



RFID Applications: Paradigm change and its collateral effects on Middleware

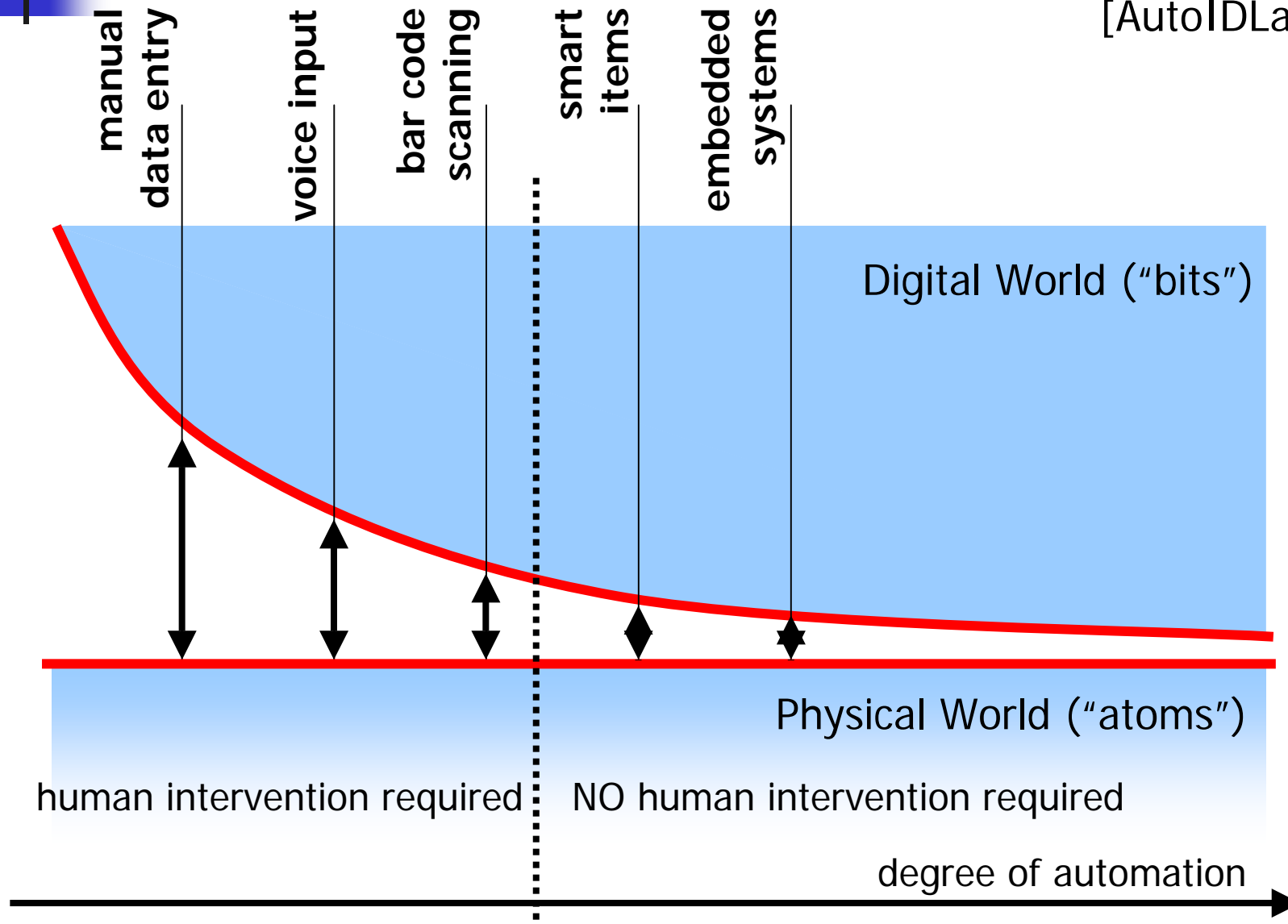
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Physical & Digital Worlds

[AutoIDLabs'04]





RFID – Use cases

- Badges/Smart keys
 - Grant or deny access
- Agriculture
 - Animal tracking
- Toll roads
 - Tracking and charging
- Asset Management
 - Tracking of rack-mounted devices in large comp-centers
- Maintenance
 - Aircraft – intelligent toolbox, catering cart tracking
- Supply Chain Mgmt
 - Inventory control
 - Logistics, tracking and tracing



