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# Southern DAILY

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## China attacks U.S. at G20 as the world's biggest source of instability



FILE PHOTO - China's top diplomat State Councillor Wang Yi speaks during a meeting with Russia's Foreign Minister Sergei Lavrov in Moscow, Russia April 5, 2018. REUTERS/Sergei Karpukhin

BEIJING (Reuters) - The United States is the world's biggest source of instability and its politicians are going around the world baselessly smearing China, the Chinese government's top diplomat said on Saturday in a stinging attack at a G20 meeting in Japan.

Relations between the world's two largest economies have nose-dived amid a bitter trade war - which they are trying to resolve - and arguments over human rights, Hong Kong and U.S. support for Chinese-claimed Taiwan.

Meeting Dutch Foreign Minister Stef Blok on the sidelines of a G20 foreign ministers meeting in the Japanese city of Nagoya, Chinese State Councillor Wang Yi did not hold back in his criticism of the United States.

"The United States is broadly engaged in unilateralism and protectionism, and is damaging multilateralism and the multilateral trading system. It has already become the world's biggest destabilizing factor," China's Foreign Ministry cited Wang as saying.

The United States has, for political purposes, used the machine of state to suppress legitimate Chinese businesses and has groundlessly laid charges against them, which is an act of bullying, he added.

"Certain U.S. politicians have smeared China everywhere in the world, but have not produced any evidence."

The United States has also used its domestic law to "crudely interfere" in China's internal affairs, trying to damage "one country, two systems" and Hong Kong's stability and prosperity, he added.

China was incensed this week after the U.S. House of Representatives passed two bills to back protesters in Hong Kong and send a warning to China about human rights, with President Donald Trump expected to sign them into law, despite delicate trade talks with Beijing. China runs Hong Kong under a "one country, two systems" model whereby the territory enjoys freedoms not

enjoyed in mainland China like a free press, though many people in Hong Kong fear Beijing is eroding this. The government denies that.

Wang said that China's development and growth was an inevitable trend of history that no force could stop. "There is no way out for the zero-sum games of the United States. Only win-win cooperation between China and the United States is the right path."

## Elon Musk: About 150,000 orders thus far for Tesla Cybertruck

(Reuters) - Tesla Inc (TSLA.O) Chief Executive Elon Musk said on Saturday that there have been about 150,000 orders thus far for the electric carmaker's Cybertruck, which was unveiled on Friday.

"146k Cybertruck orders so far, with 42% choosing dual, 41% tri & 17% single motor", Musk said in a tweet bit.ly/2D7ob9Q, adding separately that the orders were achieved without any advertising or paid endorsements.

The launch of the Cybertruck pickup suffered a setback when its "armored glass" windows shattered in a much-anticipated unveiling. The overall look of the electric vehicle had worried Wall Street



on Friday.

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## U.S. agency votes 5-0 to bar China's Huawei, ZTE from government subsidy program

WASHINGTON (Reuters) - The U.S. Federal Communications Commission (FCC) voted 5-0 Friday to designate China's Huawei and ZTE as national security risks, barring their U.S. rural carrier customers from tapping an \$8.5 billion government fund to purchase equipment.

The U.S. telecommunications regulator also voted to propose requiring those carriers to remove and replace equipment from Huawei Technologies Co Ltd and ZTE Corp (000063.SZ) from existing networks. The move could eliminate a key source of funding for Huawei's biggest U.S. business - telecoms equipment. This is the latest in a series of actions by the U.S. government aimed at barring American companies from purchasing Huawei and ZTE equipment. Huawei and ZTE will have 30 days to contest the designation and a final order compelling removal of equipment is not expected until next year at the earliest.

Huawei called the order "unlawful" and asked the FCC "to rethink its profoundly mistaken order." It argued the FCC's decision was based "on nothing more than irrational speculation and innuendo."

In May, Trump signed a long-awaited executive order declaring a national emergency and barring U.S. companies from using telecommunications equipment made by companies posing a national security risk. The Trump administration also added Huawei to its trade blacklist in May, citing national security concerns.

