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Editor's Choice



FILE PHOTO: People participate in a Women's March to protest against U.S. President Donald Trump in New York City, U.S. January 21, 2017. REUTERS/Stephanie Keith/File Photo



Federal workers left unpaid or furloughed collect a free bag of groceries from Kraft Foods on the 27th day of the partial government shutdown in Washington



Jan 5, 2019; San Jose, CA, USA; An overall view of the arena during the College Football Playoff Championship Media Day at SAP Center. Mandatory Credit: Kyle Terada-USA TODAY Sports



A Brexit supporter wears a tie with pro-Brexit pins as she arrives for a "Leave Means Leave" rally in London, Britain January 17, 2019. REUTERS/Simon Dawson



Backstage at Edward Crutchley catwalk show at London Fashion Week Men's



Russian President Vladimir Putin stands during his visit to the St Sava temple in Belgrade



A Cuban reads the final draft proposal of changes to the constitution, in Havana



People wearing protective masks arrive to a place near a landslide at rubbish landfill in Alpacoma, near La Paz, Bolivia, January 17, 2019. REUTERS/David Mercado



Hopping into an Uber or a Car2Go is a great way to get around. Unfortunately, hackers agree, exploiting weaknesses in apps to go on “phantom rides” with someone else’s profile. From such trips—like a man in Australia who went on more than 30 free drives on the GoGet car-sharing platform before being arrested—to vehicle theft and taking wireless control of cars, reported attacks on smart cars have ballooned six-fold over the past four years, according to research from cyber-security platform Upstream Security Ltd.

**Hacked Wheels**  
As more cars connect to the web, cyberattacks go through the roof security measures after a liWhile companies have taken note, with Daimler AG’s Car2Go car sharing beefing up mited number of accounts were hacked, risks around vehicle cybercrime are only going to get worse. Connected cars are forecast to double to 775 million by 2023, according to Juniper Research, enlarging the pool of convenience features like keyless entry, apps to turn on heating remotely and smartphone connection via bluetooth. Hopping into an Uber or a Car2Go is a great way to get around. Unfortunately, hackers agree, exploiting weaknesses in apps to go on “phantom rides” with someone else’s profile.



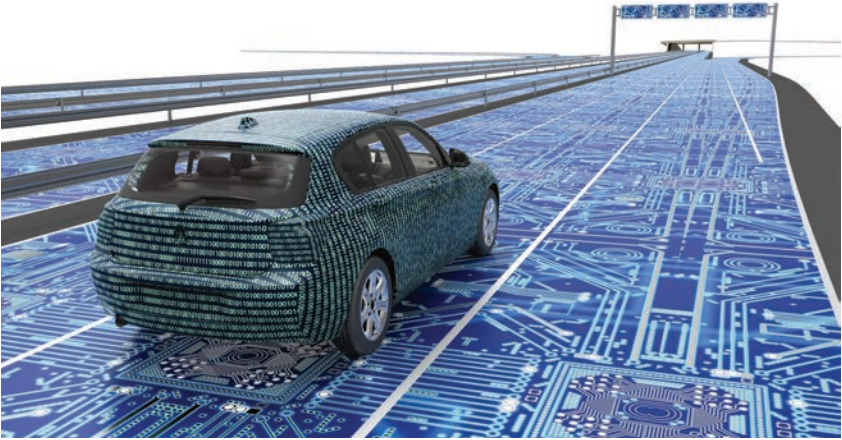
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Carmakers Are Beefing Up Security Measures  
As Hackers Take Smart Cars For A Ride

Your High-Tech Car Is  
A Magnet For Hacking

Compiled And Edited By John T. Robbins, Southern Daily Editor



ness earnings, theft, data privacy or property damage.”

**Getting In**  
Hackers target many weak spots in cars to gain access Carmakers from Mercedes-Benz maker Daimler to Toyota Motor Corp. are pursuing digital services as potentially lucrative additional sources of revenue, as well as keeping pace with growing competition from the likes of Uber Technologies Inc. Daimler and BMW AG are in the process of combining their car-sharing platforms, to build a far broader suite of services including a ride-hailing app, electric-car charging and digital parking services.