RFID & Supply Chain Mgmt

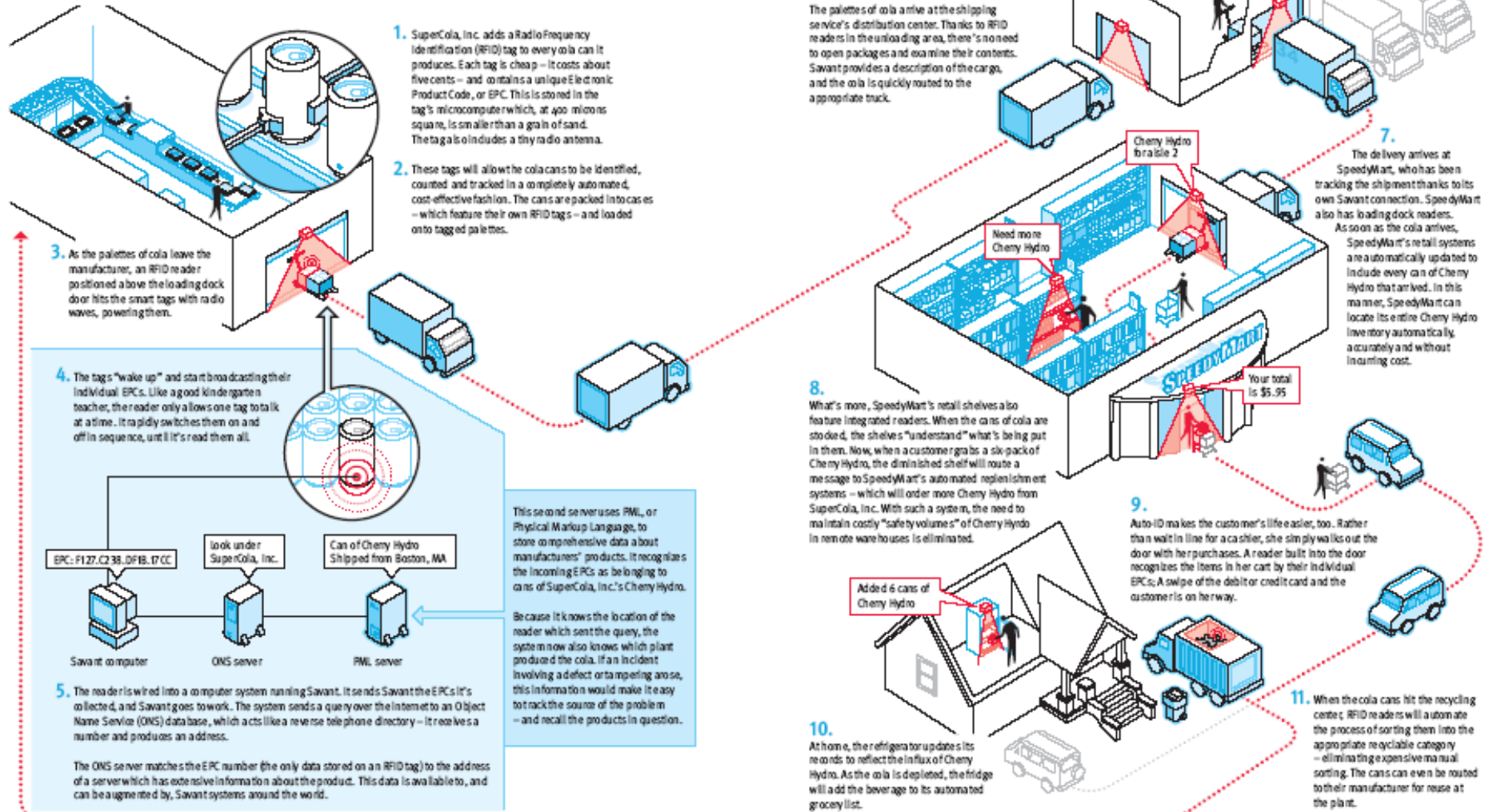
- Innovate ways to identify, locate and monitor goods as they travel through the supply chain of many industries
- First Benefits (business view)
 - Increase accuracy of orders
 - Reduce inventory handling cost
 - Improve inventory handling
 - Fewer misplaced items (in warehouse)
 - Reduce losses from theft (ca. \$31 Bi in 2002)
 - Real-time enterprise / Information on-demand
 - ...

