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Trump drops plan for executive action on census citizenship question ABC report



Inside C2

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Make Today Different

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U.S. regulators approve \$5 billion Facebook settlement over privacy issues:



Small toy figures are seen in front of Facebook logo in this illustration picture, April 8, 2019. REUTERS/Dado Ruvic/ Illustration

(Reuters) - The U.S. Federal Trade Commission approved a roughly \$5 billion settlement with Facebook Inc this week over its investigation into the social media company's handling of user data, a source familiar with the situation said on Friday. The FTC has been investigating allegations Facebook inappropriately shared information belonging to 87 million users with the now-defunct British political consulting firm Cambridge Analytica. The probe has focused on whether the data sharing violated a 2011 consent agreement between Facebook and the regulator. Investors cheered news of the deal and pushed Facebook shares up 1.8%, while several powerful Democratic lawmakers in Washington condemned the proposed penalty as inadequate. The FTC is expected to include in the settlement other restrictions on how Facebook treats user privacy, according to the Wall Street Journal, which also said that the agency vote was along party lines, with three Republicans voting to approve it and two Democrats opposed. The settlement would be the largest civil penalty ever paid to the agency. The FTC and Facebook declined to comment. Representative David Cicilline, a Democrat and chair of a congressional antitrust panel, called the \$5 billion penalty "a Christmas present five months early." "This fine is a fraction of Facebook's annual revenue. It won't make them think twice about their responsibility to protect user data," he said. Facebook's revenue for the first quarter of this year was \$15.1 billion while its net income was \$2.43 billion. It would have been higher, but Facebook set aside \$3 billion for the FTC penalty.

While the deal resolves a major regulatory headache for Facebook, the Silicon Valley firm still faces further potential antitrust probes as the FTC and Justice Department undertake a wide-ranging review of competition among the biggest U.S. tech companies. It is also facing public criticism from President Donald Trump and others about its planned cryptocurrency Libra over concerns about privacy and money laundering. The Cambridge Analytica missteps, as well as anger over hate speech and misinformation on its platform, have also prompted calls from people ranging from presidential candidate Senator Elizabeth Warren to a Facebook co-founder, Chris Hughes, for the government to force the social media giant to sell Instagram, which it bought in 2012, and WhatsApp, purchased in 2014. But the company's core business has proven resilient, as Facebook blew past earnings estimates in the past two quarters. Small toy figures are seen in front of Facebook logo in this illustration picture, April 8, 2019. REUTERS/Dado Ruvic/ Illustration While details of the agreement are unknown, in a letter to the FTC earlier this year, Senators Richard Blumenthal, a Democrat, and Josh Hawley, a Republican, told the agency that even a \$5 billion civil penalty was too little and that top officials, potentially including founder Mark Zuckerberg, should be held personally responsible.

FTC Commissioner Rohit Chopra, a Democrat, has said the

agency should hold executives responsible for violations of consent decrees if they participated in the violations. Chopra did not respond to requests for comment on Friday.

The settlement still needs to be finalized by the Justice Department's Civil Division and a final announcement could come as early as next week, the source said.

A source knowledgeable about the settlement negotiations had told Reuters in May any agreement would put Facebook under 20 years of oversight.



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Goldman bumps up no-deal Brexit odds after May resignation

LONDON (Reuters) - Goldman Sachs raised its probability of a no-deal Brexit to 15% from 10% on Friday as Prime Minister Theresa May's resignation potentially opened the way for a more hardline politician to lead the UK to exiting the European Union.

Goldman Sachs economist Adrian Paul said ratification of a Brexit deal would no longer be possible in the second quarter. "We pencil in an orderly EU withdrawal in late 2019 or early 2020, but our conviction is low," he wrote.

The new Prime Minister will face the same constraints May grappled with in negotiating a deal, Paul added, saying they will eventually return to parliament with a close variant of the current withdrawal agreement.

"We revise up our probability of "no deal"... not because this Parliament (or indeed the next) is likely to coalesce in favor of its pursuit, but because the recent performance of the Brexit Party and the Eurosceptic credentials of the next Prime Minister may strengthen the case for including "no deal" on the ballot in a second referendum to unlock the impasse."



FILE PHOTO: A Goldman Sachs sign is displayed inside the company's post on the floor of the New York Stock Exchange (NYSE) in New York, U.S., April 18, 2017. REUTERS/Brendan McDermid/File Photo

Tesla blames misprinted label for China customs hiccup

BENGALURU/SHANGHAI (Reuters) - Tesla Inc said on Tuesday that China's customs authorities have accepted the electric carmaker's plan to resolve problems with the clearance of its Model 3 sedans that centered around misprinting of labels. Shares in Silicon Valley billionaire Elon Musk's company fell more than 5 percent in early trading after Chinese media reported Shanghai customs had suspended clearance for a batch of Tesla's cars. They were last down 1.3 percent at \$281.73.

