**Examining Distributed Ledger Technology (DLT) for V2X Communication: Road Condition Monitoring and Alerting System** **using the IOTA 2.0 Framework**

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###### CHAPTER ONE

# INTRODUCTION

## Problem Statement

With driverless cars already operational in a number of countries, autonomous driving systems are rapidly becoming a reality as a mode of intelligent transportation. It has been predicted that by 2025 there will be over eight million vehicles on our roads with level three and above autonomy [1], based on the SAE definitions for automation systems for on-road motor vehicles [2]. Vehicle-to-everything (V2X) communication is an over-arching term that encapsulates vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I) and vehicle-to-pedestrian (V2P). With the projected rate of growth in vehicles of this magnitude, finding a way for these vehicles to communicate with each other, with users and with their environment that is secure, scalable and standardised remains an open research question [3]. From a security perspective, a number of challenges still exist including availability (flooding, blackhole and greyhole attacks), data privacy (eavesdropping, location tracking, non-repudiation), data integrity (injection, replay and spoofing attacks) and authenticity (Sybil and man-in-the-middle attacks) [3]. From a scalability perspective, it is estimated that 125 million cars with embedded connectivity will ship between 2018 and 2022, which will lead to higher traffic and usage of autonomous vehicle services and applications and their supporting DSRC and C-V2X protocols. In addition to this, as the industry moves towards autonomy, these supporting services and applications will also need to be autonomous to capture the benefits and opportunities of autonomous vehicles. In terms of standardization, there is no universal standardised framework for V2X integration. Many of the standards for 5G communication are still under development, and standards differ across countries, geopolitical areas and consortiums [4]. The lack of operability among heterogeneous devices poses a challenge to adoption rates of autonomous vehicles [3].

## Rationale For Research

Approximately 94% of all serious accidents on roads are due to human error [5]. Autonomous vehicles have the capability to dramatically increase safety on our roads, which is beneficial on both an economic and societal level. From an environmental perspective autonomous vehicles can provide smooth traffic control, a reduction traffic congestion and vehicle ownership, cutting fuel cost and vehicle emissions [5]. The current challenges for V2X communication outlined in the problem statement (security, scalability and standardisation) could hinder the rollout and adoption of autonomous vehicles and inevitably the benefits that come with them. In order to solve for these issues a ubiquitous communication platform for frictionless data and value transfer between machines and humans that is secure, scalable and standardised may be the solution to this problem.

This is the promise by the open-source IOTA Framework. The IOTA framework is a relatively new Distributed Ledger Technology (DLT), a term synonymous with the recent blockchain paradigm. A distributed ledger is a database of recorded transactions between two parties that is shared and synced across multiple sites, institutions or geographies that is accessible by multiple people. The core principle of the IOTA network is “The Tangle”, which is a Directed Acyclic Graph (DAG) data structure that the network is formed around. The IOTA Foundation (a non-profit organization and creator of IOTA) defines the Tangle as the first distributed ledger technology solution built for the “Internet of Everything” that enables relationships between machines and humans through a network designed for exchanging value and data [6].

From a security perspective, distributed ledger technologies provide accurate and immutable records for data exchanges and interactions between users, vehicles and infrastructure. They are more resistant than the traditional client-server architectures to the aforementioned cyber-attacks such as Sybil and man-in-the-middle attacks due to the removal of the centralized server as a single point of failure [7]. Once a transaction is confirmed and added to the network, it cannot be modified or tampered with. Each time a transaction is added to the network, a cryptographic problem needs to be solved, which requires some computational power. This is called “Proof-of-Work” (PoW). The Tangle network uses PoW to discourage spamming through adapting the difficulty of the cryptographic problem to be solved if a node tries to spam the network. This has the potential to reduce the likelihood of Brute-Force and DDoS attacks on AVs and their supporting infrastructure.

From a scalability perspective, the Tangle network operates in such a way that it is more performant the more nodes participate in the network. In essence, it gets faster the more users it has [8].

From a standardisation perspective, the IOTA framework is open-source, feeless and can be run on any type of computing device that is connected to the internet. This is in contrast to the current state-of-the-art in V2X communication protocols. Already there are two protocols for V2X communications, namely the DSRC protocol developed in the US [9] and the ITS-G5 protocol developed to be the European standard [10], showing a divergence in approaches on a global level.