RFID & Supply Chain Mgmt (cont)

HOW THE AUTO-ID SYSTEM WILL AUTOMATE THE SUPPLY CHAIN

EXPLANATIONSSM by XPLANESM

With Auto-ID technology, physical objects will have embedded intelligence that will allow them to communicate with each other and with businesses and consumers. Auto-ID technology offers an automated, numeric system of smart objects that revolutionizes the way we manufacture, sell, and buy products. Here's how it works:



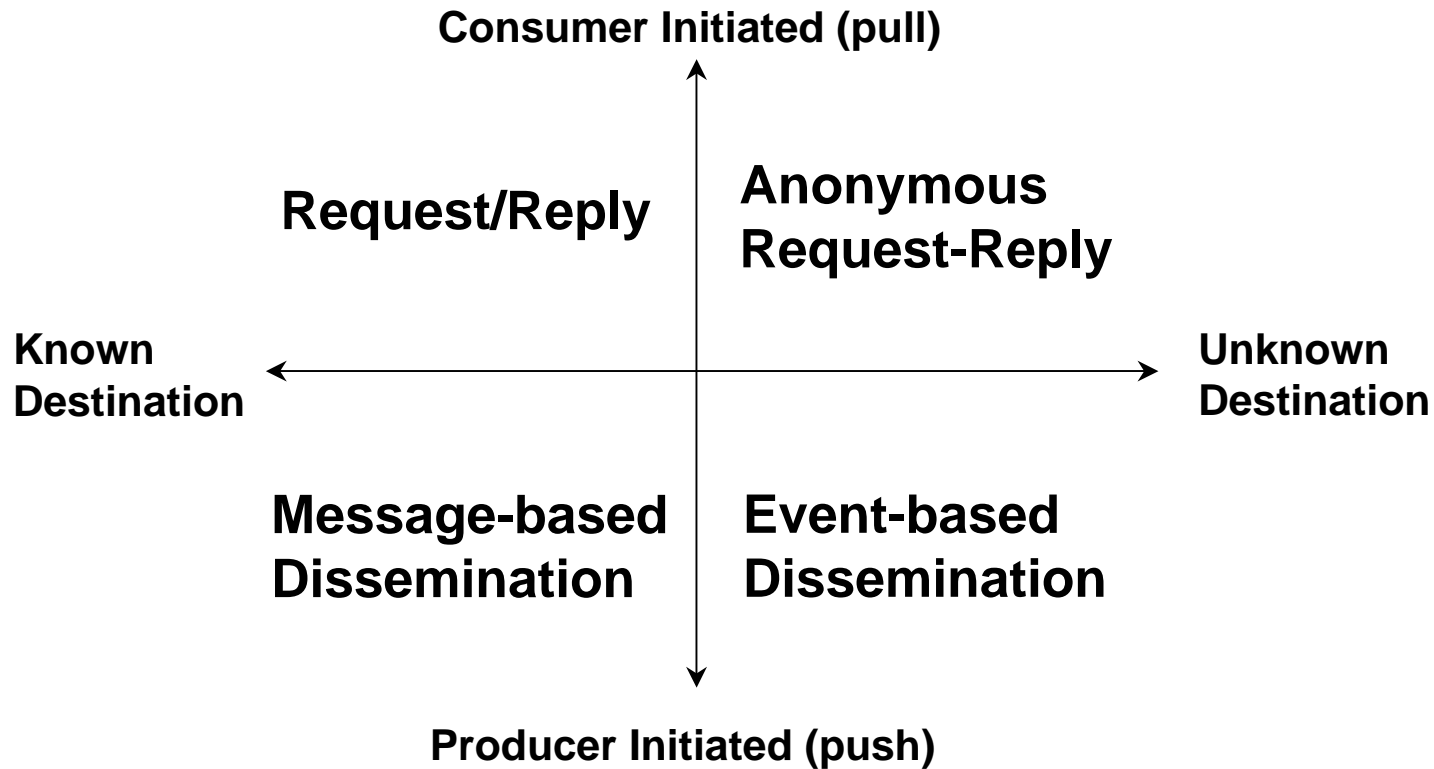


Traditional Applications

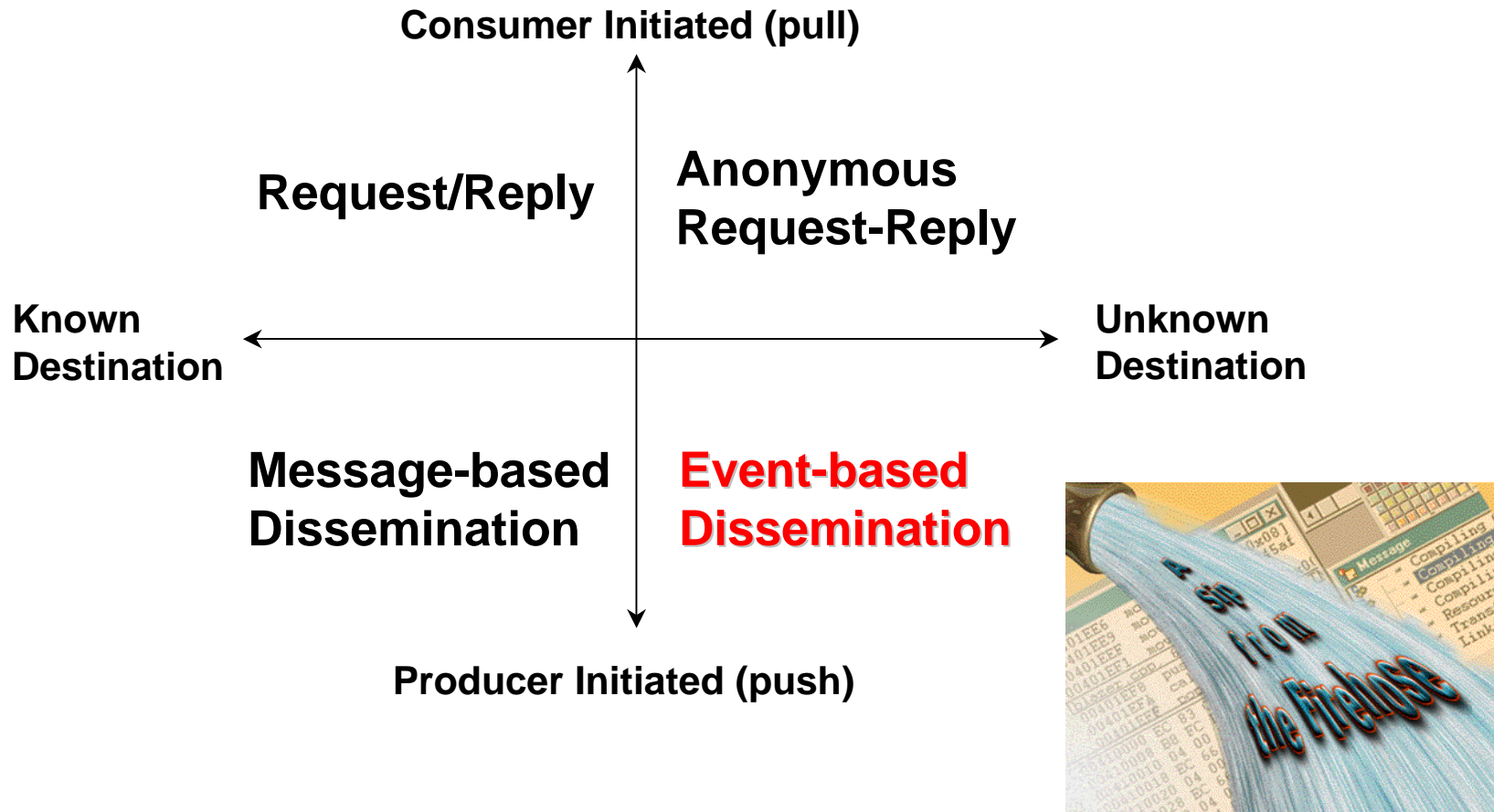
- Basically based on Request/Reply
 - Client application requests for data on a well-known source/database
 - It fits
 - the imperative nature of C/S paradigm
 - programming language abstraction
- Direct and synchronous communications
 - Enforces tightly coupling of communication parties
 - Limits scalability
- Clients pull remote data sources
 - Trade-off when data is dynamic
 - Polling limits accuracy of data
 - Short polling interval → waste resource
 - Long polling interval → increase update latency
 - Unnecessary resource consumption
- Need for asynchronous and decoupled operations



