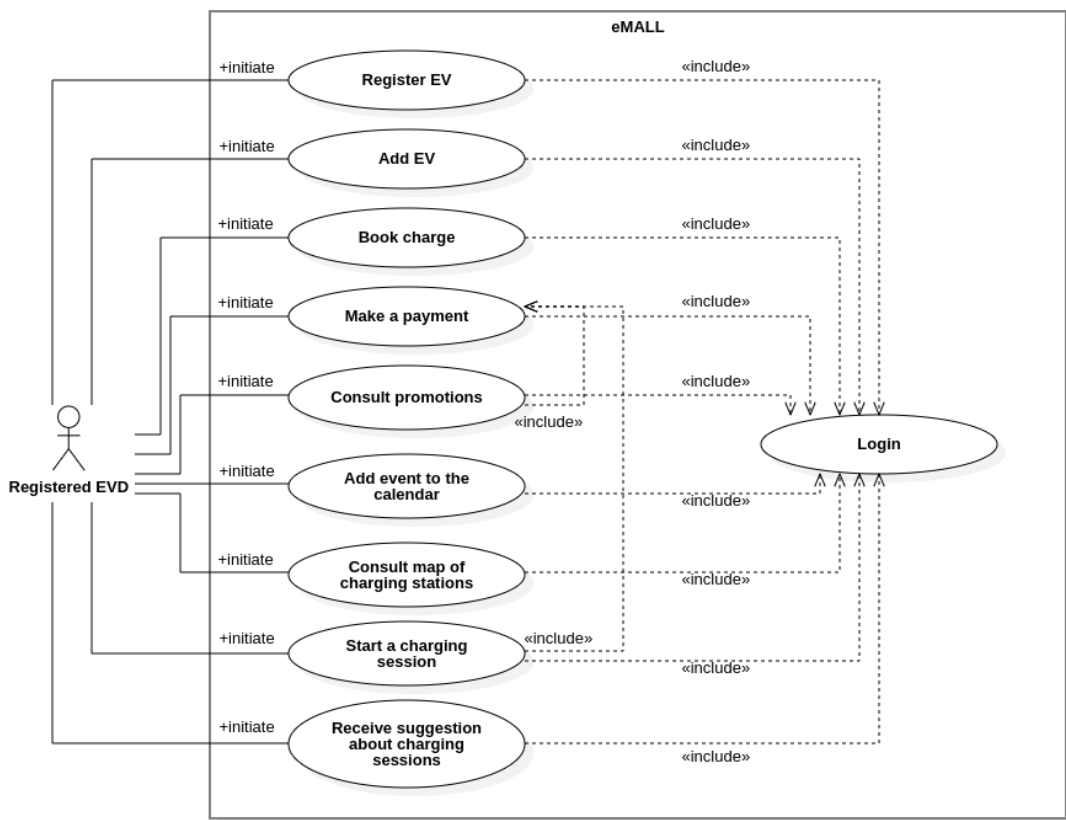


Figure 3.2: Unregistered EVD use case diagram.

CPO

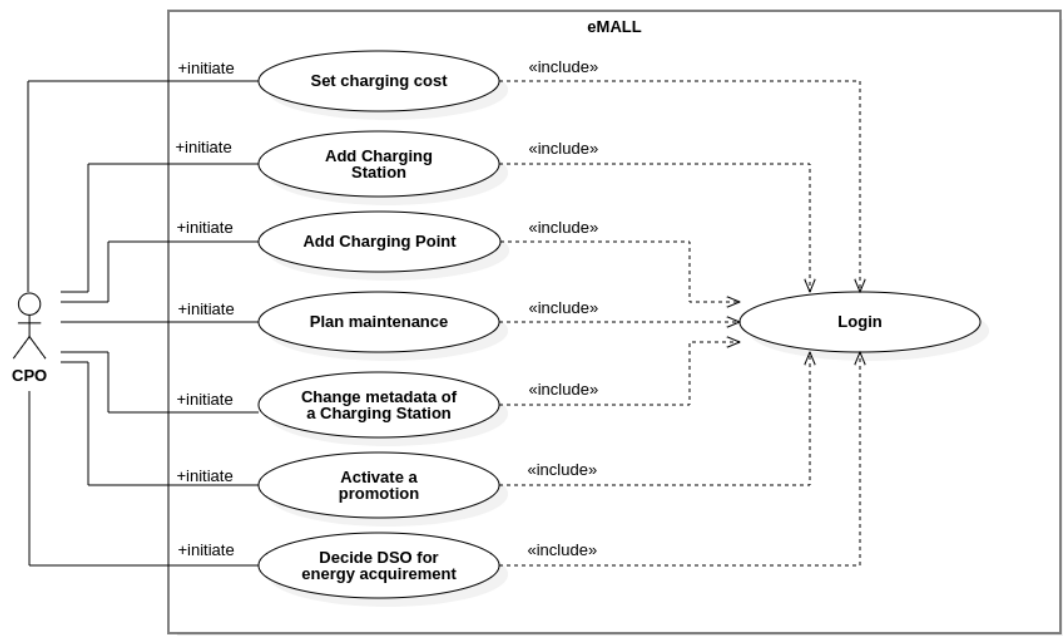


Figure 3.3: Unregistered EVD use case diagram.

3.2.4. Use cases

In this section, they are explained and represented the main identified use cases. There is a table with entry conditions, event flow, exit conditions and exception for each of them, and a sequence diagram that shows the messages exchanged between the entities and the called functions.

UC1. EVD signs up

|                  |   |
|------------------|---|
| Actor            | Unregistered EVD  |
| Entry conditions | The EVD isn't registered in the eMALL system, and he clicks the sign-up button  |
| Event Flow       | 1. eMALL asks the unregistered EVD to insert personal information (i.e., name, surname, birthday, billing address, e-mail, and password). |

2. The unregistered EVD fills out the form with his personal information (name, surname, birthday, billing address, e-mail, and password) and accepts the “Terms & Conditions” and “Privacy Policy”.
3. eMALL validates the inserted EVD’s personal information.
4. eMALL asks the unregistered EVD to insert payment method information.
5. The EVD fills out a form with its payment method information.
6. eMALL validates the inserted EVD’s payment method.
7. eMALL sends a confirmation email to the EVD.
8. eMALL sends back the EVD’s registration outcome.

|                |   |
|----------------|---|
| Exit condition | An account is created.  |
| Exceptions     | 3.1. eMALL isn’t able to validate the EVD’s personal information.<br>6.1. eMALL isn’t able to validate the EVD’s payment method.<br>In all these cases, the unregistered EVD is notified with an error message. |

Table 3.3: EVD signs up use case.

## UC2. Registered EVD logs in

|                  |  |
|------------------|--|
| Actor            | Registered EVD   |
| Entry conditions | The EVD is registered in the eMALL system and he clicks the log in button.   |
| Event Flow       | 1. eMALL asks the registered EVD to insert the e-mail.<br>2. The registered EVD inserts the e-mail.<br>3. eMALL validates the inserted e-mail.<br>4. eMALL asks the registered EVD to insert the password associated with the e-mail.<br>5. The registered EVD inserts the password.<br>6. eMALL validates the inserted password in combination with the e-mail.<br>7. eMALL sends back the login outcome. |
| Exit condition   | The registered EVD access the eMALL system.  |
| Exceptions       | 3.1 The e-mail is not recognized.  |

6.1 The password is not correct.

In both cases, the registered EVD receives a notification through an error message. He has to insert his credentials again.

Table 3.4: Registered EVD logs in use case.

### UC3. Registered EVD adds an EV

|                  |  |
|------------------|--|
| Actor            | Registered EVD   |
| Entry conditions | <p>The EVD is registered and correctly logged in.</p> <p>The EVD clicks the “Add a Vehicle” button from his profile section of eMALL</p>   |
| Event Flow       | <ol style="list-style-type: none"> <li>1. eMALL asks the registered EVD to insert car information.</li> <li>2. The registered EVD inserts the requested information and he sends them to the eMALL.</li> <li>3. eMALL validates the information searching for possible errors.</li> <li>4. eMALL asks the registered EVD to insert a nickname for the vehicle to save in his profile.</li> <li>5. The registered EVD inserts the nickname.</li> <li>6. eMALL validates the nickname also searching for duplicates between user EV nicknames.</li> <li>7. eMALL sends back the registration outcome.</li> </ol> |
| Exit condition   | Registered EVD correctly added a new EV in the profile.  |
| Exceptions       | <p>3.1 The e-mail is not recognized.</p> <p>5.1 The inserted nickname is already taken between those owned by the user.</p> <p>In both cases, the registered EVD receives a notification through an error message.</p>   |

Table 3.5: Registered EVD adds an EV use case.

