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RASD - Software Engineering 2

Computer Science and Engineering

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Abstract

This is the Requirements Analysis and Specification Document ([RASD](#)) for an e-Mobility Service Provider ([eMSP](#)) called e-Mobility for All ([eMall](#)). [eMSPs](#) are systems that permit users to manage and book charges for electrical vehicles, connected to the external world to Charge Point Management Systems ([CPMSs](#)), smart systems that manage a charging station with all the bookings.

In this document it's described the analysis of the system provided in the description of the assignment document.

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1. Introduction

1.1. Purpose

Due to the recent increase of effort in the battle against climate change, electric vehicles are slowly becoming the new technology for private transport that people use everyday. To sustain this type of strategy, we need to develop a clever and capillary charging system. **eMall** is an **eMSP** that aims to help the final users dealing with their charging needs by informing the users about the nearby charging stations, their cost, their environmental friendliness and any special offer that they might have. It will allow the users to book/-cancel/pay a charge and it will notify the users when the charging process is terminated. With the integration of the user's calendar, the system will also suggest the best moment in the schedule to charge the vehicle. To have a fully integrated system, all the Charging Point Operators (**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 Operators (**DSOs**). **CPMSs** will be in charge of deciding the energy source and, in case of batteries in a charging station, they will also manage their charging.

1.1.1. Goals

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

CPMS o charging stations

- G5 **CPMSs** shall manage the charging stations;

1.2. Scope

- W1 People charge electric vehicles in different modes (NORMAL, FAST, SUPER-FAST);
- W2 People use web calendar;
- W3 People pay for the charging service;
- W4 **DSOs** supply energy to **CPOs**;
- W5 Some **CPOs** own batteries;
- W6 **CPOs** decide whether to use batteries or **DSO** supplied energy;
- S1 The **eMSP** suggests the user to charge the vehicle;
- S2 The **eMSP** notifies the user when the charging process is finished;
- S3 **CPMSs** acquire information about energy prizes from **DSOs**;
- S4 The user books a charge using the **eMSP**;
- S5 The user asks the **eMSP** for suggestions about charging station;
- S6 The user pays for the service using the **eMSP**;
- S7 **CPOs** gather the energy source through the **CPMS**;



Phenomena/Goals:	G1	G2	G3	G4	G5
W1	X	X	X	X	
W2	X	X	X		
W3			X		
W4					X
W5				X	X
W6				X	X
S1	X				
S2			X		
S3					X
S4		X			
S5	X				
S6			X		
S7				X	X

Table 1: Linking table among goals and phenomena

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. 6, 9, 11, 12, 13, 42

1.3.2. Acronyms

RASD Requirements Analysis and Specification Document

eMall e-Mobility for All

eMSP e-Mobility Service Provider

CPO Charging Point Operator

CPMS Charge Point Management System

DSO Distribution System Operator

API Application Programming Interface

RACS Reliable Array of Cloned Services

RAPS Reliable Array of Partitioned Services

GDPR General Data Protection Regulation

SoC State of Charge

GPS Global Positioning System

1.4. Revision history

Add revision history?



1.5. Reference Documents

Add reference documents?



1.6. Document Structure

The document is divided in six main sections:

- **Introduction:** The introduction illustrates the problem to the reader and enumerates all the goals that the system needs to achieve. There are also 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 between 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. 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**, it formalizes all the requirements about the system and all the scenarios. For this reason, use case and sequence diagrams are illustrated. More constraints on the performance, design aspects and attributes of the software are shown;
- **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 to verify that all the assertions are granted.
- **Effort Spent:** Summarizes the total hours spent on the document formalization;
- **References:** Summarizes 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**). 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 obtains 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 location and 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, environmental friendliness or charging type (super-fast, fast, normal); he can also set to display unavailable stations and set the maximum distance from the chosen location;

S4 User books a charge:

Jessica, after choosing a station, decides to book a charge selecting the desired time slot and the charging speed. 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. He selects the wanted charge and proceeds with the payment. He then 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 confirms the action. A popup appears 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, 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 web calendar user, setting up every event with correct time and location. The service accessing his calendar finds the closest available charging station for each vehicle movement, it connects to the vehicle while driving and stores the last charge level. Once the battery is below fifty percent Josh gets notified about the possibility to charge his vehicle in an available time slot near his location. Josh liking the idea opens the app and he 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 as CPO, she inserts the name, email, Partita IVA, a master password and connects the CPMSs to the site via an Application Programming Interface (API) reference along with the revenue percentage;

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 his CPMS:

Andy, after logging in has access to his CPMS. Here he can change the energy source and create maintainer accounts 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, monitor the consumes, profitability and the usage of a specified station.

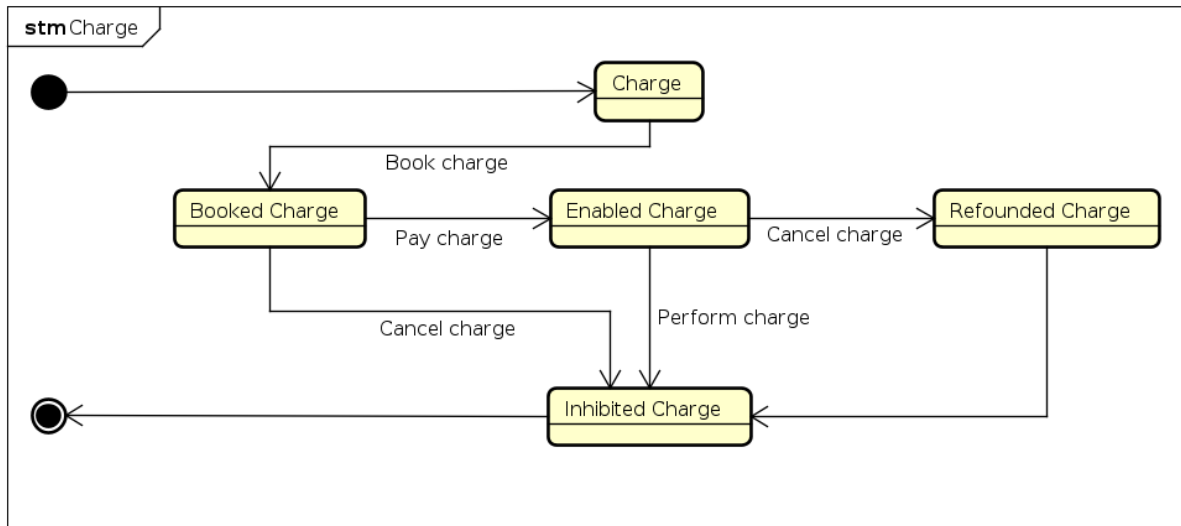


Figure 3: Charge state diagram

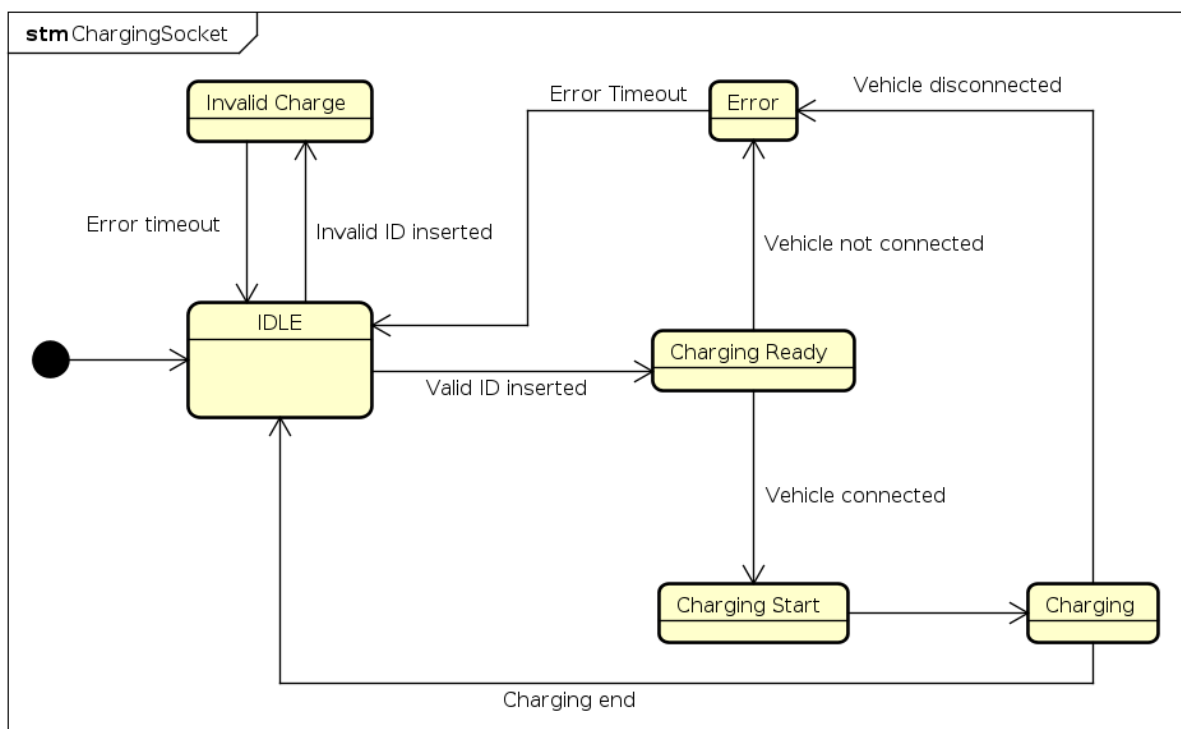


Figure 4: Charging socket state diagram



2.2. Product functions

In the following subsections the functions of each subsystem are described.

2.2.1. eMall

Accessing the eMall In order to access the system features an authentication is required. When registering it's mandatory for users to insert Name, Surname, birthday, e-Mail, Password and a Payment Method whereas for CPOs the required information are Name, e-Mail, Password and Partita IVA. For the login, an authentication with e-Mail and password is required.

Performing a charge The main feature of the system is to help people booking a charge efficiently. The system allows people to see the availability of charging stations and choose where and when to charge the vehicle. If a user changes his mind, he can delete a previously booked charge. When the user arrives to the booked socket, he has to insert the confirmation pin in order to start the charging process. The system notifies the user when the charging process is completed.

Showing information about charging stations Whenever a user selects a charging station, location, price, a parameter on how green the energy provided is, special offers and availability of sockets in the station are shown.

Suggesting recharge of the vehicle The system offers proactive suggestions about the vehicle recharge via the connection between the vehicle, the electronic calendar and eMall. It is able to suggest the user when and where to charge the vehicle to minimize the cost, the environment impact, and the distance from the scheduled appointments.

2.2.2. CPMS

Accessing the CPMS In order to manage the CPMS an authentication with proper authorization is required. So a CPOsmaintainer can login with ID and password.

Managing the energy source for a charging station An authorized CPOmaintainer can choose manually the energy source(battery or DSO) for each station. Thus a CPOsmaintainer can decide the cost of a charge and create special offers to increase visibility of the station or to promote greener solutions. If the CPOmaintainer wishes, the CPMS can also work in automatic mode, so the system is able to make all the decisions autonomously.

2.3. User characteristics

We consider the following actors in the eMall system:

- A1 Unregistered user:** A user that needs to register before accessing the eMall services for users;
- A2 Registered user:** A user that has access to all the eMall features. This actor can be 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 Unregistered CPO A CPO that needs to register before accessing the eMall services for CPOs;

A4 Registered CPO A CPO that can add/remove to eMall CPMSs;

A5 Registered CPO maintainer: A user that has access to all the CPMS features. These CPMS allows the maintainer to configure the energy source strategy, add other CPO maintainers and to visualize all the 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 users have an active internet and GPS connection always available while using the service;

DA5 Once installed, the initial login to a CPMS is done using the default user and password and the first CPO maintainer is configured;

DA6 Charging sockets have internet connection and an appropriate interface;

DA7 Charging sockets have an input method for inserting the pin so that the user can validate the charge;

DA8 The software utilizes payment APIs;

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 through an application installed on the mobile device of the user. The first interface shown to the user, if not already done, is the *login* page where the user has to input the email and password in order to authenticate. From the *login* page there is also the possibility to go to the *sign up* page where the fields for inserting the necessary information are shown. After logging in, there are multiple tabs in the app, which are:

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

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

A **CPO** can register to the system with a special form providing Company name, password and **Partita IVA**. Once the **CPO** is registered and logged in, he can insert/remove the **API** reference to the interface of a **CPMS**.