Modes of Interaction – Paradigm Change



Modes of Interaction – Paradigm Change



Information flows from producer to consumer



RFID & Supply Chain Mgmt (cont)

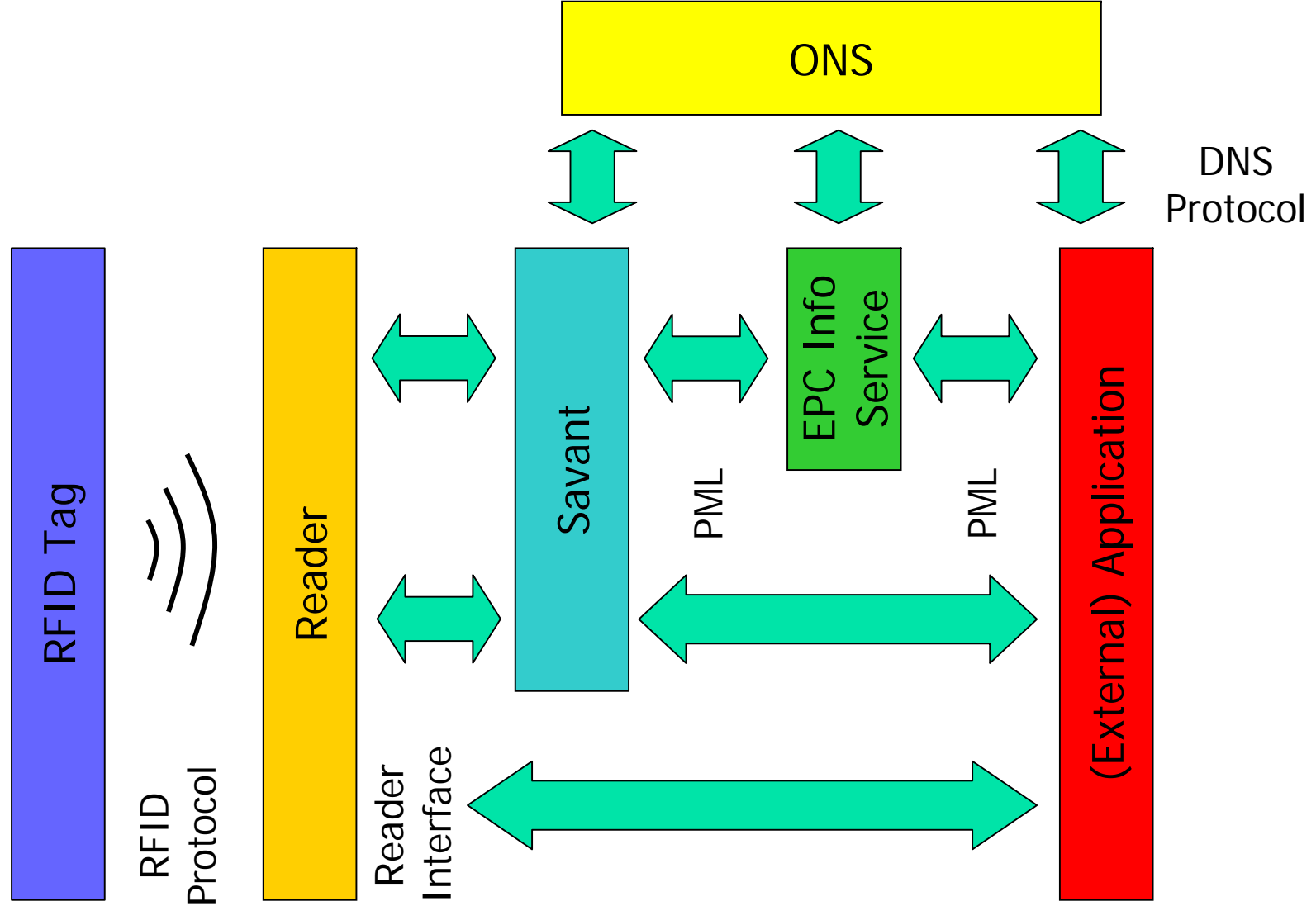
- ePC & RFID
 - ePC is stored in a RFID-Tag
 - Reader gets the message (ePC)
 - ePC needs to be disseminated and processed
 - Workflow, ERP, etc.
- It imposes challenges on the IT infrastructure
 - Data processing
 - Online handling of huge amounts of streaming data
 - Storage, network bandwidth & systems
 - Integration
 - DBs, data warehouses and enterprise apps