Car-sharing platforms lack adequate protection, said cybersecurity and anti-virus provider Kaspersky Lab after testing 13 apps from Russia, the U.S. and Europe. Most of them allowed for weak passwords, didn’t protect against reverse engineering, and failed to stop phishing attempts, according to a July report that didn’t name the services tested.

**Valuable Access**  
Controlling car systems, auto theft and data access are the main reasons for hacks In the race to thwart cybercriminals, carmak-

ers regularly invite software experts to test the robustness of their setups. While phantom rides are relatively harmless, hacks can be far more dangerous. In 2015, Fiat Chrysler Automobiles NV recalled 1.4 million cars and trucks after Wired magazine published a story about software programmers who were able to take over a Jeep Cherokee it was driven on a Missouri highway. Uber, the ride-hailing app that’s preparing a public share sale, says it has introduced security features like two-step log-in verification, since fraudsters in China used fake accounts to go on free rides. “We have entire systems and organizations at Uber that are able to detect this kind of fraudulent activity,” Uber told Bloomberg News in a statement. “Criminals will keep trying new ways to get what they want and we need to constantly respond to their evolving techniques. Fighting fraud never ends.”



The Industry Fights Back



An F-25 fighter Jet. “Fleet hacking is a lot more tractable than a lot of people realize,” Witten says.

Many people agree with him. Elon Musk believes it will be a particularly serious problem when autonomous vehicles become more widespread. “I think one of the biggest risks for autonomous vehicles is somebody achieving a fleet-wide hack,” he said at the National Governors Association meeting last summer. The federal government has also started to take notice. The Department of Homeland Security (DHS) and the Department of Transportation (DoT) have been working on cyber security for the federal government’s fleet of vehicles.

**What Can Be Done About It?**  
What to do if you’re worried about getting hacked? First, check to make sure that your car’s software is updated by checking with the dealer. Many carmakers are in the process of fixing vulnerabilities in vehicle software. Some are able to fix those vulnerabilities with updates sent “over the air” using the cellular network, but other automakers can only fix such vulnerabilities when the vehicle is brought in for regular maintenance. Still, with so many attack vectors, nothing is perfect. In addition to cellular modems that are needed to save lives through Automatic Crash Notification (ACN), some of the risks to the vehicle might be in the supply chain itself.



The answer, according to Witten, is that auto makers need to recognize the dangers of fleetwide hacking, and build wide-ranging security into cars, including a comprehensive security architecture, cryptographically protecting communications into and out of automobiles, working in concert with network operators who supply cars’ connectivity, and building a vehicle security operations center where analysts can hunt security threats on at a fleetwide scale, and other systemwide protections. “You’ve got to do all that, and also keep everything up to date, because security is never finished,” he says. “The adversary is nimble, and if you’re not agile, they are. And they’re going to eat your lunch if you’re not prepared.” (Courtesy

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NEW YORK (Reuters) - Johnson & Johnson on Monday scrambled to contain fallout from a Reuters report that the health-care conglomerate knew for decades that cancer-causing asbestos lurked in its Baby Powder, taking out full-page newspaper ads defending its product and practices, and readying its chief executive for his first television interview since investors erased tens of billions of dollars from the company's market value.

J&J shares fell nearly 3 percent Monday, closing at \$129.14 in New York Stock Exchange trading. That drop was on top of the 10 percent plunge that wiped out about \$40 billion of the company's market capitalization following the Reuters report Friday. J&J also announced Monday that it would be repurchasing up to \$5 billion of its common stock.

Senator Edward Markey, a Massachusetts Democrat on the Environment and Public Works Committee, on Friday sent a letter to the head of the U.S. Food and Drug Administration calling on the agency to investigate the findings in the Reuters report to determine whether J&J misled regulators and whether its Baby Powder products threaten public health and safety.



J&J Chief Executive Alex Gorsky, in his first interview since the Reuters article was published, defended the company during an appearance on CNBC's

"Mad Money" with host Jim Cramer on Monday night. J&J knew for decades about the presence of small amounts of asbestos in its products dating back to as early as 1971, a Reuters examination of company memos, internal reports and other confidential documents showed. In response to the report, J&J said on Friday that "any suggestion that Johnson & Johnson knew or hid information about the safety of talc is false."