CPMS The **CPMS** works as a web application; When a **CPO** maintainer logs in he has the possibility to handle all the added stations.

In particular he can view: the system status, the list of charging stations and their policy, the available sockets and the State of Charge (**SoC**) of batteries.

The **CPO** maintainers can change the policy of each charging station; in particular they can:

- Choose a the energy provider from a list of **DSOs**;
- Choose to use only the energy stored in the batteries and, once discharged, to go into automatic mode;
- Choose the automatic mode, that will pick autonomously which **DSO** to use, whether 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. Finally, the **CPO** can also create some special offers.

3.1.2. Hardware interfaces

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 a charge or cancel a previous one. 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).

"The Charging sockets must have an input method for inserting the pin so that the user can validate the charge." added to assumptions/constraints

3.1.3. Software interfaces

eMSP In order to provide all the functionalities, the **eMSP** should provide the following software interfaces:

- Register to the **eMSP** as a user providing name, email, password, birthday, payment info;
- Register to the **eMSP** as a **CPO** providing name, email, password, **Partita IVA**;
- Confirm the registration of a given user thanks to an ID;
- Login to the **eMSP** providing a correct email and password pair;
- Retrieving data about charging stations, such as the nearest (providing location), the cheapest or a list of K charging stations
- Book a charge providing charging station and timeslot information;

and type of charge?

- Cancel an already booked charge;
- Paying a charge with the already setted payment method;
- A **CPO** can add a **CPMS** providing a link to its interface;

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

- Login to the **CPMS** providing an ID and a password;
- Enable a charge on a charging station, passing the ID (a PIN in order to authorize the charge once the user gets in the station), the station and the timeslot;
- 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;

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 **CPMS**s 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 time slots 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 information about a selected station such as types of available sockets, price for the charge, location, available time slots, parameter on environmental friendliness;
- R4** The **eMSP** shall reserve a socket in the right charging station with for a user who booked 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 shall occur;
- R6** The **eMSP** shall allow the user to pay for a booked charge;
- R7** The **eMSP** shall refund the user when a charge is canceled;
- R8** The **eMSP** shall allow the user to see nearby¹ charging stations ordered by distance, price or environmental friendliness;
- R9** The **eMSP** shall be able to connect to a web calendar, retrieve information about the appointments and parse them;
- R10** The **eMSP** shall be able to use the information 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;
- R12** The **eMSP** shall aggregate different **CPO**s;
- 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 **API** reference to the **CPMS**;
- R15** The **eMSP** shall verify the correctness of the identification data for the **CPO**s;
- R16** The **eMSP** shall allow the **CPO** to set the wanted revenue percentage;
- R17** The **eMSP** shall allow the **CPO** to set special offers;

Check in the UML and sequence if this is possible

- R18** The **CPMS** shall be reachable by **eMSP**s in order to perform/cancel a booking, or query the system;

¹This parameter may be set by the user



- R19** The CPMS shall allow the CPO maintainer to access to the system;
- R20** The CPMS shall allow the CPO maintainer to modify the information about their systems, such as adding/removing charging stations, set stations sources and create/remove maintainers;
- R21** The CPMS shall allow the CPO maintainer to choose the energy source and strategy;
- R22** The CPMS shall allow the CPO maintainer to choose manual or automatic mode;

Requirements/Goals:	G1	G2	G3	G4	G5
R1	X	X	X		
R2	X	X	X		
R3	X		X		
R4		X	X		
R5		X	X		
R6		X			
R7		X			
R8	X	X			
R9	X	X			
R10	X	X			
R11			X		
R12		X			
R13		X		X	
R14		X		X	
R15		X		X	
R16					X
R17					X
R18	X	X	X	X	
R19				X	X
R20					X
R21				X	X
R22				X	X

