

**Asset location using low-cost beacons, smart roaming devices and cloud computing**

Thesis DRAFT

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Abstract

The aim of this project is to design and test a fully scalable, low cost system to provide location tracking of assets, using a combination of intelligent hardware, simple hardware and cloud services.

This combination of different ‘levels’ of hardware allows a flexible on-the-ground solution that can be adjusted to suit real-life demands, with the ratio of smart to simple devices providing the accuracy desired for each application. Cloud Services used are provided by Amazon Web Services, a popular cloud services provider. In order to provide seamless on-demand scaling, the architecture of the cloud services is of particular interest. Such a system would find many applications in industry, particularly in transport and manufacturing. This project focuses on the application of such a system in a shipping yard, where assets consist of trailers, containers, forklifts, trucks and other machinery.

In modern times, cloud computing allows organisations to quickly and effectively build IT infrastructure and services. Utilising cloud services to provide a service that can automatically scale to handle any demands seemed interesting. Access to intelligent hardware with current connectivity capabilities has never been easier, potentially providing a means for a low-cost solution to asset tracking in a domain. This project seeks to explore the effectiveness of combining some of these intelligent devices with simpler, lower cost beacons to provide location information for objects, without the need to attach expensive data and GPS capable modules to every asset.

Technologies of note are WiFi, Bluetooth Low Energy, GPS, Cloud Services, AWS, Raspberry Pi, Python, Node.js.

Declaration of Originality

I declare that this is my own work .. blah blah

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Table of Contents

[1 List of Symbols i](#_Toc5013877)

[3 Glossary ii](#_Toc5013878)

[4 Introduction 1](#_Toc5013879)

[4.1 Background 1](#_Toc5013880)

[4.2 Problem Statement 2](#_Toc5013881)

[4.3 Project Objectives 2](#_Toc5013882)

[4.4 Main Project Components 3](#_Toc5013883)

[5 Background Research 4](#_Toc5013884)

[5.1 Literature Review 4](#_Toc5013885)

[5.2 Societal Impact 4](#_Toc5013886)

[5.3 Hardware Research 4](#_Toc5013887)

[5.3.1 Requirements 4](#_Toc5013888)

[5.3.2 Research and Analysis of Radio Frequency Communication 5](#_Toc5013889)

[5.4 Cloud Services Research 7](#_Toc5013890)

[5.5 Location Estimation Algorithm 7](#_Toc5013891)

[5.6 Simulation Research 8](#_Toc5013892)

[5.6.1 GAMA 10](#_Toc5013893)

[5.6.2 AnyLogic 10](#_Toc5013894)

[5.6.3 Brinkhoff Generator and variants 10](#_Toc5013895)

[6 Design and Implementation 11](#_Toc5013896)

[6.1 Main Components 11](#_Toc5013897)

[6.2 Hardware 12](#_Toc5013898)

[6.2.1 Smart Devices 12](#_Toc5013899)

[6.3 Cloud Services 16](#_Toc5013900)

[6.4 Simulation 18](#_Toc5013901)

[6.5 Simulation 20](#_Toc5013902)

[7 Future Work 21](#_Toc5013903)

[8 References 22](#_Toc5013904)

[9 Appendices 23](#_Toc5013905)

# List of Symbols

# Glossary

# Introduction

## Background

Asset location has always been useful data to have, but companies generally have to rely on vague data such as last known city/distribution center and next city/distribution center. Fine grained data such as movement of an asset within a yard or site is normally unavailable. Solutions providing location data of Tractor/Trailer assets are common, but are tailored to long haul distances, rather than the real-time tracking of asset movement in a yard. With the increased ubiquity of hardware providing GPS monitoring, tracking of an expensive object such as a forklift within a yard has become possible, but what if the location of the loads the forklift was moving in the yard was also desired? Attaching GPS and network capable hardware to load beds would be financially excessive, particularly compared to a solution where a forklift was able to report nearby assets, with location sensitivity.

Transportation companies are increasingly turning to technology to assist their business. Some countries have passed legislation forcing the use of technology to provide overview and compliance with existing legislation, such as driving working hours. In the US, use of an ELD (Electronic Logging Device) by professional drivers will be mandatory after 16 December 2019 [1]. These devices must GPS capabilities, and almost always provide internet access and Bluetooth. With hardware such as this already a requirement, there is opportunity to utilize this pre-existing hardware to provide further location services e.g. if a Tractor/Trailer arrives in a yard, it can scan for nearby Bluetooth devices during yard movements and loading/unloading, thereby providing data points to allow for context aware tracking of other assets.

This use of existing devices, combined with simple, off the shelf beacons on assets would provide a low-cost solution. Tractor/trailer readings might not be frequent enough due to the sporadic nature of their being on site, so attaching some intelligent device to a moving asset permanently located onsite, such as a forklift, could provide good readings. Site management workers might also be furnished with a tablet with which to monitor orders, read emails etc., which could also be loaded with an application that could scan for nearby devices using the tablet’s built in Bluetooth and upload location data from the tablet’s GPS radio to some central processing center.