FCC Commissioner Geoffrey Starks, a Democrat, said it could cost as much as \$2 billion to replace the equipment in U.S. rural networks.

FCC Chairman Ajit Pai first proposed in March 2018 to bar companies that posed a national security risk from receiving funds from the FCC's Universal Service Fund, but did not name Huawei or ZTE. The fund provides subsidies to provide service in rural or hard-to-reach areas, and to libraries and schools.

"Given the threats posed by Huawei and ZTE to America's security and our 5G future, this FCC will not sit idly by and hope for the best," Pai said on Friday. "This is not a political issue."



FILE PHOTO: A Huawei company logo is pictured at the Shenzhen International Airport in Shenzhen, Guangdong province, China July 22, 2019. REUTERS/Aly Song/File Photo

The FCC argued the companies' ties to the Chinese government and military apparatus, and Chinese laws requiring that such companies assist the Chinese government with intelligence activities, pose a U.S. national security risk.

Congress has been considering legislation to authorize up to \$1 billion for providers to replace network equipment from the Chinese companies. The FCC could tap its fund to pay for replacing equipment if Congress does not act.

About a dozen rural U.S. telecom carriers that depend on inexpensive Huawei and ZTE switches and equipment were in discussion with Ericsson (ERICB.ST) and Nokia (NOKIA.HE) to replace their Chinese equipment, Reuters reported in June.

On Monday, the Commerce Department issued a new 90-day temporary license to allow U.S. firms to do business with Huawei to minimize the impact on rural U.S. carriers.

The Rural Wireless Association said Friday it remains "cautiously optimistic" that the order will allow carriers to "maintain existing critical communications services so long" as government funds are not used to fund Huawei or ZTE directly or indirectly.

The United States has been pressing nations not to grant Huawei access to 5G networks and alleged Huawei's equipment could be used by Beijing for spying, which the Chi-

nese company has repeatedly denied.

U.S. Attorney General William Barr this week backed the FCC proposal, saying the two Chinese firms "cannot be trusted" and calling them "a threat to our collective security."



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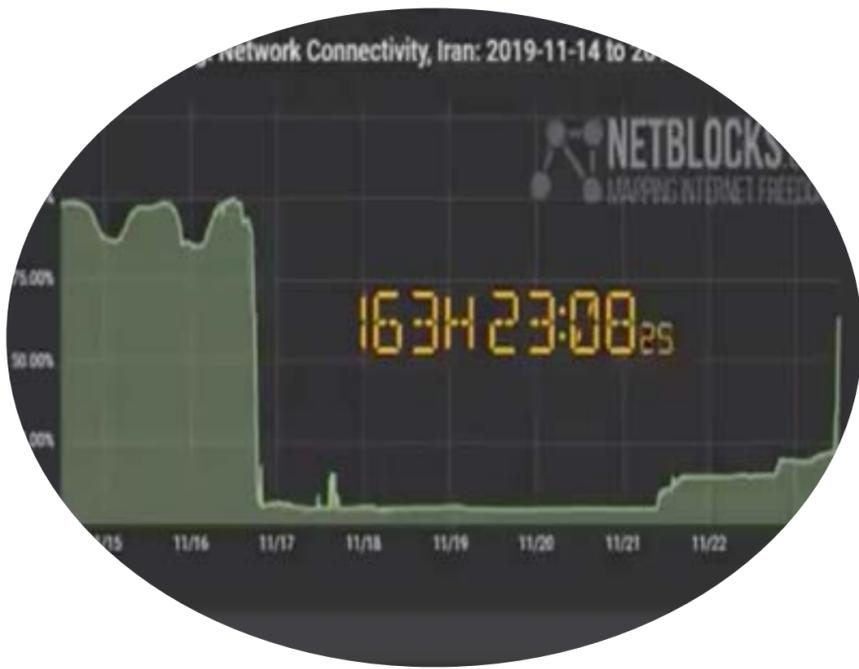
# Editor's Choice



Men walk as they crossed Berezina River after the re-enactment of the 1812 Battle of Berezina, to mark the 207th anniversary of the battle



