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# 1 Introduction

## 1.1 Purpose

Due to the recently increase of effort in the battle against the climate change, electric vehicles are slowly becoming the new technology for private transport that the people use everyday. To sustain this type of strategy, we need to develop a clever and capillary charging system.

e-Mobility for All (**eMall**) is an **eMSP** that aims to help the final user dealing with the charging need. To do so it will inform the user about the nearby charging stations, their cost and any special offer that they have. Also, it will allow the user to book/cancel/pay a charge and will notify the user when the charging process is terminated. With the integration of the user's calendar, the system will also suggest the user the best moment in the schedule to charge the vehicle. To have a fully integrated system, all the Charging Point Operatorss (**CPOs**) will have a technological support called **CPMS** to interface the service with the physical charging stations and to manage all the energy sources like batteries and Distribution System Operatorss (**DSOs**). Such **CPMSs** will be in charge of deciding the energy source and, in case of batteries in a charging station it will also manage their charging. These decisions will affect the energy prices, so it is important that a system like this allows also the **CPO** maintainers to decide it.

### 1.1.1 Goals

- G1 The **eMSP** shall help the user to select the station;
- G2 The **eMSP** shall allow the user to book/cancel a charge;
- G3 The **eMSP** shall allow the user to perform a charge;
- G4 **CPMSs** shall handle the vehicle charging cycles;
- G5 **CPMSs** shall manage the vehicle charging stations;

## 1.2 Scope

- W1 People charge electric vehicles in different modes (NORMAL, FAST, SUPER-FAST); [**G1, G2, G3, G4**]
- W2 People use web calendar; [**G1, G2, G3**]
- W3 People pay for the charging service; [**G3**]
- W4 **DSOs** supply energy to **CPOs**; [**G5**]
- W5 Some **CPOs** own batteries; [**G4, G5**]
- W6 **CPOs** decide whether to use batteries or **DSO** supplied energy; [**G4, G5**]
- S1 The **eMSP** suggests the user to charge the vehicle; [**G1**]

- S2 The **eMSP** notifies the user when the charging process is finished; [G3]
- S3 **CPMS**s acquire information about energy prizes from **DSOs**; [G5]
- S4 The user books a charge using the **eMSP**; [G2]
- S5 The user asks the **eMSP** for suggestions about charging station; [G1]
- S6 The user pays for the service using the **eMSP**; [G3]
- S7 **CPO**s gather the energy source through the **CPMS**; [G4, G5]

## 1.3 Definitions, Acronyms, Abbreviations

### 1.3.1 Definitions

## Glossary

**partita IVA** Outside the Italian territory it corresponds to the VAT number. It is a unique identifier for the operators that want to perform an economical activity in the national territory. 7, 11, 14, 30

### 1.3.2 Acronyms

<b>eMSP</b>	e-Mobility Service Providers	<b>RACS</b>	Reliable Array of Cloned Services
<b>CPO</b>	Charging Point Operators	<b>RAPS</b>	Reliable Array of Partitioned Services
<b>CPMS</b>	Charge Point Management System	<b>GDPR</b>	General Data Protection Regulation
<b>DSO</b>	Distribution System Operators	<b>SoC</b>	State of Charge
<b>eMall</b>	e-Mobility for All	<b>GPS</b>	Global Positioning System
<b>API</b>	Application Programming Interface		

## 1.4 Revision history

## 1.5 Reference Documents

## 1.6 Document Structure

The document is divided in six main sections:

- **Introduction:** The introduction section has the main goal of illustrating the problem to the reader and enumerating all the goals that the system needs to achieve to solve the problem. Also, a part from the goals, there are more formal descriptions about the world (world phenomena) and the interactions between the system and the world (shared phenomena). At the end of the introduction there is a reference subsection for definitions, revision history and reference documents;
- **Overall Description:** It is an high level description of the dynamic interaction of stakeholders and the system. For this reason in this section there are the main scenarios descriptions and a UML diagram which specifies all the relations from an upper model perspective. Also, there is a subsection that illustrates the fundamental requirements of the system and another which specifies the type and description of any user. At the end of this section there is a collection of assumptions that are made over the complete project;
- **Specific Requirements:** This section focuses on all the details introduced in the **Overall Description** section, so it formalizes all the requirements about the system and all the scenarios. For this reason, use case diagrams and sequence diagrams are illustrated. There are also more constraints on the performance, design aspects and attributes of the software;
- **Formal Analysis with Alloy:** It represents a formal description in Alloy language of the problem, with some formal constraints that need to be satisfied (asserts). This formalization is useful to validate the model itself and verify that all the assertions are granted.
- **Effort Spent:** Resumes the total hours spent on the document formalization;
- **References:** Resumes all the references documents that we used during the description.

## 2 Overall Description

### 2.1 Product perspective

#### 2.1.1 Scenarios

It is assumed that in [S3](#),[S4](#),[S5](#),[S6](#),[S8](#), the user is already logged in the system ([S2](#)). And in [S11](#) and [S13](#) we assume that the [CPO](#) maintainer is already logged in the [CPMS](#).

##### S1 User Signs up:

Lucy, wanting to use the system, opens the app, she is prompted to login or register, she chooses to register herself and inserts her personal info (email, password, birthday, payment information, vehicle info); an email is sent with a link to confirm the activation of the account, if the link is clicked within the first 15 minutes the account is activated and the sign up is successful, otherwise it is considered failed and the process must be repeated.

##### S2 User Logs in:

Jay, after signing up, opens the app and he is prompted to insert his email and password, if the given information are correct the login is successful and he obtain access to his account and the services of the app, otherwise the login is unsuccessful and it must be repeated.

##### S3 User searches for stations:

Robert, opens the app, inserts the location and the time frame to search for charging stations. Once submitted, a list of available charging stations is displayed, the list is ordered by the distance of the station from the desired location. Via a menu, Robert can choose to order the stations either via distance, price or charging type (super-fast, fast, normal); He can also set to display unavailable stations and set the maximum distance from the chosen location. Robert chooses a station and obtains more detailed information.

##### S4 User books a charge:

Jessica, after choosing a station, decides to book a charge in it selecting the timeslot. Station location and booked time frame are displayed and she is asked to confirm the booking via a popup. She receives a confirmation email with the details of the charge (Location, time frame, socket id) and a confirmation pin to insert at the station.

##### S5 User pays a charge:

John, after booking a charge, has to pay it before actually performing it. So he selects the wanted charge and proceeds with the payment. After that he receives an email that summarizes the payment details.

##### S6 User cancels a charge:

Luke, after booking a charge, wants to cancel it. He opens the app, selects the booking he wants to cancel and presses the Cancel button. A popup appear asking confirmation: if it is pressed the booking is removed, the station returns available, a refund is issued and a confirmation email is sent to the user; otherwise the booking is still valid.

**S7 User charges the vehicle:**

Mary, after booking a charge, arrives at the station, she parks her vehicle at the designed socket and plugs her vehicle in, Mary then inserts the confirmation pin in the socket to start the charge. The socket displays on a monitor the status and the finishing time of the charge. Once the charge is finished Mary receives a notification of finished charge, she gets her vehicle and completes the charge.

**S8 User gets charging suggestion based on his calendar:**

Josh is a very busy man and also an avid google calendar user, setting up every event with correct time and location. The service accessing his calendar finds the closest available charging station to each vehicle movement, it connects to the vehicle while driving and stores the last charge level and once the battery is below fifty percent Josh gets notified about the possibility to charge his vehicle in an available time-slot and near his movement. Josh liking the idea opens the app and confirms the booking.

**S9 CPO subscribes to the system:**

Judy, the CEO of a famous CPO, wants to subscribe it to eMall to improve sales. She opens the eMall website and selects to sign up, she inserts the name, email, partita IVA, a master password and connects the CPMSs to the site via an Application Programming Interface (API) reference.

**S10 CPO maintainer logs into his assigned CPMS:**

Brett a CPO employee wants to access the service, he connects to the CPMS and inserts the ID and password, if correct he logs in; otherwise the procedure fails and must be repeated.

**S11 CPO maintainer adds stations to the CPMS:**

Frank, the responsible for a CPMS, wants to add stations to the CPMS in preparation of subscribing to eMall. For each station he has to insert the API reference, whether to use the CPMS automatic source selector or to choose the preferred energy source.

**S12 CPO maintainer updates settings and strategy about its CPMS:**

Andy, after logging in has access to his CPMS. Here he can change the energy source, create maintainer account inserting the ID and password.

**S13 CPO maintainer manages his assigned CPMS**

Lisa, a maintainer at a cpo logs in the service, here she can see the info of each station of the CPMS assigned to her. For each station she can: check the status(functioning or not), choose the energy source. She can monitor the consumes, profitability and the usage of a specified station.





which station to choose. Informations regard location, price, a parameter on how green the energy provided is, special offers and availability of sockets in the station.

**Get suggestions about the recharge of the vehicle** An additional feature the system offers regards a proactive suggestion about the recharge of the vehicle. Thanks to the connection of the application with the vehicle and with the electronic calendar, the system is able to suggest to the user where and when to charge the vehicle in order to satisfy certain parameters chosen by the user. These may involve minimizing the cost of the recharge, minimizing the environment impact of our recharge, minimizing the distance from the scheduled appointments.