Access to fine-grained location data would provide the data to optimize operations with asset utilization, load-balancing of assets and improved security of assets. Benefits of a RTLS (Real-Time Location System)

* **Reduced Downtime.** Distance travelled by an asset can be tracked, allowing maintenance intervals to be adjusted.
* **Improved Security.** With real-time location data, the disappearance of an asset can be tracked
* **Safety.** With RTLS, location of assets relative to each other and employees can be monitored, and with enough data the trajectory of assets predicted.
* **Improved Vehicle utilistation.** With accurate vehicle monitoring, operational load can be balanced across a fleet, and empty runs avoided.

Here, an asset can refer to any of the following; a vehicle, a trailer, machinery, a container, cargo, workers.

## Problem Statement

Location data must be acquired from devices both with on-board location sensitivity and no location sensitivity. This data must be uploaded to cloud services which must use this data to reason the actual location of all objects – those with location knowledge and those without. Cloud services must provided a means to query location estimations. Cloud services must be designed to scale from a small number of requests to a large number of requests automatically.

## Project Objectives

The objective of this project is to design and build a system capable of providing the following features:

* Network and GPS enabled devices (‘smart’) scanning for beacons (‘dumb’) in range
* Scalable cloud services to process data uploaded from ‘smart’ devices and estimate location of all devices to within 1 meter.
* An API to allow querying of location information for a given device for reporting purposes
* Simulation to test system with simulated devices

## Main Project Components

The overall desired system is shown in Fig. 4.1 below. The system must be capable of utilizing both real and simulated data and providing reporting capabilities on this data. Basic reporting capabilities should allow querying of a device’s current location, which the system will determine based on historical locations for this device with some level of accuracy.

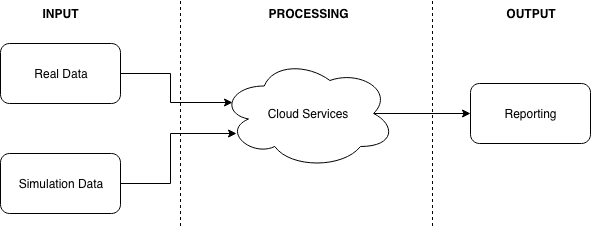


Fig. 4.1. Overall Project

The overall system, which can be broken down into three main components;

* Hardware
* Cloud Services
* Simulation

# Background Research

## Literature Review

## Societal Impact

## Hardware Research

Raspberry Pi, Adafruit Ultimate GPS, beacons etc

### Requirements

To prove this concept could work, two types of devices are needed, a smart device and a dumb device.

The smart device must have some onboard processing and memory and is assumed to be plugged into a permanent power supply, so battery life is not too important. It is envisioned that smart devices will live on machinery such as forklifts or tractor units i.e. units that can supply power to the device whenever the machine is moving. These smart devices must have some method of communicating to the internet onboard, this could possibly be over WiFi or Cellular Network. The smart device must also have knowledge of it’s own geographic location. These smart devices are being modelled after ELD and AOBRD devices currently required by US and EU law on tractor units.

The dumb device must have knowledge of it’s own identity, and the ability to broadcast this identity to a smart device. This onboard radio will need further research. It is envisioned that these dumb devices would be affixed to objects such as trailers, which have no guarantee of having access to power for extended durations. These dumb devices must also be cheap and off-the shelf units, to help make the whole solution cost-effective. Dumb devices should be easily affixable to an important object and should require no maintenance. Their batteries should be capable of lasting for months at a time. These dumb devices should be almost disposable, and after their batteries have died, they can be replaced.

### Research and Analysis of Radio Frequency Communication

There are a wide variety of technologies used for wireless communication available commercially. Some of these technologies are very similar in nature but have very different use cases. These technologies have various ranges, complexities, costs and accuracies.

As this project is exploring the use of low-cost beacons that require little installation and maintenance, the beacons must be reliable and simple. To allow for quick installation, a beacon should be a standalone unit capable of operating without the need for external power. As such it will need to be battery powered, and battery-life will be a primary consideration. Generally, range and battery life are closely related, as the larger the range of a devices the more power it will consume to reach this range, so battery capacity along with power consumption will dictate battery life.

The mobile device will likely need to be connected to external power and can be assumed to have either a constant source of power (as in a machine when the machine is running), or some facility to charge the device. The mobile devices will need GPS radio in order to get a reading for its own location. It will also need to have an onboard module capable of communicating with the asset beacons. The mobile device must have a data connection, either in the form of a SIM card based Network connection or WiFi.

#### WiFi

WiFi uses radio waves to exchange data between devices. Based on the IEEE 802.11 [2] standards WiFi is commonly found in computers and mobile devices. It is primarily used to connect many devices to the same network, typically to allow access to the World Wide Web. The term WiFi encompasses multiple standards, all based on the 802.11 specification. They vary mostly in speed, range and frequency use. Many modern WiFi capable modules are capable of using IEEE 802.11b/g/n at speeds of 11/54/600Mbps respectively and operate at either 2.4GHz or 5GHz. Typically, these devices connect to a wireless access point within 100m.