Table 2: Linking table among goals and requirements

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

3.2.1. Use case diagrams

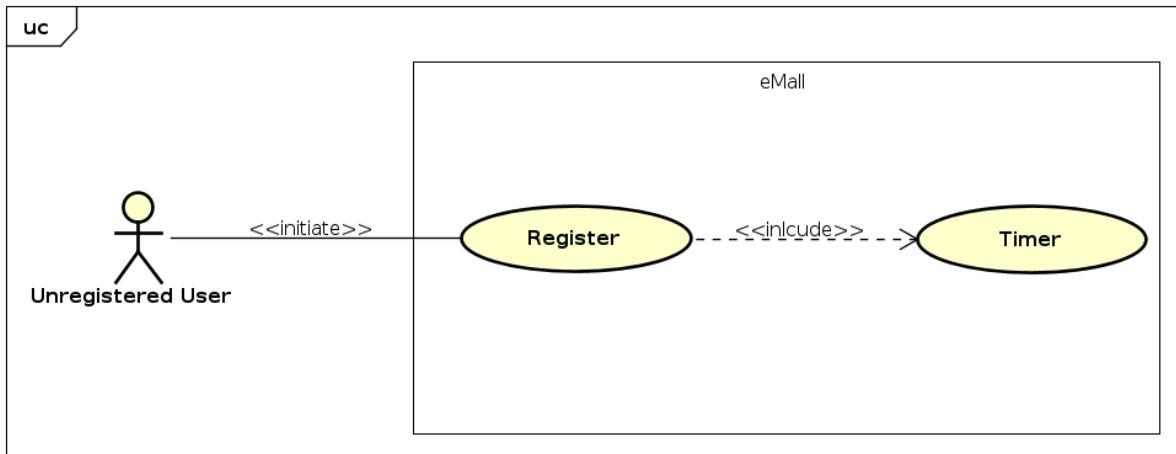


Figure 5: Unregistered user use case

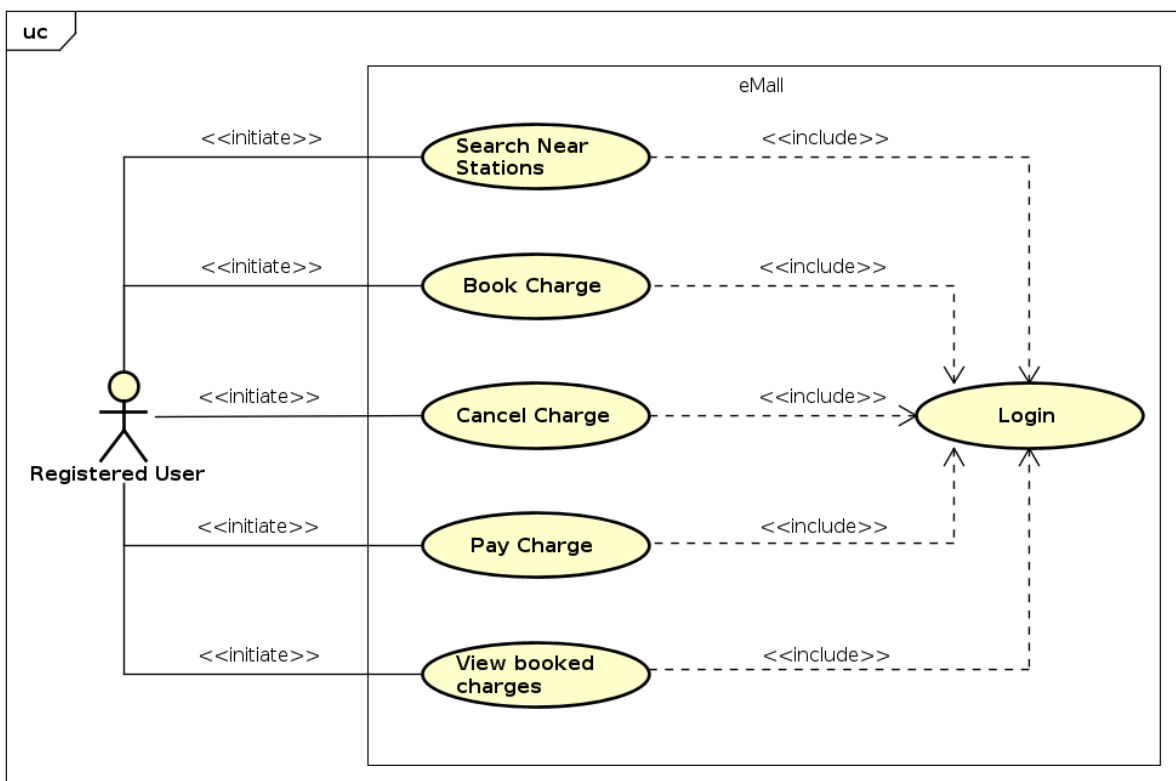


Figure 6: Registered user use case

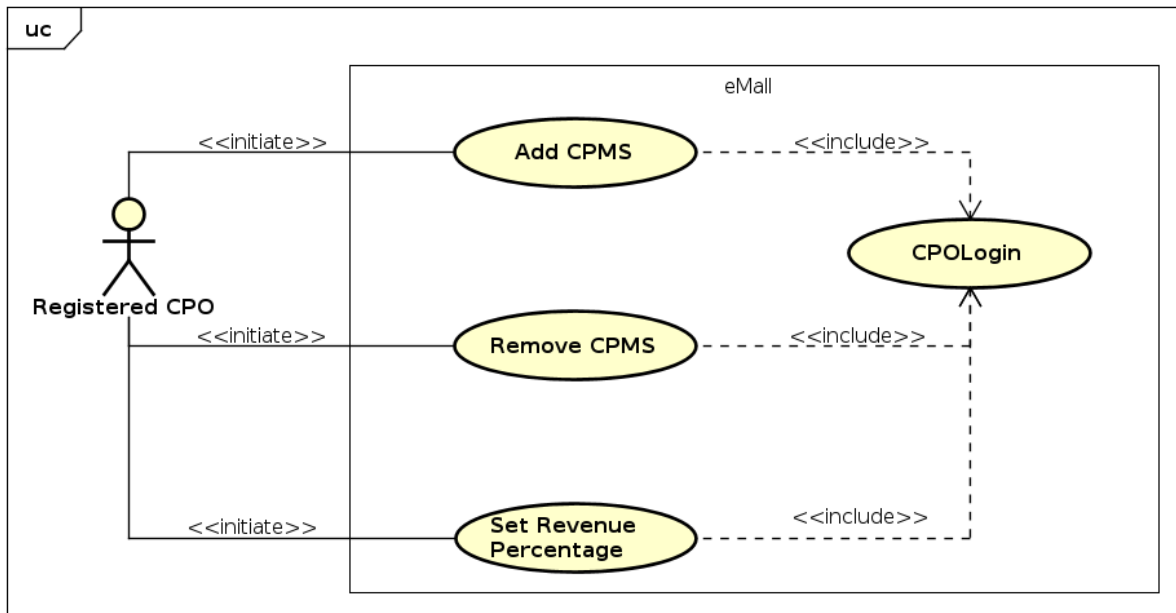


Figure 7: Registered CPO

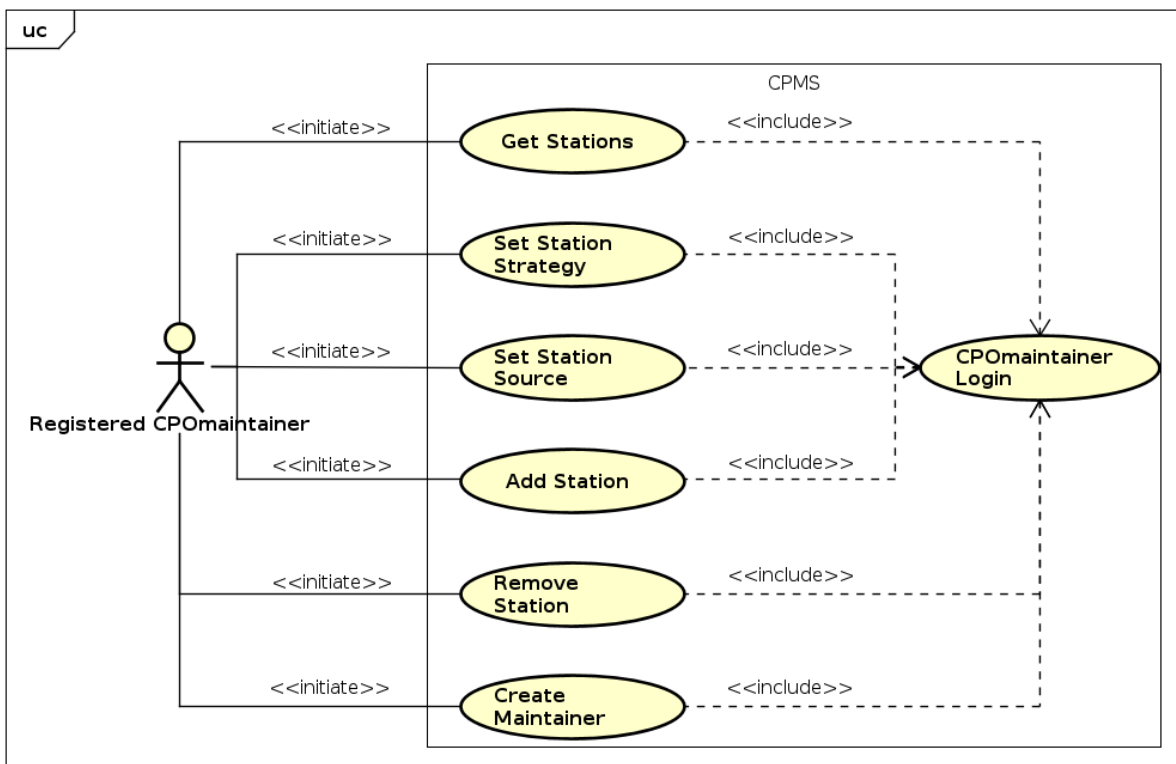