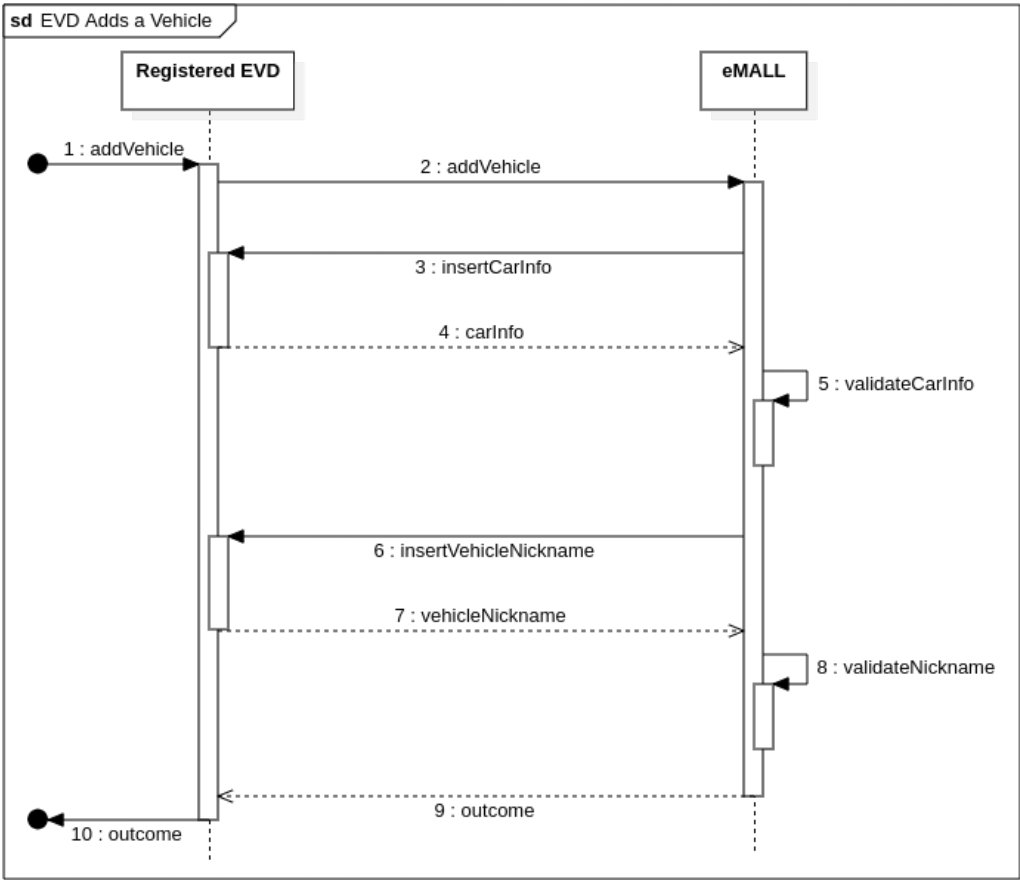


Figure 3.4: Registered EVD adds an EV sequence diagram

UC4. Registered EVD books a charge

|                  |   |
|------------------|---|
| Actor            | Registered EVD  |
| Entry conditions | The EVD is registered and correctly logged in.<br>The registered EVD selects a specific charging station and clicks the “book” button   |
| Event Flow       | 1. eMALL asks the registered EVD to choose a timeframe.<br>2. The registered EVD inserts the timeframe.<br>3. eMALL checks if the selected timeframe is currently available.<br>4. eMALL selects a charging point to reserve for the registered EVD depending on EV’s specifications.<br>5. eMALL asks the registered EVD to confirm the booking with the prompted information. |

6. The registered EVD clicks the “Confirm” button to confirm the booking.
7. eMALL adds the booking to the registered EVD’s calendar.
8. eMALL sends back the booking outcome.

|                |   |
|----------------|---|
| Exit condition | A charging session is booked.   |
| Exceptions     | 3.1. No free charging points are available at the selected timeframe.<br>The registered EVD is notified with an error message, and asked to select a new timeframe. |

Table 3.6: Registered EVD books a charge use case.

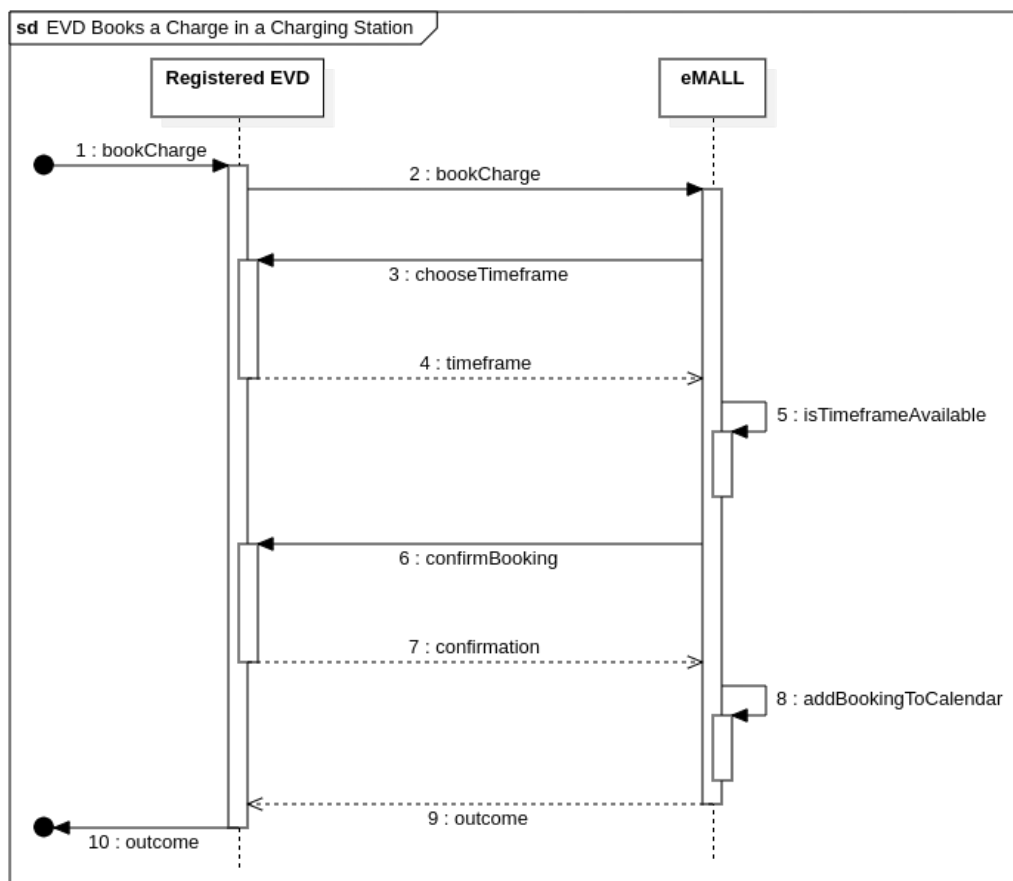


Figure 3.5: Registered EVD books a charge sequence diagram

## UC5. Registered EVD consults the map of charging stations



|                  |  |
|------------------|--|
| Actor            | Registered EVD   |
| Entry conditions | The EVD is registered and correctly logged in.<br>The registered EVD is in the map section at a given or specified location.   |
| Event Flow       | <ol style="list-style-type: none"> <li>1. eMALL shows the map with all the charging stations available over a specific location.</li> <li>2. The registered EVD moves on the map, searching for a charging station.</li> <li>3. eMALL retrieves the charging station locations in the new place.</li> <li>4. The registered EVD selects a specific charging station to get its detailed information.</li> <li>5. eMALL retrieves the charging station's detailed information.</li> </ol> |
| Exit condition   | The registered EVD changes section, and moves from the dashboard.  |
| Exceptions       | <ol style="list-style-type: none"> <li>1.1 The registered EVD did not accept sharing location.</li> </ol> <p>In this case, the registered EVD is notified by an error message and needs to move to its position manually.</p>  |

Table 3.7: Registered EVD consults the map of charging stations use case.