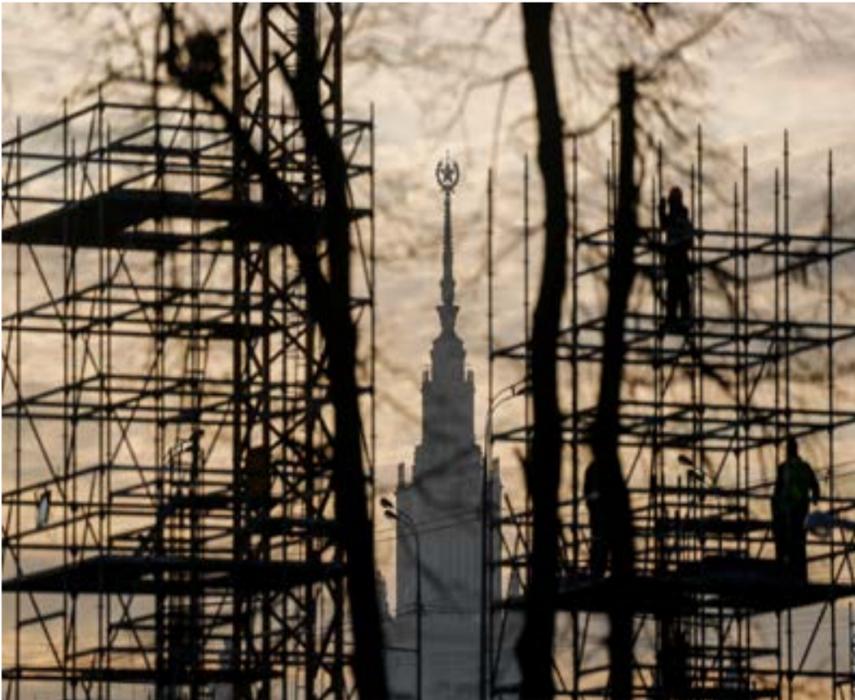
French Paratroopers band marches to take part in a re-enactment of the 1812 Battle of Berezina



The graphic showing Internet access being restored in Iran is seen in this screen grab taken from a social media video on November 23, 2019. Netblocks.org/via REUTERS ATTENTION EDITORS



Cat statues that were found inside a cache, at the Saqqara area near its necropolis, are pictured in Giza, Egypt, November 23, 2019. REUTERS/Hayam Adel



Construction workers are seen on scaffolds, with Moscow State University building in the background, in Moscow



Demonstrators attend a rally for transgender rights in Kiev, Ukraine November 23, 2019. REUTERS/Gleb Garanich



Liberal Democrat leader Swinson visits the Design Museum in London



Migrants rest on board of NGO Proactiva Open Arms rescue boat in central Mediterranean Sea

Magnify Money, a consumer finance website, released a new study this week that found Texas dominated the list of U.S. "boomtowns" and Austin scored the top spot.

"Americans are flocking to and prospering in Texas," wrote Kali McFadden, a Magnify Money senior analyst. She said Lone Star State metros represented one-third of the top 15 spots on their rankings.

"We wanted to find out where Americans are gathering now to take advantage of growing prosperity and improved lifestyles to achieve the American dream," said McFadden.

Magnify Money researchers examined the 100 largest U.S. metropolitan statistical areas (MSA) over the five year period from 2011 to 2016 using data from the U.S. Census Bureau's American Community Survey and County Business Patterns.

Researchers focused on business growth, population and housing, and workforce and earnings. Boomtowns saw the biggest influx of people, work opportunities, and business growth.

"Austin jumps way out ahead of all the metros we reviewed, showing the greatest five year growth in population and housing," said McFadden. The Texas capital earned a perfect population and housing score of 100.

It added people and had jobs for them. The Austin metro area experienced a 23 percent drop in unemployment. The median wage increased by nearly nine percent.

The number of businesses operating in Austin rose by 21 percent and new hires soared by 24 percent. Analysts identified one shortcoming — 10 percent housing unit growth lagged next to the almost 16 percent population boom.

Dallas (7), San Antonio (9), and McAllen (10) made the top 10. Houston (11) and El Paso (24) placed in the top 25.