"We have already reached a resolution with Chinese customs, and we are working closely with them to resume clearance procedures on these vehicles," a Tesla spokesperson said in a

statement. "Sales of Model 3 in the country are not impacted, and we continue to deliver Model 3 vehicles that have already been processed." Making inroads into China, the world's largest electric vehicle market, is crucial for the Tesla as it seeks to offset softening demand in the United States and convince investors of its ability to become consistently profitable. "Selling into China has clear hurdles and this is a reminder of the pitfalls when betting on growth in the region," Wedbush Securities analyst Daniel Ives said. Musk has played up the support Tesla is getting from Chinese authorities as the

company invests in the country's first wholly foreign-owned car plant in Shanghai, due to come online later this year.

Until then, Tesla has to import U.S.-made cars with substantial customs duties, putting it at a disadvantage against locally-made, government-subsidized electric vehicles from rivals such as Nio Inc, Byton and XPeng Motors.

Financial publication Caixin had first reported about China's customs authorities blocking the cars.

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Editor's Choice



Riot police officers clash with undocumented migrants outside the Pantheon in Paris



U.S. President Trump announces administration efforts to gain citizenship data during the 2020 census at the White House in Washington



German Chancellor Merkel receives Denmark's Prime Minister Frederiksen in Berlin



Royal Navy Type 23 frigate HMS Montrose is pictured at speed in the Mediterranean Sea during Exercise Cougar 12 October 10, 2012. Picture taken October 10, 2012. LA(PHOT) Joel Rouse/Royal Navy/Ministry of Defence/Handout via REUTERS. THIS IMAGE HAS BEEN ST



Tour de France - The 160.5-km Stage 6 from Mulhouse to La Planche des Belles Filles



Tennis - Wimbledon - All England Lawn Tennis and Croquet Club, London, Britain - July 11, 2019 Romania's Simona Halep celebrates winning her semi-final match against Ukraine's Elina Svitolina REUTERS/Hannah McKay TPX IMAGES OF THE DAY



Cats are seen in the village of Krompach near the town of Cvikov, Czech Republic, July 11, 2019. REUTERS/David W Cerny TPX IMAGES OF THE DAY



Two women stand among damaged lounge chairs and debris following heavy storms at the beach of the village of Nea Plagia

EDUCATION IN THE NEWS



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

HCC Launches Free Degree Program The Eagle Promise Program



EARN YOUR DEGREE FOR FREE

HOUSTON (July 2, 2019) –Houston Community College (HCC) is taking another step to remove financial barriers for students with its Eagle Promise Program, a success and completion initiative that allows qualifying Spring 2019 high-school graduates to earn their degree or certificate for free at HCC. Those Spring 2019 high-school graduates—who live in the HCC taxing district and meet income requirements—may qualify to earn an eligible degree or certificate free through the Eagle Promise Program. Tuition, fees, and a book allowance of up to \$500 each semester may all be covered. “When we consider the needs of today’s and tomorrow’s students, Eagle Promise is another conduit for the institution to advance our commitment of remov-

ing completion barriers,” said Dr. Janet Wormack, HCC’s Vice Chancellor of Finance and Administration and Chief Financial Officer. At the core of the Eagle Promise Program are support services to help students to succeed in college: •Academic, career and transfer counseling to help them reach their career and educational goals, •Support from financial coaches to help them complete their degree or certificate program, debt-free, and •Priority registration, beginning the second semester of attendance. “Free-college models are gaining traction nationally, and HCC is excited to leverage the Eagle Promise Program as a cost-free, debt-free pathway for qualifying students to earn a degree or cer-

tificate,” said Dr. Shantay Grays, interim Vice Chancellor of Student Services for HCC.

NOTE: Spring 2019 high school graduates who live in the Houston Community College’s taxing district may qualify to earn an eligible degree or certificate free through the Eagle Promise Program!

Qualifications

- High School Requirements
- Residency Requirements
- Financial Aid and Financial Need Requirements
- Credit Hours and Degree Requirements
- Student Success Requirements

Frequently Asked Questions

- How does Eagle Promise Program make earning a degree at HCC free?
- How do I know if I am in-district?
- Is there a deadline to apply?
- What are eligible degree and certificate programs?
- How do I know I qualify?
- Will this cover Summer and Mini-sessions?
- What if I’m a Spring 2019 high school graduate who had dual credit courses?
- How do I continue getting the Promise Scholarship?

