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COSS, ECDM, OIS, QoIS, SemWAT
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Advances in Conceptual Modeling – Theory and Practice

ER 2006 Workshops BP-UML, CoMoGIS
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Tucson, AZ, USA, November 6-9, 2006
Proceedings

 Springer

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Foreword to ER 2006 Workshops and Tutorials

Welcome to the workshops and tutorials associated with the 25th International Conference on Conceptual Modeling (ER 2006). As always, the aim of the workshops is to give researchers and participants a forum to discuss cutting-edge research in conceptual modeling, both in theory and, particularly this year, in practice.

The change in the nature of the ER workshops to be a balance between research theory and practice has been apparent for a number of years and shows the continual maturing of conceptual modeling over the past 25 years. Now in its silver anniversary year, the ER series continues to be the premier conference in conceptual modeling and the interest shown in the workshops is testament to this. In all, 39 papers were accepted from a total of 95 submitted, an overall acceptance rate of 41%.

The focus for this year's seven workshops, which were selected competitively following a call for workshop proposals, ranges from practical issues such as industrial standards, UML and the quality of information systems, through to workshops focused on managing change in information systems, geographic systems, service-oriented software systems and the Semantic Web. Four have been run previously at an ER conference, three were new this year.

- Best Practices of UML (BP-UML 2006)
- Conceptual Modeling for Geographic Information Systems (CoMoGIS 2006)
- Conceptual Modeling of Service-Oriented Software Systems (COSS 2006)
- Evolution and Change in Data Management (ECDM 2006)
- Ontologizing Industrial Standards (OIS 2006)
- Quality of Information Systems (QoIS 2006)
- Semantic Web Applications: Theory and Practice (SemWAT 2006)

This volume contains the proceedings from the seven workshops. Also included are the outlines for the three tutorials:

- Conceptual Modeling for Emerging Web Application Technologies - Dirk Draheim and Gerald Weber.
- State of the Art in Modeling and Deployment of Electronic Contracts - Kamalakar Karlapalem and P. Radha Krishna.
- Web Change Management and Delta Mining: Opportunities and Solutions - Sanjay Madria.

Although there was a lot to see, the scheduling of the workshops and the main conference were organized so as to maximize the opportunity for delegates to attend sessions of interest.

Setting up workshops such as these takes a lot of effort. I would like to thank the PC chairs and their Program Committees for their diligence in selecting the

papers in this volume. I would also like to thank the main ER 2006 conference committees, particularly the conference Co-chairs Sudha Ram and Mohan Tanniru and the conference Publicity Chair and Webmaster, Huimin Zhao, for their support in putting this programme together.

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BP-UML 2006 - Second International Workshop on Best Practices of UML

BP-UML 2006 was organized within the framework of the following projects: METASIGN (TIN2004-00779) from the Spanish Ministry of Education and Science, DADASMECA (GV05/220) from the Valencia Ministry of Enterprise, University and Science (Spain), and DADS (PBC-05-012-2) from the Castilla-La Mancha Ministry of Science and Technology (Spain).

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QoIS 2006 - Second International Workshop on Quality of Information Systems

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Quality-Driven Automatic Transformation of Object-Oriented Navigational Models*

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Abstract. Navigability is a main concern in the design of Web applications. In order to assess such navigability a number of measures has been proposed. From them, measures defined on conceptual models are specially relevant, as it is well known that high quality conceptual models are critical to the success of the deployed system. However, measurement methods associated to such measures, as well as the design modifications that need to be performed on the models in order to improve their values, are usually tightly coupled with particular Web Engineering approaches. This fact compromises their effectiveness and their propagation capacity to different environments and/or methodologies.

Our aim in this paper is to illustrate how navigability measures can be captured in a general manner. In this way, not only is it possible to define a reusable set of relevant measures for a given family of applications, but also such measures can be queried in the context of MDA transformation rules. These rules capture both the measure decision criteria and the design modifications that should take place if the measure value for a given navigational model does not match such criteria.

