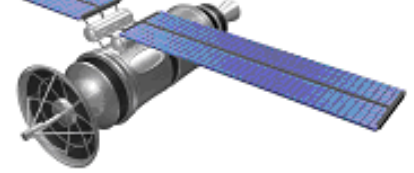


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The Global Semiconductor Industry Analysts

FH MONDAY

25 January 2016

BMW, Viessman form energy storage company

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TALK TO US



Young people worry about losing their jobs to robots

Machines will take over the jobs of many workers within a decade. This is the belief of four out of 10 young people, according to a Reuter's report of an international survey.

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Alarming high recall rate drags automotive safety

Germany-based Centre of Automotive Management has revealed something that the automotive industry as a whole should spend a considerable time sitting down on for a solid solution.

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BMW, Viessman form energy storage compan

German carmaker BMW has formed a joint venture with heating systems vendor Viessmann Group to offer energy management solutions and related consulting services.

Under the name Digital Energy Solutions, the strategy of the new company will pursue an overarching approach that spans disciplines like electromobility, electric power, air conditioning and heating. For the time being, the offer is directed to small and medium-sized companies in Germany and Austria.

BMW contributes its expertise in electromobility as well as its charging infrastructure access service ChargeNow – according to the carmaker, ChargeNow is the largest service of its kind in the world. In addition – and this is actually the more interesting part of the equation – the new company plans to establish a business field that integrates high-voltage batteries into smart, stationary energy storage systems.

Wireless charging OTA expected in a decade

During the recent DesignCon, a speaker said the future of wireless charging isn't current coil-based systems. In fact, standardisation won't drive this kind of wireless charging adoption among consumers. While the large industry groups such as AirFuel Alliance and the Wireless Power Consortium (WPC) battle for wireless charging dominance in furniture and cars, the answer is in the air.

Existing wireless charging systems that use magnetic induction or resonant technology typically require plugging a mat in to the wall. Those systems also require users to place their device on a specific spot and have sub-optimal charging efficiency, "It's not really revolutionary," said Meng He, Maxim Integrated's power product executive business manager.

Microsoft to donate \$1B cloud resources to NGOs, researchers

Microsoft plans to donate \$1 billion in cloud-computing resources to non-profits and university researchers over the next three years, according to the company's CEO Satya Nadella.

With additional support from Microsoft Research and Microsoft Business Development, the donation will be coursed through the company's philanthropic arm, Microsoft Philanthropies, a month-old organisation that aims to drive digital inclusion.

Nadella said the programme has a three-pronged commitment: first, to bring the cloud to 70,000 non-profits over the next three years; second, to serve 900 university researchers with Microsoft Azure; and, finally, to expand broadband for 20 communities in 15 countries.

Young people worry about losing their jobs to robots

Machines will take over the jobs of many workers within a decade. This is the belief of four out of 10 young people, according to a Reuter's report of an international survey.

Close to half of young workers surveyed in Western countries said the demands of their jobs were greater than what their education prepared them for. This is especially true in Europe where skills gap is widest, according to a poll commissioned by Indian business and software services firm Infosys.

Globally, about eight out of 10 people said they had to learn new skills that were not taught them in school. In addition, fast technological change—or the threat of being replaced by robots or smart systems—forced them to acquire additional skills to compensate.

Alarmingly high recall rate drags automotive safety

Germany-based Centre of Automotive Management has revealed something that the automotive industry as a whole should spend a considerable time sitting down on for a solid solution. The organisation has revealed that after a negative record in 2014, when in the U.S. 108 million vehicles were called back into the garages, 2015 again saw a very high number of call-back actions. Making things worse than it is, the number one problem was the safety technology.

According to the study, faulty safety equipment in the cars was by far the most numerous reason for car vendors to launch a call-back campaign. In particular the defective airbags sold by Japanese supplier Takata contributed to the high number of vehicles affected. Overall, safety-related problems accounted for 60.1 per cent of all recalls.