Resources

Contact Us
Eagle PromiseEagle Promise
713.718.8490
Email Us: EAGLEPROMISE@hccs.edu
For more information about HCC Eagle Promise Program’s qualifications and application, visit: <https://www.hccs.edu/applying-and-paying/financial-aid/eagle-promise-program/> (Courtesy HCC Media)

Virginia Grad Student Spends Summer Internship Focusing On Global Policy



Yining shown in front of Healy Hall, a National Historic Landmark and the flagship building of the main campus of Georgetown University.

Yining Zou, a graduate student from China and currently a Master of Public Policy Candidate for the year 2020 at McCourt School of Public Policy at Georgetown University is serving her summer internship with the Houston International Trade Development Council, Inc. located at the International Trade Center in Houston at 11110 Bellaire Blvd. Suite 222.

Yining was born in China’s Hebei Province and grew up in Beijing, the capital city of China.



Yining with McCourt itrek group on spring break in Tel Aviv, Israel, March

2019. She attended the high school affiliated with Beijing Jiaotong University and received a bachelor degree in Public Administration from Sun Yat-Sen University in Guangzhou, China. Yining is an avid reader and enjoys watching all kinds of movies. Her favorite American authors include O.Henry, Jodi Lynn Picoult and Peter Hessler. She has traveled to Singapore, Thailand, Indonesia, Japan, Israel, West Bank, and plans to visit Mexico soon. Her current areas of interest include international development, poverty alleviation, and environmental protection.



Yining (left) and friend Xiping Jing
As for career goals, she hopes to work for an international organization that shares both her personal and professional goals. She has no real preference for where her work will take her and has a strong sense of adventure for exploring countries where she has never been. In August, Yining will return to the Georgetown University campus and complete her second year in The Master of Public Policy program.

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Meet Dr. Jennifer Lai



Jennifer Lai, M.D.
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“I am a strong advocate of promoting health and wellness to my patients, especially in the pediatric population. I want to make a difference and have a strong, healthy impact on my patients’ lives.”

–Jennifer Lai, M.D.

Dr. Lai is a board-certified pediatrician who earned her medical degree from The University of Texas School of Medicine in San Antonio and completed her pediatric internship and residency at The University of Texas Health Science Center at Houston. She is a member of the American Academy of Pediatrics. Her special clinical interests include General Pediatrics, caring for newborns, and managing autism, and childhood obesity. She cares for young patients at Kelsey-Seybold’s Spring Medical and Diagnostic Center.

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Truck Driving Could Soon Be A Desk Job



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

Last week, for likely the first time, a heavy-duty commercial truck drove for 9.4 miles on the Florida Turnpike with no one inside. The “driver” was 140 miles away, operating the rig remotely.

The big picture: Automated freight delivery is expected to begin long before self-driving cars are here, and at least a half dozen truck companies are working on the technology, with tests in various stages of development. Starsky Robotics’ Florida demonstration was believed to be the first unmanned, high-speed test of a heavy-duty commercial truck on a public highway.

Why it matters: The U.S. is experiencing a severe shortage of truck drivers — as many as 175,000 by 2026, according to the American Trucking Associations. Companies like Starsky Robotics hope they can address the shortage by making the jobs less taxing.

“The problem is there aren’t enough people willing to spend a month at a time in a truck.”

—Stefan Seltz-Axmacher, Starsky co-founder

To make the job more appealing, self-driving truck start-up TuSimple even helped create an autonomous driving certificate program at Tucson’s Pima Community College to teach truck drivers how to train, operate and monitor autonomous truck systems closer to home.

Instead of aiming for an AV moonshot

— an autonomous truck that makes all the driving decisions without any human intervention — Starsky says it’s taking a more practical approach that combines highway automation with teleoperation, allowing remote drivers to navigate trucks between distribution centers and the highway.



Details: With no one inside, the Starsky truck navigated a rest area near Orlando, merged onto the highway from the left, kept a speed of 55 mph, changed lanes, and exited the highway on the right through a toll booth.

•The remote driver — sitting behind 3 computer screens in an office 2 hours away in Jacksonville — used a steering wheel, buttons and foot pedals to maneuver on and off the highway.

•After he set the speed to 55 mph, the automation took over, with the driver intervening only to order the lane change.

•In all, the human driver operated the truck for just 0.2 miles, or 2% of its journey, says co-founder Stefan Seltz-Axmacher. “It got pretty boring,” he says.



Teleoperation relies on ordinary cellular networks that occasionally lead to communication glitches that could potentially delay remote decision-making.