1 Introduction

The ever increasing complexity of Web applications has caused the Web Engineering field to evolve at an extremely fast pace. This discipline intertwines sound Software Engineering principles with a suitable set of abstractions, particular to the idiosyncrasy of the Web. However, the inclusion in the different Web Engineering proposals of guiding principles that contribute to guarantee that the resulting applications comply with a set of desirable quality characteristics is still a challenge for the field. In fact, up to now no significant relationship has

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been empirically demonstrated between the quality of the Web application and the fact that the designer has followed or not a given Web methodology.

In fact common practice in the field consists on the use of common-sense practices that are usually aimed at improving the interface usability. Although assessing quality at such a late stage of development can be useful, it is commonly avowed that early detection of problems in the artifacts produced in the initial phases of the life-cycle can save time, cut production costs, and raise the final desired product quality [5]. Aware of such potential benefits, the Web Engineering community has recently started to invest efforts in the inclusion of early measures to guide the construction of the different Web models, with special emphasis on domain and navigational models.

From them, domain models for Web applications hoard the highest number of early measure proposals [4]. Regarding navigational models, which are a distinctive feature of Web Engineering proposals, most efforts have been directed towards the promotion of a good use of the conceptual navigation constructs provided by each approach. For example, WebML defines a WebML Quality Analyzer [6] that is able to automatically check the XML specification of WebML conceptual schemas, and verify and measure some internal attributes, such as the consistency or completeness of the models. Similarly, UWE [3] pays special attention to usability, and recommends the integration of guidelines into both the design process and the CAWE tools that usually accompany Web proposals. Going one step further, the work of Abrahao *et al.* [1] proposes a set of measures that capture some available heuristics [9].

In fact, navigability is at the core of quality aspects such as usability or maintainability [1, 12, 2], as it is widely recognized that a good navigation design let users acquire the information they are seeking quickly and efficiently.

However, much work remains to be done. To our knowledge, all the proposed measures for Web models are tightly coupled with the Web Engineering approach for which they were defined. Unfortunately Web approaches usually greatly differ not only in notation but also in the semantics associated to the constructs, hampering the measure propagation to different environments and/or methodologies. Also, measures are usually defined and calculated in an ad-hoc manner, and the effects of the measure values on the models (that is, the actions the designer could perform in order to improve the model) are usually not specified.

Therefore, in this paper we aim at demonstrating how the definition of a navigational meta-model not only facilitates the understanding of the different Web approaches but also serves as a basis on which early measures for navigational models can be defined and calculated. For this purpose, in Section 2 we present a partial view of the OO-H navigational meta-model, as well as how navigability measures can be formally expressed over this meta-model by means of OCL expressions [14]. Also, we believe that the Web Engineering field can benefit from defining loosely coupled Web measuring models, that is, models that are applicable to a whole family of Web applications regardless of the chosen Web approach. Fortunately, we have at our disposal a Software Measurement Ontology (SMO) [7], and its corresponding meta-model that allows to derive concrete

measurement models. Our proposal in this sense is to instantiate a subset of this meta-model to express in an independent way a set of navigability measures. In Section 3 we illustrate this approach, and provide as an example a meta-model instantiation that reflects the navigability measure presented in Section 2. Last, we need a way to automate the evaluation/evolution of the navigational model depending on the chosen measures. For this purpose in Section 4 we use a QVT transformation rule [13] that, departing from the OO-H navigational meta-model and the SMO meta-model, generates a new OO-H navigational model that is checked against the quality decision criteria, which are also expressed in the meta-model instantiation. Section 5 concludes this paper with a summary of the main contributions and some future lines of research.

2 The OO-H Navigation Model

As we have stated above, it is well known that the improvement of the early artifacts produced in a development process has a great impact on the final product cost and quality [5]. Also, it is commonly avowed that, when developing Web applications, one of the most important early artifacts that must be produced is the navigational model. The Navigational model reflects the paths the user must follow through the information domain in order to achieve her goals. It is usually organized around navigational packages (also named contexts or targets in different approaches), each one encapsulating views defined over domain objects and paths to connect them. The names of the constructs, as well as their corresponding decorators, usually diverge from proposal to proposal, reflecting their different roots and degree of evolution. Due to this lack of a common Web conceptual ontology, it is highly recommendable for proposals to provide a navigational meta-model that systematically and unambiguously defines the concepts involved and their relationships, and facilitates in this way the communication among researchers and/or practitioners.