Business also boomed in Provo, Utah; Raleigh, North Carolina; Charleston, South Carolina; and Nashville, Tennessee; ranking second through fifth, respectively.

Provo got the highest score, 95.1, in the business growth category. Its population increased by 12 percent and housing rose eight percent.

Although the workforce grew by 13 percent, median wages stalled, budging only 3.5 percent higher than five years earlier.

Raleigh, with a 13 percent surge in residents and a nine percent rise in dwellings, ranked second to Austin in the population and housing subset.

The North Carolina capital was fifth in business growth. Nearby Durham ranked 16th. Charlotte took 13th.

Charleston got the third highest marks for workforce and earnings, with a healthy 22 percent drop in joblessness. Its workforce grew by 11 percent.

During this time, Charleston's population also increased 11 percent but the number of housing units fell short, stalled at slightly more than six percent.

Nashville firms grew staff by a healthy 21 percent. Their workforce grew nine percent. Unemployment dropped 25 percent.

Median wages rose seven percent. McFadden suggested the boom "may be luring people to work" and noted the city diversified from its traditional country music roots.

Housing, though, increased by five percent, not nearly enough for the influx of new people. Colorado's Denver ranked sixth while Colorado Springs placed 23rd.

Texas Cities Dominate List of U.S. 'Boomtowns'

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



Aerial View of Austin, Texas. (Photo AP)

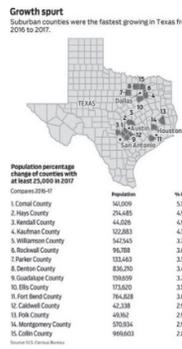


Table with 4 columns: Rank, County, Population, % Change. Lists top 15 counties for growth in Texas from 2016 to 2017.

In the Austin area, Hays, Williamson and Caldwell counties were among the fast-growing at 4.96 percent, 3.75 percent and 2.99 percent, respectively.

Caldwell County, which abuts Travis County to the south, saw its largest growth rate this decade; its previous annual growth rates since 2010 were under 2 percent.

Among metro areas with more than 1 million people, the five-county Austin area was the fastest-growing for the seventh consecutive year.

The agency estimated population changes between July 1, 2016, and July 1, 2017. Amelia Smith, who's worked in real estate in Caldwell County for more than 30 years, attributed the area's growth to lighter traffic and lower cost of living.

"The toll road is becoming increasingly popular," Smith said of Texas 130. "Even though it is expensive to drive, it is a flash trip from Austin to Lockhart. I live in Lockhart, and I can get to Onion Creek in about 18 minutes. It's fast."

"People in Austin, particularly in the east side, are seeing property values rise so much that the land their \$100,000 house sits on is worth \$700,000 or \$800,000, and they're being driven out by high taxes, and they're coming to Lockhart with proceeds from their sale and buying houses (with) cash. ... We're seeing a lot of that."

Also, under a new Lockhart school superintendent, the district is working toward becoming one of the best in Central Texas, which might be another draw, Smith said.



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**Uber Elevate, An Aerial Ride-Sharing Service, Will Launch In The Dallas-Fort Worth Market**

**SPECIAL REPORT**

**Uber's One-Stop Plan For Transportation Control**



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

In 10 short years, Uber's ride-hailing service has become so well-known that people use "uber" now as a verb. For its next act, Uber wants to manage everything about how you get around, whether on the roads or sidewalks, underground or in the air. Like Amazon, which started selling books online and now delivers almost everything right to your door, Uber aims to leverage its digital expertise from ride-hailing to become a one-stop shop for transportation.

Here's how CEO Dara Khosrowshahi described the grand vision last week at the Uber Elevate Summit: "We don't just want to be the Amazon of transportation, but also the Google of transportation."

In Uber's multi-modal view of the future, you'd use the Uber app to punch in your destination — JFK Airport, for example — and you'd be offered multiple options for your journey, each with an estimated time of arrival and different price point.

You could get an inexpensive Uber Pool or

Uber X, the app might say — but with current traffic, expect it to take up to 2 hours.