Figure 8: Registered CPOmaintainer

3.2.2. Sequence diagrams

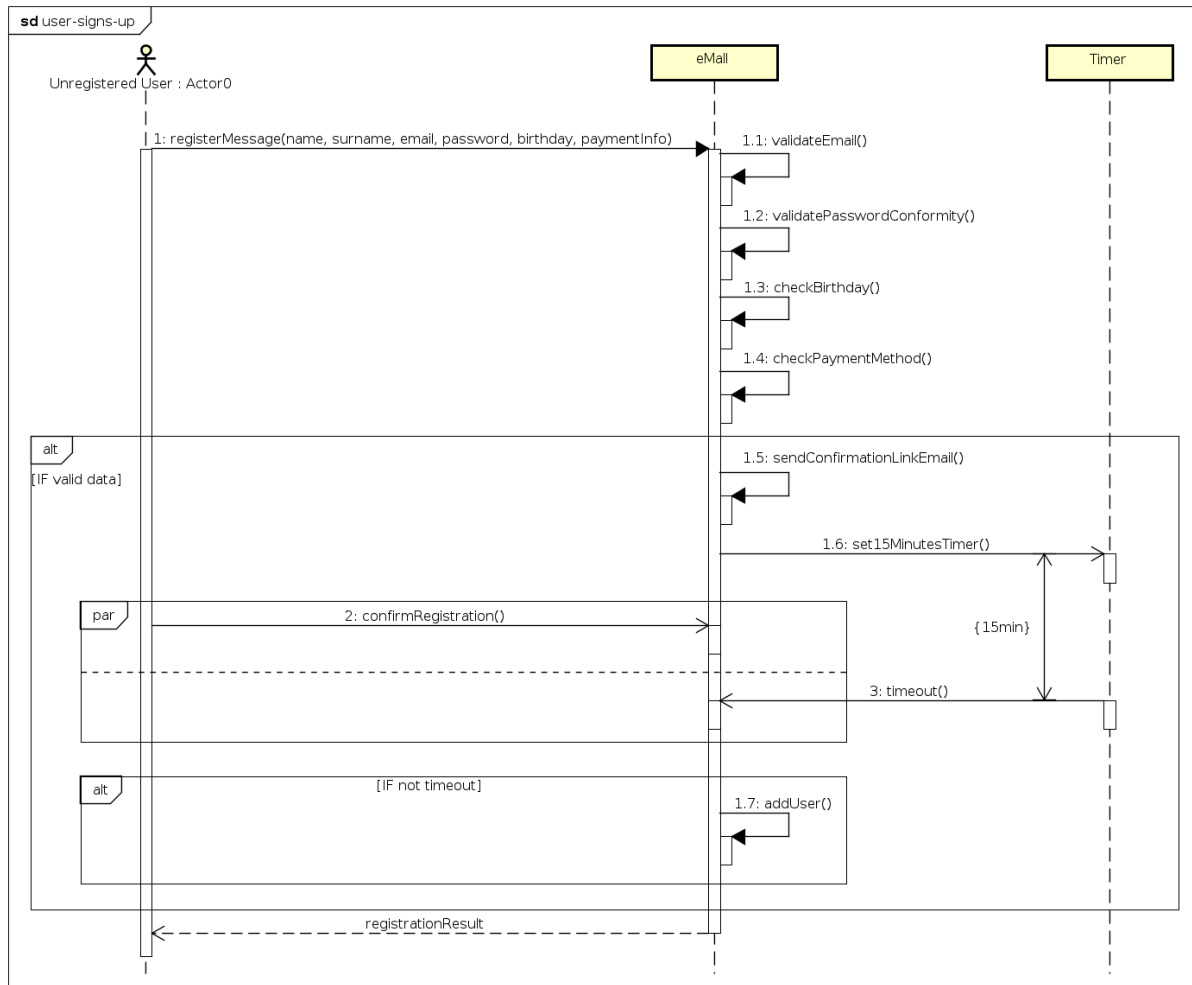


Figure 9: Registration into eMail sequence

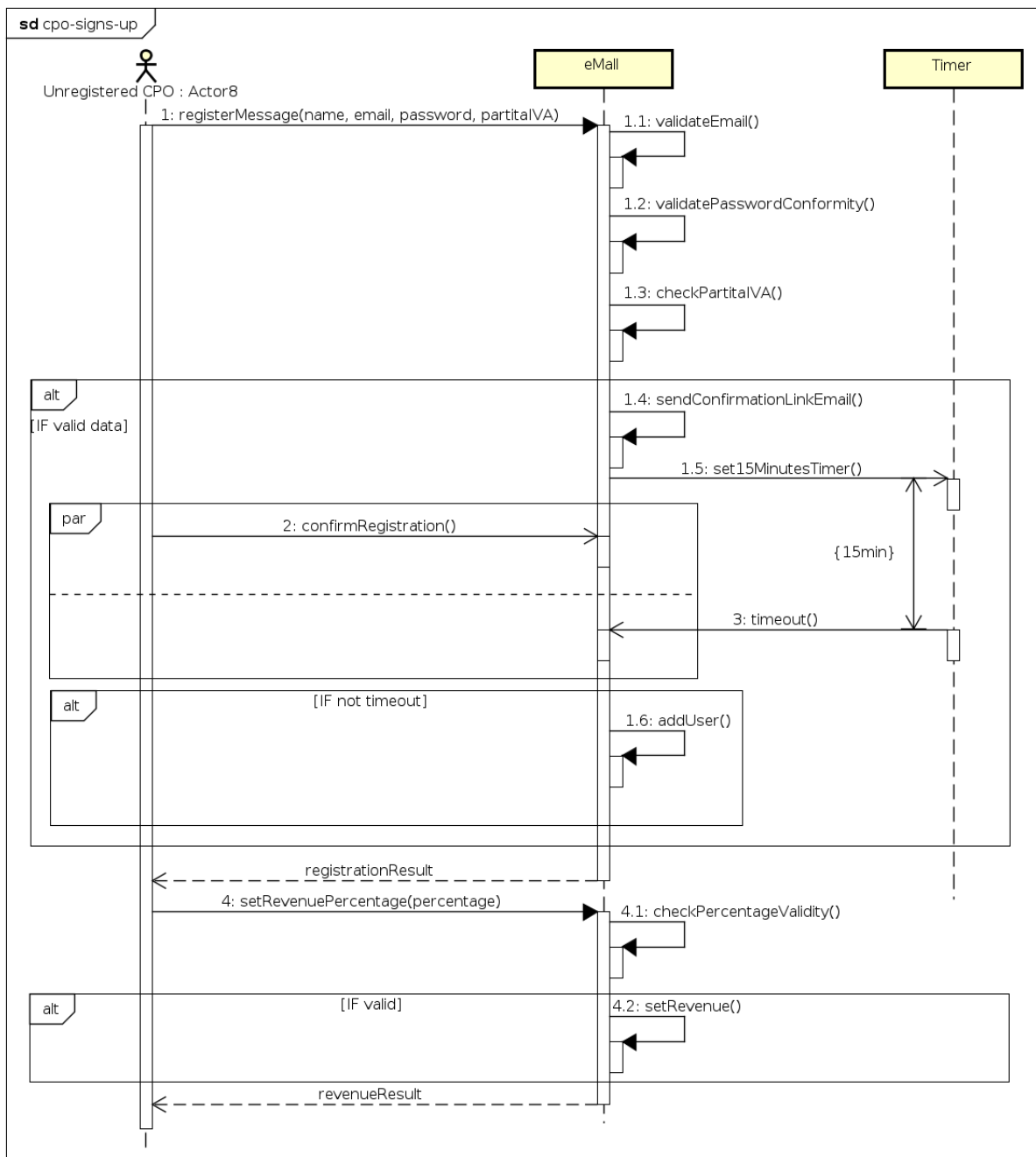


Figure 10: Registration of CPO into eMail sequence

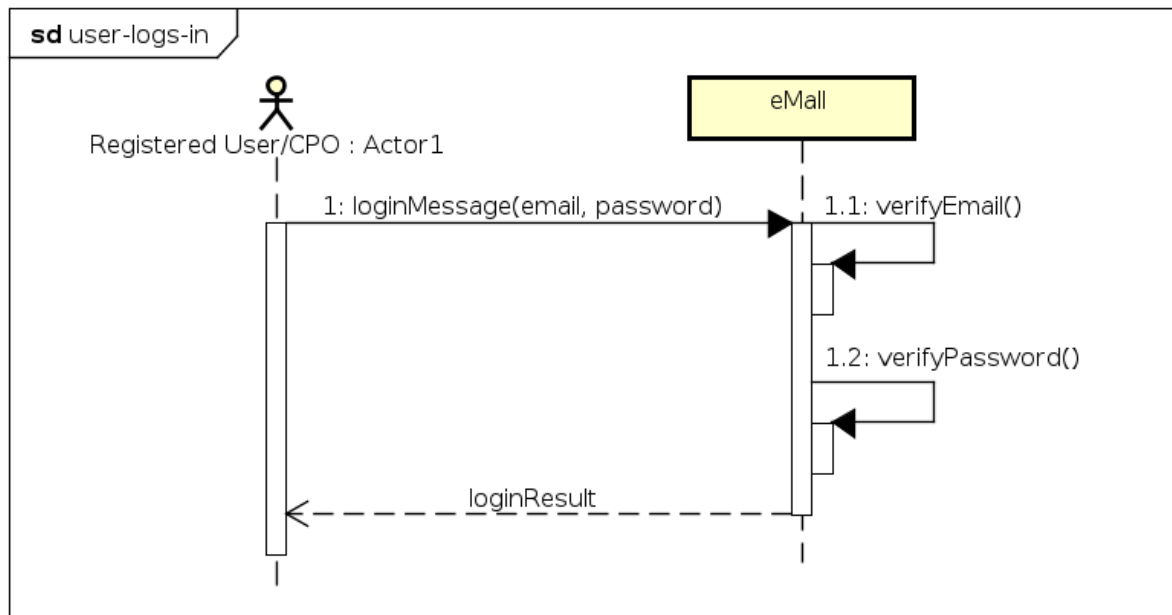


Figure 11: Login into eMail sequence

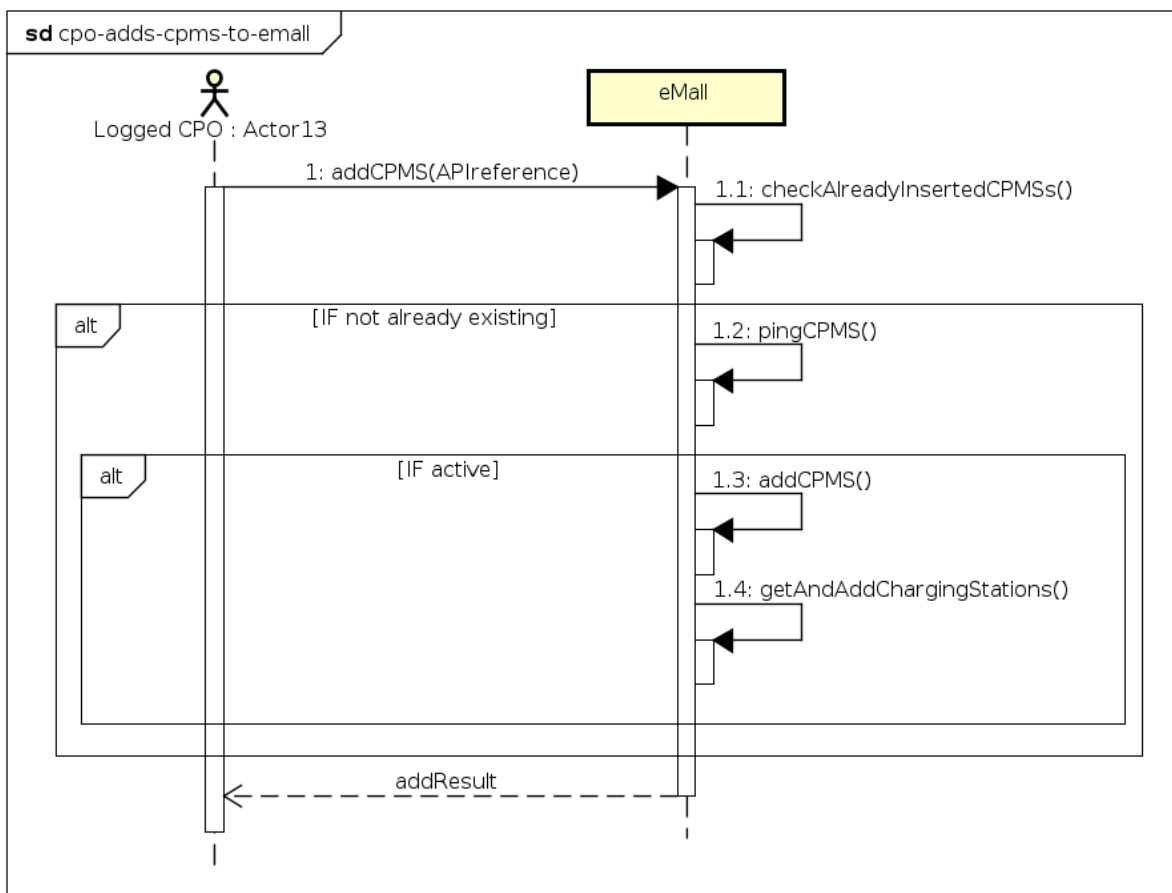


Figure 12: CPO adds a CPMS into eMail