Such has been the approach taken by OO-H [8], a well known Web Engineering method whose navigational meta-model is partially presented in Fig. 1. Due to space reasons, we have intentionally left out details concerning service invocation, as well as the existing relationships with UML meta-classes.

In Fig. 1 we can observe how, as in most Web Engineering approaches, the main constructs of the OO-H Navigational Model are *Navigational Targets (NT)*, *Navigational Classes (NC)*, *Navigational Associations (NA)* and *Navigational Collections (C)*. A Navigational Target is a packaging mechanism that serves to structure the navigation through the application subsystems. Navigational Classes are views over conceptual classes, and reflect the information that makes up the current view together with the operations that can be invoked from each view. Navigational Associations reflect navigation steps through the information. Last, Navigational Collections are access mechanisms (menus) that group together navigation paths.

To illustrate their use, let's imagine that we want to model a Ticket Sales system. A Navigation Model corresponding to this system is presented in Fig. 2.

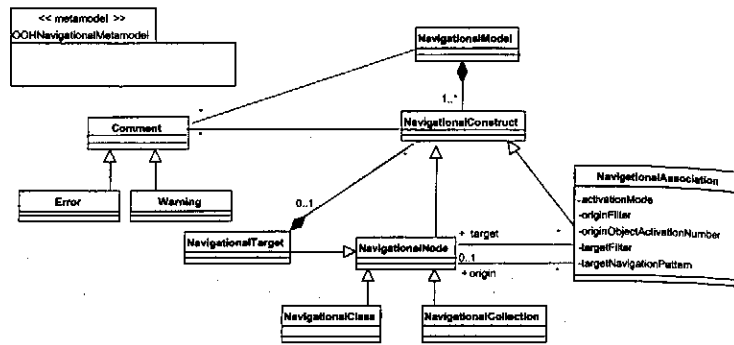


Fig. 1. Partial View of the OO-H navigational meta-model

The partial navigation model of Fig. 2 reflects a system whose navigation is organized around many NT (e.g. *User Registration*, *Shopping Cart*, *Show Details*, and so on), each one encapsulating the navigation paths needed to fulfill a subset of system requirements.

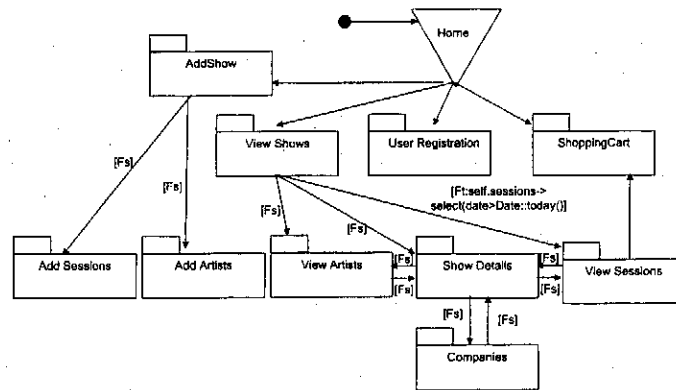


Fig. 2. OO-H Navigational Model corresponding to a Ticket Sales system

The different NT are accessed via a *Home* Collection that, depicted as an inverted triangle, represents the application main menu. The NT and the Home collection are connected by means of NA which may have one or more *Filters* associated. Filters are OCL expressions that constrain navigation. In OO-H, filters can be either user-defined or automatically generated, based on the domain