#### RFID

Radio-frequency identification (RFID) uses a combination of readers and tags to identify objects. Tags are attached to objects to be identified and can be active or passive. Passive tags do not require a battery as they use some of the energy broadcast from the reader to send back a signal with their identification. As such, the greater the range desired from a passive system, the more powerful the reader needs to be in order to get enough energy to the tag, particularly if the location of the tag relative to the reader is unknown and the reader must broadcast over a wide area. Passive RFID is typically used where assets must pass through choke points, and the tag will not be far from the reader. Passive RFID systems typically have a range of 12m or less.

Active RFID tags use on board power to power their return signal. An RFID system using active RFID tags can be set up with a lower powered reader as the tag does not rely on drawing power from the reader. Active RFID systems offer a range of 100m or more.

#### Bluetooth

Bluetooth uses radio waves from 2.4 GHz to 2.485 GHz to transmit data [3]. Bluetooth is commonly found in consumer devices and is typically used for pairing devices together over a short range – up to 100m outdoors. Bluetooth was designer with the purpose of replacing data cables, for example streaming music from a mobile device to a speaker. Bluetooth allows for 2-way communication between devices.

Bluetooth Low Energy (BLE) operates on the same frequencies as Bluetooth and offers similar range but with significantly less power draw. BLE is only compatible with Bluetooth version 4.0 and onwards, as the same hardware can be used for both technologies. BLE is intended for use in the IoT area.

#### Ultra-Wideband

Ultra-Wideband (UWB) is a wireless technology designed to transmit data over a short range. UWB uses multiple frequency bands which reduces susceptibility to noise. UWB operates in the range between 3.1 GHz and 10.6 GHz. Because UWB uses such a wide frequency band to transmit data, it can transmit through objects more reliably (such as doors) than other radio frequencies. Thus, distance between devices can reportedly be measured within 10cm

### Smart Device Research

Smart devices require some basic processing power, along with the capability of operating the needed radios and consuming fairly low power. In order to expedite development of the solution, smart devices that can be built from as off-the-shelf units as possible are desired. The more on-board radios the device has the better, as this will reduce the time needed to configure external modules. These devices must be programmable and have a small footprint. As these devices will not be used in production ..

Some options of off-the-shelf units include those from Raspberry Pi and Arduino.

### Dumb Device Research

Dumb devices are simply beacons capable of announcing their presence and identity to some requester. They are required to be low power and totally self contained, with no knowledge other than their own identity. These beacons should be able to communicate over the chosen radio frequency. Some possibilities include beacons using iBeacon or Eddystone technology.

The devices should be capable of communicating frequently.

## Cloud Services Research

### Requirements

More and more what would have previously been built on one server/machine is being divided into components that do very specific things on different machines. This allows greater flexibility, redundancy and scalability. The cloud services must include some database for data persistence, scalable computing and some method of load balancing across resources. For the purposes of this project, it should be possible to implement cloud services using the available free tiers offered from different vendors. The cloud services should all be implemented using a single vendor, so as to reduce the work needed to implement the solutions. Implementing services on a single cloud provider should also reduce latency within the cloud services and thus improve application performance. The location of the cloud services will play an important role in the latency of the application, with cloud services implemented in a location physically closer to the smart device or user requesting services performing faster than those located further away, such as on another continent. The chosen cloud services should be capable of scaling from testing to production level usage without any major changes to the implementation.

The cloud services must be capable of providing a Representational State Transfer (REST) Application Programming Interface (API) for access by both smart devices and users/terminals/3d party services. This API will form the communication link between data collection/presentation and data processing.

### Vendors

Cloud computing solutions are offered by multiple vendors, with the most popular being AWS (Amazon Web Services), Google Cloud Platform, IBM Cloud and Microsoft Azure. Each of these vendors have different terminology and different offerings. It should be noted that the author has good experience working with AWS. In terms of market share, AWS is the leading cloud offering. The author has also had a small amount of experience working with Google Cloud Platform. All of these vendors offer cloud services that can be deployed in various locations such as the US and Europe.

## Location Estimation Algorithm

Location awareness is a huge part of this project. We desire the location of all devices in the physical domain, but only some portion of these devices (smart devices) are inherently location aware i.e. have access to onboard GPS radio. The rest of the devices in the field are dumb devices, with no location awareness. The location of these dumb devices must be reasoned from the locations smart devices report ‘seeing’ the dumb devices. Multiple readings from smart devices reporting ‘seeing’ a dumb device at some location should allow reasoning of the location of the dumb device. Smart devices must also be time aware, and report the timestamp of their reading, so that readings can be viewed with respect to time. A reading from a smart device reporting the seeing a dumb device at location a at a timestamp more recent than another reading from the smart device reporting the dumb device at location b should be weighted heavier.

Smart devices will also be able to report the locations they have seen other smart devices at, which should allow a more accurate representation of each device and possibly help account for hardware bias and noisy readings from devices.

Smart devices will be uploading readings to some central computing resource, which will aggregate readings from multiple devices and run some location estimation algorithm on the uploaded readings to determine an estimation of the location of a device at some time. The algorithm will have to deal with bursty data, where a smart device for example doesn’t have a network connection for some amount of time and uploads multiple readings in rapid succession, rather than in real-time. The algorithm must also be capable of dealing with the movement of both smart and dumb devices. The change of location of a smart device should be obvious due to it’s own location awareness, but the algorithm must also account for the movement of dumb devices. The algorithm must be able to discern between noisy data and a dumb device beginning to move, or being moved a small distance, say a few meters.