In recent years, DLT networks, particularly Proof-of-Work (PoW) networks have faced scrutiny over the energy cost of running their underlying networks. Each time a transaction is added to the network, a cryptographic problem is presented to the network to be solved or “mined” by a “miner”, which requires computational power and thus consumes energy. As a reward for this work, the miner that solves the problem first gets rewarded. Most notably, the Bitcoin network has been estimated to consume between 73 and 78.3 terrawatt-hours (TWh) per year due to this mining approach [11]. The Tangle network, by comparison, has no miners and all PoW is done on the node where the transaction originates, thus resulting in a drastic reduction in energy consumption to run the network. A recent paper classified the IOTA network as “exceptional” when comparing the network to other networks and payment protocols such as Bitcoin, Ethereum, VISA and Mastercard [12].

In order to explore the IOTA framework, a use-case scenario is presented in this research proposal. All modern vehicles have an On-Board Unit (OBU) which acts as an interface between the cars many modules. When an event occurs, such as an activation of traction control, or heavy braking, this message is sent to the OBU via the CANBus to be broadcast to nearby vehicles using the DSRC radio transmitter. The CANBus is the centralized control system for a vehicles many electronic control units (ECUs).

The use-case scenario to test the applicability of the IOTA framework will be to also broadcast these messages to the Tangle network.

In terms of the use-case scenario; there are many potential advantages to investigating this use case:

1. The ability for the IOTA framework to provide seamless data and value transfer between autonomous vehicles can be tested.
2. Machine learning models can be deployed to create a smart grid; where vehicles can forecast poor condition of roads at any point in time.

The IOTA framework has already been proven to work in a number of use cases, and this is further expanded upon in the literature review. However, as of September 2021 the IOTA foundation launched IOTA 2.0 with a number of radical upgrades, including a fully decentralized network, more robust security features, marking an important milestone in the IOTA foundation history [13]. The IOTA foundation have also, as of 2021, introduced smart contract capabilities [14]. Smart contracts are digital contracts stored on a blockchain that automatically get executed when predetermined conditions are met [15]. Combining the IOTA framework with smart contract functionality could have huge potential for automating service and applications within the autonomous vehicle eco-system. As of today this space has been relatively unexplored.

## Purpose and Scope

This research has two purposes. The predominant purpose is to examine the demonstrate the benefits and limitations of the IOTA 2.0 Framework for V2X communication (data and value transfers). To be specific, this research will:

1. Compare DLT to the current state-of-the-art to traditional architectures.
2. Identify the benefits and limitations of the IOTA Framework.
3. Quantify the ease of developing decentralized applications using the IOTA framework.
4. Propose an approach to deploying next-generation applications for autonomous vehicles.
5. Highlight future applications and areas for future research.

The scope of this research will be limited to a simple use-case scenario: A smart grid, with a set number of energy producers and energy consumers, where the connected autonomous vehicles (the consumers) can decide when to go and get charged at charge points (producers), based on availability of energy at nearby charge points.

## Hypothesis

In order to examine the new IOTA 2.0 framework and its applications in detail, the following hypothesis is proposed:

**The IOTA framework can be used as a viable V2X communication layer that allows for secure and scalable OBU data transfer between autonomous vehicles to forecast and share potentially dangerous road conditions among nodes in the IOTA network.**

###### CHAPTER TWO

# Literature Review

## Distributed Ledger Technology

The definition of Distributed Ledger Technology (DLT) is not an easily defined concept. Definitions can be wide-varying and often conflicting, depending on the author, audience and industry in which it is defined. Some definitions are more ontological with others being more technical.

[16] defines DLT as a consensus machine; a system with multiple actors who agree on a set of shared data and its validity, in the absence of a centralized co-ordinator. In comparison to traditional databases, both distributed and centralized, DLTs key features are rooted in data integrity in an adversarial environment. It is a system of electronic records that enables a network of participants (nodes) to reach a consensus on the authoritative order of transactions, which are linked using cryptographic hashes and persisted across all nodes of the network. This multi-party consensus produces a ledger, which is the authoritative version of transaction history.

In the financial realm, the European Central Bank defines DLTs as a technology that enables users to store and access information relating to one or more assets in a shared database of transactions and balances [17]. A transaction is a cryptographically signed authorised attempt to change the status of this database. It allows users to reach a consensus on a specific version of the ledger, meaning that with enough actors, there cannot be any manual alteration of the ledger. Cryptographic solutions with economic incentives replace the concept of central validation.