For now, Starsky Robotics trucks are accompanied by chase vehicles in case something goes wrong and a human driver needs to jump into the cab to steer a stopped truck off the highway.

The bottom line: Automated trucking is getting closer, but the instincts and knowledge of human drivers are still needed, even if the humans themselves aren’t in the vehicle.

Here’s where jobs will be lost when robots drive trucks

Truck drivers will be some of the first people to lose jobs as automation technology spreads.

A push by companies like Uber to automate heavy trucks through a combination of artificial intelligence and robotics raises questions for millions of drivers brought into the profession by the promise of a steady job. Will they be employed behind the wheel five years from now? Or will robots be doing it instead?

And if you think this is a niche problem, think again. The impact of self-driving trucks would be felt in communities around the country — especially Trump country.



How it could play out:

•**It could start with ‘platooning.’** One entry point to significant truck automation could be to have a second, autonomous truck travel behind a lead truck driven by a human — a concept known as platooning.

•**Long-haul goes first:** Drivers who only cover short distances might be safe for now. “You’re not going to have a robot that can

sort of get out of the back of the truck and unload things and all that stuff, or back the truck up into a little zone,” said Information Technology and Innovation Foundation President Rob Atkinson, “That’s just really, really hard to do.” But it’s easier for automated trucks to drive along highways for hours.

•**The change starts with an individual company or technology:** It could be that the first round of major automation is prompted by a single company — think Walmart — adopting the tech en masse, according to Kristin Sharp, the executive director of the New America Foundation and Bloomberg’s Shift Commission on the Future of Work, Workers and Technology. Or certain types of trucks could be automated first to test the waters. Sharp described this as a “key question” on the issue.

Why truck drivers may not need to panic just yet:

•**The shift won’t happen overnight:** “Issues around regulation and the business model” will delay full automation even after the technology is ready, said Princeton professor Ed Felten, who worked on this issue while serving as Deputy U.S. Chief Technology Officer in the Obama White House. Automaker Daimler, for example, estimated in 2015 that it could take 10 years to bring truck automation technology to market.

•**The technology could make jobs easier,** rather than kill them: “I think technology will assist in our jobs; I don’t think technology will take over our jobs,” said a driver named Brian during a focus group conducted by the Shift Commission, according to a transcript.

•**Automation could create new opportunities:** For example, mechanics may find jobs servicing trucks that run for longer periods of time and over longer distances when the vehicles are no longer limited by the range of a human driver.

The players:

•**The developers:** Uber-owned Otto is creating kits to retrofit trucks for automation. It recently made its first shipment, over 120 miles. Peloton Technologies is a startup working on platooning technology. And it’s not just upstart companies. Volvo showed a concept truck last year that could be used in

mines, while Daimler has tested self-driving trucks in both the United States and Europe.

•**The carriers:** The industry generated more than \$700 billion in freight revenue in 2015, according to the American Trucking Association. The trade association has said it doesn’t expect drivers to be entirely replaced by automation. “What we’re really talking about is not displacing drivers: I think you’re always going to need drivers in trucks in the cityscapes to do the pickups and deliveries,” said its president, Chris Spears.

•**The drivers:** The Teamsters, the labor union that represents almost 100,000 people in the trucking sector, has pushed the importance of human drivers for safety reasons. Sam Loesche, a government affairs representative for the union, said the organization thinks policymakers “need to understand that this is a monster industry and the livelihoods of millions of workers need to be taken into account at all times.”

What the industry can do about it: Companies that know they will play a role in automation could identify cities that will experience significant displacement and focus a response there, such as programs to retrain workers, said Sharp.

What government could do about it: Government could help fund training programs to help drivers transition to other jobs or take on new roles in a more-automated trucking industry. The issue is on the radar of federal lawmakers. Senate Commerce Committee Chairman John Thune told Axios last week that policymakers “ought to take into consideration, figure out and plan in advance knowing full well that there are going to be some potential impacts on the labor market if this technology becomes fully operational and fielded.”