Range-based information such as received signal strength indicator (RSSI) could potentially be used to give some indication of the distance to a physical object but this approach has various problems. RSSI is a measure of the power of the received signal. The RSSI value is highly dependent on factors such as the chipset being used and environmental differences. The value reported can vary between chipsets, e.g. chipset A reporting values in the range 1-100 and chipset B reporting values in the range 0-127. As such these values should only be used to indicate if the signal is getting stronger or weaker i.e. is the object getting closer or farther away. Received power level is another possible Bluetooth signal parameter that could be used to indicate distance between objects. Again this may only be useful in indicating the direction of movement – if the average or modal values are increasing or decreasing.

The estimated location of the device should be reported in two-dimensional space i.e. latitude and longitude. This could be extended to three-dimensional space using the altitude reported by the smart device, a value that is available when 4 or more satellites can be reached.

Possible options for an algorithm are algorithms based on either a Kalman filter or a particle filter.

## Simulation Research

It is expected that due to the nature of solution needed, manual testing with movement physical devices is not feasible. Testing the system will provide verification of system performance in real life. As such, testing of must be carried out using simulation software. Testing of the constructed system requires a lot of data to be supplied to the system and queried from the system. The following attributes are required to be tested;

* **Load handling of the Cloud Services.** Can the system handle bursty traffic? How does the system respond to peak traffic?
* **Accuracy of location predictions.** How accurately can the system predict the location of an asset, given historical information? How does this accuracy change with noisy data, bursty data, varying ratios of devices?

In order to simulate locations of assets effectively, simulation software will be used. There is simulation software available that will allow modelling of a site/yard and will allow outputting of the resulting data. This simulation output will have to be converted to a format that the system expects, fed into the system and the reporting from the system analysed. The following Fig. 5.1 shows expected simulation architecture. This form of simulation is known as symbiotic simulation.

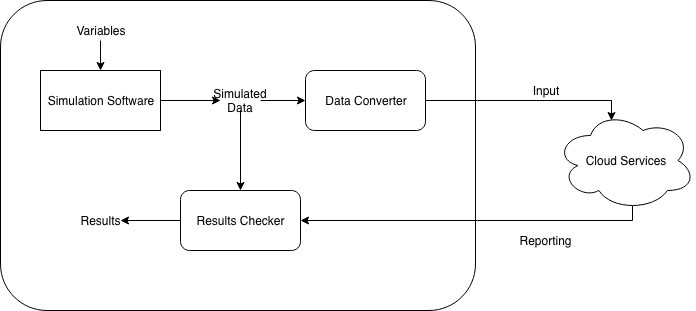


Fig. 5.1. Proposed simulation architecture.

The proposed solution is to wrap the simulation software in a custom piece of software that will control the simulation software, convert the output data the format expected by Cloud Services and compare the results from Cloud Services against the simulated results. This solution would allow testing to be automated and would provide a platform for more extensive testing, such as testing of accuracy over a time duration of multiple days of data.

Research as to possibilities of using existing simulation software tools has shown that there are multiple possibilities for simulation software. However, this simulation software will have to meet the following requirements;

* **Programmatic** **Control.** In order to run multiple simulations, the simulation software must be controllable programmatically to allow adjusting of variables such as data noise, frequency of asset movement, speed of asset movement, frequency of asset scanning etc.
* **GPS Location Simulation.** The software must allow modelling of some yard/site and assigning of latitude and longitude information to the yard/site area. This will also require that the software allow definition of finite domain.
* **Useable Output.** The output from such simulation software must be in some format so as to allow feeding into the Cloud Services.

With the above requirements in mind, it appears that simulation software must be Agent Based, i.e. the software must be centered around the modelling of Agents. Attributes can be assigned to Agents. The software must also have GIS (Geographic Information System) capabilities, so as to allow latitude and longitude simulation. The following simulation software packages have been found that meet the above requirements;

### GAMA

GAMA is an open source simulation development environment for building spatially explicit agent-based simulations [4]. GAMA is based on Java and allows instantiation of agents from datasets including GIS data.

### AnyLogic

AnyLogic is a company providing simulation software for use in multiple industries, most notably transportation [5]. AnyLogic provides software for a free trial and is Java based, allowing custom integrations in Java to be written. The software allows building of a custom area and complex agent behavior classification.

### Brinkhoff Generator and variants

This simulation software was originally built by Thomas Brinkhoff to simulate behavior of moving objects [6]. This software has been extended by more recent efforts, including Hermoupolis, a trajectory generator [7]. Hermoupolis has been released as an open source project, with source code and datasets available on request [8].

# Design and Implementation

## Main Components

As mentioned previously, the solution consists of three main components; Hardware, Cloud Services and Simulation. Overall system architecture is shown in Fig. 6.1 below.