<one more definition here>

### Blockchain as form of DLT

DLT has been around in concept since the mid 1990s, built on a thought experiment on a consensus mechanism called “The Byzantine Generals’ Problem” created in 1982 [18]. In many cases the terms DLT and blockchain are used interchangeably. In some sense this is true, blockchain is a type (and most popular form) of DLT. Bitcoin, which is a cryptocurrency developed in 2008 under the pseudonym Satoshi Nakamoto [19], made use of the blockchain protocol and brought the technology into mainstream focus for the first time.

Ethereum is another open-source blockchain protocol second in popularity and similar to the Bitcoin protocol, but with the addition of smart contract functionality. Smart contracts are codified business rules that automatically execute on network nodes allowing the network to operate in a fully autonomous and decentralized manner [20].

### DLT Tech in AV industry

Search Keywords:

Blockchain, Autonomous Vehicle

Although research into DLTs has been increasing rapidly over the last ten years, the research within the CAV space, seems to be lagging behind other industries such as the financial, healthcare, education <give the example here>.

[21] looked at using a blockchain framework for securing CAVs from smart device tampering by malicious attackers looking to compromise the communication channels of the vehicles. Using a blockchain framework, where vehicles operate as both nodes in the network, (much like the structure of today’s VANETs), each vehicle is aware of all valid actors and devices in the network. Any alteration or deletion of information to vehicle data or user data will come to the notice of other devices. This approach showed a 79% success rate in the detection of malicious attacks when compared to the traditional VANET architecture.

(Security, Secure Communication)

[22] highlight the need for novel Machine-to-Machine (M2M) communication paradigms to connect energy producers, consumers and providers. This paper states that blockchain transactions could be fundamental to energy trading applications and platforms. This paper highlights the possibility for the use of the Ethereum platform to build this trading application. [22] concludes by highlighting the abundance of additional service applications that could be built on top of this using the Ethereum platform including reservation of charge points, selection based on traffic conditions, battery status, charging intensity.

(Energy Trading, Ethereum)

Indicative of the advance in the technology, five years since [22] outlined a conceptual model, [[link](file:///Users/joconnor/Downloads/sustainability-13-07962%20(1).pdf)] built on this idea by creating a fully-fledged P2P payment and energy trading system using IBM blockchain technology. This solution aims to reduce the level of human interaction and increase privacy, transparency and trust among EV participants. Scalability was also highlighted as another key benefit of blockchain technology, in this instance, optimal transaction confirmations of 825 per second were observed.

(Energy Trading, IBM, Scalability)

[Link](https://click.endnote.com/viewer?doi=10.1109%2Ftetci.2018.2880693&token=WzM0OTYyNjAsIjEwLjExMDkvdGV0Y2kuMjAxOC4yODgwNjkzIl0.t6cv3SgRqE08JaSKn2kPI_OkL5g) – builds on above point

From a security perspective, [23] explores the use of blockchain to increase the robustness of AV security to cyberattacks. The study proposes that the majority of solutions to current cybersecurity threats to AVs today are based on centralized hub-and-spoke architecture which creates a single point of failure and that blockchain-based solutions. Research challenges highlighted include system throughput, scalability, and proper authentication of nodes prior to joining the network.

(Cybersecurity, Traditional Architecture)

Modern vehicles purport to have over a hundred million lines of code [24],which will need to be maintained and updated regularly. [25] designed a blockchain-based firmware update scheme for autonomous vehicles, utilising the decentralised architecture to use AVs push updates to other required vehicles. Interestingly, with the use of smart contracts, the AVs get compensated by the manufacturers for participating through a rewarding system.

(Reward Mechanism, Firmware, Update)

[[link](https://www.nics.uma.es/pub/papers/Agudo2020.pdf)] - A Blockchain Approach for Decentralized V2X.

### Intro to IOTA

The above literature is a review of blockchain-based DLTs. The structure of IOTA is a little different, and will be discussed in the next section.

## The IOTA Framework

While also considered a DLT, its underlying data structure is not based on a chain of blocks but rather a Directed Acyclic Graph (DAG) data structure.