The bottom line: Automation is a fact of life across the economy: ATMs replaced bank tellers, switchboards replaced telephone operators and industrial robots have become fixtures in factories. The trucking industry’s transformation is coming, and drivers around the country will have to grapple with what it means for their futures. (Courtesy axios.com)

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《沈默的證人》 張家輝楊紫遭虐

由雷尼·哈林執導，張家輝、楊紫、任賢齊領銜主演的電影《沈默的證人》，今日曝光了壹組「搏命」版劇照。陳嘉豪（張家輝 飾）喬琳（楊紫 飾）兩位手無寸鐵的法醫，遭遇以SANTA（任賢齊 飾）為首的悍匪，並在有限的空間之內上演了壹場爭分奪秒，拳拳到肉的殊死搏鬥，冰冷的藍色調之下，兩方人馬的「血拼」在雨夜悄然上演。

定檔預告發布後，不少觀眾對於影片表現出極大的期待，張家輝壹如既往的「好演技」讓人「頗感安心」，而楊紫的打女形象和任賢齊的反派悍匪則讓觀眾倍感興趣。更有細心網友發現，任賢齊在某綜藝上提到的「暴打楊紫」正是出自《沈默的證人》。在拍攝過程中，楊紫飾演的喬琳被任賢齊飾演的悍匪摔到玻璃櫃上，面對不忍下手的小齊哥，楊紫反而直接要求「來真的」，敬業態度讓小齊哥直呼「太拼了！」而提起拍攝過程，楊紫也爆料：“（戲裏）我打人比較多，但是被打的也很多，感覺每場戲，可能都要受個傷，因為我們的打鬥是很寫實的，很帶勁兒。”相較於楊紫的打戲，張家輝在電影中，卻戒起了打：“陳嘉豪這個角色，有很深的正

義感，他想要把真相去帶給死者，所以他才會選擇在那種情況下跟他們（悍匪）周旋，但是陳嘉豪鬥智的部分會多壹點，有很多很巧妙的對抗。”

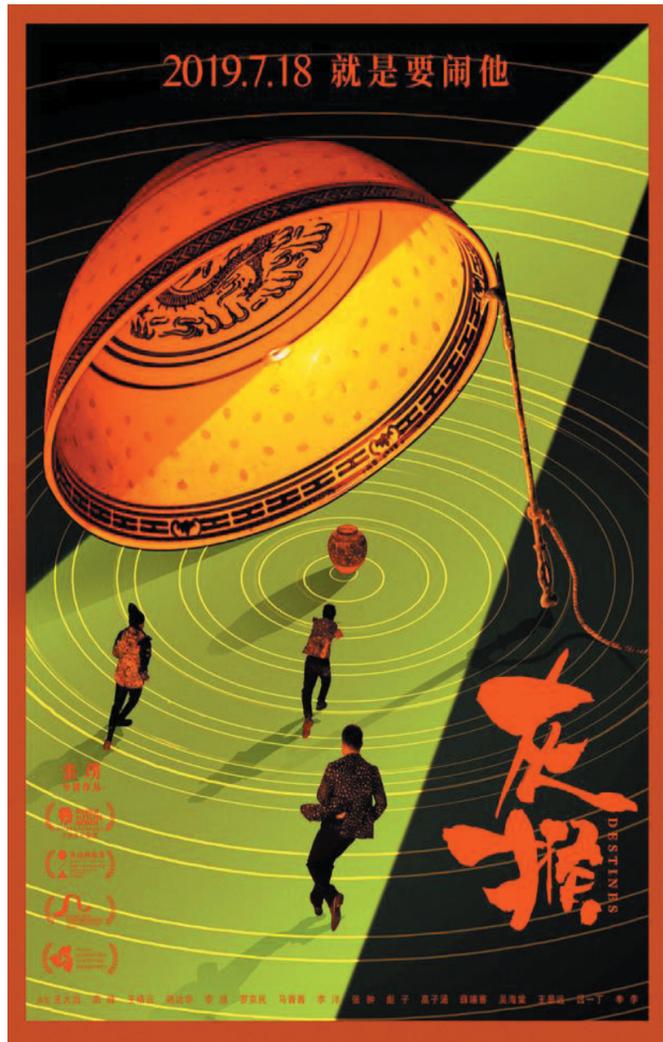
第43屆香港國際電影節期間，《沈默的證人》就曾與觀眾見面，三金影帝張家輝、內地小花楊紫，唱演俱佳的小齊哥，最具國民度的組合，曾壹度引起觀眾的熱烈反饋。三人的“破壁”合作，為電影註入了極大的新鮮感，在這場“搏命之旅”中，他們如何利用壹切可以利用的工具逆轉反殺，也吊足了觀眾的胃口，而從預告片及已經發布的物料中也可看出，法醫中心的實驗室、解剖室甚至是走廊，都成為了正邪兩方激烈交鋒的舞臺，在有限的時間和有限的空間內，逃命的緊張感刺激感會被放大到極致，無外乎有觀眾在看完影片後表示：“這是壹場最刺激最有窒息感的觀影過程。”