A Monday full-page ad from J&J — headlined "Science. Not sensationalism." — ran in newspapers including The New York Times and The Wall Street Journal. The ad asserted that J&J has scientific evidence its talc is safe and beneficial to use. "If we had any reasons to believe our talc was unsafe, it would be off our shelves," the ad said.

## J&J Moves To Limit Impact Of Reuters Report On Asbestos In Baby Powder

Compiled And Edited By John T. Robbins, Southern Daily Editor



J&J rebutted Reuters' report in a lengthy written critique of the article and a video from Gorsky. In the written critique, posted on the company's website here, J&J said Reuters omitted information it supplied to the news organization that demonstrated the healthcare conglomerate's Baby Powder is safe and does not cause cancer; that J&J's baby powder has repeatedly been tested and found to be asbestos-free; and that the company has cooperated with the U.S. FDA and other regulators around the world to provide information requested over decades.



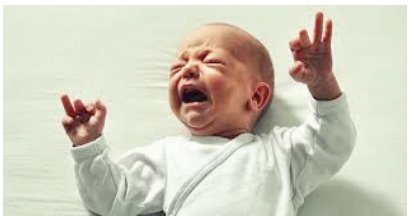
"Since tests for asbestos in talc were first developed, J&J's Baby Powder has never contained asbestos," Gorsky said in the video here. He added that regulators "have always found our talc to be asbestos-free." A Reuters spokeswoman on Monday said the agency "stands by its reporting." Reuters' investigation found that while

most tests in past decades found no asbestos in J&J talc and talc products, tests on Baby Powder conducted by scientists at Mount Sinai Medical Center in 1971 and Rutgers University in 1991, as well as by labs for plaintiffs in cancer lawsuits, found small amounts of asbestos. In 1972, a University of Minnesota scientist found what he called "incontrovertible asbestos" in a sample of Shower to Shower. Other tests by J&J's own contract labs and others periodically found small amounts of asbestos in talc from mines that supplied the mineral for Baby Powder and other cosmetic products into the early 2000s. The company did not report to the FDA three tests by three different labs from 1972 to 1975 that found asbestos in the company's talc.

The Reuters story drew no conclusions about whether talc itself causes ovarian cancer. Asbestos, however, is a carcinogen. The World Health Organization's International Agency for Research on Cancer has listed asbestos-contaminated talc as a carcinogen since 1987. Reuters also found that J&J tested only a fraction of the talc powder it sold. The company never adopted a method for increasing the sensitivity of its tests that was recommended to the company by consultants in 1973 and in a published report in a peer-review scientific journal in 1991.

the company created with "independent studies from leading universities, research from medical journals and third-party opinions."

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The ad J&J ran in newspapers Monday also pointed to an online talc fact page the company created with "independent studies from leading universities, research from medical journals and third-party opinions."

That website has changed since early December, according to a Reuters review of online archives.

The website, for instance, no longer contains a section headlined "Conclusions from Global Authorities" that as recently as Dec. 5 listed organizations including the U.S. FDA, the European Union and Health Canada as among entities that have "reviewed and analyzed all available data and concluded that the evidence is insufficient to link talc use to cancer."

On Dec. 14, the day Reuters published its report, that section of the website had been removed. It is not clear exactly when the online page changed.

The Canadian government released a draft report this month that found a "consistent

and statistically significant positive association" between talc exposure and ovarian cancer. The draft report also said that talc meets criteria to be deemed toxic. That website has changed since early December, according to a Reuters review of online archives.

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The draft report put forth proposed conclusions that are subject to a public comment period and confirmation in a so-called final screening assessment, Health Canada said.

If the conclusions are confirmed, Canadian officials will consider adding talc to a government list of toxic substances and implementing measures to prohibit or restrict use of talc in some cosmetics, non-prescription drugs and natural health products, Health Canada said.

A J&J spokeswoman said the company removed the website section after the Canadian government issued the draft report. "We chose to be conservative while that draft is under review," the spokeswoman said.

While J&J has dominated the talc powder market for more than 100 years, the products contributed less than 0.5 percent of J&J's \$76.5 billion in revenue last year. (Courtesy Reuters)

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