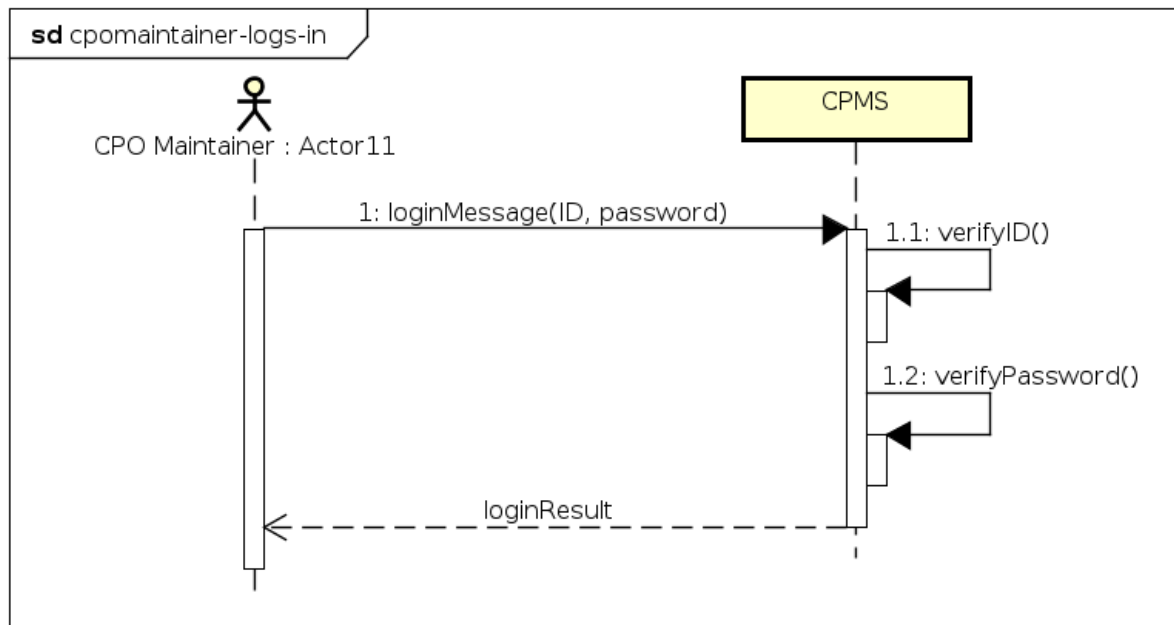


Figure 13: CPO maintainer logs into CPMS

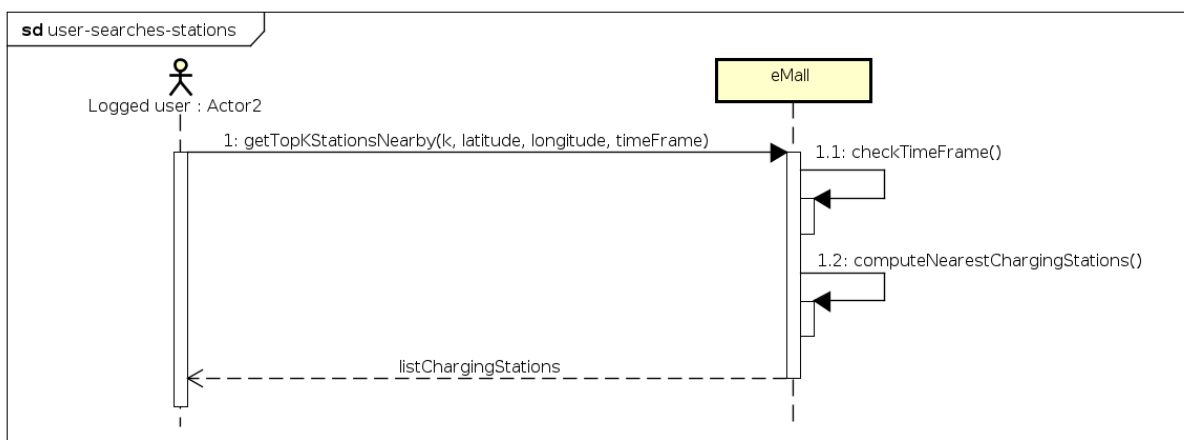


Figure 14: Get the nearby charging stations

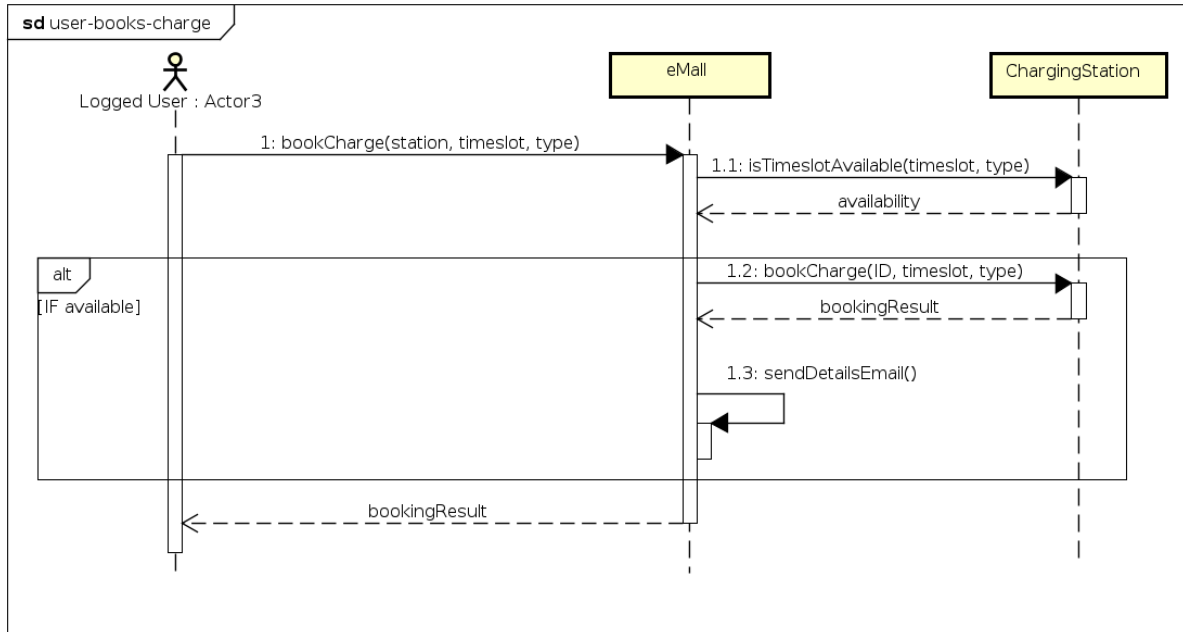


Figure 15: Book a charge sequence

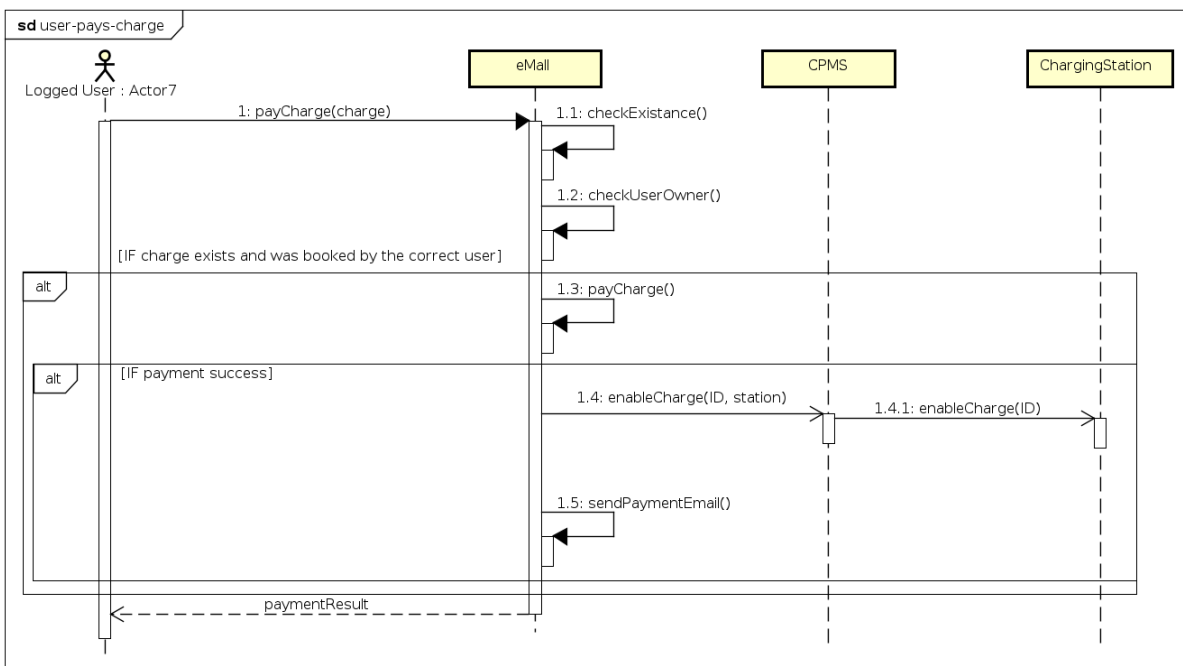


Figure 16: Pay a charge sequence

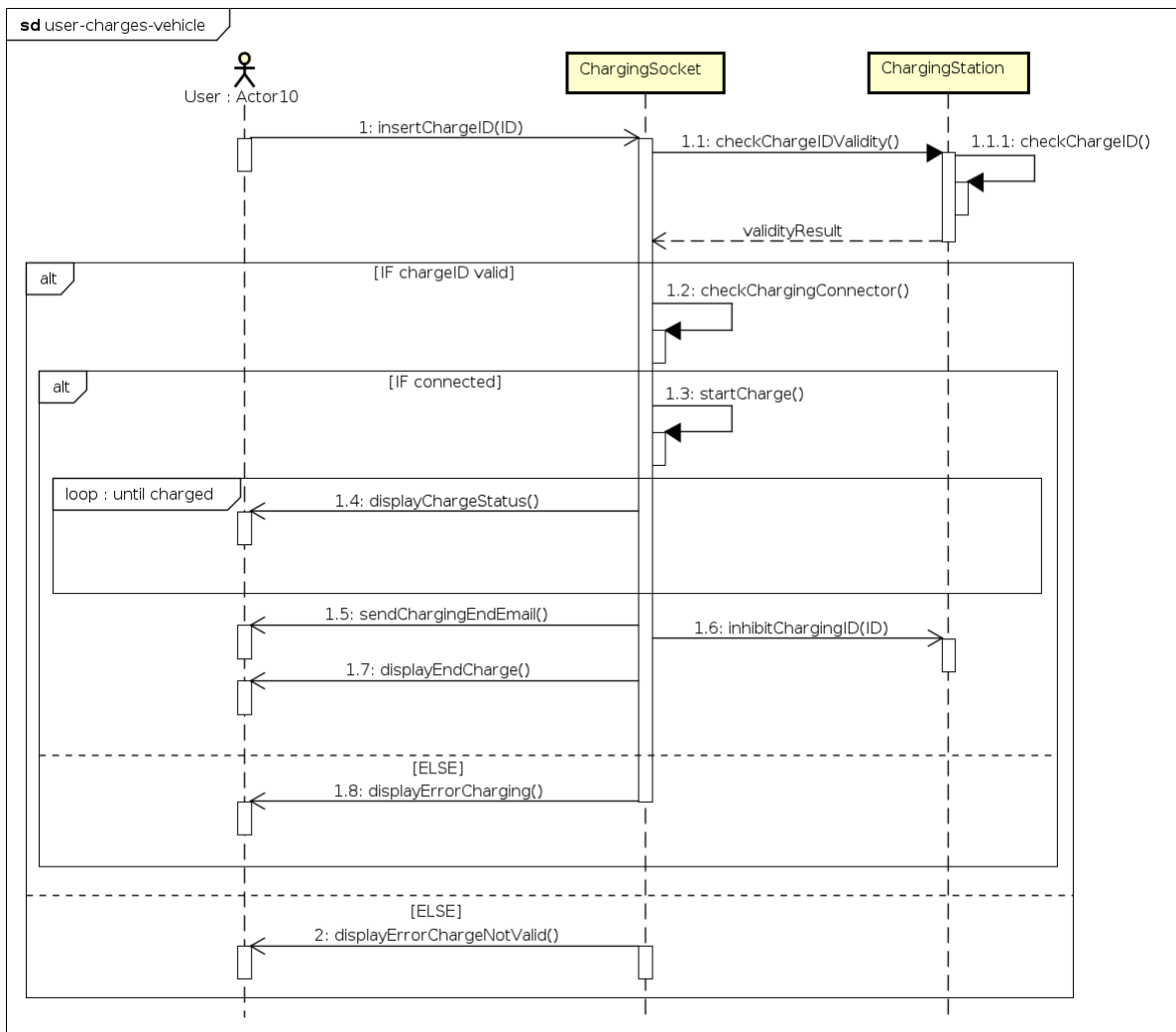
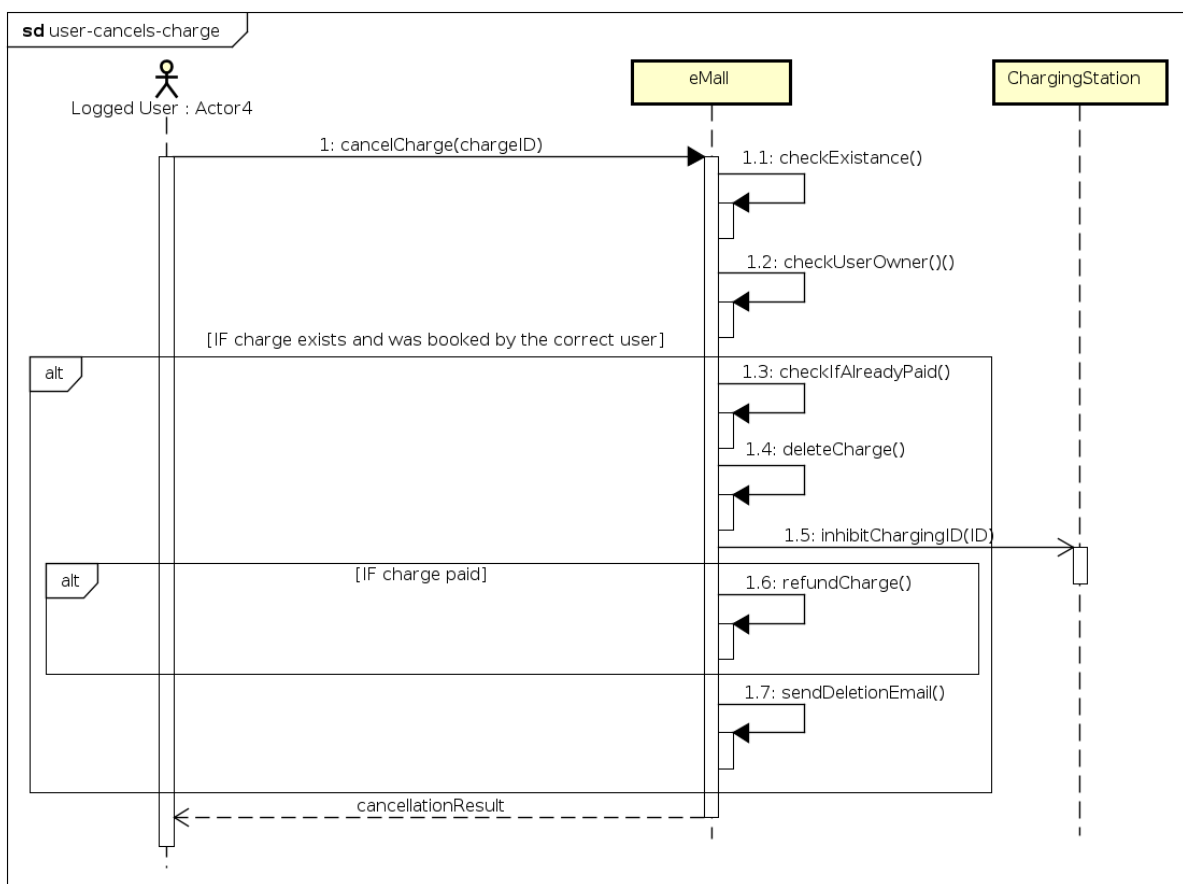