電影《沈默的證人》由萬達影視傳媒有限公司、寰亞電影制作有限公司出品，講述了陳嘉豪（張家輝 飾）喬琳（楊紫 飾）兩位法醫為了保護證物揭開真相，與匪首SANTA（任賢齊 飾）及其團夥，在法醫中心展開的壹場搏命尋證的故事。將於8月2日全國公映。



《灰猴》欲望圈套 海報征戰暑期檔

王大治催生烏龍笑果 連鎖反應呈現錯位結局



將於7月18日上映，由新生代導演張璞執導，王大治、高峰、王靖雲、駱達華、李彥等聯袂主演的喜劇電影《灰猴》今日曝光“欲望圈套”海報，眾人身陷欲望圈套，為奪古壇上演追逃大戲，笑果十足的同時揭露人性貪欲。

在今日曝光的“欲望圈套”海報中，眾人爭先恐後搶奪“天價壇子”，卻殊不知已身處圈套之中，即將落入貪念陷阱。寧靜小鎮突現不非古董、笨賊設局遭遇窘迫困境，眾多角色的碰撞與衝突，制造鮮明真實觀感的同时也催生出烏龍笑料。

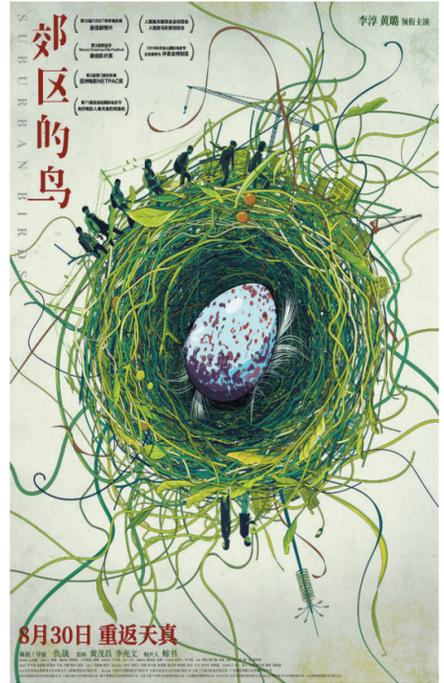
《灰猴》中塑造了飯店老板、打工小妹、善良乞丐等二十三個小人物，多人群戲則意味著立場角度的多樣性。電影從壇子這壹利益焦點出發，通過對不同人物視角的轉換融合，將壹件盜竊案講述地撲朔迷離且趣味橫生。無心之舉引來連鎖反應，欲蓋彌彰收獲錯位結局，多線敘事的手法再加上壹波三折的故事走向，劇情緊湊又不失輕鬆調侃。

在今年征戰暑期檔的眾多影片中，《灰猴》以黑馬之姿妙趣搶占壹席之地。影片曾憑借獨特的結構及濃郁的地方特色斬獲第42屆蒙特利爾國際電影節中國競賽單元金獎。

《灰猴》將地域背景設定在山西小縣城，將壹群看似普通卻極具代表性的小人物集合在壹起，站在不同人物立場講述壹件啼笑皆非的幽默故事，上演欲望遊戲的同時探討人性美醜。電影不僅在敘事手法上獨特新穎，同時也註重地域特色的真實展現。晉北獨特的黃土風光、親切質樸的方言俗語、美味傳統的刀削面引起觀眾的共鳴。該片將於7月18日全國公映。

李淳&黃璐新片 《郊區的鳥》定檔8.30 曾榮獲FIRST影展最佳劇情片

又一部华语片搭上了暑期檔的末班车！曾包攬第12屆FIRST青年電影展最佳劇情片、最佳導演、最佳演員、最佳藝術探索在內的四項提名并最终榮獲最佳劇情片大獎的影片《郊區的鳥》，今日正式宣布定檔8月30日，片方同時首发了定檔海報和先導預告片。



《郊區的鳥》是青年導演仇晟的長片處女作，在FIRST影展之後，該片又相繼入選了第71屆洛迦諾國際電影節當代電影人單元金豹獎提名、獲得了2019年舊金山國際電影節主競賽單元評委會特別獎以及第三屆澳門國際影展亞洲電影NETPAC獎等多項國際大獎。

影片故事及結構都很有特色：2001年，郊區小學生搜尋壹名失蹤的同學；2017年，主人公重訪故地，調查地面沉降事件，通過兩段不同時空中的神秘旅程，勾連郊區的過去和未來。

從片方本次發布的定檔海報來看，壹顆新鮮的鳥蛋安靜的躺在綠色鳥窩的中央，而鳥窩的外圍，則是孩子們行走在城市與郊區邊緣的身影，他們試圖尋找什麼，但也可能最終壹无所獲。