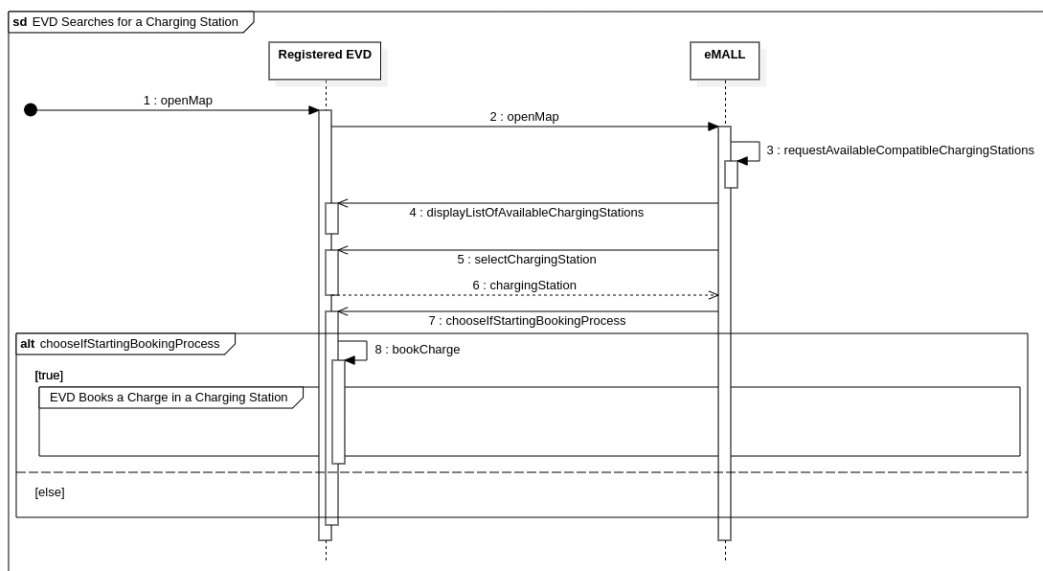


Figure 3.6: Registered EVD consults the map of charging stations sequence diagram

## UC6. Registered EVD consults a specific promotion that can be redeemed

| Actor            | Registered EVD  |
|------------------|---|
| Entry conditions | <p>The EVD is registered and correctly logged in.</p> <p>The EVD is in the promotion section.</p>   |
| Event Flow       | <ol style="list-style-type: none"> <li>1. eMALL sends the promotion list to the registered EVD.</li> <li>2. The registered EVD selects a promotion to activate.</li> <li>3. The registered EVD triggers the offer.</li> <li>4. eMALL asks the registered EVD to choose between his payment methods.</li> <li>5. The registered EVD picks the payment method.</li> <li>6. eMALL asks the registered EVD to confirm the payment.</li> <li>7. The registered EVD authorizes the payment.</li> <li>8. eMALL makes the payment.</li> <li>9. eMALL sends back the payment outcome.</li> </ol> |
| Exit condition   | The promotion has been activated.   |
| Exceptions       | <ol style="list-style-type: none"> <li>8.1. The payment fails due to no sufficient funds.</li> <li>8.2. The payment fails due to the failure of the transaction.</li> <li>8.3. The payment fails because of data input errors.</li> <li>8.4. The payment fails due to technical issues.</li> </ol> <p>In these cases, the registered EVD receives a notification with an error message, and the promotion is not activated.</p>   |

Table 3.8: Registered EVD consults a specific promotion that can be redeemed use case.

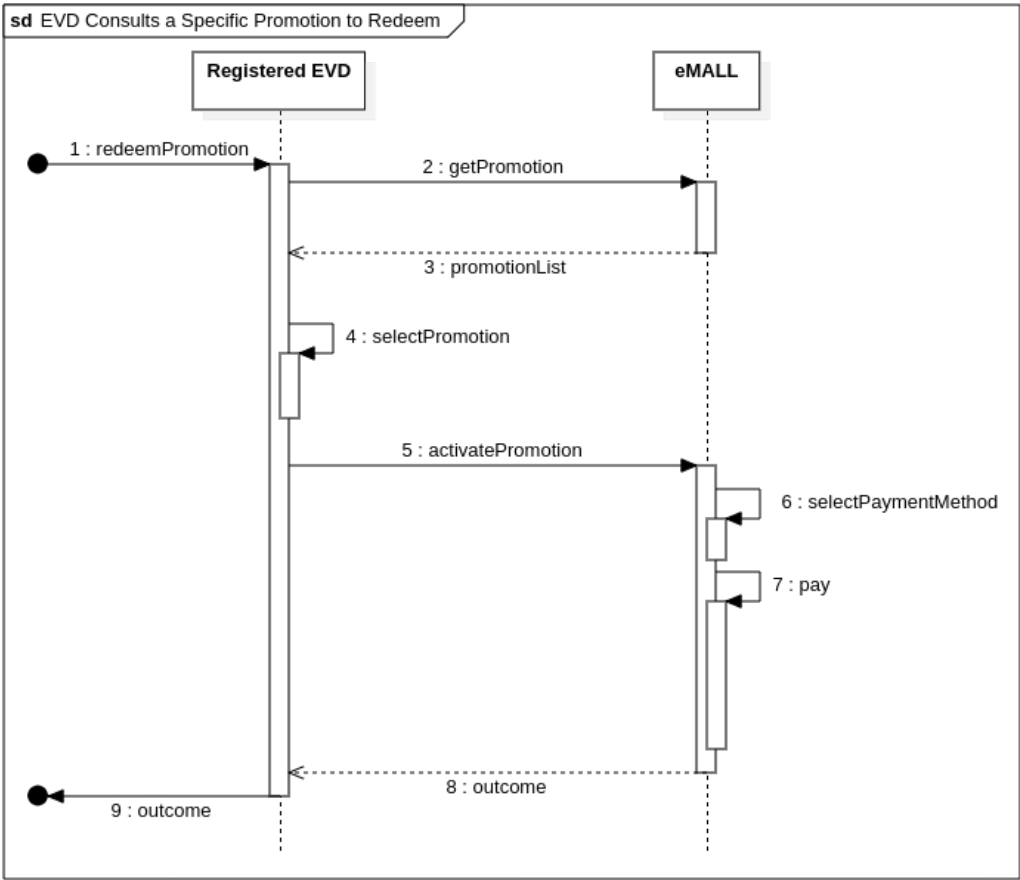


Figure 3.7: Registered EVD consults a specific promotion that can be redeemed sequence diagram

UC7. Registered EVD starts the charging process

|                  |  |
|------------------|--|
| Actor            | Registered EVD   |
| Entry conditions | The EVD is registered and correctly logged in.<br>The EVD starts charging the EV at a charging point of the charging station.  |
| Event Flow       | 1. eMALL communicates to the EVD if he has been correctly authenticated and if he can charge at the charging point.<br>2. The registered EVD initializes the charging process.<br>3. eMALL defines the source of the electricity (batteries or DSO).<br>4. eMALL defines how much electricity to give to the connected EV depending on actual energy demand.<br>5. eMALL sends updates of the charging session to the EVD. |

|                |  |
|----------------|--|
|                | 6. The registered EVD stops the charging process.                        |
|                | 7. eMALL sends the receipt of the charging session to the EVD.           |
|                | 8. The registered EVD makes the payment for the charging session.        |
|                | 9. eMALL sends back the payment outcome                                  |
| Exit condition | The registered EVD has charged the EV and paid for the service received. |
| Exceptions     |  |

Table 3.9: Registered EVD starts the charging process use case.

## UC8. Registered EVD makes a payment

|                  |   |
|------------------|---|
| Actor            | Registered EVD  |
| Entry conditions | The EVD is registered and correctly logged in.<br>The registered EVD has decided the charging station where will charge the EV and is in the payment module.  |
| Event Flow       | 1. eMALL shows registered EVD's payment methods and asks to select one of them.<br>2. The registered EVD selects a payment method.<br>3. eMALL verifies funds availability.<br>4. eMALL starts the payment process.<br>5. eMALL sends back the payment outcome.   |
| Exit condition   | The registered EVD has paid for a book or for a activation of a promotion.  |
| Exceptions       | 5.1. The payment fails due to no sufficient funds.<br>5.2. The payment fails due to the failure of the transaction.<br>5.3. The payment fails because of data input errors.<br>5.4. The payment fails due to technical issues.<br>In these cases, the registered EVD receives a notification with an error message, and the promotion is not activated. |

Table 3.10: Registered EVD makes a payment use case.