conceptual associations. In our example, the NA between *View Shows* and *View Artists* is an example of NA adorned with a predefined (structural) filter (Fs): the filter extracted from the relationship between shows and their corresponding artists. On the other hand, the filter *self.sessions->select(date>= Date::today())* that adorns the NA between *View Shows* and *View Sessions* is an example of target filter (Ft) that restricts the set of target objects to those sessions that have not yet taken place. In fact Fig. 2 represents one of the most evident mistakes novice web designers make when first designing Web applications using OO-H: they tend to define a new NT for each requirement, instead of performing a previous grouping task. This causes a poorly structured navigational tree and augments the model complexity. In fact, the impact of the number of NT on the model complexity has already been assessed in [1], through the Number of Navigational Contexts measure. For the sake of coherence with OO-H, in the remaining of the paper we have renamed this measure *Number of Navigational Targets* (NNT). Up to now, this measure could be defined in the context of the VisualWADE tool, the Computer Aided Web Engineering (CAWE) tool that supports OO-H, as follows:

```

context NavigationalModel
def NNT: Integer = self.navigationalConstruct->select(oclIsTypeOf
    (NavigationalTarget))->size()
    
```

At this point we face a problem: if little work has been done on validating the impact of measures on navigability, much less has been done on assessing threshold values for such measures. However, for the sake of the example, let's assume that, for this kind of application, the famous Miller's 7+-2 rule [11] is applicable, that is, we do want a navigational model that neither is too scattered (more than nine NT) nor too compressed (less than four NT). This restriction may be expressed as follows:

```

context NavigationalModel
inv notTooManyNT: NNT < 10
inv notTooFewNT: NNT > 4
    
```

If we look back to Fig. 2 we can observe that the *notTooManyNT* invariant is not fulfilled, what in VisualWADE would cause a warning to be raised. Although this approach works well for prototypical development, it is tightly coupled with OO-H. This causes that OCL rules associated with the OO-H meta-model may need to be changed whenever we change the kind of application we are modelling (as measures that are relevant for a certain family of applications may not be applicable to others). Therefore we propose to go one step further, and provide a way to define measures that is independent from the chosen methodology and its corresponding meta-model, facilitating reusability.

Next we explain how we can achieve this goal.

3 Adaptation of the SMO to Navigational Models

The homogenization and systematization of the concepts that are relevant for a given domain is a goal that has been achieved through a number of ontologies,

defined as formal explicit specifications of a shared conceptualization. Their many advantages have decided us to adhere to the SMO presented in [7] (see Fig. 3) for the description of the navigational measures that are applicable to a given family of Web applications.

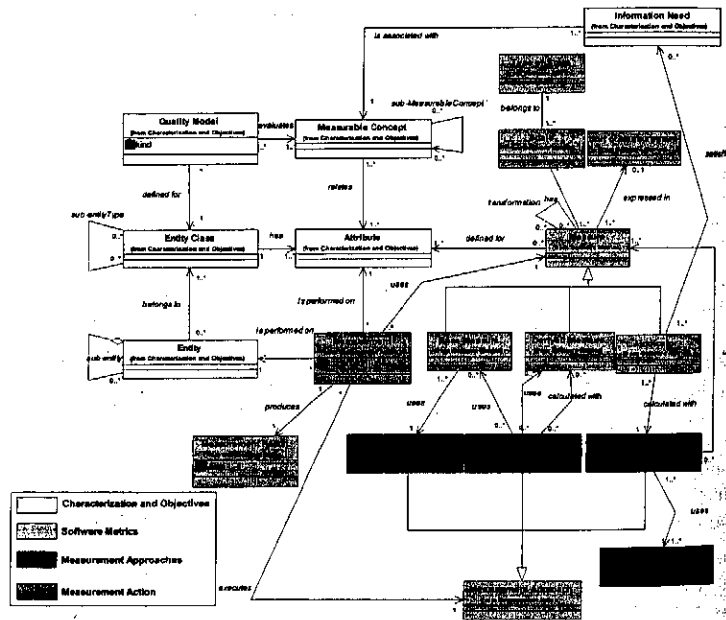


Fig. 3. UML Class Diagram of the Software Measurement Ontology (SMO)