### 2.2.2 CPMS

**Accessing the CPMS as CPO** In order to manage the CPMS an authentication with proper authorization is required. So CPOs can login to the system with e-Mail and password. The CPO has different informations linked to him in the system, like Name, Surname, e-Mail, password, charging stations that he can manage.

2FA for CPO? only login so that the registration will be done by the sysadmin (in this case, add this figure in the rest of the document). If not added manually but we accept registration, it should be authorized by a sysadmin or something like that

**Manage the energy source for a charging station** An authorized CPO can manage stations choosing manually how to charge vehicles, so if he wants to use batteries or DSO's energy in base of their cost and environment impact. In base of these decisions, CPOs can decide the cost of a charge and special offers to increase visibility of the station in order to promote greener solutions. Whenever the cost of the energy of some DSO is particularly convenient the CPO can also decide to store it in the batteries. If the CPO wishes, the CPMS can also work in automatic mode, so the system is able to make all the decisions written above.

## 2.3 User characteristics

We consider the following actors in the eMall system:

- A1 Unregistered user:** A user that needs to register before accessing all the eMall or CPMS services;
- A2 Registered default user:** A user that has access to all the eMall features. This actor is associated to an electric vehicle and can visualize the nearest stations, book/cancel/-pay a charge, visualize the status of a charge and activate the automatic suggestion service based on the agenda;
- A3 Registered CPO maintainer user:** A user that has access to all the CPMS features. These features allow the maintainer to configure the CPMS depending on the energy source strategy and visualize all charging stations statuses;

## **2.4 Assumptions dependencies and constraints**

### **2.4.1 Assumptions**

**DA1** Users insert genuine data in the forms;

**DA2** Users(Including CPOs) do not use the system with malicious intent;

**DA3** All the electric vehicles can be charged by all the stations (no incompatibility);

**DA4** All the user have an active internet and GPS connection always available while using the service;

### **2.4.2 Constraint**

**C1** If a User wants to change the time slot of a charge he is required to cancel and re-book the charge;

## 3 Specific Requirements

### 3.1 External interfaces requirements

#### 3.1.1 User interfaces

**eMSP** The **eMSP** should be accessible to the user through an application installed on the mobile device. The first interface shown to the user, if not already done, is the *login* page where the user have to input the username (or email) and password in order to authenticate. From the *login* page there is also the possibility to go to the *register* page where the fields for inserting the necessary information are present. After logging in, there are multiple views available to the user, corresponding of multiple tabs in the app, which are:

- A satellite map of the charging stations near the position of the user;
- A ranked list personalizable based on parameters chosen by the user (distance, price, environmental friendliness...).
- A screen for enabling/disabling suggestions from the system, setting up the connection to the user online calendar.

Selecting a station (from the ranked list or the satellite map) the specific information about the station are shown. The user can select the date and the time-slot from the available ones.

A **CPO** can be registered on the system with a special registration form providing Company name, password and **partita IVA**. Once the **CPO** is registered and logged in, he can insert the reference to the interface of a **CPMS**.

**CPMS** The **CPMS** works as a web application; A **CPO** maintainer accesses directly to the **CPMS** and has the possibility to handle all the stations of the **CPO**.

Once accessed to the system, the **CPO** maintainer has the possibility to view the system status, seeing the list of charging stations with their policy, the available sockets and the State of Charge (**SoC**) of batteries. Selecting a socket the schedule of the booked charges can be viewed. The **CPO** maintainers can change the policy of each charging station; in particular they can:

- Choose a particular energy provider from a list of **DSOs** with the optional opportunity to recharge charging station batteries with this **DSO**;
- Choose to use only the energy stored in the batteries and, when this ends, go into automatic mode;
- Choose the automatic mode, which will choose autonomously which **DSO** to use, when to use batteries and when to recharge them;

The **CPO** can also view the price of his service and set the revenue percentage for a single charge.

Check with assignment document for all the functions

### 3.1.2 Hardware interfaces

Aggiorna Requirements con spiegazione di EnergySourceStrategy

**eMSP** The user, in order to interact with the **eMSP**, must have a device that is provided with a Global Positioning System (**GPS**) and internet connection. Thanks to this, the user can search for close charging stations, see if those are available and can book or cancel a charge. A Bluetooth peripheral should also be available to the user when he is in the vehicle, in order to make a connection with it. Thanks to this the device can query the vehicle infos (such as average battery consumption per kilometer, estimated autonomy and **SoC**) so that the system can suggest to the user when and where to charge the vehicle.

**CPMS** In order to use the **CPMS**, the **CPO** maintainer (the only type of user of this system) should have a personal computer with internet connection available so that it's possible to see the system info and communicate changes to the system (i.e. change the energy source of a charging station or setting the new revenue for a charge).

Check that we will always set the revenue instead of the final price in order to be consistent

**Charging socket** The Charging sockets should have a pad for inserting the pin that the user have to validate the charge.

Add "We assume that Charging sockets have internet connection and an appropriate interface" to the assumptions

### 3.1.3 Software interfaces

**eMSP** The **eMSP** does not provide any software interface because no external software should query this system.

Add "The software utilizes payment APIs" to the assumptions

**CPMS** The **CPMS** should provide to the external world interfaces for:

- Book the charges in a particular time-slot (accepting also a *chargeID*, a PIN in order to authorize the charge once the user gets in the station);
- Get information of a particular charging station (location, price of the charge, parameter of environmental friendliness, type of charges available);
- Get the availability state of a particular socket;
- Get the future availability of the sockets managed by the system;

Compara software interfaces del CPMS con sequence per scoprire tutte le interfacce

### 3.1.4 Communication interfaces

**eMSP** The **eMSP** should use internet connection in order to interact with the back-end of the system, query the different **CPMSs** and be connected to the electronic calendar. In order to communicate with the vehicle the user device should also be provided with bluetooth so that can retrieve data from the vehicle and use that for suggesting when and where to charge the vehicle.

**CPMS** The **eMSP** should be provided with a local connection in order to link all the infrastructure and make it manageable by a user in the local connection. An internet connection should also be present in order to make the system reachable by the external world; in particular it is needed for queries and external functions made by users (like booking a charge, canceling a charge, seeing what timeslots are available) and in order to manage remotely the system from the **CPO** maintainers.

## 3.2 Functional requirements

- R1** The **eMSP** shall allow the users to register, providing name, surname, birthday, email, password, payment method;
- R2** The **eMSP** shall allow the user to login with email and password;
- R3** The **eMSP** shall provide informations about a selected station like types of sockets available, price for the charge, location, available timeslots;
- R4** The **eMSP** shall reserve a socket in the right charging station with the wanted type of charge for a user who registered for a charge through the application;
- R5** The **eMSP** shall allow only one user to book a socket in a particular time slot, so no booking collisions are allowed;
- R6** The **eMSP** shall take the service money from the user when the time slot is booked;
- R7** The **eMSP** shall refund the user when a charge is canceled;
- R8** The **eMSP** shall allow the user to see nearby<sup>1</sup> charging stations ordered by distance, price or environmental friendliness;
- R9** The **eMSP** shall be able to connect to a calendar, retrieve informations about the appointments and parse them;
- R10** The **eMSP** shall be able to use the informations about the appointments, the charging stations and the vehicle in order to proactively suggest to the user when and where to charge the vehicle;
- R11** The **eMSP** shall notify the user when the charging process is finished via a notification;
- R12** The **eMSP** shall be able to communicate with different **CPOs**;

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<sup>1</sup>This parameter may be setted by the user

- R13** The **eMSP** shall allow a **CPO** to register, providing name, email, password, **partita IVA**;
- R14** the **eMSP** shall allow to add to an already registered **CPO** a **CPMS**, providing connection to the **CPO**, number of charging sockets, type of charges;
- R15** The **eMSP** shall verify the correctness of the identification data for the **CPOs**;
- R16** The **CPMS** shall be reachable by **eMSPs** in order to perform/cancel a booking or query the system for retrieving informations;
- R17** The **CPMS** shall allow the **CPO** to modify the informations about their systems, such as adding/removing charging stations, adding/removing charging sockets, modifying the type of charge the sockets have, modify the availability/quantity of batteries, adding/removing possible **DSOs**.
- R18** The **CPMS** shall allow the **CPO**maintainer to access to the system;
- R19** The **CPMS** shall allow the **CPO**maintainer to set the revenue wanted;
- R20** The **CPMS** shall allow the **CPO**maintainer to set special offers;
- R21** The **CPMS** shall allow the **CPO**maintainer to choose the charging mode for a particular charging station (automatic, specific **DSO**, cheapest **DSO**, most environmental friendly **DSO**, use of batteries);
- R22** The **CPMS** shall allow the **CPO**maintainer to choose in manual mode whether to charge the batteries;

What if a user finishes prematurely the charge? will he be refunded by the time of charge left?