孩子、郊區、鳥窩和鳥蛋。這些元素用壹種抽象的形式呈現在這張海報中，時間與空間的概念也在这里被打破，就像這次同時發布的定檔預告片里的文案壹樣：“世界上什麼東西最長又最短？最快又最慢？...“看完這部影片後，觀眾也許會得到不同的答案，也正如制片人鮑書所言：這部電影能夠誕生并順利上映，就是給大家最珍貴的壹個禮物！

曾出演《比利·林恩的中場戰事》、《乘風破浪》等影片的華裔男演員李淳在《郊區的鳥》中飾演男主角夏昊，而曾憑借《推拿》獲得第64屆柏林國際電影節銀熊獎并主演《盲山》、《三伏天》等多部優秀作品的青年演員黃璐出演影片女主角燕子。另外，龔子涵飾演的小夏昊在影片中少年時空的戲份頗為驚艷，由此也獲得了第12屆FIRST影展最佳演員提名。

電影《郊區的鳥》目前已定檔今年8月30日全國上映。

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精彩
節目介紹

《美南新聞聯播》

美南新聞聯播是一檔美南國際電視台
今年最新推出的晚間直播新聞類節目。



▲ 節目截圖

節目介紹：

由特約主播高白，向觀眾朋友們介紹全球，美國，加拿大，中國，以及臺灣地區最新發生的新聞。不僅如此，美南新聞聯播還會在節目中連線加州以及加拿大華人電視臺，給您帶來北美最全面的新聞資訊。

播出時間：

節目播出時間為周一至周五每天晚間6:30，次日早間7:00重播。敬請關注。



▲ 主播高白

美南廣播電視台 看電視聽廣播

美南國際電視STV15.3為方便觀眾收看，
「電視廣播合為一體」

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觀眾可24小時直接收看及收聽該頻道，
行車間也可方便收聽，輕鬆獲取美南電視節目
以及各類國際、社區重大資訊。

操作指南如下，讓觀眾24小時收看收聽：

1. 掃二維碼(QR code)：

觀眾只要掃描報上的二維碼，
就可連結到美南國際電視，
直接在手機上觀看STV15.3。



2. Google搜尋：觀眾只要在Google網站搜尋
「Southern TV - STV15.3 Houston」

STV15.3 Houston

或輸入該平台網址

「http://media.maqtv.com/?1497381&proc=1」

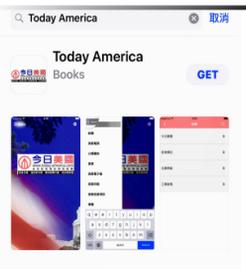
就可直接連結美南國際電視直播平台。

http://media.maqtv.com/?1497381&proc=1

3. 下載Apps收看：

可在蘋果商店搜尋

「Today America」，
下載Apps，除了
可用手機讀報
更方便，也可以在Apps裡
收看STV15.3 電視直播。



如需開車時收聽廣播，請鏈接到車載音響設備(數據線/藍牙設備)，效果更佳。

《美南大咖談》報紙預告：

意見領袖、時尚先鋒、行業精英、
業界大咖。.....
熱點時事、熱門話題、勵誌故事、
傳奇人生。.....
美南國際電視最新訪談欄目《美南大咖談》隆重上線！

近期嘉賓：休斯頓國際電影節執行主席張玲
熱點話題：第一桶金、慈善心路、
電影夢想
歡迎點擊以下鏈接收看：

https://youtu.be/1Q4ICU982k8

最專業最即時多元的新聞報導，國際時事、
社區動態、生活藝文資訊、氣象和路況報導。

美南新聞聯播，每週一到週五晚6點30
全球直播，掌握世界新聞脈動

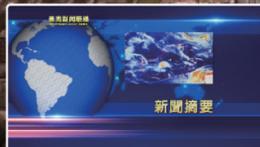
美南新聞聯播



美南國際電視15.3日前「電視廣播合為一體」全球直播上線，手機掃描二維碼就可24小時觀看該頻道，獲得廣大迴響；為廣大觀眾，讓新聞播報更即時，美南國際電視STV15.3即將在6月18日全球直播新聞「美南新聞聯播」，新聞播報時間為週一至週五晚6:30-7:30，讓觀眾行車間也可以方便收聽，掌握國際和社區重大新聞資訊。

美南國際電視15.3創下華人媒體創舉，將電視與廣播融為一體，帶給觀眾不同體驗。全球新聞「美南新聞聯播」將採用全新主播陣容，用專業新聞態度為社區觀眾帶來最即時多元的新聞報導。