The SMO ontology is divided into four sub-ontologies, as we can observe in Fig. 3. Such sub-ontologies are: (1) the way of measuring (*Measurement Approaches*), (2) the action of measuring (*Measurement*), (3) the result obtained (*Software Measures*) and (4) the concept and context of measure (*Characterization and Objectives*). Each sub-ontology provides a set of concepts, some of them optional, that may contribute to the definition of the measure. Due to the relevance of deriving concrete measurement models, a meta-model has been defined based on SMO. This meta-model is divided in four packages, one related to each sub-ontology. The fact that our measuring model is based on an ontology-aware meta-model makes it shareable among Web proposals. Next we present the way in which we can instantiate the SMO meta-model to reflect our NNT measure example.

3.1 Ontology-Aware Measuring Meta-model Instantiation

As the reader may have already inferred, the definition of the NNT measure (see Fig. 4) corresponds to the need to *assess the navigability of the Navigational Model*. In order to fulfill this **Information Need**, our measure is part of a *OO-H Quality Model* that gathers all the measures, decision criteria etc. that are applicable to any OO-H entity. This model is aimed at evaluating the *navigability Measurable Concept*. The *OO-H Quality Model* is made up of a set of **Attributes**, among which the *Navigational Complexity* is the one related with the NNT measure. All these concepts correspond to the Characterization and Objectives package that reflects the namesake sub-ontology that we presented in Fig. 3.

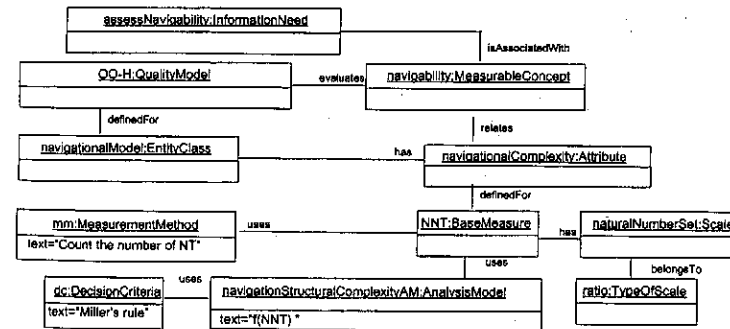


Fig. 4. Ontology-aware measuring model that reflects the NNT measure

Also, we need to express that the afore mentioned *Navigational Complexity* attribute is going to be measured, among others, with the aid of the *NNT Base measure*. The fact that the measure is of subtype *Base* implies that it does not depend on any other measure to calculate its value. Also, we want to express that the value of the NNT measure belongs to a *natural number Scale*, of *ratio Type of scale*. The *Measurement Unit* would be the *Navigational Target*.

Last, we need to express that the *Measurement Method* used to calculate the NNT measure consists on counting the number of NT that a given navigational view includes.

Also, we need to specify the *Analysis Model*, that includes a set of *Decision Criteria*. In our example, as we have just defined one measure, our Analysis Model assesses navigability just depending on the value of the NNT measure. The Decision Criteria on its turn establishes that a good navigability value has to comply with the Miller's rule, what implies that, in order for the model to be not too trivial nor too complex, the NNT must be between five and nine. Once the NNT measure has been defined, it is time to see how we can apply it to a given navigational model, such as the one presented in Fig. 2.

4 Automation of Measures

One of the main advantages of the measuring model presented in Fig. 4 is its capacity of reuse, as it does not assume any particular Web Engineering navigational meta-model. However, in order to be able to apply a given measure to a concrete navigational model, such connection needs to be established. This can be easily done if we regard a navigational model as a subtype of the concept **Entity Class**. This connection opens the path to the application of a Model-Driven Engineering approach [10] to automate the navigability assessment.

Back to our example, in Fig. 2 we can intuitively observe how the OO-H navigational model does not fulfill the rule of 7+-2 navigational targets. Therefore an expert designer would manually restructure the application to fulfill such rule. The automation of this process can be achieved by means of a set of transformation rules that, expressed in QVT [13], allows to encapsulate all the knowledge particular to a given Web Engineering approach (in our case OO-H).