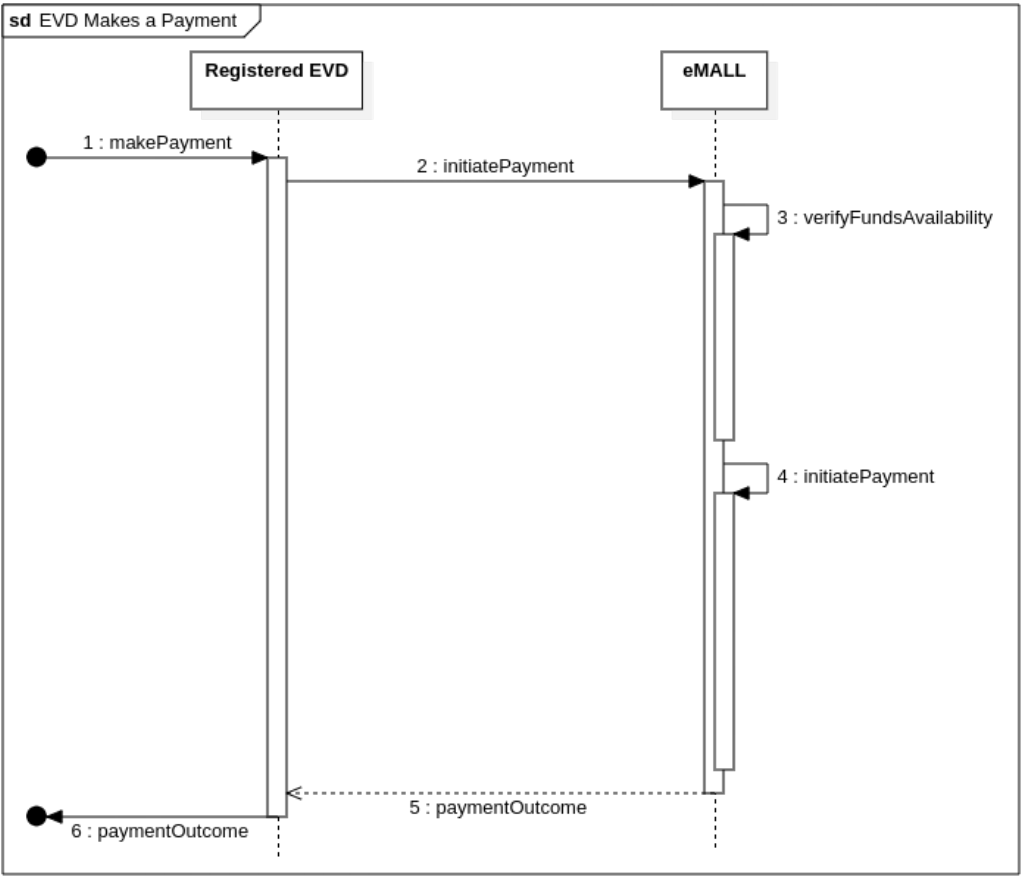


Figure 3.8: Registered EVD makes a payment sequence diagram

UC9. Registered EVD adds a new activity into the calendar and receives suggestions about charging schedule

| Actor            | Registered EVD   |
|------------------|--|
| Entry conditions | The EVD is registered and correctly logged in.<br>The registered EVD opens the calendar section.   |
| Event Flow       | 1. eMALL shows the calendar to the registered EVD.<br>2. The registered EVD clicks the “insert new activity” button.<br>3. eMALL sends the form to be compiled for the addition of a new activity.<br>4. The registered EVD inserts and submits the requested information.<br>5. eMALL processes the received form.<br>6. eMALL saves the new activity into registered EVD calendar. |

7. eMALL calculates the best schedule of where and when to charge the EV and sends it to the registered EVD.
8. The registered EVD selects a charging station from the list of stations suggested by eMALL.
9. eMALL books the selected charging station at the specified time-frame.
10. eMALL sends back the booking outcome to the registered EVD.

|                |  |
|----------------|--|
| Exit condition | The registered EVD inserted a new activity received a suggestion about charging session. |
| Exceptions     |  |

**Table 3.11:** Registered EVD adds a new activity into the calendar and receives suggestions about charging schedule use case.

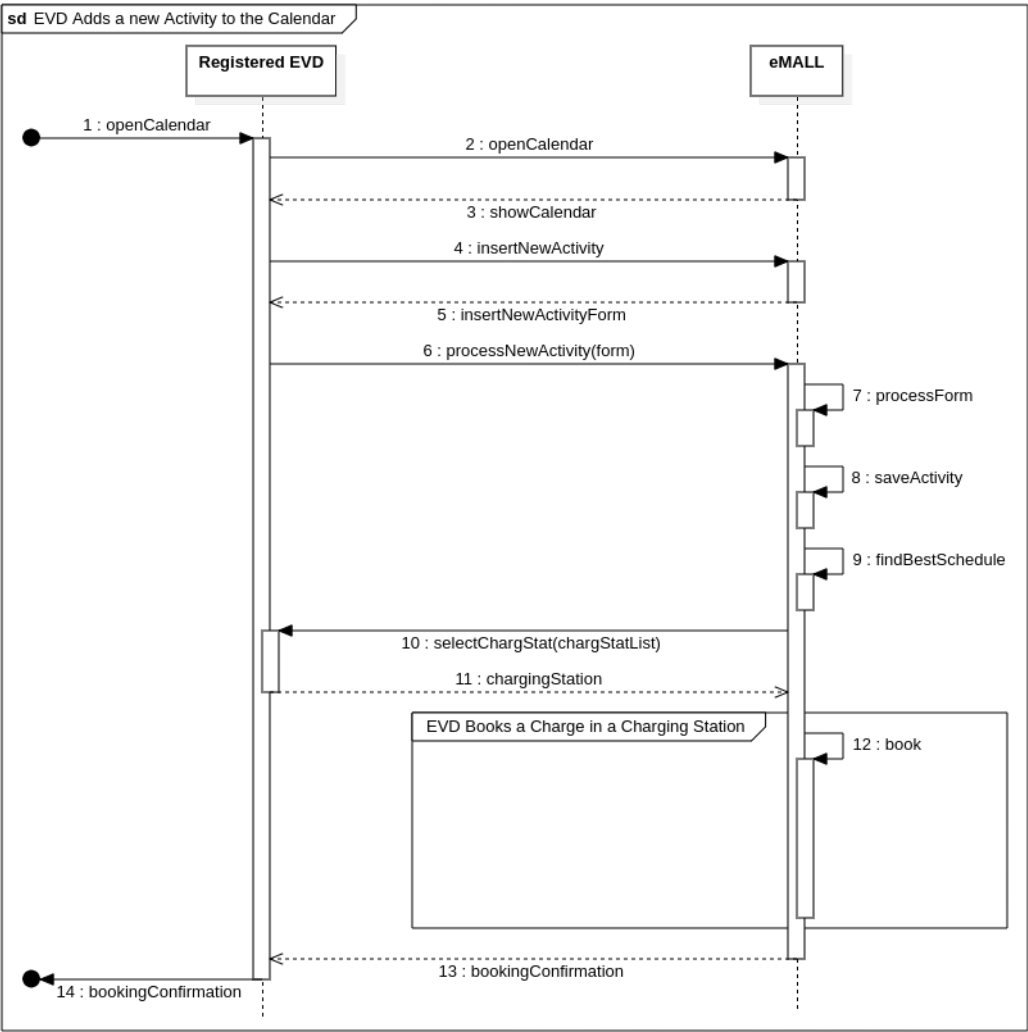


Figure 3.9: Registered EVD adds a new activity into the calendar and receives suggestions about charging schedule sequence diagram

UC10. CPO logs in

| Actor            | CPO  |
|------------------|--|
| Entry conditions | CPO’s operator is in the business login section.   |
| Event Flow       | <div>1. eMALL asks the CPO operator to insert his credentials to log in.</div> <div>2. The CPO operator inserts the CPO ID associated with its company, password, and email.</div> <div>3. eMALL validates the inserted credentials combination.</div> <div>4. eMALL sends back the login outcome.</div> |

|                |  |
|----------------|--|
| Exit condition | The CPO access the business section of the eMALL system  |
| Exceptions     | <p>3.1.1. CPO credentials are not correct and not validated by eMALL.</p> <p>3.2.1. CPO's affiliate agreement has expired, and its ID is no longer allowed to access the system.</p> <p>In both cases, the user receives a notification with an error message. Also, in the second case, the operator is invited to call the sales team.</p> |

Table 3.12: CPO logs in use case.