Figure 17: Perform a charge sequence

**Figure 18:** Cancel a charge sequence

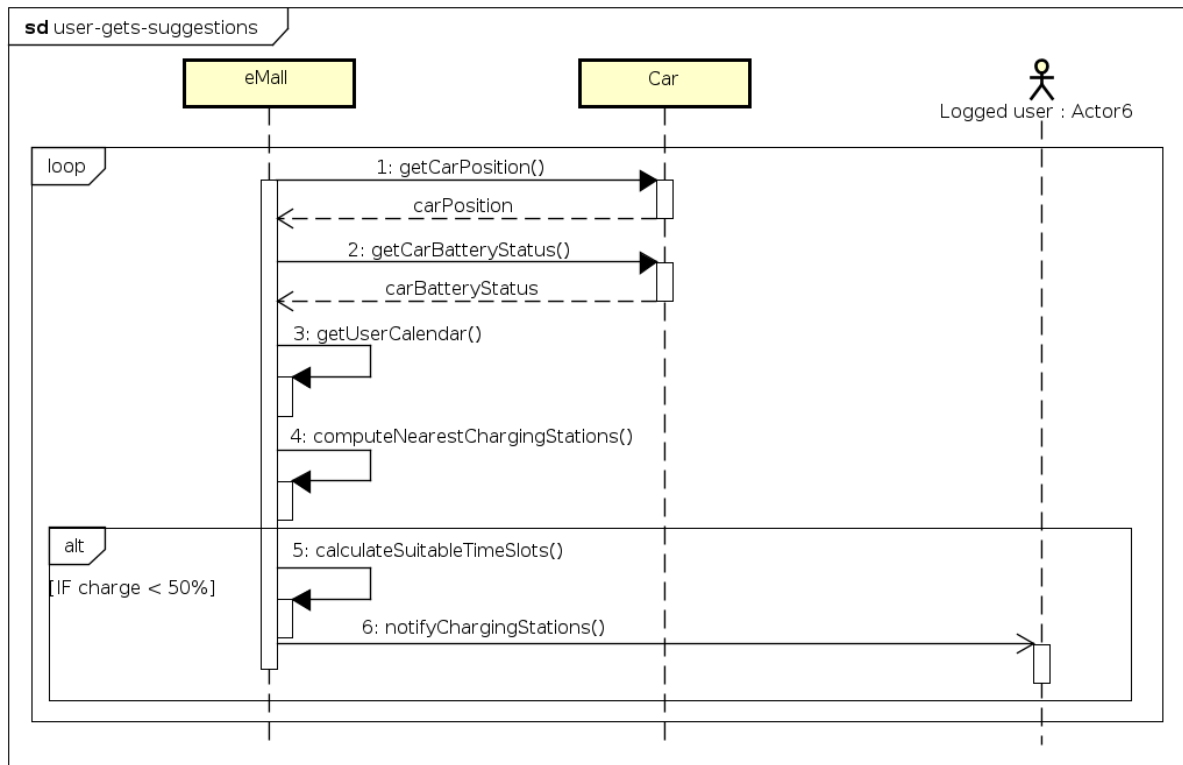


Figure 19: Charging suggestions via calendar sequence

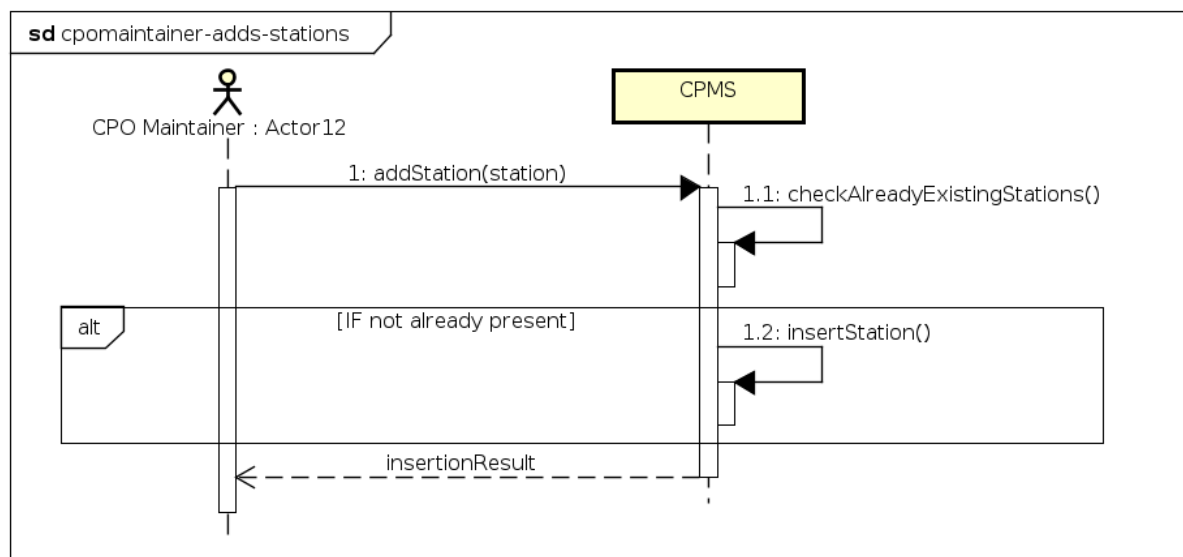


Figure 20: CPO maintainer adds stations to CPMS

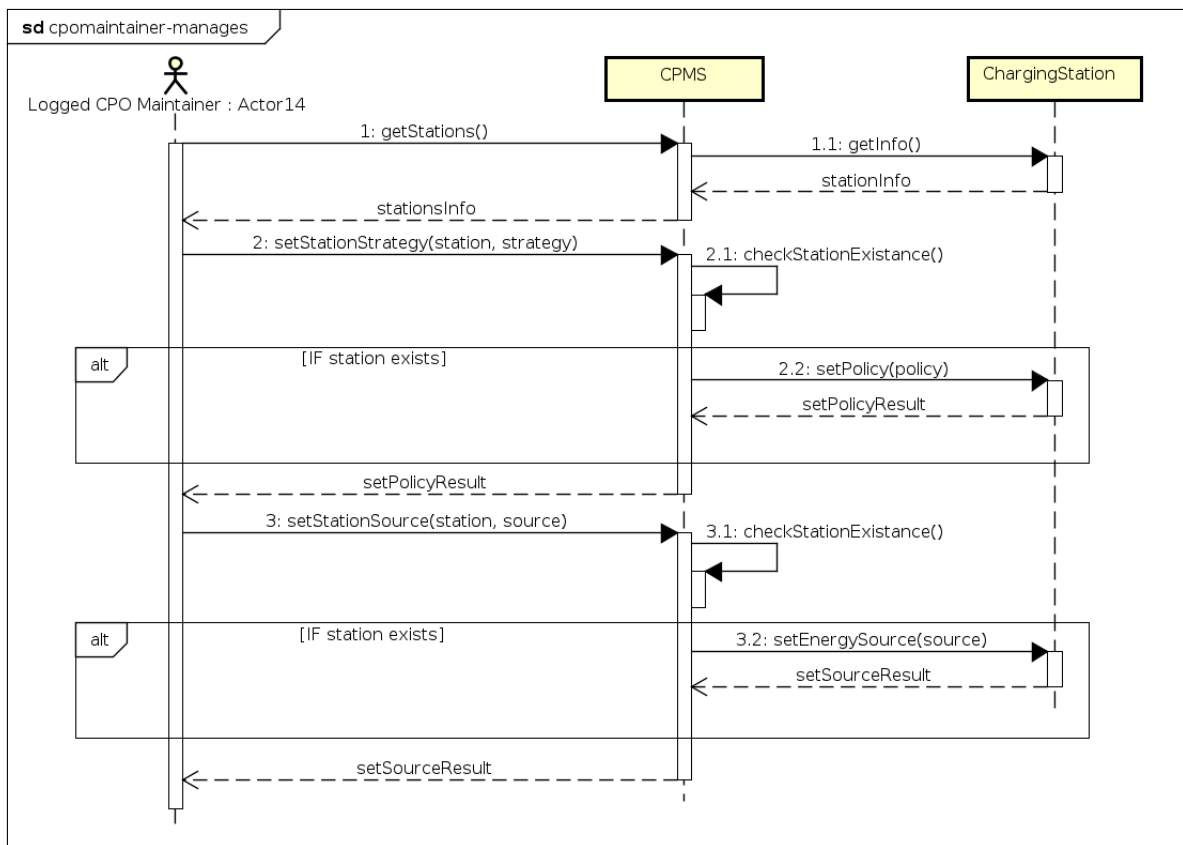


Figure 21: CPO maintainer manages a CPMS

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 much as possible, trying to make the client responsible of the heaviest loads.

These requirements are balanced considering the actual percentage of electric vehicle users in Italy [0.56%] (corresponds to about 330k users) and a level of confidence of 3.

3.4. Design constraints

From this point we consider only the user side constraints as they represent the largest share of the system use base.

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 user side 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.

3.5. Software system attributes

3.5.1. Reliability

The system shall be fail safe, while the actual service can behave slower than expected it shall be still consistent with the results. To do so the system shall be distributed data and performance wise, allowing a scalability factor while being open for maintenance without completely experiencing downtime. 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 a period of downtime would be detrimental, eMall has to prefer the availability over the 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 personal data, it has to abide the [GDPR](#) law; thus an encryption of the user's password must be adopted and the access to the user's data must be restricted only to himself. It is important that nobody else, not even the system administrator, can access the user's data in compliance of the privacy laws.

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. Thus it would not be complicated to maintain a single or a restricted amount of nodes per time. This way the users would only experience at worst slowdowns but never downtime.

3.5.5. Portability

The system should be as cross platform as possible to increase the maintainability over different type of platforms.



4. Formal Analysis Using Alloy

In this section the system described will be modelled and validated using AlloyTools. The analysis is divided in 4 main parts:

- Static Analysis;
- Dynamic Analysis;
- Assertions;
- Word Generation;

For this analysis the following assumptions have been considered:

- The Float type (not defined) represents a decimal number;
- A CPO can be modelled without being a part of the eMSP;

4.1. Static Analysis

Here the model is created, all the classes are represented by a **sig**. For the purpose of this analysis only the relational properties are considered, so the attributes of basic types (such as Int, float, boolean, Data etc...) are not considered. This decision has been taken to simplify the model view and coding. Most platforms that could be used to implement the system, already support this or similar types of data.

As a guideline the types are written only in the declarations inside a comment; they are defined by unimplemented interfaces and their ranges are specified; this types are not considered in the rest of the document.

```
module eMail

//only CPMS used in the system are added

//-----SIG-----

sig CP0{
    cpms: set CPMS
    //name: one String
    //email: one Email
    //pIVA: one Int
    //password: one String
}

sig EMSP{
    users: set DefaultUser,
    charges: set Charge,
    cpos:set CP0
}
```




```
sig CPMS{
  stations:set ChargingStation,
  maintainers:set Maintainer
}

abstract sig User{
  //name: one Str,
  //surname: one Str,
  //birthday: one Date,
  //mail: one Str,
  //password: one Str,
}
sig DefaultUser extends User{
  vehicles: set Vehicle
  //paymentInfo: one String
}
sig Maintainer extends User{}

sig Vehicle{
  //batteryLevel: one Int,
  //KWperKm: one Int,
  location: one Location
}
//{
  //inRange[batteryLevel, 0, 100]
  //inRange[KWperKm, 0, 100]}

sig ChargingStation{
  position:one Location,
  //batteryKWh: one Int,
  sockets: set ChargingSocket,
  strategy: one Strategy
  //bookedCharges: one Map
}
//{ batteryPresent.isTrue implies inRange[batteryKWh, 0, 1000]}

sig ChargingSocket{
  chargingType: one ChargingType,
  //available: one Bool,
  //maximumPowerAmount: one Int,
  energySource:one EnergySource
}
//{ inRange[maximumPowerAmount, 0, 1000]}

sig Charge{
  //paid: one Bool,
```



```
    station: one ChargingStation,
    user: one DefaultUser
    //confirmationId: one String,
    //amount: one Int,
    //date: one Date
}

abstract sig Strategy{}
one sig Manual extends Strategy{}
one sig Automatic extends Strategy{}

abstract sig ChargingType{}
one sig SuperFast extends ChargingType{}
one sig Fast extends ChargingType{}
one sig Normal extends ChargingType{}

abstract sig EnergySource{
    //costPerKw: one Float
}
//{ inRange[costPerKw, 0, 10000]}
sig Battery extends EnergySource{
    //capacity: one Int
}
sig DSO extends EnergySource{}

//utils types

//sig Date{}

//sig Str{}

//simplified using int
sig Location{
    //latitude: one Int,
    //longitude: one Int
}
//{ inRange[latitude, -90, 90] and
// inRange[longitude, -180, 180]}

//-----FACTS-----

//fact uniqueMailForUser{
    //no disjoint u1,u2: User | u1.mail = u2.mail}

//fact uniqueMailForCPO{
    //no disjoint c1,c2: CPO | c1.mail = c2.mail}
```



```
fact uniqueLocationForStation{
    no disjoint s1,s2: ChargingStation | s1.position = s2.position}

fact uniqueCPOForCPMS{
    no disjoint c1,c2: CPO, cp:CPMS | cp in c1.cpms and cp in c2.cpms}

fact uniqueCPMSForStation{
    no disjoint c1,c2: CPMS, s:ChargingStation |
    s in c1.stations and s in c2.stations}

fact socketOnlyOneStation{
    all s:ChargingSocket| s in ChargingStation.sockets
    no disjoint c1,c2: ChargingStation, s:ChargingSocket|
    (s in c1.sockets and s in c2.sockets)}

fact noVehicleWithoutUser{
    all v:Vehicle| v in DefaultUser.vehicles}

fact noStationWithoutCPMS{
    all s:ChargingStation| s in CPMS.stations}

fact noUserWithoutEMSP{
    all u:DefaultUser| u in EMSP.users}

fact noChargeWithoutEMSP{
    all c:Charge| c in EMSP.charges}

fact noChargeWithoutUserInTheEMSP{
    all c:Charge| c in EMSP.charges and c.user in EMSP.users}

fact allChargeAreFromChargingStationInTheEMSP{
    all e:EMSP,s:e.charges.station | s in e.cpos.cpms.stations }

fact maintainersMaintainStationOfTheSameCPO{
    all m:Maintainer, c1,c2:CPO|
    (not c1=c2 and m in c1.cpms.maintainers) implies
    m not in c2.cpms.maintainers }

fact chargingStationThatChargeHasToHaveAtLeastOneSocket{
    all c:ChargingStation | c in Charge.station implies #c.sockets>0}
```

4.2. Dynamic Programming

In this part the major operations are described and run; as a convention old represents the version before the execution of the predicate, while the new is the version after the execution.

The picture here shown are cut to emphasize the predicate result.