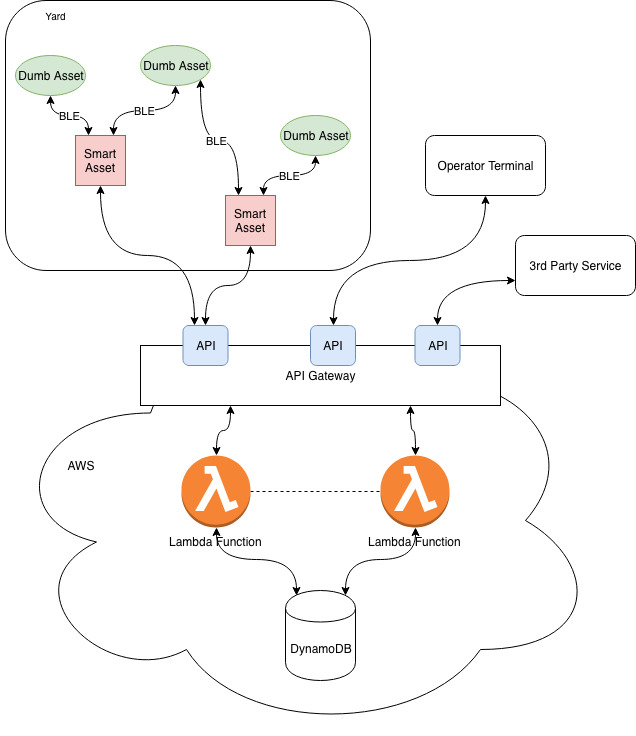


Fig. 6.1. System architecture.

This architecture shows the implementation of the desired features as shown in Fig. 4.1. The ‘Yard’ is the physical domain in which the assets are located. Here we have many Dumb Assets (beacons )to a few Smart Assets. These devices communicate with each other using BLE. Device to AWS communication is over WiFi.

The AWS portion of the system consists of three main components; API Gateway, Lambda Functions and a DynamoDB instance. The API Gateway exposes a public facing API and directs API requests to Lambda Functions. Lambda Functions perform computation based on requests and data in the database. DynamoDB is the database used.

Operator Terminal and 3rd Party Service are the two main envisioned use cases for user-facing interaction with the system, providing access to information stored in the system.

## Hardware

Hardware is separated into Smart Devices and Dumb Devices, individually discussed in Smart Devices and Dumb Devices respectively. Communication between these devices is over BLE.

### Smart Devices

Smart device capabilities include:

* Unique ID (potentially Bluetooth MAC address)
* BLE radio
* WiFi radio
* GPS radio
* Knowledge of /reading endpoint

Smart devices continually scan for nearby devices using BLE. Nearby devices can include both other smart devices and dumb devices. Smart devices are continually uploading situational information to cloud services over WiFi. The flowchart of smart device activity is shown in Fig. 6.2.

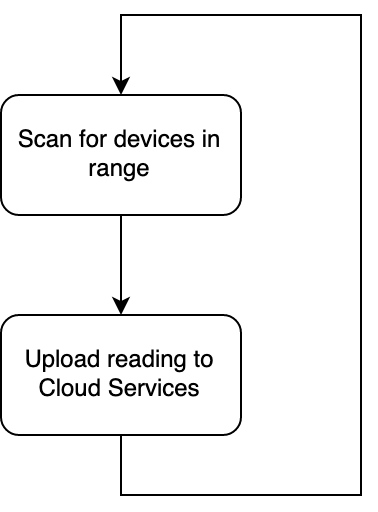


Fig. 6.2. Smart Device Operation Flowchart

The Smart Devices information collected about nearby devices (their deviceId and name), their GPS location at the time of scanning, their own deviceId and the timestamp of the scan to AWS for processing. The reading is uploaded to the /readings endpoint using an HTTP POST request as a JSON document. No processing of the data is done on the devices. Fig. 6.3 shows the data format uploaded from the device. Note that devices is an array of device objects – each of which has an address and a name. This array contains every device “seen” at the given location, by the device specified in the deviceId field, at the time specified in the timestamp field. The timestamp field contains the time the scan was run in ISO 8601 i.e. time and data in UTC (Coordinated Universal Time).

{

"deviceId": "forklift\_002",

"timestamp": "2019-02-25T10:30:40.762Z",

"location": {

"latitude": 53.2836066,

"longitude": -9.0649583

},

"devices": [

{

"deviceId": "98:01:A7:B4:EF:50",

"name": "trailer\_001"

},

{

"deviceId": "98:01:A7:B4:EF:8A",

"name": "trailer\_005"

}

]

}

Fig. 6.3. Smart device example upload

For the purposes of the project, a Raspberry Pi 3 B+ [9] was chosen as the ‘smart’ device. As stated previously, Bluetooth and WiFi are needed capabilities and this device has both. The device has a Bluetooth 4.2 capable radio, which meets the requirements of supporting BLE. The device has a 1.4GHz quad-core processor and is, if anything, over powered for the purposes of this project. Importantly, the Raspberry Pi does not have on-board GPS, but has 40 GPIO (General-purpose input/output) pins which give it the potential to utilise an external GPS module. The Raspberry Pi has a large community surrounding projects on the platform, which is an advantage when compared to other, less well-known devices.