Middleware/Infrastructure

- From the software point of view
 - Data is no longer static: streams of data!
 - Data exchange across enterprise boundaries:
 - Data is generated along the supply chain
 - Transactions (workflows, etc)
 - Privacy aspects (who consumes which data)
 - Data needs to be disseminated proactively
 - From data producers to data consumers
 - 1-to-many communications
- Traditional Middleware (Request/reply) does not fit
- Event handling infrastructure is required

AutoID Software Infrastructure

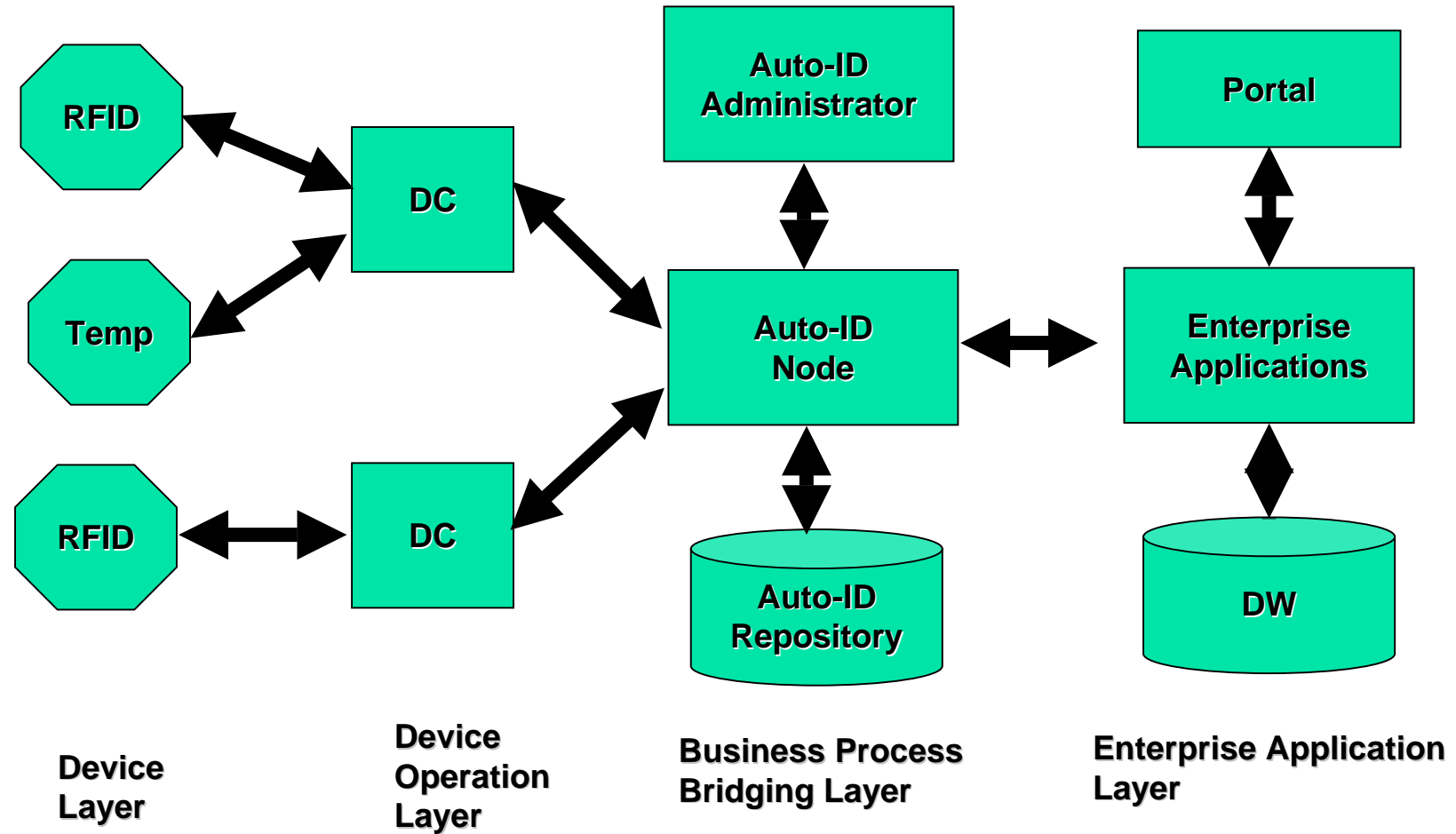




Savant

- Savant is the middleware component of the EPC Network
- Savant processes and distributes data/event streams
- Processing consists of filtering and aggregating
- Savant is a container for processing modules: standard and user-defined
- Version 1.0 only contains 2 standard modules: core and readerproxy
- Key point 1: readerproxy queries reader peripherals
- Key point 2: filtering and aggregation not implemented in Savant 1.0