4.2.1. User books a charge

```
pred UserCreatesACharge(new,old:EMSP,u:DefaultUser, s:ChargingStation){
  one c:Charge | u in new.users and
  c.user=u and c.station=s and
  (not (new = old)) and
  new.users=old.users and
  new.cpos=old.cpos and
  new.charges=old.charges+c
}
run UserCreatesACharge for 3 but exactly 2 EMSP
```

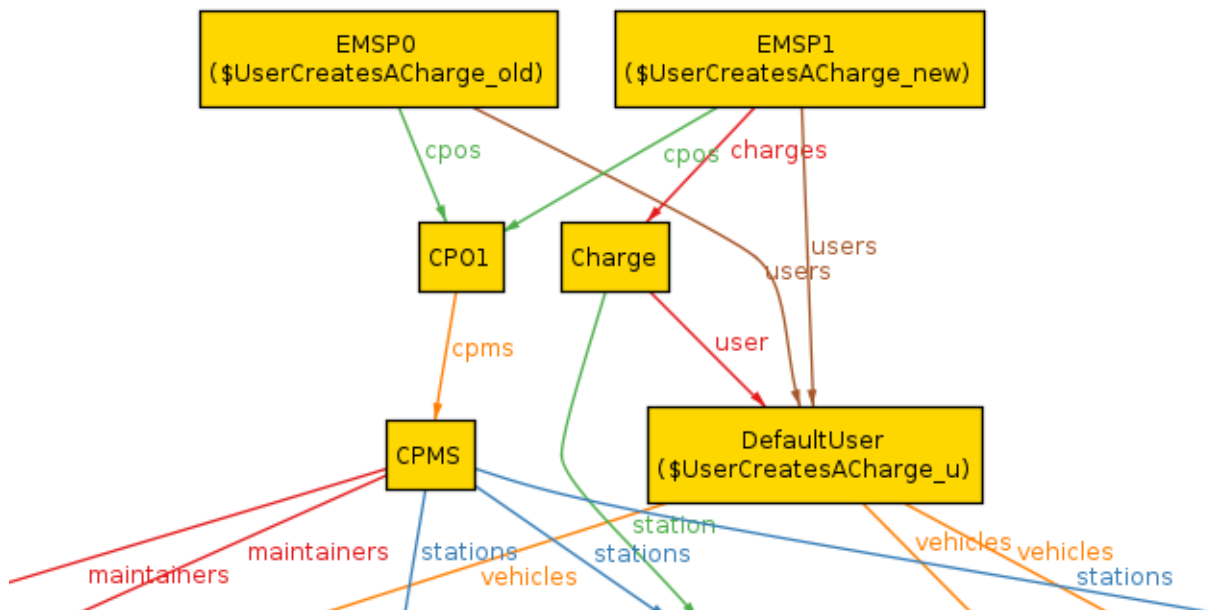


Figure 22: Added Charge

4.2.2. CPO subscribe to EMSP

```
pred CPOSubscribeItselfToEMSP(new,old:EMSP,cpo:CP0){
  not (old = new)
  new.charges=old.charges
  new.users= old.users
  new.cpos=old.cpos+cpo
}
run CPOSubscribeItselfToEMSP for 3 but exactly 2 EMSP, exactly 2 CP0
```

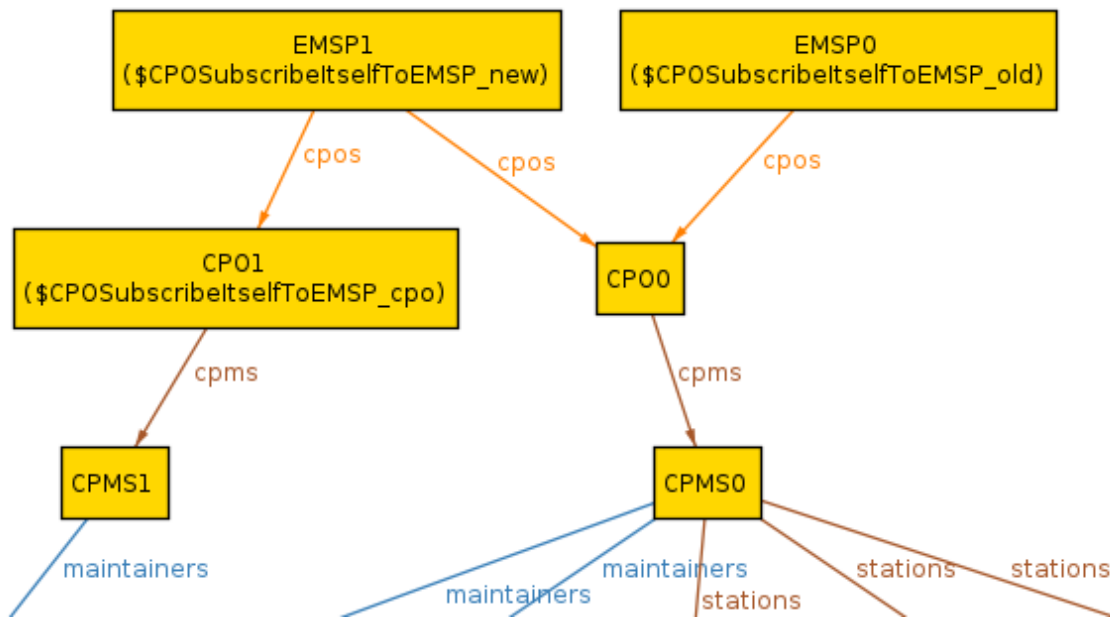


Figure 23: CPO subscribed

4.2.3. CPO add CPMS

```

pred CPOAddCPMS(new,old:CPO,cp:CPMS){
  not (old = new)
  new.cpms=old.cpms+cp
}
run CPOAddCPMS for 3 but exactly 2 CPO, exactly 2 CPMS
  
```

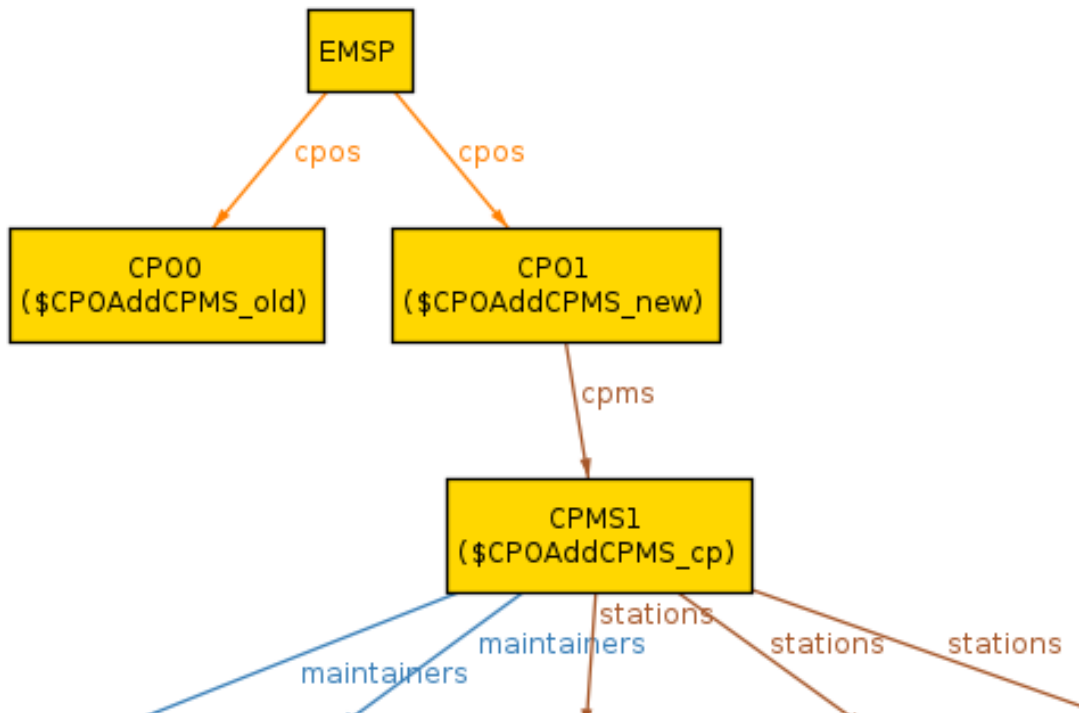


Figure 24: Added CPMS

4.2.4. CPO remove CPMS

Only one remove is shown since they are logically identical to their corresponding adds.

```

pred CPORemoveCPMS(new,old:CPO,cp:CPMS){
  not (old = new)
  cp in old.cpms
  new.cpms=old.cpms-cp
}
run CPORemoveCPMS for 3 but exactly 2 CPO, exactly 2 CPMS
  
```

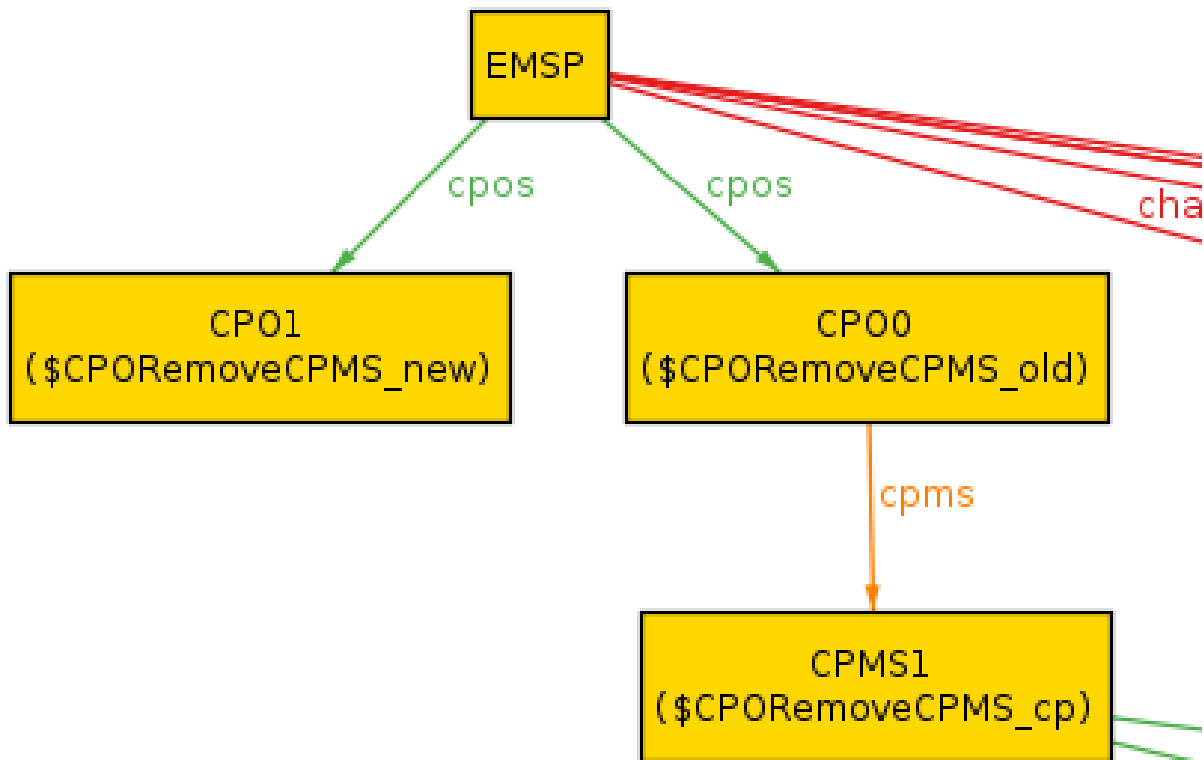


Figure 25: Removed CPMS

4.2.5. CPO add mantainer to CPMS

```

pred CPOAddMaintainerToCPMS(c:CPO,new,old:CPMS,m:Maintainer){
  not (new = old)
  old in c.cpms
  new in c.cpms
  new.stations=old.stations
  new.maintainers=old.maintainers+m
}
run CPOAddMaintainerToCPMS for 3 but exactly 2 CPMS

```

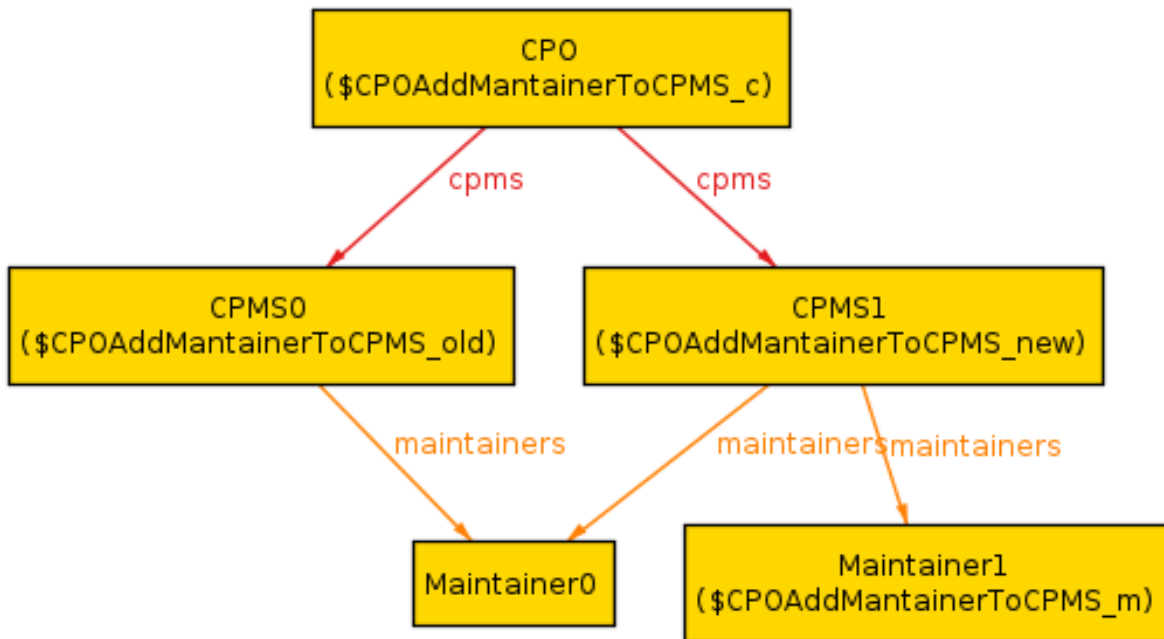


Figure 26: Added Maintainer

4.2.6. CPO add station to CPMS

```

pred CPOAddStationToCPMS(c:CPO,new,old:CPMS,s:ChargingStation){
  not (new = old)
  old in c.cpms
  new in c.cpms
  new.maintainers = old.maintainers
  new.stations=old.stations+s
}
run CPOAddStationToCPMS for 3 but exactly 2 CPO