### UC11. CPO sets the charging cost

|                  |  |
|------------------|--|
| Actor            | CPO  |
| Entry conditions | <p>The CPO is subscribed to the eMALL system and correctly logged in.</p> <p>The CPO enters the profile section.</p>   |
| Event Flow       | <ol style="list-style-type: none"> <li>1. eMALL shows the CPO his profile.</li> <li>2. The CPO enters the charging station managing section.</li> <li>3. eMALL shows the CPO his managing charging station section.</li> <li>4. The CPO taps the “manage price” button.</li> <li>5. The CPO inserts the value of the fee.</li> <li>6. The CPO taps the submission button.</li> <li>7. eMALL sends back the outcome of the setting of the fee.</li> </ol> |
| Exit condition   | The fee is set to the new value.   |
| Exceptions       |  |

Table 3.13: CPO sets a fee use case.



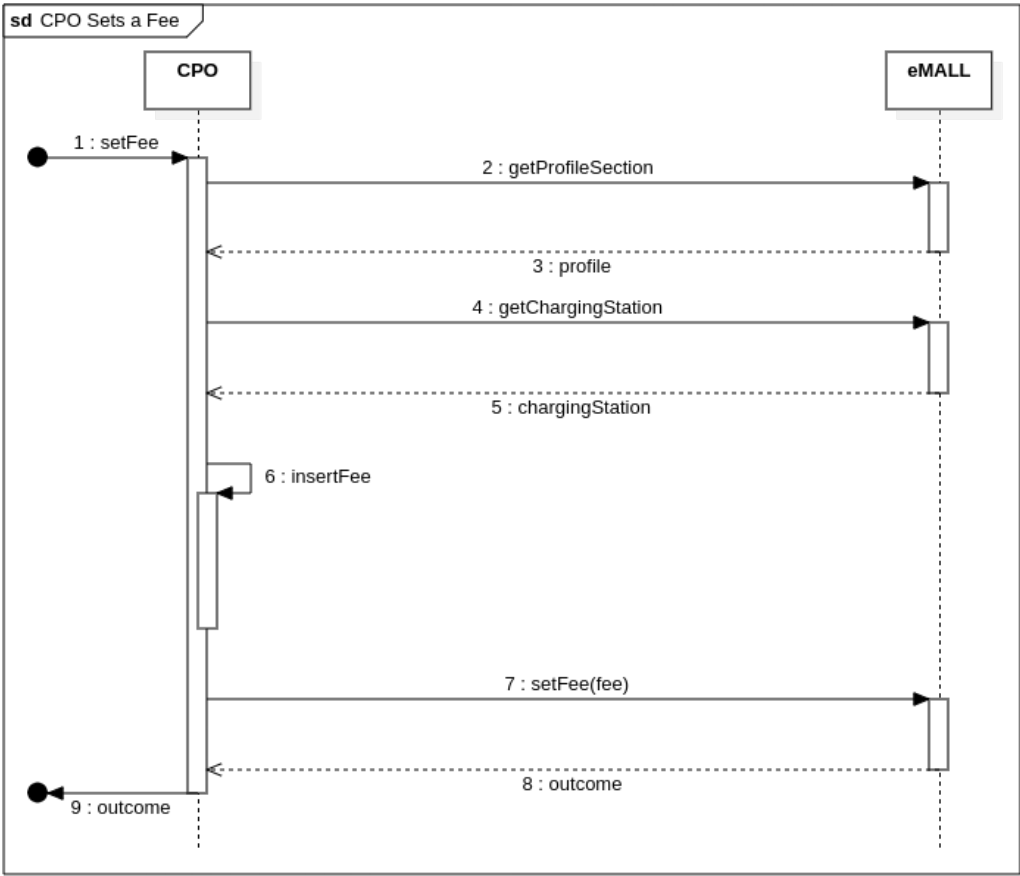


Figure 3.10: CPO sets a fee sequence diagram

UC12. CPO adds a charging station

| Actor            | CPO  |
|------------------|--|
| Entry conditions | <p>The CPO is subscribed to the eMALL system and correctly logged in.</p> <p>The CPO is in the charging station section from the profile section.</p> <p>The CPO clicks the button to add a new charging station to its profile.</p>                                   |
| Event Flow       | <p>1. eMALL asks the CPO to insert the location of the new charging station.</p> <p>2. The CPO inserts the region, province, city, and address of the new charging station.</p> <p>3. eMALL asks the CPO to insert the initial status of the new charging station.</p> |

4. The CPO inserts the status of the new charging station (available, maintenance, broken, unavailable).
5. eMALL asks the CPO to insert the charging costs.
6. The CPO inserts the charging costs.
7. eMALL asks the CPO to add charging points to the new charging station.
8. The CPO inserts the information of the charging points.
9. eMALL validates all the inserted information.
10. eMALL sends back the outcome of the insertion of the new charging station.

|                |  |
|----------------|--|
| Exit condition | The charging station is created and added to the CPO's profile.  |
| Exceptions     | <p>9.1 There is already a charging station at the same location specified by the CPO.</p> <p>The CPO receives a notification with an error message, and the charging station is not created.</p> |

Table 3.14: CPO adds a charging station use case.

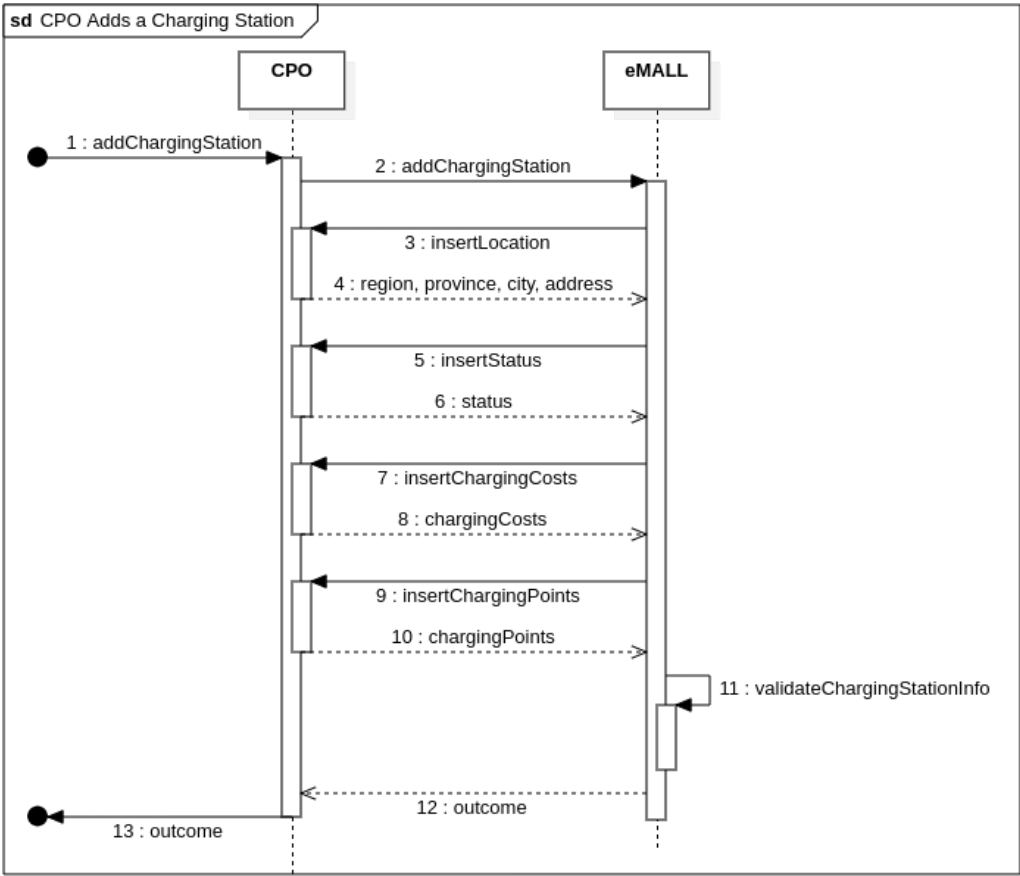


Figure 3.11: CPO adds a charging station sequence diagram

UC13. CPO adds a charging point

| Actor            | CPO   |
|------------------|---|
| Entry conditions | <p>The CPO is subscribed to the eMALL system and correctly logged in.</p> <p>The CPO is in the charging station section from the profile section.</p> <p>The CPO clicks the “add charging point” button.</p>                |
| Event Flow       | <p>1. eMALL shows the CPO the list of its charging stations and asks it to select one.</p> <p>2. The CPO selects a charging station.</p> <p>3. eMALL asks the CPO to insert the information about the charging station.</p> |

4. The CPO inserts the serial number, the types of connectors installed on the charging point, the power supply, the initial status of the charging point, and the other required information.
5. eMALL validates the inserted information about the charging point.
6. eMALL sends back to the CPO the outcome of the creation of the new charging point.

|                |   |
|----------------|---|
| Exit condition | The charging point is added to the charging station.  |
| Exceptions     | 4.1 There is already a charging point with the same serial number in the profile of the CPO.<br>The CPO receives a notification with an error message, and the charging station is not created. |

Table 3.15: CPO adds a charging point use case.