### Current Use Cases

The IOTA framework has already demonstrated value in a number of areas. In [26] a DLT-based charging and billing mechanism for EAVs was proposed to demonstrate machine-to-machine (M2M) micropayments for electric vehicles. The study conceptualised the charger-to-vehicle relationship using a Raspberry Pi and a temperature sensor; and created a framework that demonstrated the viability of using the Tangle for transferring value from one machine to another. In [27] the authors examined the Tangle as a viable alternative to the shortcomings of traditional blockchains for vehicular applications, namely large transaction confirmation times, concluding smaller transaction delays as well as high performance using the encryption mechanism provided by the Tangle.

From an implementation perspective, Jaguar Land Rover, in collaboration with the Mobility Open Blockchain Initiative (MOBI) have demonstrated a system using the IOTA framework that allows drivers to earn cryptocurrency by allowing their cars to report useful road conditions including potholes and traffic congestion to authorities and navigation providers [28]. Another interesting project based on the IOTA framework was carried out by the research institute ElaadNL who have created “the first ever IOTA-based EV charging station” [29]. This research group built both the charging station hardware as(information which would traditionally be stored on a centralized server) was investigated. Both studies proved that the framework was lightweight enough to create a decentralized and scalable access control framework solution for IoT devices.

[30] looked at modelling shared autonomous electric vehicles from the perspective of the benefits to the energy grid. Using a case study in Tokyo, this research showed that shared autonomous electric vehicle fleet would only need to be about 10 – 14% in comparison to a fleet of private cars based on today private vehicle ownership levels. Optimising the charging schedules of this reduced fleet size of connected autonomous electric vehicles has the potential to act as an energy storage solution for surplus renewable energy. This was demonstrated in [31] where it was proposed that autonomous electric vehicles could absorb 50% of the yearly excess renewable energy generation that would have to be otherwise curtailed, in a forecasted model for Germany in 2030. Linking these ideas using V2X communication over the IOTA network for data and value transfer between machines is the core idea of the use-case scenario for this research.

## V2X Technology

### Intro

V2X technology is synonymous with connected vehicles. It defines as the wireless technology that enables data exchange between vehicles and their surroundings. Without the ability to connect vehicles to each other and their surroundings in a secure, private and low-latency manner, applications of connected vehicles will be limited.

### OBU

Modern vehicle use an On-Board Unit (OBU) to communicate with other vehicles that are also equipped with an OBU and communicate with the infrastructure (V2I) by connecting to Road Side Units (RSUs) and other networks (V2N). Typically, an OBU has a number of components including a GPS/GNSS receiver, a DSRC radio for reception and transmission, a processor, and interfaces with modules such as a CAN, Security, Ethernet or GPS for obtaining the vehicle data. Host vehicles (HVs) and remote vehicles (RVs) communicate using Basic Safety Messages (BSM), which are standardised packets of data transmitted and received between vehicle OBUs. These messages are decoded and used for multiple applications including predicting crashes and alerting drivers of any imminent dangers. This standard ensures that all vehicles can “speak the same language”, which will enable developers and manufacturers to develop safety applications to reduce fatalities and crashes [32]. Figure X shows a breakdown of the main OBU components for a Dedicated Short Range Communication (DSRC)-based system.

Graphical user interface, application

Description automatically generated

Figure X: A DSRC-Based OBU

### V2X Standards

As with many technologies, the approach to V2X standards and protocols has varied. Two major standards have emerged. The first protocol, DSRC originated when the US Federal Communications Commission (FCC) licensed 75MHz of bandwidth in the 5.9 GHz region for use in automotive applications and developed the standard based on the IEEE802.11p physical access layer standard developed for vehicular networks [33]. A similar standard was adapted by the European Telecommunications Standards Institute (ETSI) called ITS-G5, which also operates at the same frequency. The second and more recent standard developed is the Cellular-V2X (C-V2X), which is a new approach built for the advent of 5G-enabled devices. There are two schools of thought in the automotive industry about the best standard for V2X communication; DSRC and C-V2X.