The external GPS module selected is the Adafruit Ultimate GPS Breakout board [10]. This module can track up to 22 satellites on 66 channels with a -165dBm receiver. In practice this should yield very accurate location data. Importantly, the module can provide updates at a maximum rate of 10Hz, which will allow the Raspberry Pi to get near real-time updates if needed. There is a GPS antenna on-board (-165dBm), but with a uFL connector allowing the use of an external antenna if needed. The Raspberry Pi communicates with this module over SPI on its GPIO ports. The circuit diagram for the connection of the GPS module and the Raspberry Pi is shown in Fig. 6.4. This diagram is originally from the adafruit website.

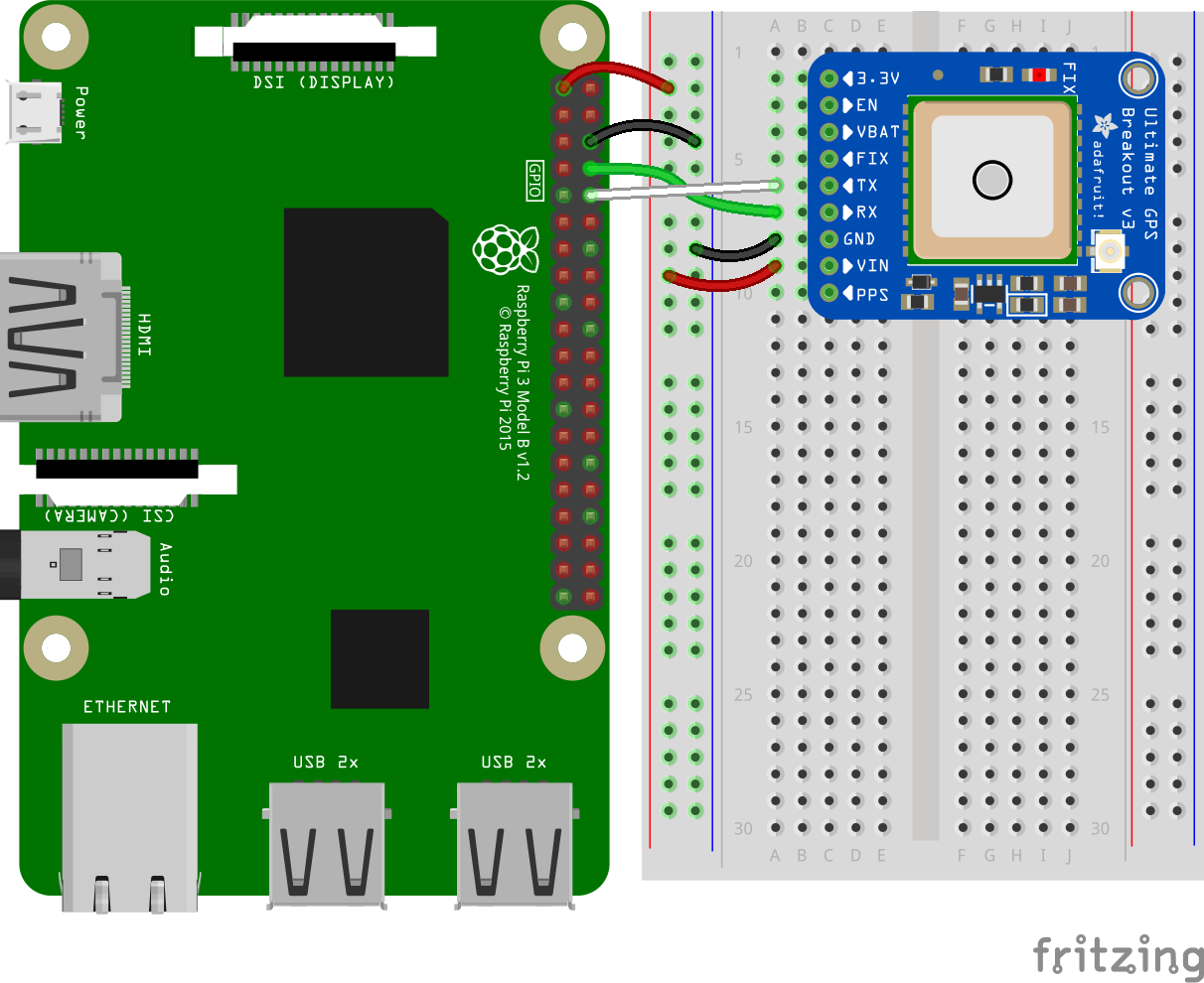


Fig. 6.4. Raspberry Pi and Ultimate GPS Circuit Diagram

The Raspberry Pi runs a Python script to poll for nearby Bluetooth devices, get updated latitude and longitude and upload the resulting data as a JSON (JavaScript Object Notation) document to the API Gateway over WiFi. The python script can be found in some appendix.