### 3.2.1 Use case diagrams

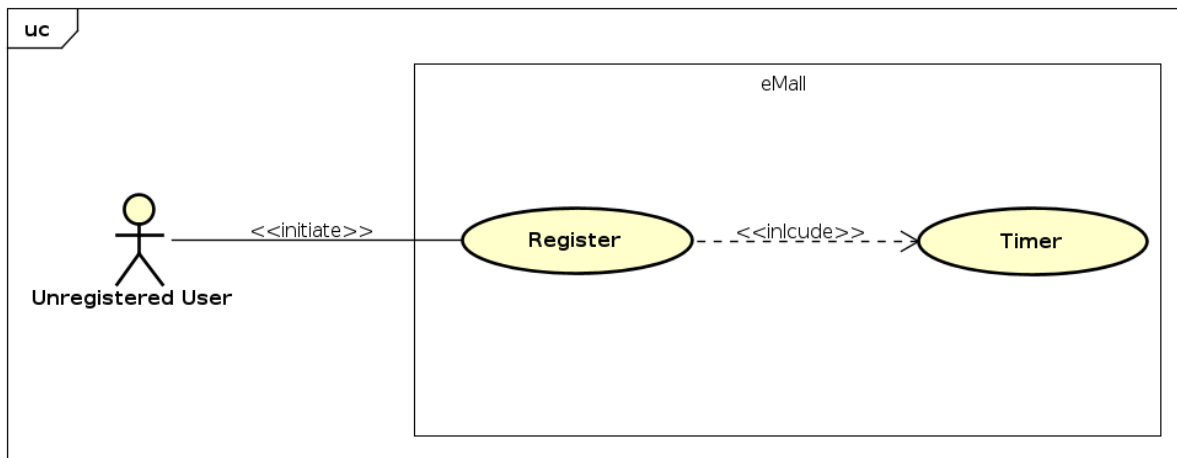


Figure 2: Unregistered user use case

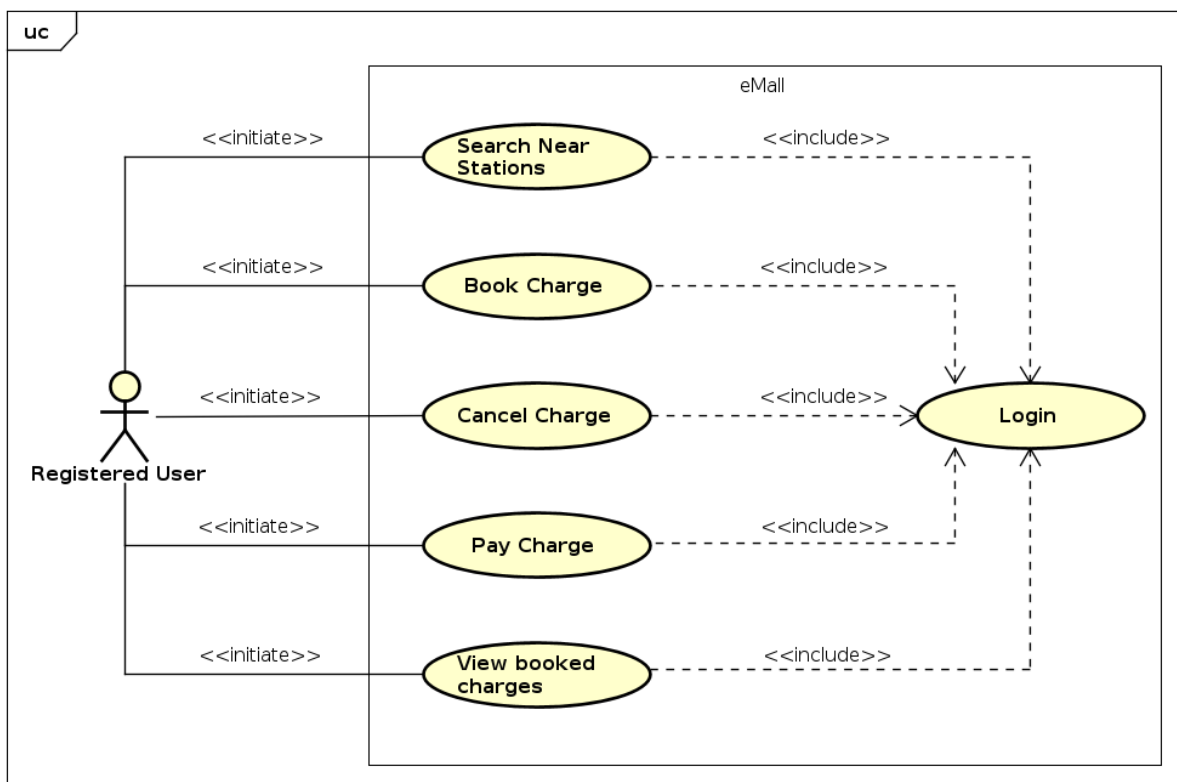


Figure 3: Registered user use case

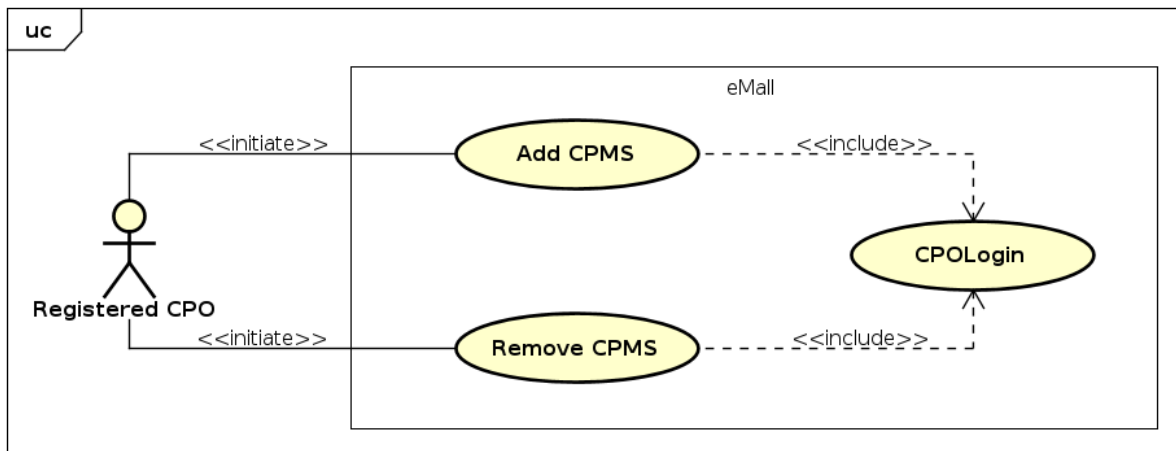


Figure 4: Registered CPO

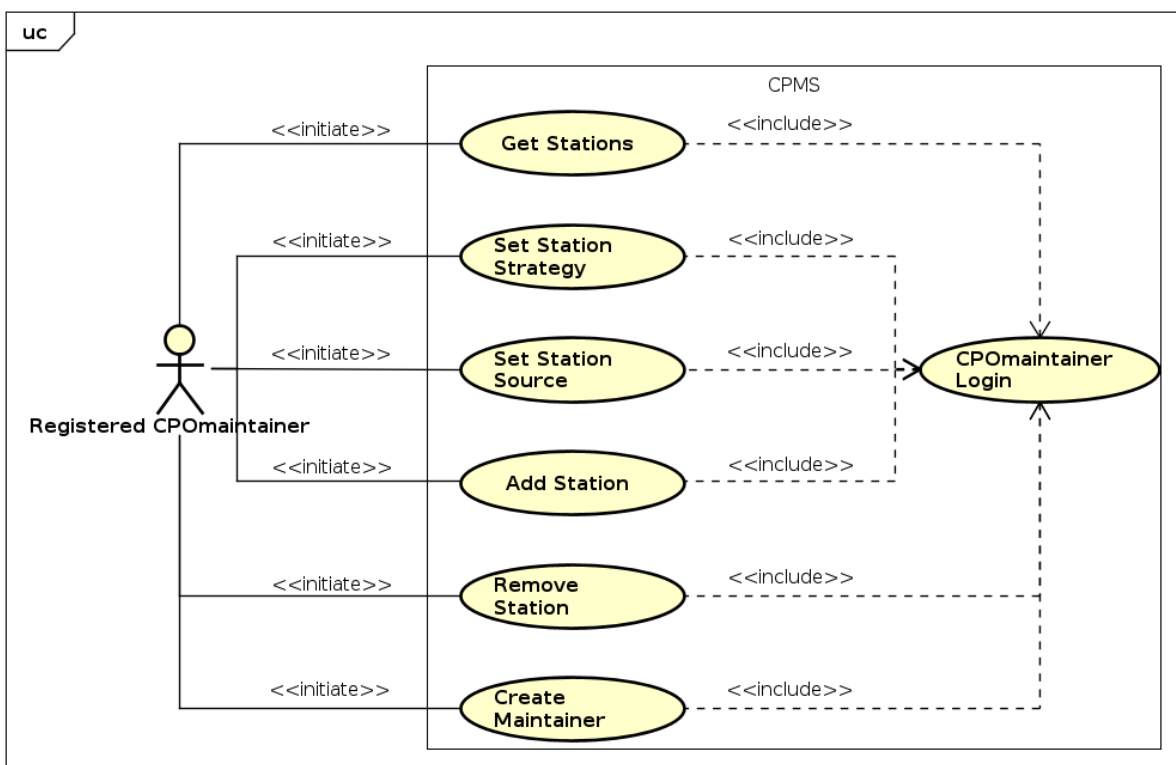


Figure 5: Registered CPOmaintainer



### 3.2.2 Sequence diagrams

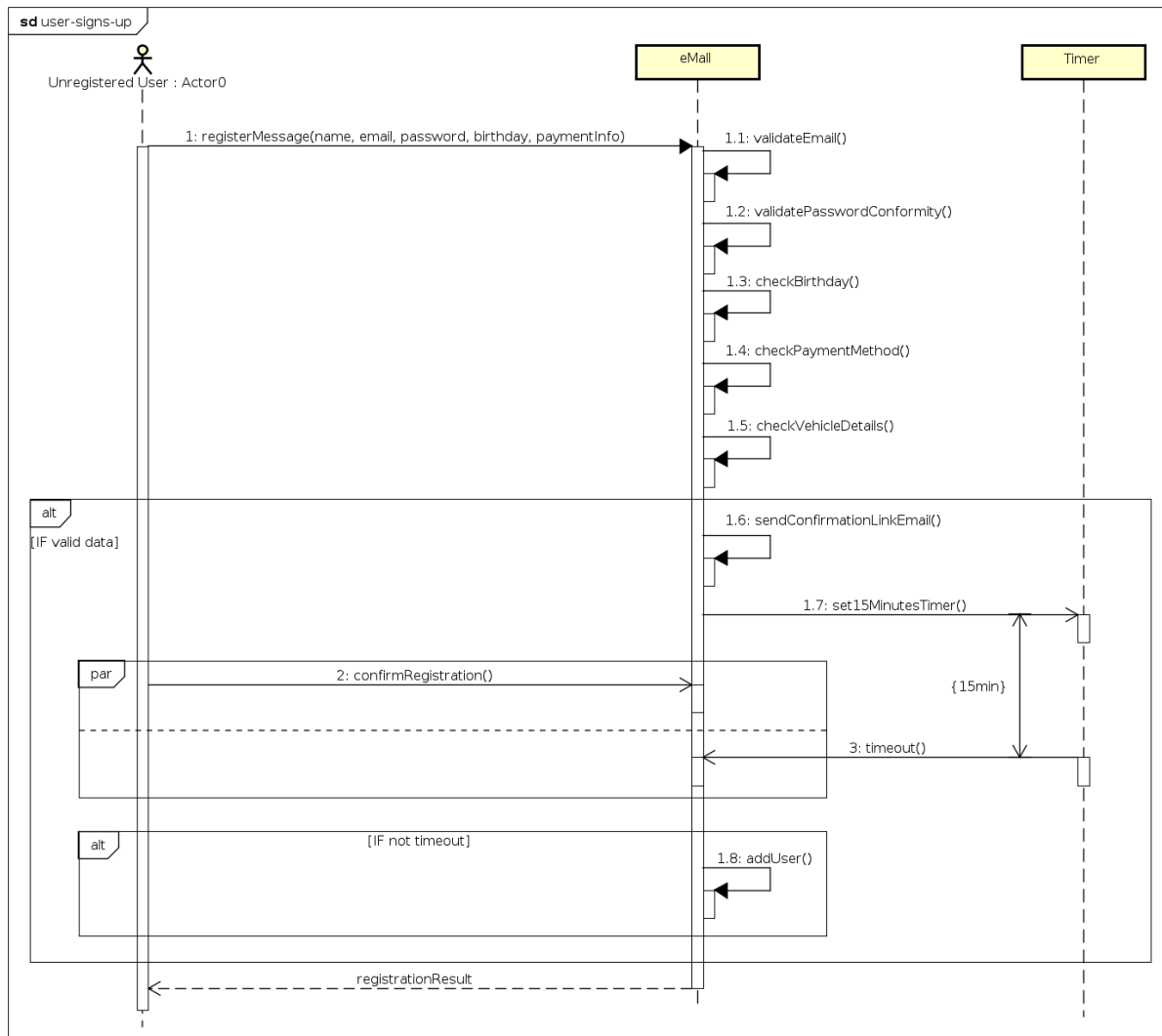


Figure 6: Registration into eMail sequence

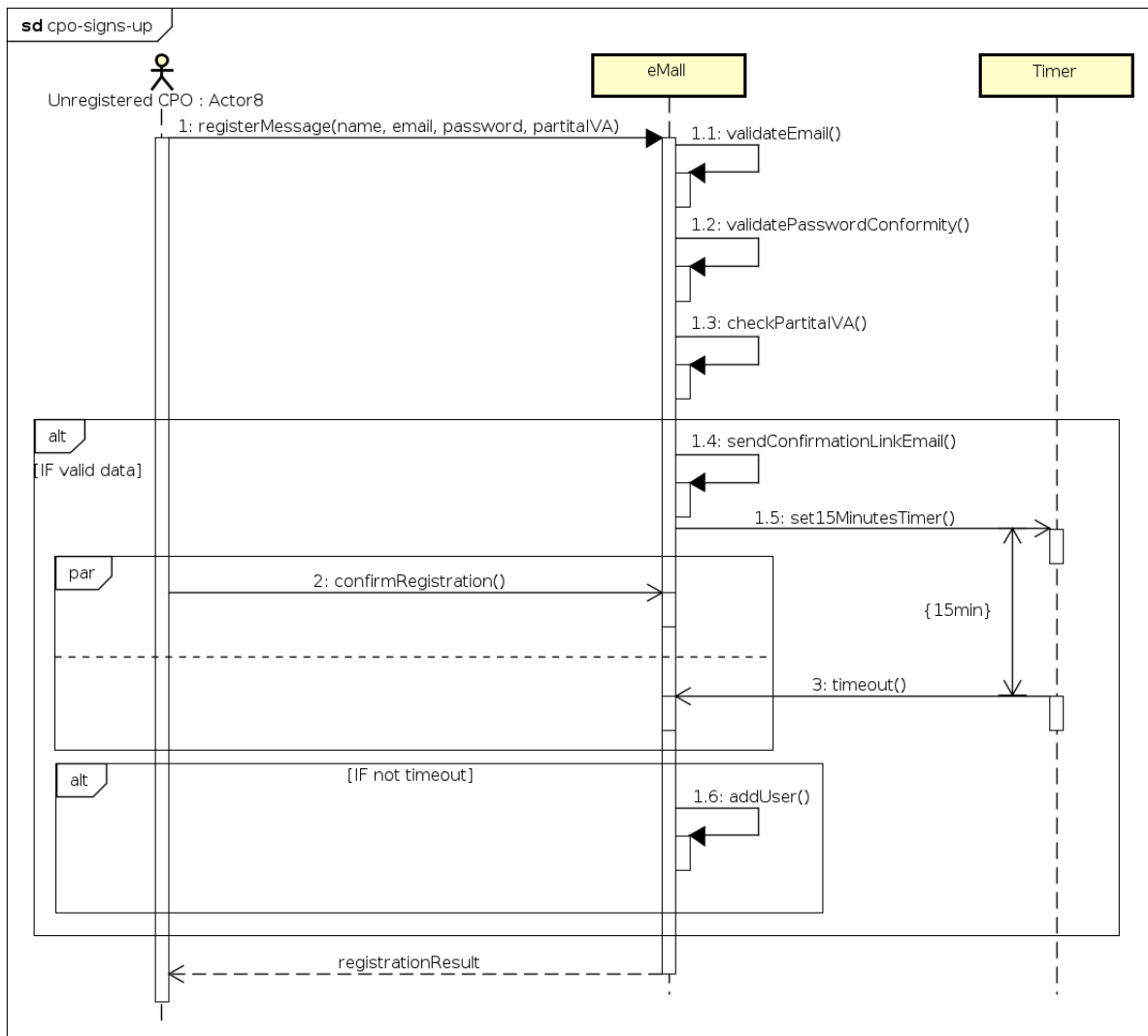


Figure 7: Registration of CPO into eMail sequence

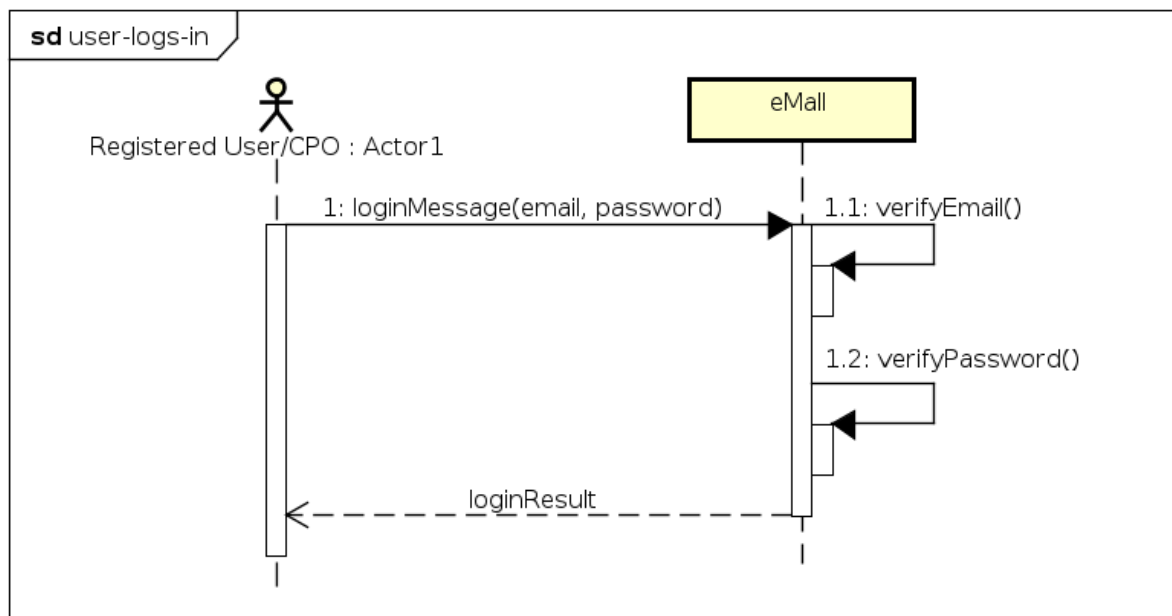


Figure 8: Login into eMail sequence

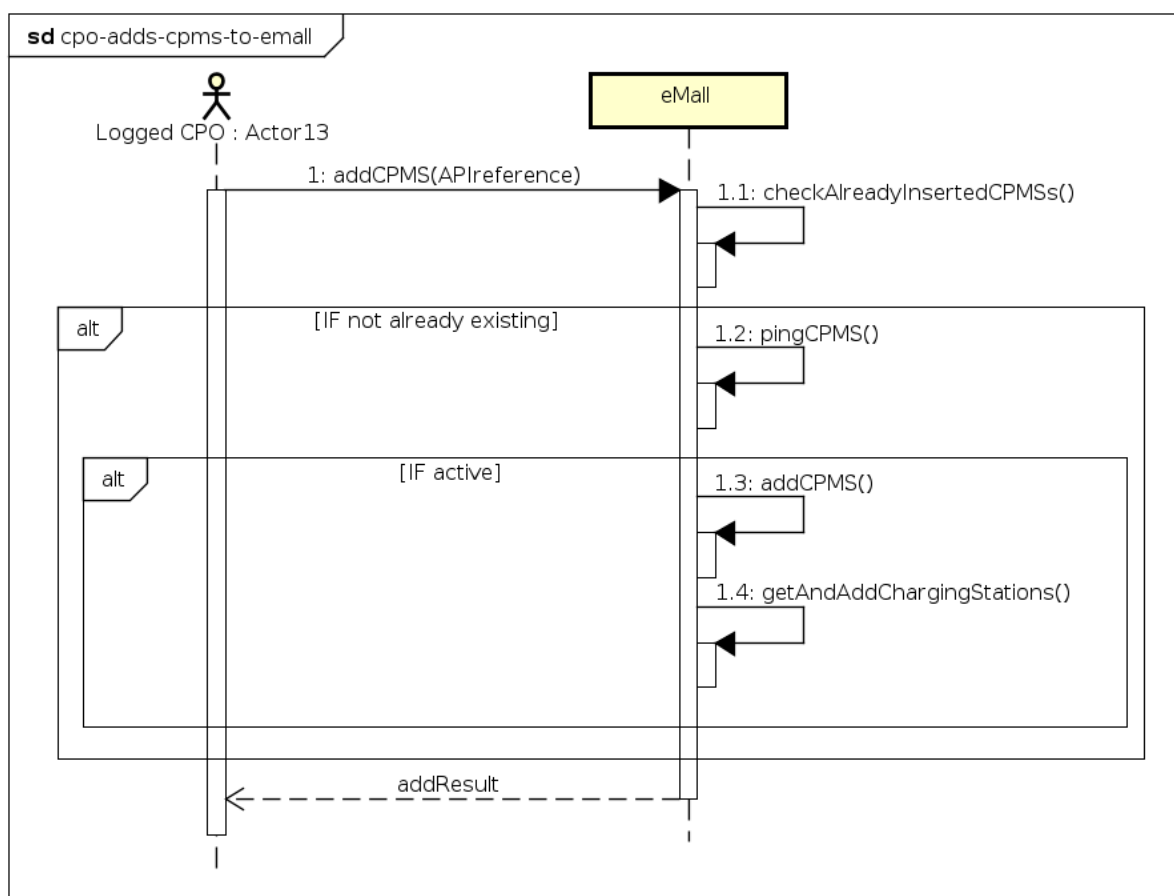


Figure 9: CPO adds a CPMS into eMail

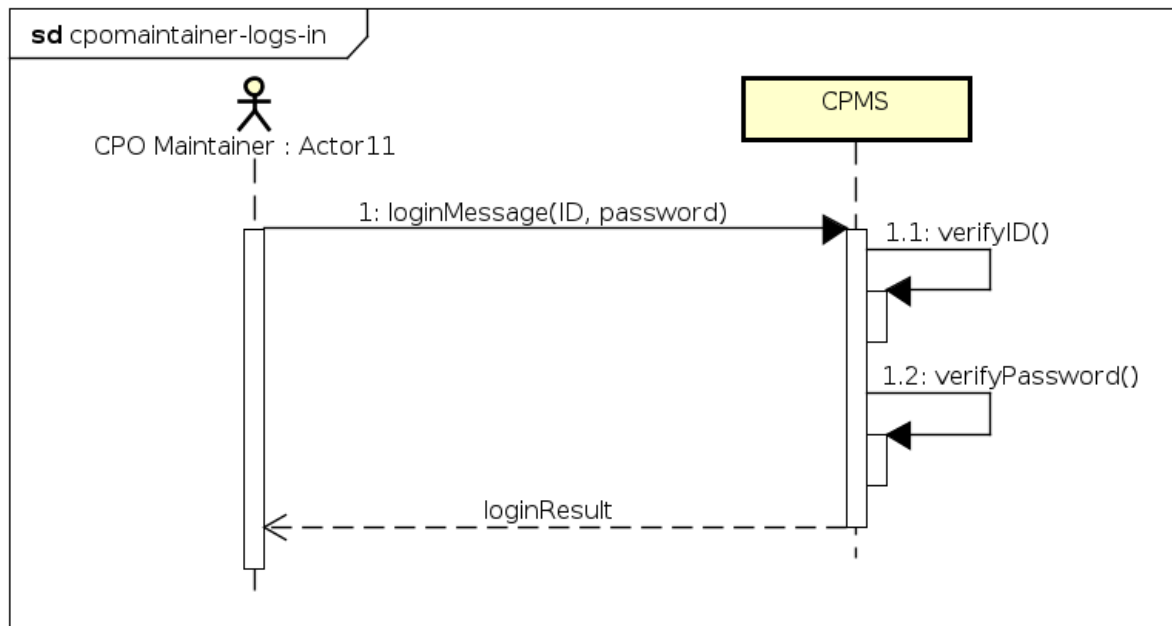


Figure 10: CPO maintainer logs into CPMS

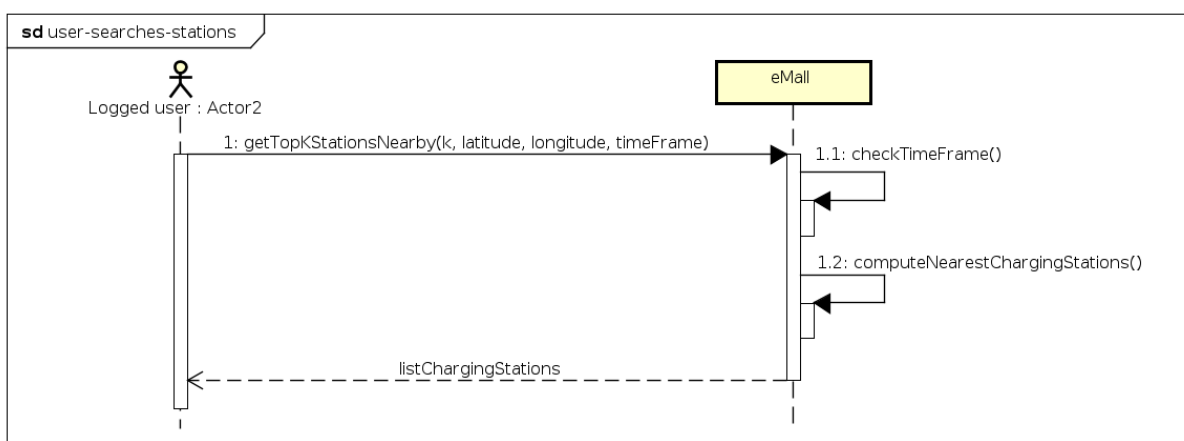


Figure 11: Get the nearby charging stations

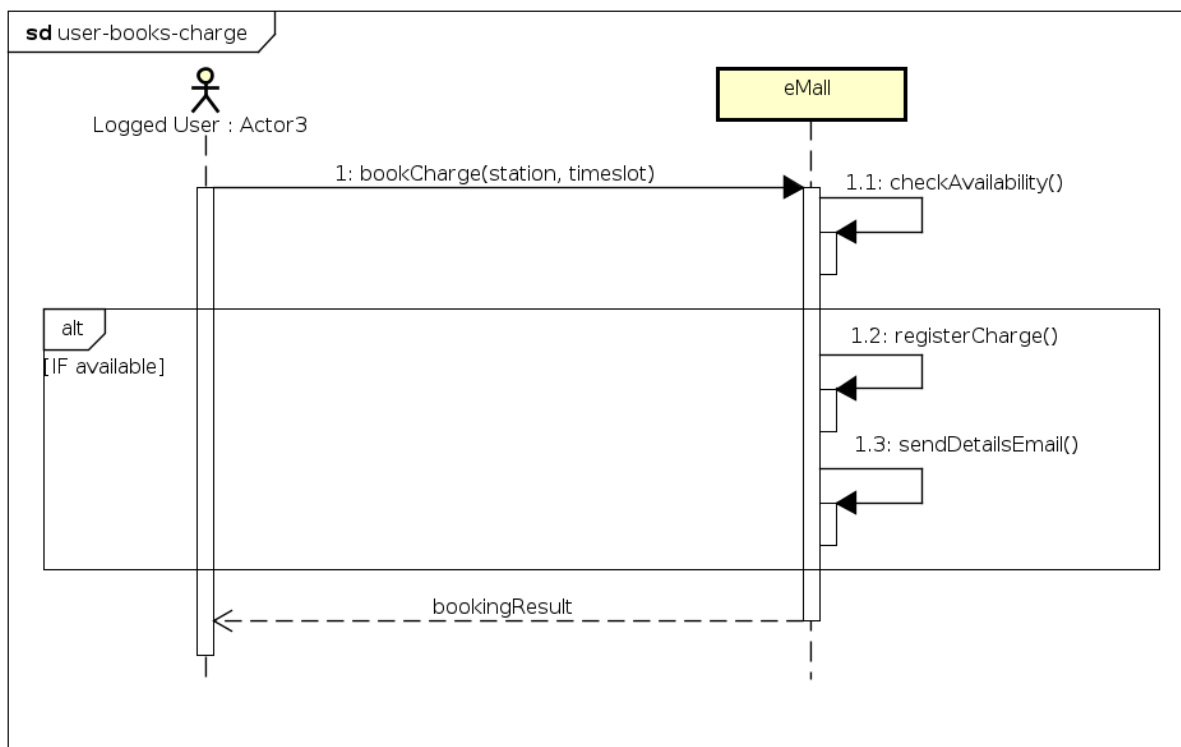


Figure 12: Book a charge sequence

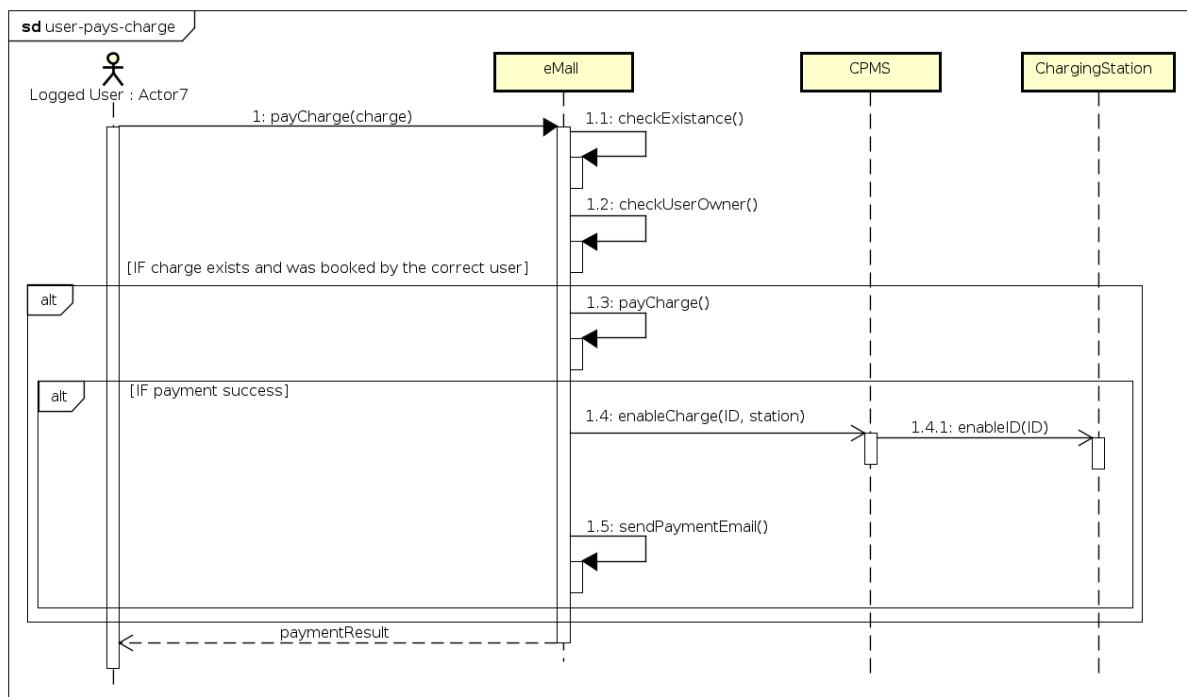


Figure 13: Pay a charge sequence

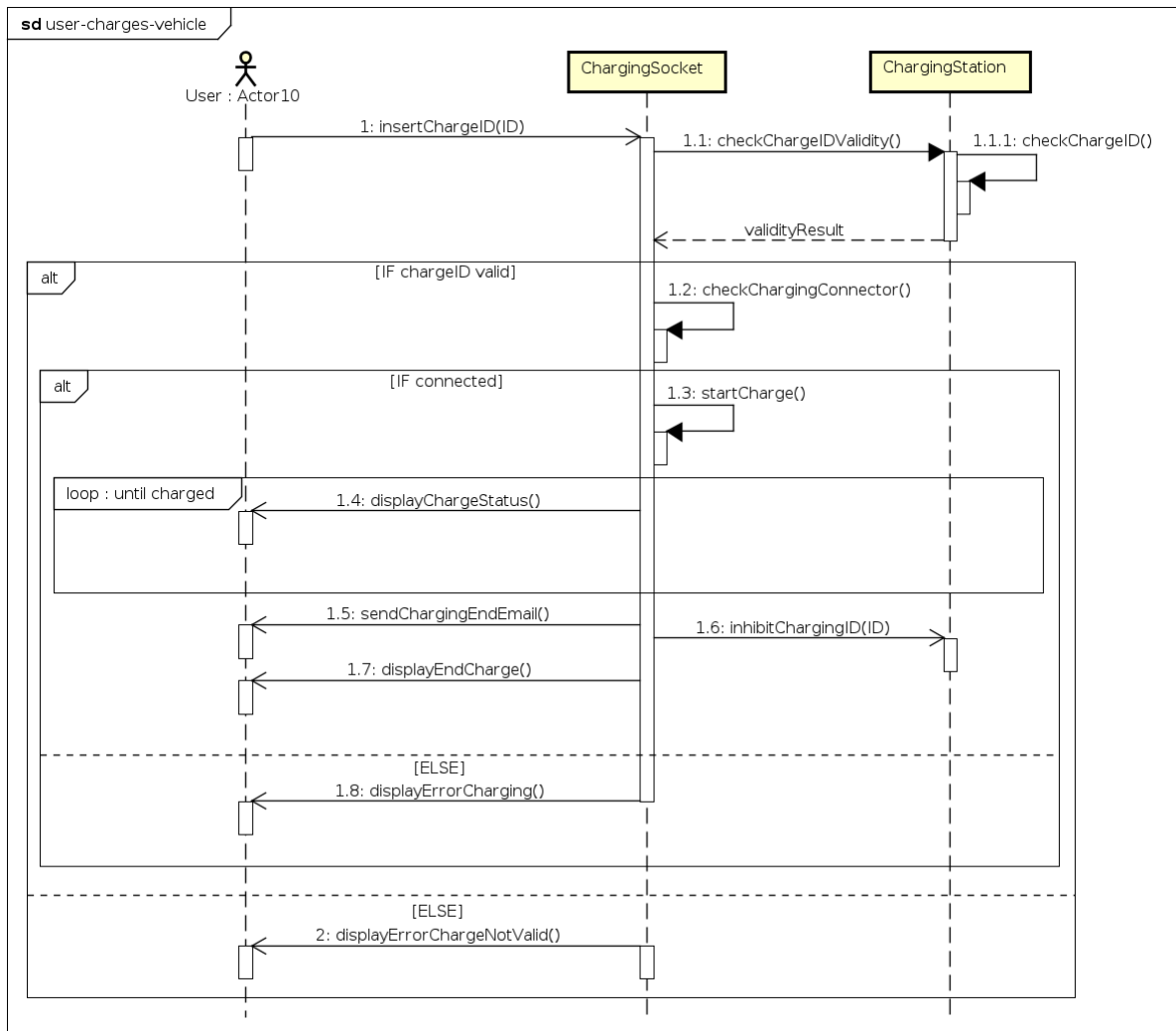


Figure 14: Perform a charge sequence

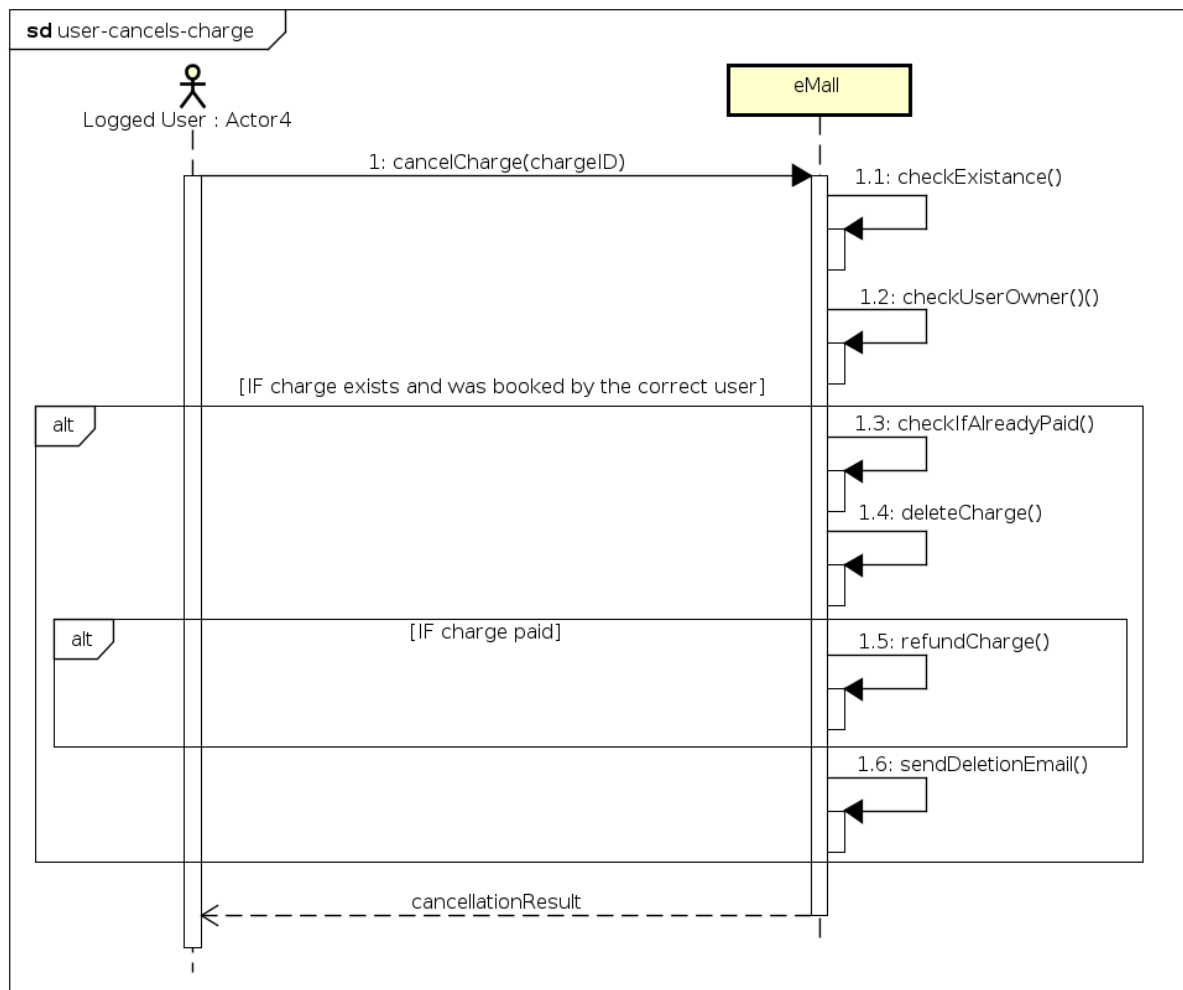


Figure 15: Cancel a charge sequence