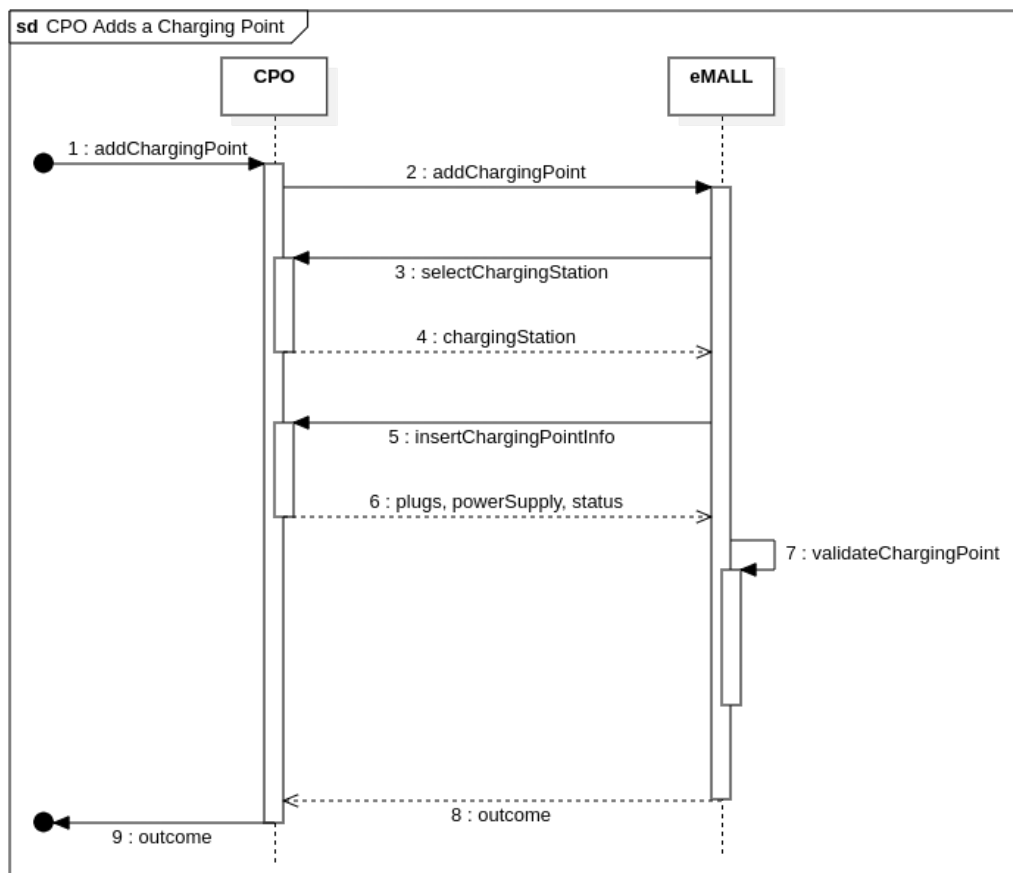


Figure 3.12: CPO adds a charging point sequence diagram

UC14. CPO changes the metadata of a charging point

|                  |  |
|------------------|--|
| Actor            | CPO  |
| Entry conditions | <p>The CPO is subscribed to the eMALL system and correctly logged in.</p> <p>The CPO is in the charging station section from the profile section.</p> <p>The CPO clicks the “edit charging station” button.</p>  |
| Event Flow       | <p>1. eMALL shows the CPO the list of its charging stations and asks it to select one.</p> <p>2. The CPO selects a charging station.</p> <p>3. eMALL asks the CPO to insert the new values for the charging point.</p> <p>4. The CPO edits the metadata of the charging station.</p> <p>5. eMALL updates the charging point with the new inserted values.</p> <p>6. eMALL sends back to the CPO the outcome of the update.</p> |
| Exit condition   | The metadata of the charging station is updated.   |
| Exceptions       |  |

Table 3.16: CPO changes the metadata of a charging point use case.

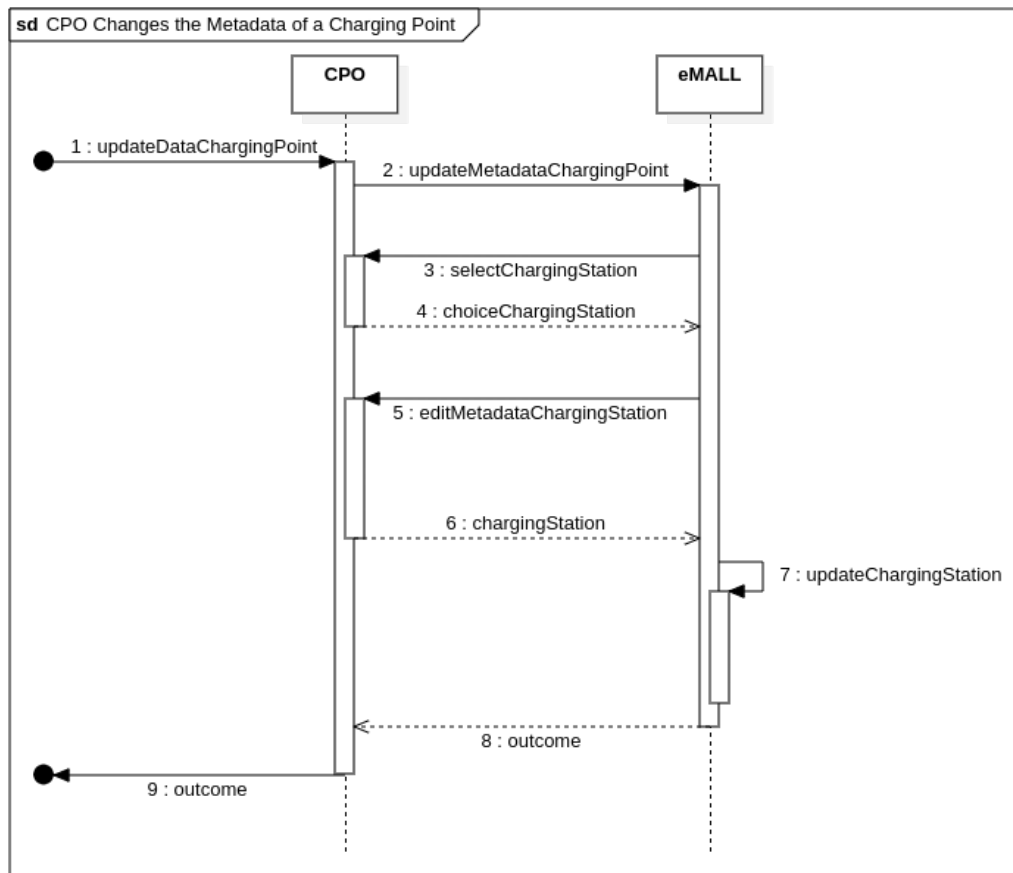


Figure 3.13: CPO changes the metadata of a charging point sequence diagram

## UC15. CPO activates a promotion

| Actor            | CPO  |
|------------------|--|
| Entry conditions | <p>The CPO is subscribed to the eMALL system and correctly logged in.</p> <p>The CPO is in the profile section.</p> <p>The CPO clicks the “activate new promotion” button.</p>   |
| Event Flow       | <p>1. eMALL asks the CPO to define the features of the new promotion.</p> <p>2. The CPO defines the features of the new promotion.</p> <p>3. eMALL saves the new promotion.</p> <p>4. eMALL initializes the promotion.</p> <p>5. eMALL sends back to the CPO the outcome of the activation of the new promotion.</p> |

|                |   |
|----------------|---|
| Exit condition | The promotion is created and activated. |
| Exceptions     |   |

Table 3.17: CPO activates a promotion use case.