```

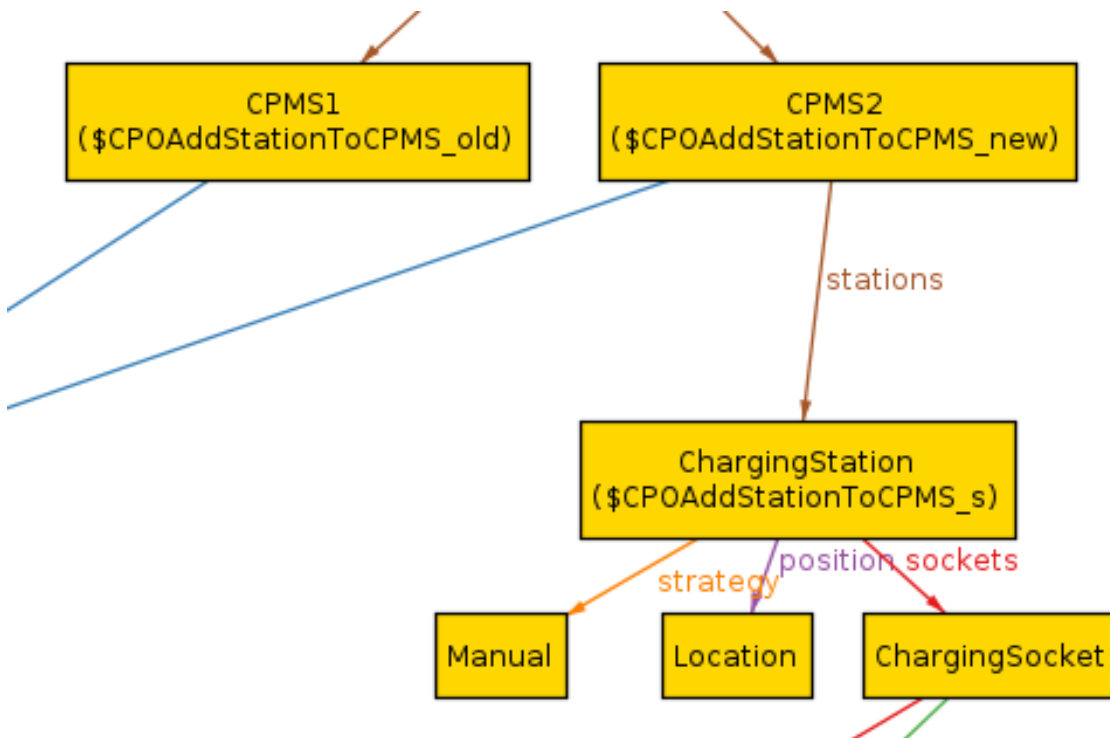



Figure 27: Added Station

4.2.7. CPO add socket to station

The following code does not solve; the add pattern used here consist in creating a new instance representing the status after the execution of the predicate. As a fact a socket can exist only in one station rendering this function inconsistent; this is due a limitation of the pattern, not the model, so in this document it is considered valid.

```
pred CPOAddSocketToStation
(c:CPO,cp:CPMS, new,old:ChargingStation,sk:ChargingSocket)
{
    not (new = old)
    cp in c.cpms
    new in cp.stations
    old in cp.stations
    new.position=old.position
    new.strategy=old.strategy
    new.sockets=old.sockets+sk
}
```

4.3. Assertions

Here we check the validity of the model trough the Assert notation.

```
//Asserts

assert uniqueLocationForStationCheck{
```



```
    no disjoint s1,s2: ChargingStation | s1.position = s2.position}
check uniqueLocationForStationCheck for 10

assert uniqueCPOForCPMSCheck{
    no disjoint c1,c2: CPO, cp:CPMS | cp in c1.cpms and cp in c2.cpms}
check uniqueCPOForCPMSCheck for 10

assert uniqueCPMSForStationCheck{
    no disjoint c1,c2: CPMS, s:ChargingStation |
    s in c1.stations and s in c2.stations}
check uniqueCPMSForStationCheck for 10

assert socketOnlyOneStationCheck{
    all s:ChargingSocket| s in ChargingStation.sockets
    no disjoint c1,c2: ChargingStation, s:ChargingSocket|
    (s in c1.sockets and s in c2.sockets)}
check socketOnlyOneStationCheck for 10

assert noVehicleWithoutUserCheck{
    all v:Vehicle| v in DefaultUser.vehicles}
check noVehicleWithoutUserCheck for 10

assert noStationWithoutCPMSCheck{
    all s:ChargingStation| s in CPMS.stations}
check noStationWithoutCPMSCheck for 10

assert noUserWithoutEMSP{
    all u:DefaultUser| u in EMSP.users}
check noUserWithoutEMSP for 10

assert noChargeWithoutEMSPCheck{
    all c:Charge| c in EMSP.charges}
check noChargeWithoutEMSPCheck for 10

assert noChargeWithoutUserInTheEMSP{
    all c:Charge| c in EMSP.charges and c.user in EMSP.users}
check noChargeWithoutUserInTheEMSP for 10

assert allChargeAreFromChargingStationInTheSystemCheck{
    all s:Charge.station | s in EMSP.cpos.cpms.stations }
check allChargeAreFromChargingStationInTheSystemCheck for 10

assert maintainersMaintainStationOfTheSameCPOCheck{
    all m:Maintainer, c1,c2:CPO|
    (not c1=c2 and m in c1.cpms.maintainers)
    implies m not in c2.cpms.maintainers }
```



```
check maintainersMaintainStationOfTheSameCPOCheck for 10
```

```
assert chargingStationThatChargeHasToHaveAtLeastOneSocketCheck{  
  all c:ChargingStation | c in Charge.station implies #c.sockets>0}  
check chargingStationThatChargeHasToHaveAtLeastOneSocketCheck for 10
```

Which generate the following output.

```
#6: No counterexample found. uniqueLocationForStationCheck may be valid.  
#7: No counterexample found. uniqueCPOForCPMSCheck may be valid.  
#8: No counterexample found. uniqueCPMSForStationCheck may be valid.  
#9: No counterexample found. socketOnlyOneStationCheck may be valid.  
#10: No counterexample found. noVehicleWithoutUserCheck may be valid.  
#11: No counterexample found. noStationWithoutCPMSCheck may be valid.  
#12: No counterexample found. noUserWithoutEMSP may be valid.  
#13: No counterexample found. noChargeWithoutEMSPCheck may be valid.  
#14: No counterexample found. noChargeWithoutUserInTheEMSP may be valid.  
#15: No counterexample found. allChargeAreFromChargingStationInTheSystemCheck may be valid.  
#16: No counterexample found. maintainersMantainStationOfTheSameCPOCheck may be valid.  
#17: No counterexample found. chargingStationThatChargeHasToHaveAtLeastOneSocketCheck may be valid.
```

Figure 28: Assertion output

4.4. Word Generation

Here is the code of the word generation.

```
pred show() {  
  #EMSP = 1  
  #CPO>2  
  #Charge>2  
  #Vehicle>2  
  #DefaultUser>2  
}  
run show
```

And the generated word.

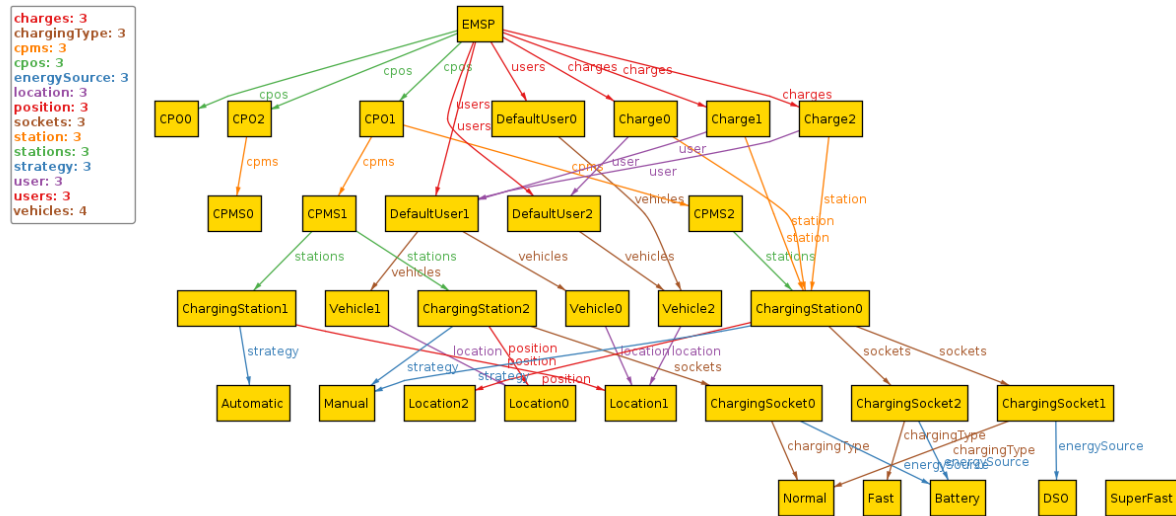


Figure 29: Generated Word



5. Effort Spent

- 15/11/2022: 15:00 - 18:00 Federico, Emilio, Matteo
- 16/11/2022: 08:30 - 10:00 Emilio
- 17/11/2022: 21:00 - 23:00 Federico, Emilio, Matteo
- 18/11/2022: 10:00 - 12:00 Emilio, 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, 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, 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, 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: 10:30 - 12:00 Federico, Emilio, Matteo
- 17/12/2022: 21:00 - 22:00 Federico, Emilio, Matteo
- 18/12/2022: 09:30 - 11:30 Matteo
- 18/12/2022: 09:30 - 12:00 Federico
- 18/12/2022: 16:30 - 21:00 Federico
- 20/12/2022: 09:00 - 12:30 Federico
- 19/12/2022: 09:30 - 11:30 Emilio
- 20/12/2022: 14:00 - 15:30 Emilio
- 21/12/2022: 10:30 - 11:45 Matteo
- 21/12/2022: 10:45 - 12:00 Emilio
- 21/12/2022: 12:00 - 22:00 Federico
- 21/12/2022: 14:00 - 15:40 Emilio
- 21/12/2022: 17:15 - 18:15 Matteo
- 21/12/2022: 17:20 - 18:10 Emilio
- 22/12/2022: 14:00 - 20:00 Federico, Matteo
- 22/12/2022: 16:30 - 17:30 Emilio
- 22/12/2022: 22:30 - 01:30 Emilio
- 23/12/2022: 09:30 - 13:30 Emilio
- 23/12/2022: 13:30 - 14:30 Matteo
- 23/12/2022: 13:00 - 16:00 Federico
- 23/12/2022: 15:30 - 18:00 Emilio

6. References

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