Eclipse Europe in 10 Minutes (4ʳᵈ Edition)

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November, 2008

Keep It Short
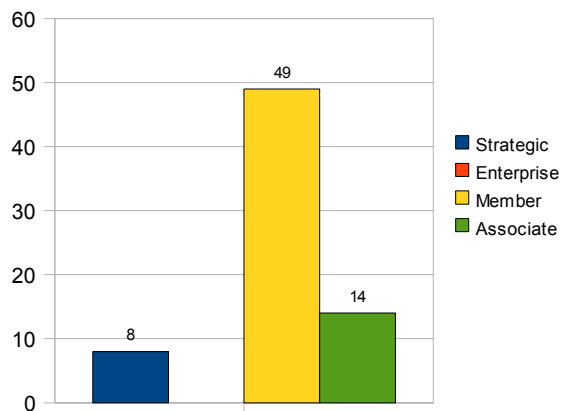
- Membership

- Events

- Summit
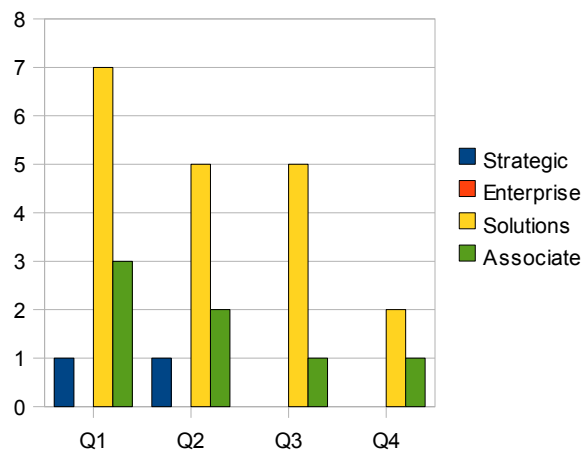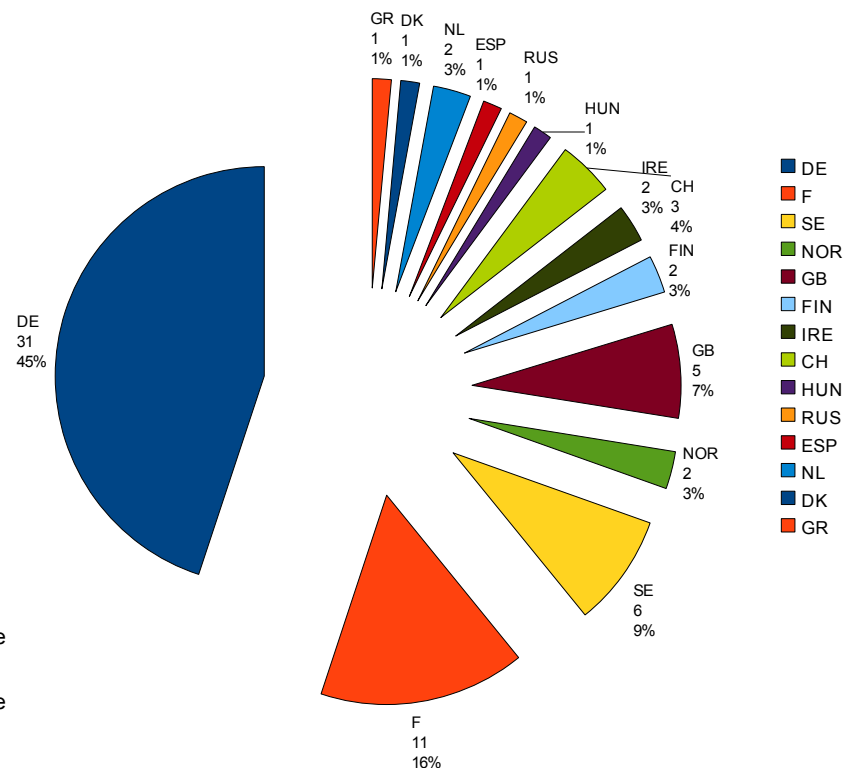
- Challenges Ahead