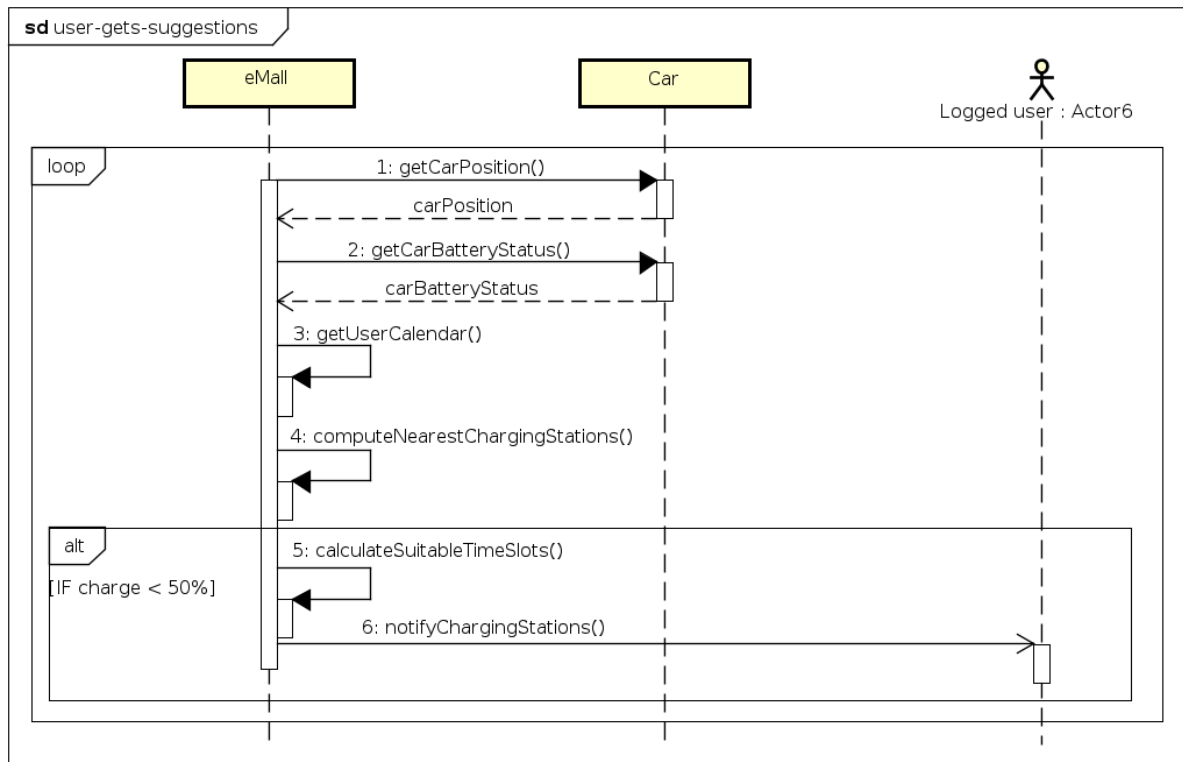


Figure 16: Charging suggestions via calendar sequence

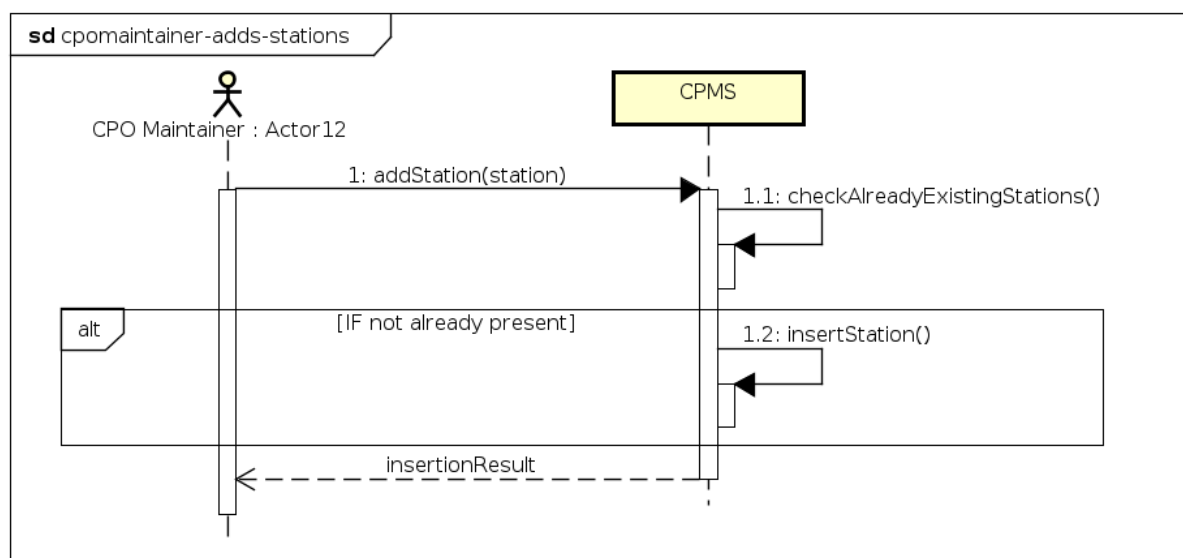


Figure 17: CPO maintainer adds stations to CPMS



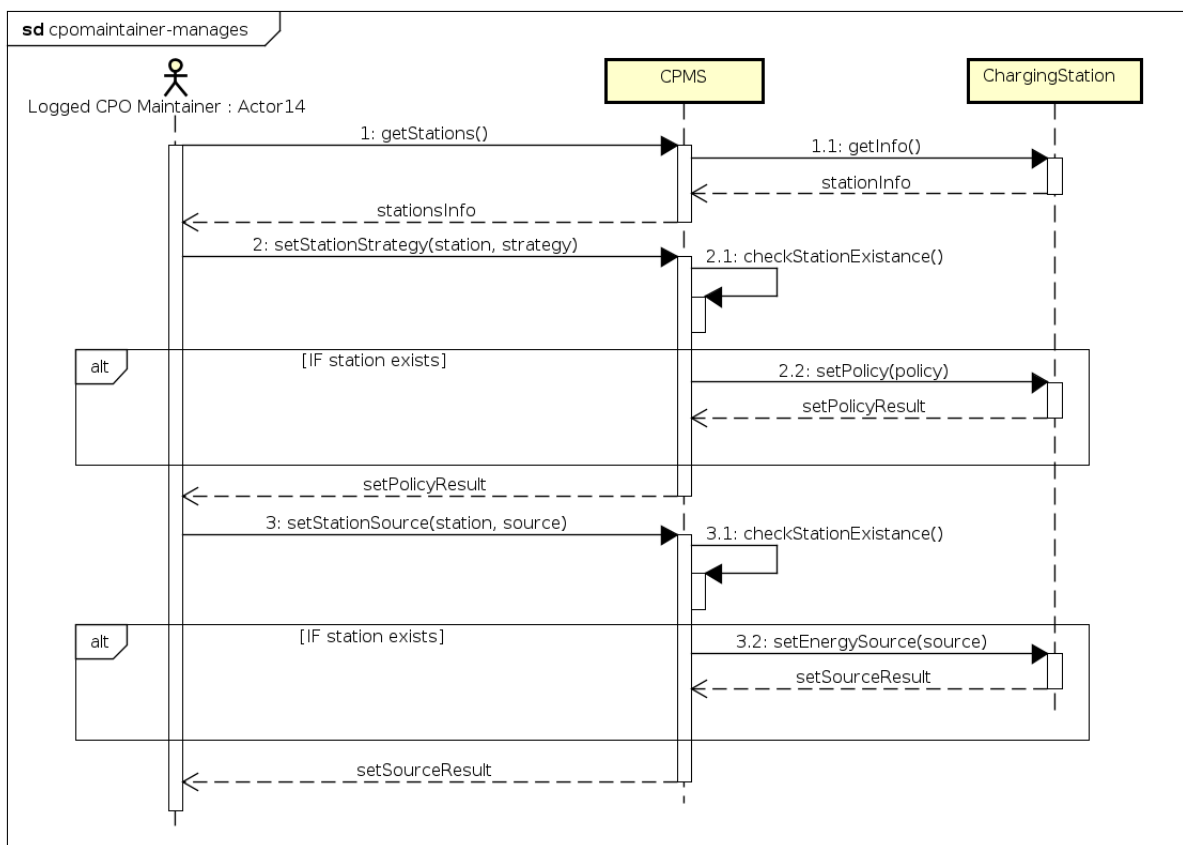


Figure 18: CPO maintainer manages a CPMS

### 3.3 Performance requirements

The system in general needs to manage a large collection of electric car users/[CPOs](#) and it needs to supply the heaviest services (like computing the cheapest nearest stations) in a reasonable amount of time. Because of that the system shall guarantee a baseline load of 1000000 users/[CPOs](#) still with a response time not greater than 5 seconds. To achieve the goal, the system shall be able to decentralize all the computation as possible, trying to make the client responsible of the heaviest loads.

### 3.4 Design constraints

#### 3.4.1 Standards compliance

The system must meet the following standards:

- **General Data Protection Regulation ([GDPR](#)) law:** The system must be compliant with the current GDPR law about users privacy;
- **Android and iOS:** The system must be compatible with the current versions and reasonably still used previous ones of Android and iOS.