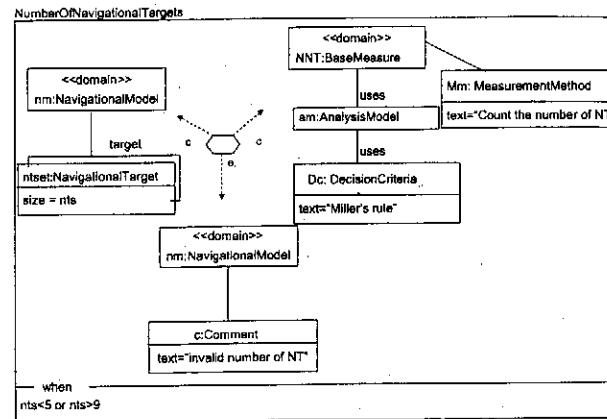


Fig. 5. QVT Transformation rule that checks OO-H navigational models for Miller's rule violations

Let's illustrate this approach by depicting a possible transformation rule that counts the number of NT for the navigational model of Fig. 2 and annotates the model if the decision criteria is not fulfilled (see Fig. 5).

In Fig. 5 the QVT graphical notation for the *NumberOfNavigationalTargets* relation is presented. This transformation rule involves two checkonly (c) domains: the *NavigationalModel* domain (root for the OO-H meta-model) and the *BaseMeasure* domain (defined in the context of the measuring meta-model). First, the transformation rule checks whether the NNT measure is relevant

for our navigational model, and whether Miller's decision criteria is applicable. This will be evaluated to true if the corresponding objects are present in the measurement model (meta-model instantiation) that we have previously defined (see Fig. 4). Then we must calculate the actual number of NT included in the navigational model under consideration. In OO-H this value can be established by simply counting the number of NT associated to our Navigational Model. The transformation rule stores this value in the *nts* variable. The adaptation of Miller's rule to the OO-H meta-model is established in the *when* clause of the transformation. This clause indicates, also in OCL-like syntax, that the transformation rule must be activated only if the number of NT is erroneous. In this case, the desired action is to enrich the OO-H model with a comment, associated with the whole model, that warns the designer about the violation of the rule. We specify such action on a third enforceable (e) domain (again the OO-H *NavigationalModel*). More transformation rules can be defined in this general way, making up a repository of measuring transformation rules.

We would like to stress the fact that the decision whether or not a particular rule is relevant for a given application will be taken once the measuring meta-model has been instantiated for such application. If the measuring structure reflected in the transformation rule is present in the meta-model instantiation, the rule will check whether the decision criteria is met, and will take any desired action if this is not the case. Although in our example the action has consisted on simply annotating the model, more sophisticated transformation rules could be defined to automatically generate a new model that does comply with the measuring criteria.

5 Conclusions and Further Work

This paper has presented a way to define a reusable measuring model that, based on the SMO meta-model, can be integrated into any particular Web Engineering approach. Also, it has demonstrated how the instantiation of this meta-model can participate in the quality assessment of particular navigational models, becoming a discriminator to decide whether or not a given QVT transformation rule, defined as part of a transformation rule repository, is applicable. Such transformation rules are the only elements that are aware of the specific Web Engineering meta-model that is being used, encapsulating in this way the specific knowledge. Besides, these transformation rules automate the measurement process, as well as the annotation/modification of the corresponding navigational models (if necessary) depending on the established measuring decision criteria. We would also like to stress the fact that the explicit consideration of ontologies (SMO) and standards (UML, OCL, QVT) whenever possible improves understandability and reusability of the approach. At this moment efforts are being made towards the definition of transformation rules that not only annotate but also modify in a sound way the OO-H navigational models. Also, intensive work is being performed on the OO-H CAWE tool to provide full support to this proposal.

Last, we would like to stress how, as soon as the Web Engineering community reaches an agreement regarding a common meta-model for Web application development, not only the meta-model instantiation but also the set of defined transformation rules will be able to be seamlessly reused among approaches.

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