Membership

Members by Class

- Strategic
- Enterprise
- Member
- Associate

Growth by Quarter

- Strategic
- Enterprise
- Solutions
- Associate

Members by Country

- DE
- F
- SE
- NOR
- GB
- FIN
- IRE
- CH
- HUN
- RUS
- ESP
- NL
- DK
- GR

DE 31 45%
F 11 16%
SE 6 9%
GB 5 7%
NOR 2 3%
FIN 2 3%
CH 3 4%
IRE 2 3%
HUN 1 1%
RUS 1 1%
ESP 1 1%
NL 2 3%
DK 1 1%
GR 1 1%

Events

- Major Events
    - JAX-Eclipse Forum Europe (Software und Support Verlag) / April 2008
    - W-JAX (Software & Support Verlag) / Nov 2008

- Eclipse Days

    - Toulouse (Fr), May 2008
    - EclipseIST (Tur), April 2008
    - Eclipse Banking Day, September 2008
    - Paris (Fr), October 2008
    - Bari (It), UoBari, November 2008

- Codecamps!

- Stammtisch (Regular's Table)
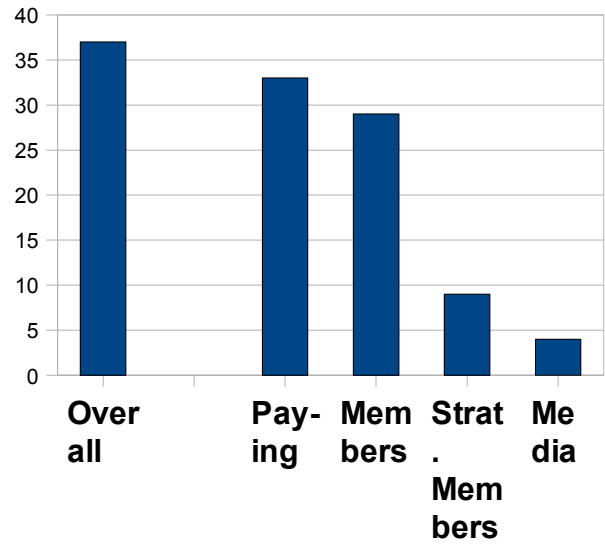   - Everybody likes it!
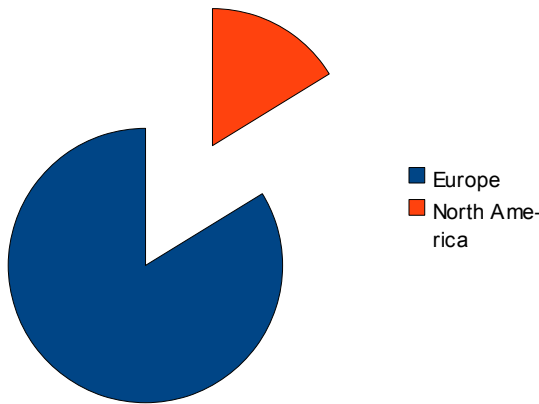
Eclipse Summit
Nov 19-20,2008