#### 3.4.2 Hardware limitations

Because the system consists of a smartphone app, the main hardware limitation is the computational capability of a smartphone processor. Hence the application must be compatible with a low computational capability.

#### 3.4.3 Other constraints

TODO MAYBE

### 3.5 Software system attributes

#### 3.5.1 Reliability

About the reliability, the system should prefer a fail safe scenarios, where the actual service can behave slower than expected but still consistent with the results. To do so the system should be distributed data wise but also performance wise, allowing a scalability factor while being open for maintenance without completely going down. Some good techniques are Reliable Array of Cloned Services ([RACS](#)) and Reliable Array of Partitioned Services ([RAPS](#)) which put the reliability very high in the architecture.

#### 3.5.2 Availability

Because as stated before a complete period of down would not be great for this type of service, eMall has to prefer the availability over the actual conformity of response time. Thus the availability should be as high as possible but greater than 99.99% and must use some techniques to avoid down time during maintenance.

### 3.5.3 Security

Because the system will handle different personal user data, and because one of the standards that it has to follow is the [GDPR](#) law, it is required a certain level of security around the system. So an encryption of the user passwords must be adopted and the access to the user's data must be restricted only to the user itself. It is important that not even the system administrator could access the user's data in respect of the privacy laws.

It needs to be highlighted also that according to the [GDPR](#) laws, the user has the right to revoke the consent about the usage of the data by the platform. This means that whenever a user decides to delete the account from the system, all the data must about the user must be deleted permanently.

### 3.5.4 Maintainability

As stated in the Reliability and Availability sections, a good pattern for the whole system would be to consider the maintenance as less invasive as possible, using duplicated data and services. Thus with this idea it would be not complicated to just maintain a single or a restricted amount of nodes per time. This way the user would only experience at worst slowdowns but never actually downtime.