### DSRC vs C-V2X

DSRC allows for *direct* communication (i.e. it does not use any cellular infrastructure) between OBUs and RSUs only. This makes it easy to secure, and very low-latency. When the DSRC protocol was originally developed, the state-of-the-art cellular technology was 3G which could not provide the latency required for high-speed and secure communication between vehicles, as it had to pass via a cellular tower, therefore was not considered an option for this application. Since then, cellular technology has evolved over two radical generations, namely 4G-LTE and 5G. For context, 4G is approximately 500 times faster than 3G, and 5G is purported to be 100 times faster than 4G, with higher peak capacity, larger bandwidth and lower latency [[link](https://www.verizon.com/about/our-company/5g/difference-between-3g-4g-5g)]. This has allowed the cellular C-V2X standard to emerge as a contender, however, it is a relatively new technology with the first specification released in 2016 and earliest trial only taking place in 2017 [34]. For reference, figure X below gives a conceptual overview of the two system architectures.

Diagram

Description automatically generated

Figure 1: Figure X: [[Link](https://www.hindawi.com/journals/jat/2017/2750452/)]

More recently, the Third Generation Partnership Project (3GPP) 4G Release 14 allowed for direct device-to-device communication. In the context of V2X communication, this meant that cellular networks could be used in the same way that traditional DSRC operates, by jumping between devices *without* first hitting the cellular tower, for low latency mission-critical vehicle sensor connectivity [35].

A recent study by [33] compares the two V2X systems, showing that in general C-V2X performed better than its older ITS-G5 counterpart. Interestingly however, this study showed that this is only the case when there are less than 150 users per km^2, and after this the performance of the C-V2X system deteriorates faster than the ITS-G5 system, indicating that there is no clear winner. A key performance indicator for V2X system performance is latency, however this study was inconclusive in naming the optimal solution as it is highly dependent on operating range and user density. Similar studies evaluating the two systems were undertaken by [36, 37], the former showing that in 2017 DSRC outperforms C-V2X and the latter contradicting that opinion on 2019, showing a preference for C-V2X.

**DSRC vs C-V2X Stack Comparison**

**Timeline

Description automatically generated with medium confidence**

**[**[**Link**](https://www.qualcomm.com/media/documents/files/c-v2x-its-stack.pdf)**]**

In relation to IOTA and the use case for this research, passing vehicle data from the OBD to the IOTA network is not considered a mission-critical application. Both C-V2X and DSRC based systems offer TCP/IP and IPv6 connections which can be used to connect the IOTA network via the On-Board Unit (OBU).

### Secure V2V Communication

Securing communications is one of the most important elements in V2X communication. Gaining access to a vehicles OBU allows a malicious actor in the network to gain full control of the vehicle. Once a BSM is received from a remote vehicle, the vehicles must establish that a message has come from another trustworthy certified onboard device. Due to the latency requirements of mission-critical V2X systems (sometimes within 5ms) validating requests using a third-party is not possible. Therefore, pre-validated certificates, called pseudonym or ephemeral certificates are loaded onto these devices and can be used to both quickly validate BSMs as they are rece. The leading technology solution to date is the Security Credential Management System (SCMS) developed by security and automotive experts alongside the US Department of Transport in 2016 [38].

SCMS is used to secure communication between devices. Vehicles need to be able to make sure that the BSM is authentic and from another certified on board device. They also need to be able to ensure that the message was not altered during transmission. If a false message was inserted, this could influence applications, cause crashes and a host of other malicious behaviours. Each participating vehicle and infrastructure node that sends and receives BMSs is issued a digital certificate and this is used to create a secure communication channel between devices. All devices sign the BSM digitally and then the receiving vehicle checks the signature before acting on it to make sure it is legitimate.

The requirements for secure V2X communication outlined in [32] as follows:

* Message Integrity – make sure the message was not changed.
* Message Authenticity – make sure the message is legitimate.
* No PII data gets broadcast to the network.
* No data that allows for long-term tracking/ data mining of our vehicle gets broadcast to the network.
* Certificates can be actively and passively revoked
  + Active is when devices are informed about no longer trustworthy devices
  + Passive means untrustworthy devices no longer can update their credentials

SCMS uses private key infrastructure (PKI) principles and cryptography to manage these issued certificates and maintain the security requirements above. It is designed to partition functionality and distribute it among the system components, separated organizationally to avoid insider attacks. This organizational separation prevents a single organization in the SCMS from linking certificates to specific devices. An exhaustive description of SCMS can be found in [38].

However, SCMS, like many of the components of V2X technology, is a relatively new and unproven system at scale.