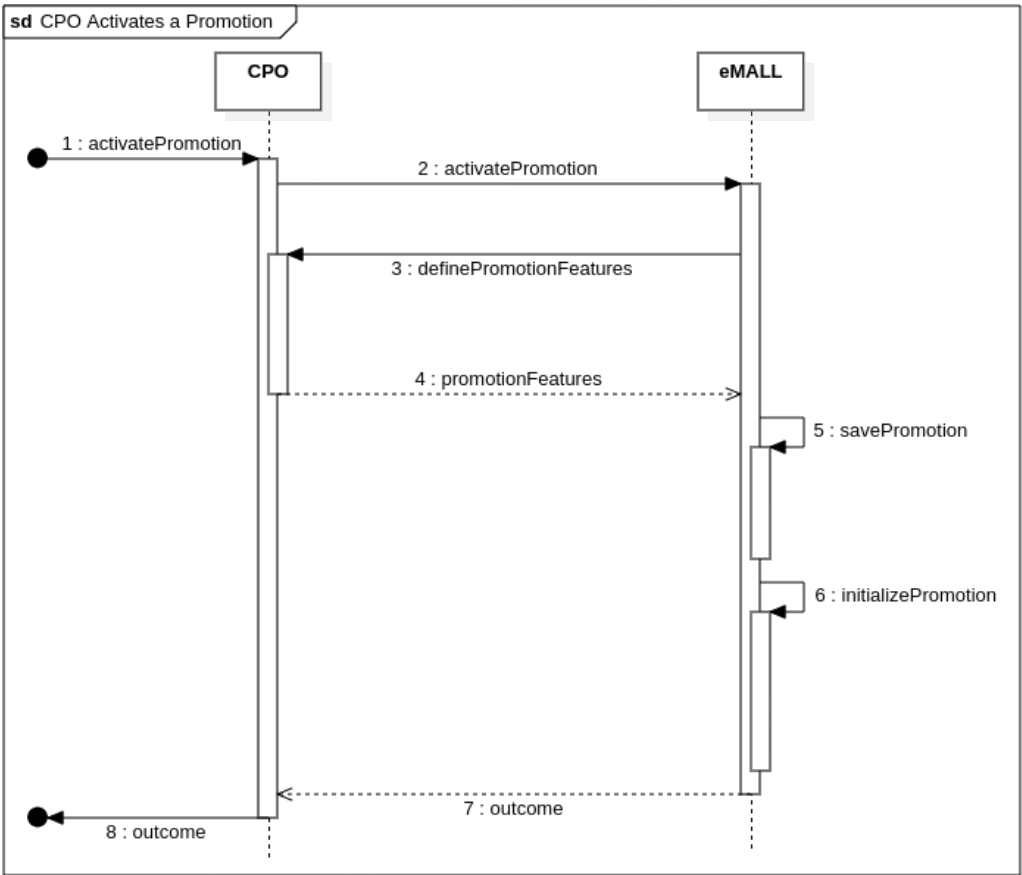


Figure 3.14: CPO activates a promotion sequence diagram

UC16. CPO plans a maintenance session for a charging station

|                  |  |
|------------------|--|
| Actor            | CPO  |
| Entry conditions | The CPO is subscribed to the eMALL system and correctly logged in.<br>The CPO is in the charging station section from the profile section and has selected a station.<br>The CPO clicks the “schedule maintenance” button. |

|                |   |
|----------------|---|
| Event Flow     | <ol style="list-style-type: none"> <li>1. eMALL asks the CPO to specify the date and the hour of the maintenance.</li> <li>2. eMALL plans the maintenance session of the charging station.</li> <li>3. eMALL sends back the outcome of the planning of the maintenance to the CPO.</li> </ol> |
| Exit condition | It is planned a maintenance session for the specified charging station.   |
| Exceptions     |   |

Table 3.18: CPO plans a maintenance session for a charging station use case.

### UC17. CPO decides the DSO from which acquire energy

|                  |  |
|------------------|--|
| Actor            | CPO  |
| Entry conditions | <p>The CPO is subscribed to the eMALL system and correctly logged in.</p> <p>The CPO is in the DSO section from the profile section.</p> <p>The CPO clicks the “set DSO” button.</p>   |
| Event Flow       | <ol style="list-style-type: none"> <li>1. eMALL shows the CPO the list of DSOs.</li> <li>2. eMALL asks the CPO to select a DSO from the list.</li> <li>3. The CPO selects a DSO from the list.</li> <li>4. eMALL updates CPO’s profile information.</li> <li>5. eMALL activates the selected DSO as the one from which to acquire energy.</li> <li>6. eMALL sends back to the CPO the outcome of the setting of the DSO</li> </ol> |
| Exit condition   | The DSO from which to acquire energy is updated.   |
| Exceptions       |  |

Table 3.19: CPO decides the DSO from which acquire energy use case.



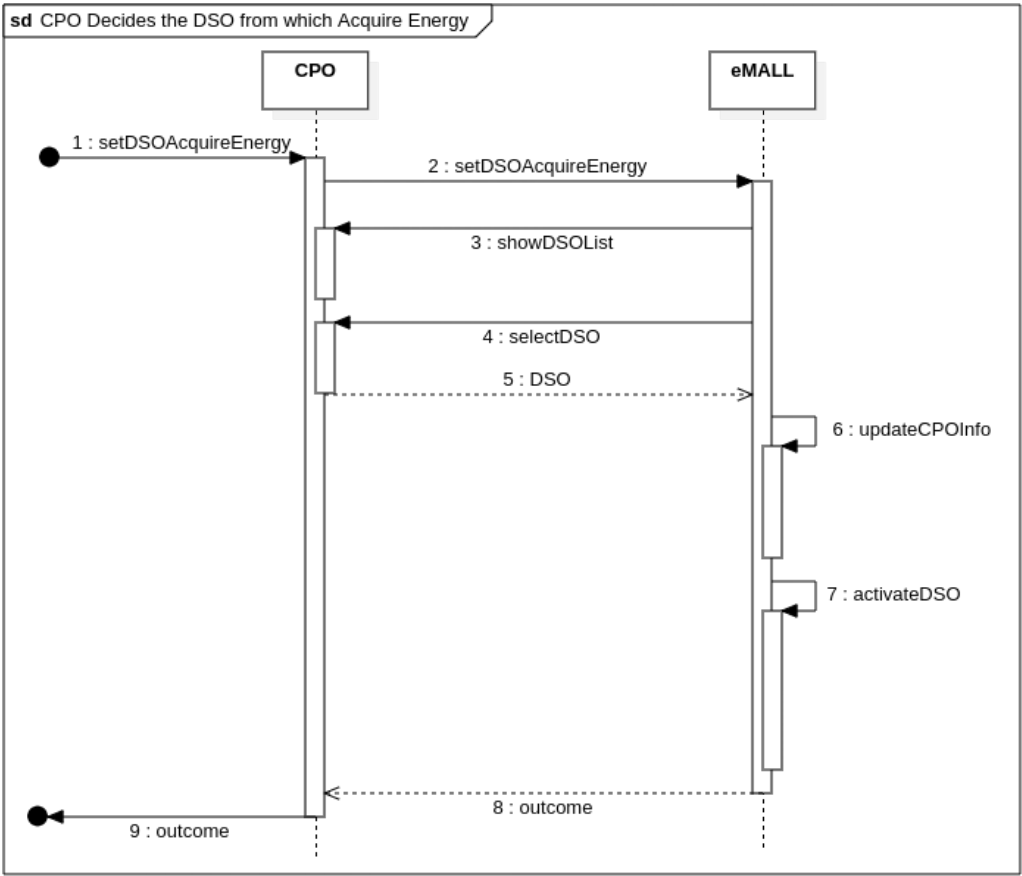


Figure 3.15: CPO decides the DSO from which acquire energy sequence diagram

3.2.5. Mapping on requirements

| Use Case | Requirements |
|----------|--------------|
|----------|--------------|

Table 3.20: Mapping on requirements.

3.3. Performance Requirements

Number of users

According to a market analysis conducted by MOTUS-E in September 2022, the number of fully electric vehicles and plug-in hybrid vehicles registered in Italy is 320.776. If we suppose that the eMALL system will be used by one in every three EVDs, the system

should guarantee that it can handle an overall of 100.000 clients.

So, we can consider that the system should be able to handle th 50% of them could be connected simultaneously.

## Data storage

From the data storage point of view, the eMALL system should consider several sources of data:

- **EVD's personal data.** We consider that 5 *KB* is enough for the storage of personal information of an EVD. Considering  $10^5$  EVDs, the system needs:

$$10^5 \cdot 5 \text{ KB} = 488,3 \text{ MB}$$

- **EVD's calendar.** One of the functionalities offered by the eMALL system is to insert new activities into EVD's calendar. The events have not much information: they specify starting time and destination of the activity. We can assume that each event requires 1*KB* of storage. Considering all the potential users and assuming that they insert three activities a day, for the first year the system needs:

$$10^5 \cdot 3 \cdot 365 \cdot 1 \text{ KB} = 104,43 \text{ GB}$$

- **History of charging sessions.** The eMALL system should save the information of all the charging sessions. We assume that the information of each charging session requires 3 *KB* of storage. To decide how many times we want to assume a generic EVD charges his EV, we have to consider different factors, such as the EVDs' habits, the storage of their EV's battery, and the distances they can drive during the day. For example, an EVD who drives long distances every day and whose EV has a small battery may need to charge it more frequently than an EVD with a larger battery who only drives short distances. Similarly, an EVD that can access fast charging infrastructure may be able to charge his EV less frequently than a driver who only has access to slower charging stations. So, it is reasonable to assume that a generic EVD charges his EV twice a week.