### 3.5.5 Portability

The system should concretize in an APP for the user's smartphone, so it is important to develop the application as cross platform as possible. Doing so eventual updates and modifies won't need any modify to be actually portable from a device to another.



## 4 Formal Analysis Using Alloy

## 5 Effort Spent

- 15/11/2022: 15:00 - 18:00 Federico, Emilio and Matteo
- 16/11/2022: 08:30 - 10:00 Emilio
- 17/11/2022: 21:00 - 23:00 Federico, Emilio and Matteo
- 18/11/2022: 10:00 - 12:00 Emilio and Federico
- 21/11/2022: 19:00 - 20:00 Matteo
- 22/11/2022: 14:30 - 16:00 Matteo
- 23/11/2022: 10:30 - 11:30 Matteo
- 24/11/2022: 21:30 - 22:30 Matteo and Federico
- 25/11/2022: 09:00 - 09:30 Federico
- 25/11/2022: 19:00 - 19:30 Matteo
- 26/11/2022: 08:30 - 09:00 Federico
- 26/11/2022: 16:00 - 17:00 Federico, Emilio and Matteo
- 28/11/2022: 08:30 - 09:00 Federico
- 28/11/2022: 10:00 - 12:00 Emilio
- 30/11/2022: 22:00 - 23:00 Emilio
- 28/11/2022: 08:00 - 08:30 Federico
- 01/12/2022: 16:00 - 17:30 Matteo
- 01/12/2022: 20:30 - 21:30 Emilio
- 01/12/2022: 21:30 - 23:00 Federico, Emilio and Matteo
- 04/12/2022: 19:00 - 20:00 Emilio
- 05/12/2022: 09:00 - 09:30 Federico
- 05/12/2022: 11:00 - 11:45 Emilio