The GPS unit used to provide the Raspberry Pi with location awareness is the Adafruit Ultimate GPS module. Dumb Devices

Dumb device capabilities include:

* Unique ID (potentially Bluetooth MAC address)
* BLE radio

Dumb devices are simple beacons that can be attached to any asset on which telematics information is desired. These beacons are expected to be low-cost, such as insert some research about low cost off-the-shelf beacons here . These beacons are set up with some unique ID, which could be either user specified or simply the Bluetooth Address of the device, which should be unique. These deviceIds are recorded in the DB and stored with metadata such as device name for future use. Storing device names allows a user or customer to assign meaningful identifiers to each device, such as trailer\_001 or some such. A dumb devices must be discoverable by other Bluetooth devices. As long as the device is discoverable it will respond to queries from other devices and respond with it’s Bluetooth address. If user-defined IDs were required, the device would have to be capable of responding to queryies about it’s deviceId. This would require more complex devices, reduce battery life and increase latency from device discovery to saving the device ID. This is why using the device’s Bluetooth MAC address is recommended. Storing only the device’s Bluetooth MAC address on the device also minimises the information a foreign agent could glean from the device. If more data was stored on the device such as the system’s internal identifier of the device, this information could be used maliciously.

## Cloud Services

As previously stated, cloud services are built using services provided by AWS. AWS breaks it’s offerings into units called services. The primary services used in this project consist of an API Gateway, AWS Lambda Functions and a DynamoDB instance [11]. A functional diagram of cloud services architecture is provided in Fig. 6.5 below. Note that each component of the cloud services solution is a stand-alone service, with little specific dependencies on the other components. This is deliberate, so that components can be changed and updated with as little impact on other components as possible. For example, the API Gateway could instead point requests at a more traditional server such as an Elastic Compute Cloud (EC2) instance, which could for example host a relational database itself, all without any externally noticeable changes. This loose coupling of components is what will provide the desired adaptability to change. Various other AWS components are used for different utilities such as Identity and Access Management (IAM) for role and user administration. IAM manages the permissions components have to communicate and control other components, for example, a Lambda Function cannot create or delete tables in DynamoDB, but can add and remove information from different tables. CloudWatch is the service used to store and retrieve logs produced by each component. These other services are necessary but not unique to this project.

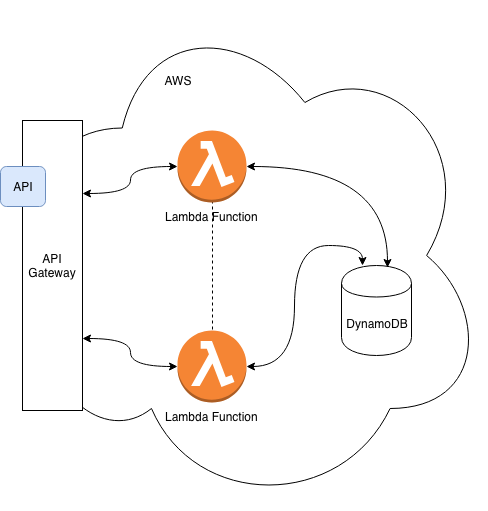


Fig. 6.5. Cloud Services Architecture..

The API Gateway is the only public facing component and exposes a HTTP RESTful API. It acts as the ‘Front Door’ to the cloud services. It exposes HTTP resources e.g. /api/readings for use with REST (Representational State Transfer) methods. API Gateway only exposes resources that relate to functions the Lambda functions can handle. The resources API Gateway exposes are shown in **some fig.** API Gateway triggers Lambda Functions based on the resource requested, and acts as a load-balancer. API Gateway responds to requests and triggers Lambda Functions based on these requests. As Lambda Functions only exist as long as they are doing work, this allows the system to scale up and down to meet demand, which is important with respect to the amount of bursty data the system is expected to receive.

**POST /readings**

Upload a reading to the server.

AWS Lambda provides high availability compute infrastructure, without the need to provision, scale or manage servers [11]. In essence, a Lambda Function is a script that is only run when an event is triggered. In this application, these events are triggered by API Gateway. Lambda Functions can be built in many languages, but for this project Node.js was used. Node.js is an open source project providing an asynchronous, event driven JavaScript runtime [12] which is ideal for implementation of a server-side application. Node.js can be run locally on a test machine to test cloud behaviour. Lambda Functions perform read and write operations to the DynamoDB instance. They validate data uploaded from devices and upload the DB (Database). Lambda Functions also perform computation based on data in the DB.

To deploy Node.js application code to AWS Lambda and API Gateway, Claudia.js was used. Claudia.js is an open source project that provides an automated deployment and configuration platform that increases the deployment speed and reduces configuration error when deploying application code to AWS [13]. Deployment using Claudia.js also allows a standard express app to be deployed as an API Gateway and a Lambda function. This allowed for the app to be run locally, which provided an opportunity for debugging. This is further discussed somewhere else.

Amazon DynamoDB is a key-value and document database that provides automatic scaling [11]. DynamoDB is serverless, meaning it runs as a stand-alone instance and doesn’t require server management or provisioning. It automatically scales tables depending on capacity and currently needed performance. DynamoDB stores system data for the entire application. The table structure is shown in fig x.

## Simulation

As discussed above, AnyLogic simulation software is used to provide simulation symbiosis. AnyLogic provides the mock data for AWS to ingest, and compares AWS data on device locations to actual locations, as in simulation. The simulation is run with agents on a GIS map so that real latitudes and longitudes can be provided to AWS. As far as AWS is concerned, the data coming from the simulation is no different from real world data it would receive. Fig. 6.6 shows how the simulation software communicates with AWS. The simulation software is Java based, allowing programmatic HTTP requests to be sent to AWS using Apache Web Components. The simulation user specifies input variables such as the root endpoint the simulation software is targeting (localhost used for testing), the number of smart and dumb devices to simulate, the Bluetooth radio range of devices.