For the first year, the system needs:

$$10^5 \cdot \frac{365}{7} \cdot 2 \cdot 3 \text{ KB} = 29,84 \text{ GB}$$

- **CPO's personal data.** If we consider that in Italy there could be more or less

50 CPOs, as we did for the EVDs, we can assume that one in every three CPOs subscribes to the eMALL system. We consider enough 5 *KB* of storage for each profile. So, the system needs:

$$20 \cdot 5 \text{ KB} = 100 \text{ KB}$$

- **Charging points registration.** Each CPO registers information about their charging points distributed in the territory. Referring again to the market analysis conducted by MOTUS-E, in September 2022, there were a total of 32.776 charging points in Italy. So, we can assume that all the CPOs register 11.000 charging points all together. We consider enough 5 *KB* of storage for the registration of each charging spot. So, the system needs:

$$11000 \cdot 5 \text{ KB} = 53,71 \text{ MB}$$

The rest of storage needed is about the several functionalities offered to the EVDs and to the CPOs. So, after summing all the values obtained in the previous list, we overestimate the memory suggested for the first year of life of the system. Summing all the values, it is:

$$488,3 \text{ MB} + 104,43 \text{ GB} + 29,84 \text{ GB} + 100 \text{ KB} + 53,71 \text{ MB} = 134,8 \text{ GB}$$

So, a memory storage of 200 *GB* will be enough for the first year of the eMALL system.

### Time response

The eMALL system should handle all the requests within 3 seconds, given that there are not strict time response requirements.

## 3.4. Design Constraints

### 3.4.1. Standards compliance

First of all, the system should respect all the laws regarding privacy and data treatment and exchange with third parties (i.e. CPOs); to work in Europe, the system should respect the EU GDPR. In particular, a general description of the main principles that data should have in order to guarantee their privacy is given in Art. 5 of the GDPR document.

### 3.4.2. Hardware limitations

The eMALL system can be used from both web browsers and mobile applications. As explained in the system attributes section, the system is strictly related to the operating systems in which the mobile application will be implemented, so Android and IO..

### 3.4.3. Any other constraint

There are not other constraints.

## 3.5. Software System Attributes

### 3.5.1. Reliability

The eMALL system should guarantee critical operations as payment. But, its functionalities are mainly about data management of the user and CPOs' infrastructure. It would not be critical if one of these operations fails, given that the process can be started and repeated. So, considering the different behaviors the system should have, it is reasonable to have a failure rate between 0.1% and 1%, so to be between high-quality reliable systems and more common systems.

### 3.5.2. Availability

The eMALL system should guarantee the CPO a good experience in their IT infrastructure management. So, considering the business functionalities that the system offers to the companies, it would not be acceptable a day of downtime. That's the reason why the system should guarantee 99.9% of uptime. In this section we just consider the business functionalities because the interactions between the EVDs and eMALL don't introduce constraints for the availability of the system.

### 3.5.3. Security

The eMALL system communicates with EVDs and CPOs, and stores their personal information. For this reason, it should assure data privacy and data encryption when information is exchanged through the internet. This is guaranteed thanks to the HTTPS. Furthermore, eMALL should encrypt all the information before proceeding with the storage.

### 3.5.4. Maintainability

The eMALL system should be divided in different modules depending on the offered functionalities. It is necessary to facilitate maintenance and substitution of the modules, and to eventually extend the system. Furthermore, every implemented functionality has to be well documented. What should guide the design definition process is to allow a maintenance that does not affect untouched modules and their interfaces.

### 3.5.5. Portability

The eMALL system is not strictly related to software and hardware. To be more portable, the system can be developed on both Android and IOS. In order to do that, it has to be decided which programming language and development tools to use: if the budget is not high and would be better to save time and effort, it is recommended to use cross-platform development tools; otherwise, the system can be implemented separately, increasing in that way the effort needed for the developing and the maintenance of the applications.



## 4 | Formal Analysis Using Alloy





## 5 | Effort Spent



## 6 | References



# A | Appendix A

If you need to include an appendix to support the research in your thesis, you can place it at the end of the manuscript. An appendix contains supplementary material (figures, tables, data, codes, mathematical proofs, surveys, . . . ) which supplement the main results contained in the previous chapters.



## List of Figures

|      |   |    |
|------|---|----|
| 2.1  | A simplified Class Diagram . . . . .  | 9  |
| 2.2  | Get locations of charging stations state diagram . . . . .  | 10 |
| 2.3  | Book a charge state diagram . . . . .   | 11 |
| 2.4  | Insert charging points state diagram . . . . .  | 12 |
| 3.1  | Unregistered EVD use case diagram. . . . .  | 23 |
| 3.2  | Unregistered EVD use case diagram. . . . .  | 23 |
| 3.3  | Unregistered EVD use case diagram. . . . .  | 24 |
| 3.4  | Registered EVD adds an EV sequence diagram . . . . .  | 27 |
| 3.5  | Registered EVD books a charge sequence diagram . . . . .  | 28 |
| 3.6  | Registered EVD consults the map of charging stations sequence diagram .   | 29 |
| 3.7  | Registered EVD consults a specific promotion that can be redeemed se-<br>quence diagram . . . . .                                     | 31 |
| 3.8  | Registered EVD makes a payment sequence diagram . . . . .   | 33 |
| 3.9  | Registered EVD adds a new activity into the calendar and receives sugges-<br>tions about charging schedule sequence diagram . . . . . | 35 |
| 3.10 | CPO sets a fee sequence diagram . . . . .   | 37 |
| 3.11 | CPO adds a charging station sequence diagram . . . . .  | 39 |
| 3.12 | CPO adds a charging point sequence diagram . . . . .  | 40 |
| 3.13 | CPO changes the metadata of a charging point sequence diagram . . . . .   | 42 |
| 3.14 | CPO activates a promotion sequence diagram . . . . .  | 43 |
| 3.15 | CPO decides the DSO from which acquire energy sequence diagram . . . .  | 45 |





## List of Tables

|      |   |    |
|------|---|----|
| 1.1  | The goals. . . . .  | 2  |
| 1.2  | World Phenomenas. . . . .   | 3  |
| 1.3  | Shared Phenomenas. . . . .  | 6  |
| 1.4  | Acronyms used in the document. . . . .  | 6  |
| 2.1  | Domain assumptions. . . . .   | 15 |
| 3.1  | Requirements. . . . .   | 22 |
| 3.2  | Mapping on goals. . . . .   | 22 |
| 3.3  | EVD signs up use case. . . . .  | 25 |
| 3.4  | Registered EVD logs in use case. . . . .  | 26 |
| 3.5  | Registered EVD adds an EV use case. . . . .   | 26 |
| 3.6  | Registered EVD books a charge use case. . . . .   | 28 |
| 3.7  | Registered EVD consults the map of charging stations use case. . . . .  | 29 |
| 3.8  | Registered EVD consults a specific promotion that can be redeemed use case. . . . .                                     | 30 |
| 3.9  | Registered EVD starts the charging process use case. . . . .  | 32 |
| 3.10 | Registered EVD makes a payment use case. . . . .  | 32 |
| 3.11 | Registered EVD adds a new activity into the calendar and receives suggestions about charging schedule use case. . . . . | 34 |
| 3.12 | CPO logs in use case. . . . .   | 36 |
| 3.13 | CPO sets a fee use case. . . . .  | 36 |
| 3.14 | CPO adds a charging station use case. . . . .   | 38 |
| 3.15 | CPO adds a charging point use case. . . . .   | 40 |
| 3.16 | CPO changes the metadata of a charging point use case. . . . .  | 41 |
| 3.17 | CPO activates a promotion use case. . . . .   | 43 |
| 3.18 | CPO plans a maintenance session for a charging station use case. . . . .  | 44 |
| 3.19 | CPO decides the DSO from which acquire energy use case. . . . .   | 44 |
| 3.20 | Mapping on requirements. . . . .  | 45 |