SAP's Auto-ID Architecture



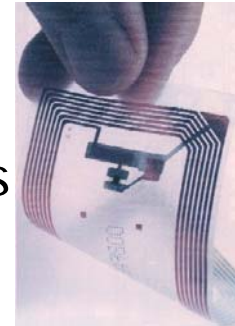


Challenges in RFID – Auto-ID Technology

- Scalability: throughputs of 60 billion items/yr, 100 msg/sec, 200 Bytes/msg, multiple DB updates/msg and multiple business proc./msg
- Efficient event filtering: duplicate elimination, selective message propagation
- Event aggregation: composition of related events (n objects/pallet, temp over time, temp/position/object ID)
- Flexible response at the business logic layer
- Distribution of system functionality: move filtering, aggregation and part of business logic to periphery
- System administration and test support

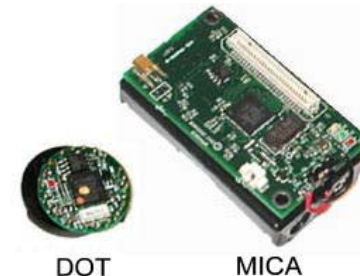
From RFID to Sensor Nodes – Convergence of Technologies

- Four classes of tags
 - passive transponders without memory (class 1)
 - passive transponders with memory (class 2)
 - semiactive transponders with on-board battery (class 3)
 - active transponders with integrated sensors (class 4)