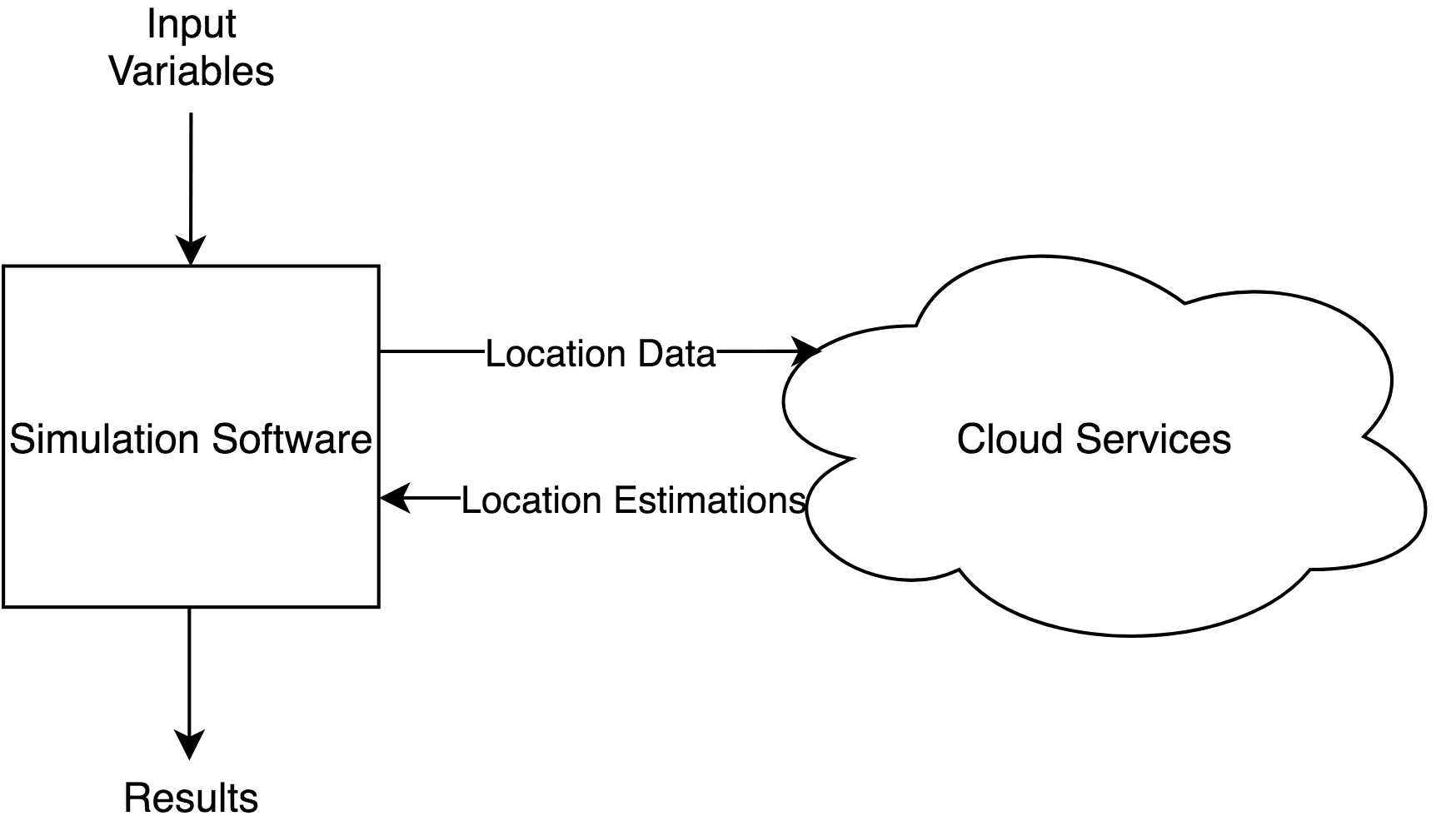


Fig. 6.6. Simulation Architecture.

The simulation software runs the simulation with based on the set of user inputs provided, supplying AWS with ‘real-time’ information during simulation. This real-time data comes from the smart devices being simulated, as they move around the simulated yard on predetermined routes they are continually scanning for other nearby devices and uploading data to AWS, just like real world devices would do.

When the simulation has ended, the simulation queries AWS for device location estimations, for every device in simulation. The location data returned from AWS is compared with actual location data the simulation has of every device and the resulting accuracy is displayed to the user.

## Simulation

Simulation software remains to be selected. Both AnyLogic and GAMA look particularly promising with AnyLogic seemingly having more use in industry and a greater variety of use cases. GAMA has the advantage of being open source, and as the simulator will likely need to be wrapped in a custom program this could prove useful as the source code is freely available for inspection and modification. Mode research is needed.

Simulation of asset movements is the interesting part of this project and will allow testing of the system and particularly guide development of features. Once simulations can be run, the potential of what can be experimented on and built is huge.

# Future Work

Future work could include further refinement of the algorithm and the use of more complex simulation to drive algorithm development.

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# Appendices