「美南新聞聯播」囊括國際時事、社區動態、生活藝文資訊三大版塊，播報新聞同時也會穿插氣象和路況報導，觀眾可利用網站搜尋、微信連結或下載Apps方式，行車間連接到車載音響設備(數據機/藍芽設備)，可收看及收聽該頻道。



主播 高白



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美南電視本周節目單

Southern Television 15.3 2019年7月份 電視頻道節目表							7/8/2018-7/14/2019
時間	MON	TUE	WED	THU	FRI	SAT	SUN
00:00-00:30	中國文藝 (重播)	美南新聞聯播 (重播)					空姐新發現 (重播)
00:30-01:00						養生堂 (重播)	
01:00-01:30	行之中國						味道 (重播)
01:30-02:00	這裡是北京 (重播)	華夏新紀錄 (重播)	中國非物質文化遺產 (重播)	中國大舞臺 (重播)	中國民歌大會 (重播)		
02:00-02:30	中國文化						
02:30-03:00	今日關注						經典電影 (重播)
03:00-03:30	美國人走長征路 (重播)	中國文化 (重播)					
03:30-04:00	Chinese Class						司馬白話 (重播)
04:00-04:30	電視劇《愛情公寓III》第1-5集 (重播)						電影藏密 (重播)
04:30-05:00	電視劇《傳說》第38-42集 (重播)						外國人在中國 (重播)
05:00-05:30							中國大舞臺
05:30-06:00	武林風 (重播)	檔案 (重播)	司馬白話 (重播)	空姐新發現 (重播)	電影藏密 (重播)	央視國際新聞 (重播)	
06:00-06:30		國寶檔案	國寶檔案	國寶檔案	電影藏密 (重播)	央視國際新聞 (重播)	
06:30-07:00	央視國際新聞	美南新聞聯播 (重播)					今日關注
07:00-07:30							先鋒人物 (重播)
07:30-08:00	海峽兩岸 (重播)						游在中國 (重播)
08:00-08:30	今日關注 (重播)						檔案
08:30-09:00	中國與論壇 (重播)	今日亞洲			中國民歌大會	美國人走長征路	經典電影
09:00-09:30	華夏新紀錄 (重播)	記住鄉愁 (重播)	這裡是北京	中國民歌大會	美國人走長征路		
09:30-10:00	外國人在中國 (重播)	養生堂	洋言洋語 (重播)	大舞臺	游在中國	經典電影	
10:00-10:30	華人世界 (重播)	五味草堂 (重播)			大舞臺		
10:30-11:00	央視國際新聞 (重播)						
11:00-11:30	今日關注 (重播)						
11:30-12:00	這裡是北京 (重播)	美南新聞聯播 (重播)					今日關注 (重播)
12:00-12:30	大舞臺 (重播)						中國與論壇
13:00-13:30	台灣心動線 (重播)	中國線 (重播)	世界聽我說 (重播)	城市一對一 (重播)	體育報導 (重播)	爸媽阿很大	
13:30-14:00	生活 (重播)						幸福帳單
14:00-14:30	電視劇《愛情公寓III》第1-5集						空姐新發現
14:30-15:00	卡通片《小主人之正義聯盟》						記住鄉愁
15:00-15:30	洋言洋語						記住鄉愁
15:30-16:00	幸福帳單 (重播)	王者歸來 (重播)	電影藏密	開門大吉 (重播)	華人世界 (重播)	美國人走長征路 (重播)	
16:00-16:30	國寶檔案 (重播)						歲月留聲
16:30-17:00	華夏新紀錄	歲月留聲 (重播)	美國人走長征路 (重播)	幸福來敲門 上集	幸福來敲門 下集	王者歸來	
17:00-17:30	央視國際新聞						爸媽阿很大 (重播)
17:30-18:00							空姐新發現 (重播)
18:00-18:30	美南新聞聯播 (直播)						今日關注 (重播)
18:30-19:00							先鋒人物
19:00-19:30	中國線	世界聽我說	城市一對一	體育報導	台灣心動線	中國非物質文化遺產	
19:30-20:00	生活 (重播)						外國人在中國
20:00-20:30	電視劇《傳說》第38-42集						武林風
20:30-21:00							中國文藝
21:00-21:30	海峽兩岸						味道
21:30-22:00	健康之路						中國與論壇 (重播)
22:00-22:30	五味草堂						司馬白話
22:30-23:00	央視國際新聞 (重播)						養生堂 (重播)
23:00-23:30							檔案 (重播)
23:30-00:00							華人世界
							幸福來敲門 上 (重播)
							幸福來敲門 下 (重播)

電視台保留變更節目表，以實際播出為準。

Updated on:

7/5/2019



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本報記者秦鴻鈞攝影

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