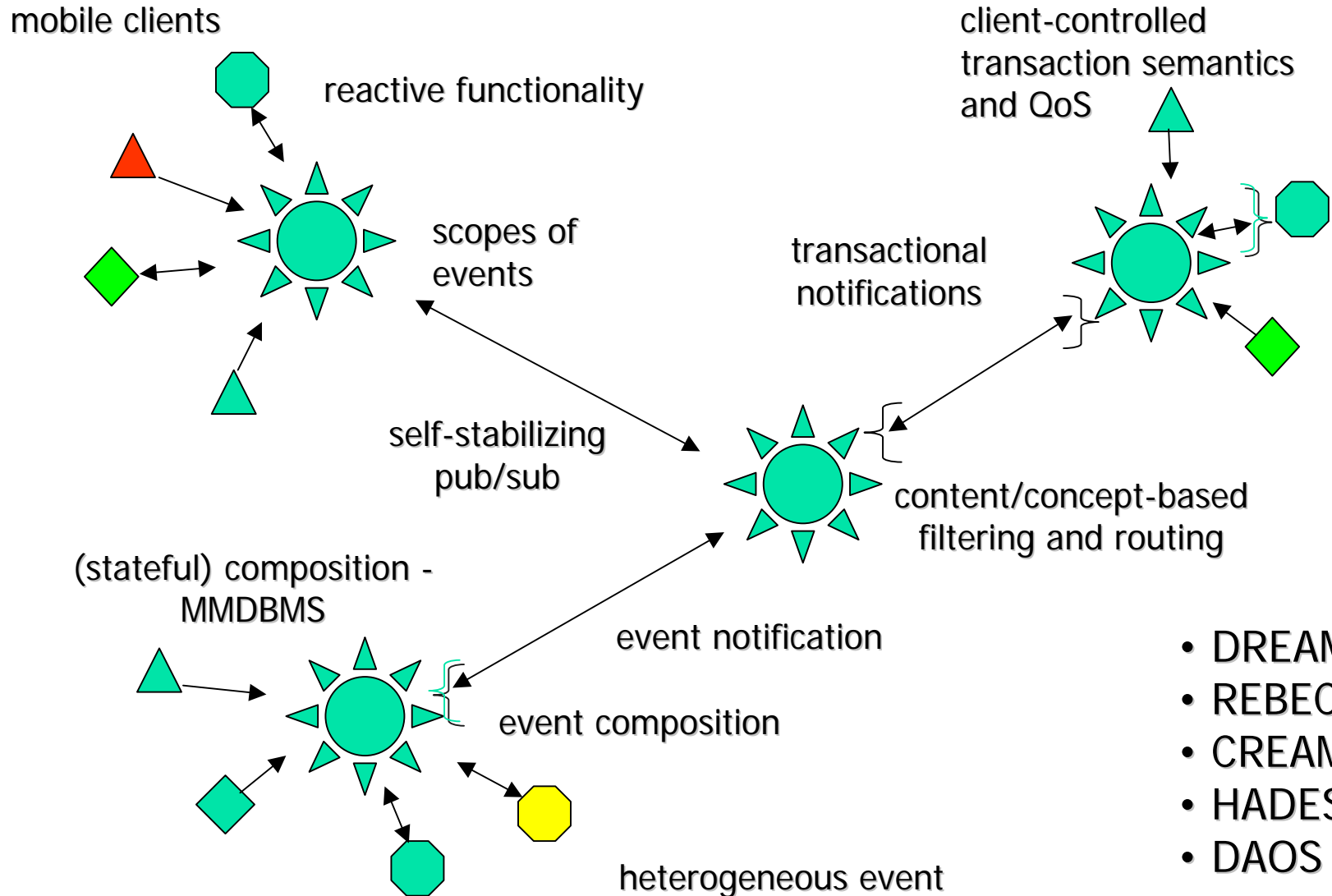
- Auto-ID Center developed base architecture and standards for passive RFID tags

- Research community has been moving fast
Wireless Sensor Networks (WSN) – mostly sponsored by DoD
- RFID tags are converging to WSN nodes



➔ middleware must cope with whole range

Event Handling Infra - Overview





Experience

- Heterogeneous data integration
- Notification Services
 - multi-hop transactions
 - routing efficiency
 - scopes
 - mobility support
 - scalability (P2P), ...
- Reactive Functionality
- Benchmarking for Enterprise Apps (J2EE)
- Workflow (& Web Services)



Performance

- Performance is a critical issue of Auto-ID systems
- Must reconsider architecture
 - move business logic to periphery (rule-engine on low-capability devices!!!)
 - move from RPC-like interactions to pub/sub
- Must benchmark existing systems



Ongoing Work – Benchmarking

- Simulation platform
 - Distributed injection of events
 - Different load generation levels
 - Data generation based on different distributions and scripts
 - Fault injection
 - Flexible data structures
- Also valid for stress tests on notification services



Ongoing Work – WSN Middleware

- Active RFID
 - WSN
 - Data is no longer aggregated at the edge (RFID readers)
- Event-based infrastructure
 - Additional challenges
 - Energy consumption
 - Broadcast-based networks
 - On-network aggregation
 - High rate of failures



Conclusions

- RFID and WSN are converging
- Current Auto-ID technology must be expanded to include
 - push-based communication
 - better event aggregation (at the periphery)
 - business logic at the periphery
- Benchmarks for expanded RFID technology and Auto-ID infrastructures are sorely needed