Some of the main issues in the literature include,

Single point of failure by way of

Speed and cost of certificate revocation

[39] proposed a DLT-based vehicle public key infrastructure based on the current SCMS for V2X communication. The goal of this research was to use IOTA as a DLT implementation to eliminate the single point of failure and scalability issues that exists in the form of Certificate Authority (CA). SCMS was designed to obfuscate data in such a way that no one organisation can link a certificate to a specific vehicle, which proves cumbersome in practice. IOTA implementation offers Masked Authenticated Message (MAM) channels that nodes can use to communicate anonymously. Each channel has three modes – Public, Private and Restricted. The Restricted channel is protected by a key, which the channel owner can use to authorise channel subscribers. When a new vehicle is added to the network, it negotiates a symmetric key with the CA and instantiates a secure communication channel where certificates can be registered and updated. Once registered, the CA records a hash of the issued certificate and sends the link to the vehicle, which can be used to sign messages so other vehicles can validate it on the IOTA ledger as proof that the certificate was issued.

A follow-on study on certificate revocation using IOTA was presented in [40]. This research was focused on replicating the Resolution Authority (RA) and Misbehaviour Authority (MA) elements of the SCMS using IOTA framework. The RA validates and processes requests from devices and the MA processes misbehaviour reports to identify misbehaving or malfunctioning devices, revokes access and adds them to a Certificate Revocation Link (CRL). Once a vehicle is found to be compromised by the MA, this information is published on the IOTA Tangle ledger using a zero-value transaction. This solution managed to reduce the vulnerability window (i.e. time between compromised device and certificate revocation) down to 18.57 second. This is markedly lower than the vulnerability window in the current SCMS standards, which can take up to three months to revoke a certificate.

### Current Issues & Limitations

* Talk about centralised element of it all here
* Lack of standard to work with
* 5G is a new technology
* The cost of securing edge devices, maintaining PKI, slow, inefficient
* The security risks of communication via edge devices
* Bandwidth issues – basically want to lead it to “we should offload the non-mission critical applications to the IOTA framework”

The convoluted, inefficient and centralized structure of the SCMS PKI highlights the needs for an alternative decentralized and trustless network to manage message integrity, authenticity and anonymity for V2X communications.

strucOne area of further research that is outside the scope of this research would be to inve

## Use Case –

The use case for this research is an application that publishes warnings to the Tangle Network, aggregates vehicle data and publishes messages to vehicles to warn about potential road hazards. Warning messages that are currently available in the OBU include:

* Heavy Braking
* Wipers – High
* Traction Control
* Chassis Sensor - Severe Bounce
* Antilock Brakes

It is estimated that 1.3 million people die each year as a result of road traffic crashes which is the leading cause of death for children and young adults aged between 5-29 years [[link](https://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries)]. Over 90% of these incidents occur in low- to middle-income countries. There are many factors that influence levels of road fatalities, most notably driving under the influence, speeding, distraction as well as inadequacies in road infrastructure, vehicle condition, post-crash care and law enforcement. As am example, in the United States alone, there are over 150,000 accidents with over 1,800 deaths every year due to icy road conditions [[link](https://www.thezebra.com/resources/research/winter-driving-statistics/)].

Electronic Stability Control (ESC) or Traction Control (TC) as it is better known is a safety feature which was first brought to the automotive market in the early 1990s and is incorporated into the majority of vehicles on the market today. Traction control works by sensing when a vehicle is about to lose control by comparing the expected versus actual wheel behaviour, and intervenes accordingly to stabilise the vehicle.

There have been multiple studies undertaken to find a way to intelligently detect adverse road conditions.

well as the IOTA software and demonstrated how IOTA can be used to monitor energy usage.

In [41] and [42] the use of the IOTA framework for access control of IoT systems

\*Manchester University Phrase Bank

<https://www.phrasebank.manchester.ac.uk/>

Other Papers :

Route Guidance Decision Scheme - [Link](https://click.endnote.com/viewer?doi=10.1109%2Ftvt.2016.2572123&token=WzM0OTYyNjAsIjEwLjExMDkvdHZ0LjIwMTYuMjU3MjEyMyJd.hnv9TDtW7_dLtjqGDtUcGx6gPpk)

Simulator - [Link](http://nile.wpi.edu/NS/)

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