- 05/12/2022: 15:00 - 16:30 Matteo
- 05/12/2022: 19:15 - 19:50 Emilio
- 06/12/2022: 15:30 - 17:00 Emilio, Matteo
- 07/12/2022: 14:00 - 15:00 Matteo
- 10/12/2022: 20:00 - 20:30 Matteo

- 11/12/2022: 10:30 - 12:00 Federico
- 11/12/2022: 15:10 - 16:40 Matteo
- 12/12/2022: 10:00 - 12:00 Emilio
- 12/12/2022: 10:30 - 12:00 Emilio
- 12/12/2022: 12:30 - 13:00 Matteo
- 12/12/2022: 15:00 - 16:30 Federico, Emilio, Matteo
- 12/12/2022: 17:30 - 18:30 Emilio
- 12/12/2022: 19:00 - 19:30 Matteo
- 12/12/2022: 22:00 - 23:00 Federico
- 13/12/2022: 15:15 - 17:00 Emilio, Matteo
- 15/12/2022: 10:00 - 16:00 Federico
- 17/12/2022: 17:00 - 01:00 Federico
- 17/12/2022: 21:00 - 22:00 Federico, Emilio and Matteo
- 18/12/2022: 09:30 - 11:30 Matteo
- 19/12/2022: 09:30 - 11:30 Emilio
- 17/12/2022: 10:30 - 12:00 Federico, Emilio and Matteo
- 20/12/2022: 14:00 - 15:30 Emilio
- 21/12/2022: 10:30 - 11:45 Matteo
- 21/12/2022: 10:45 - 12:00 Emilio

## 6 References

- **RACS and RAPS:** <https://arxiv.org/pdf/cs/9912010.pdf>
- **partita IVA:** <https://www.agenziaentrate.gov.it/portale/web/guest/agenzia/amministrazioni-servizi-erogati/carta-servizi/i-nostri-servizi/area-identificazione-del-contribuente/partita-iva>