Summit Info

ESE Sponsors
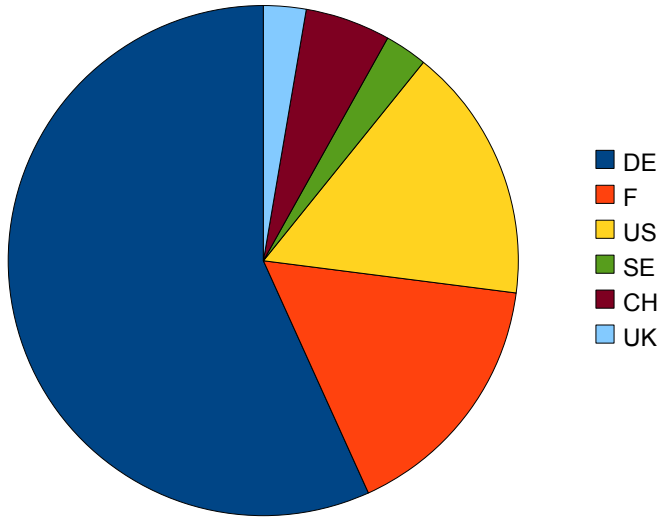### as of 17 Nov 2009

Bar chart categories: Overall, Pay-ing, Members, Strat. Members, Media

Sponsors by Country

Legend:
- DE
- F
- US
- SE
- CH
- UK

Legend:
- Europe
- North America

Progress on Integrated Software Development Tools

Carmakers Consider Open Source and Commercial Solutions

Software is the means by which a carmaker can stand apart from other carmakers. Carmakers who get software development right are able to bring new and better features and functions to the market faster and at lower costs than those who don't. And as software com-

BMW Leads Open Source Infotainment Initiative

Daimler On Board; GM and PSA Will Probably Join

Already in hypercompetitive mode, the infotainment industry is facing further upheaval following BMW's recent announcement that it has joined with Intel, Wind River and others in an effort to promote an open source infotainment and communications system platform based on Linux. A viable open source platform will force infotainment suppliers to change the

Because it takes way too much time to develop new infotainment features and functions, embedded systems today tend to be not only much more expensive than they should be, but also lacking in the most up-to-date technologies.

Embedded infotainment systems, with their big displays and driver-safe interfaces, need to be periodically updated to keep pace with the latest portable consumer electronics they are supposed to

Progress on Integrated Software Development

BMW Leads Open Source

Carmakers Consider Open Commercial Solutions

Software is the means carmaker can stand apart carmakers. Carmakers w development right are ab and better features and f market faster and at lowe those who don't. And as

customization, configuration and maintenance costs.

OSEE is an open source development project under the Eclipse Foundation, a consortium of major software vendors, corporations and academia focused on developing a universal platform for software development tools.

Carmakers facing the enormous challenge of disconnected software development tools are considering two possible solutions: 1. Participate in an Eclipse Foundation open source project to develop an integrated tool chain, or 2. Purchase a new tool environment for managing the engineering process, for example, Vector Informatik's eASEE.

Eclipse Foundation Open Source Tool Integration Project

Ralph Müller, the Eclipse Foundation's director of Ecosystems Europe, has been talking to carmakers and suppliers about forming an automotive core group that would develop an open source framework for an integrated tool chain based on pre-

bidirectional traceability throughout the development V model.

Benefits of Cooperating on Eclipse Open Source Tool-Framework Projects

◆ Projects can progress even as team participants change.

◆ Participants collaborate on infrastructure technology where they don't necessarily compete.

◆ No royalties are due.

◆ Lessens the need to rely on a proprietary tool from a company that could go out of business, taking the intellectual property with them.

◆ Tools built to run on the platform are far less expensive to integrate, and they have the same look and feel.

◆ Standardizing by actual implementation is a faster, more direct path than first writing standards.

◆ Lowers entry barriers so more suppliers can participate.

◆ Makes use of the Eclipse ecosystem of suppliers and service providers.

◆ A majority of the toolmakers serving the auto industry already use aspects of the Eclipse platform.

Autosar infrastructure elements that each tool must fulfill and share them. It lowers the initial hurdle for each tool developer. They can then more easily design the tool extensions they need," he explained. Dr. Heinecke heads BMW's Car IT subsidiary.

In a paper delivered at the Embedded Real Time Software Congress in Toulouse, France, January 2008, Dr. Heinecke and his coauthors had high praise for Eclipse: "Eclipse is one of the most successful open source projects around. ... [It] is such a convenient starting point for developing applications, more and more people use it, extend it, and themselves contribute their extensions back to the community so that the Eclipse core grows in functionality and quality. Those success factors of Eclipse could be applied to an open Autosar tool framework as well."

But Autosar will not take the classic open source approach. Rather, it will limit some of the intellectual property associated with the tool to Autosar members, because only Autosar members are legally

Done!