Or you could hail an Uber car to a downtown skyport and then board an air taxi that will zip you over the congested freeway to JFK, saving time but doubling your fare.

You'd select the option that suits your schedule or budget, and it would all be stitched together into a one-click transaction.



Starting with scooters and e-bikes, the pieces of that personal mobility vision are beginning to come together.

Next month, Uber will launch piloted helicopter service between lower Manhattan

and JFK for around \$200, about the cost of a premium Uber Black car ride.

It's a precursor to Uber Air, the name for its planned flying taxi network that is set to start trials next year in Dallas, Los Angeles, and Melbourne, Australia. Commercial passenger service is targeted for 2023.

Last week, Uber and Volvo introduced their latest autonomous vehicle prototype, which could one day drive itself — at least on simple routes.

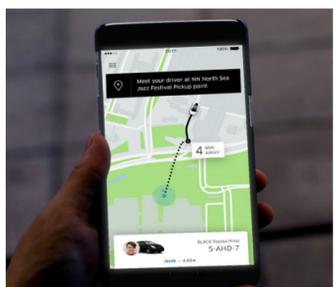
In Boston and Denver, Uber has integrated real-time public transit information into its app, with the goal of allowing people to purchase bus or train tickets through Uber.

Business transportation is another growth opportunity, like restaurants that deliver meals using Uber Eats, or health care agencies that hire Uber Health to provide rides for patients so they don't miss their appointments.

Uber Freight aims to make logistics more efficient by matching shippers with carriers the way it pairs ride-hailing customers with drivers.

Uber's expertise in matching supply and demand, and the cloud-based digital platform it built for ride-hailing, make it easier to build out that broader transportation ecosystem.

"We want to be your everyday use case when you wake up and you go to work, or you go out to eat or you go to see a friend, we want to be there," says Khosrowshahi.



The bottom line: There's definitely an advantage to having one transportation app, with one-click payment, anywhere in the world — as long as you don't mind Uber following you around. (Courtesy axios.com)

**Related**

Uber Wants To Look To The 'Cities Of

**The Future'**

It aims for transporting people through the sky

When Uber envisions the future, not only wants to put urban air taxis and drones in the skies. It also wants to transform how people navigate cities and how they live in them.

"We want not just to be the Amazon of transportation but also the Google of transportation," Uber CEO Dara Khosrowshahi said,



Uber advanced its pitch for urban air taxis during a two-day conference in Washington, D.C. — the Uber Elevate Summit 2019 — at the Ronald Reagan Building and International Trade Center earlier this month. (Photo/ Getty Images for Uber Elevate/TNS)

One of the first places Uber wants that to play out is Dallas-Fort Worth. It's one of the first three markets for Uber Elevate, an initiative to launch the aerial ride-sharing service.

Uber took that message — and its pitch for urban air taxis — to a new, and potentially tougher, audience last week. It held a two-day conference about the ambitious effort in Washington, D.C., the home turf of the regulatory agencies and lawmakers that it must win over.

About 1,500 policymakers, tech executives and aviation officials attended the conference. It featured lawmakers and federal officials, Texas Sen. Ted Cruz, U.S. Secretary of Transportation Elaine Chao and Federal Aviation Administration officials.

Uber gave a progress report and made splashy announcements at its third annual Uber Elevate Summit.

It announced the first international market for the air service — Melbourne, Australia. It revealed that Uber Eats is working with McDonald's to deliver Big Macs and fries by drone.

It touted the progress of six aviation companies that are designing the aircraft.



Artist's rendering of an Uber "flying taxi."

And it dived into specifics, such as economics, safety and FAA-required certification. It showed off its different modes of transportation, from its new self-driving Volvo SUV to electric scooters.

Through splashy presentations and showroom floor exhibits, Uber and its business partners tried to build the case that urban air taxi service is not a far-fetched idea but one that's coming to fruition.

Uber went public in May. The tech giant's growth has been fueled by venture capital, but it is spending billions of dollars and has yet to turn a profit.

That hasn't slowed development of its aerial ride-sharing service. It expects to start flight demonstrations next year and launch commercial service in a few cities in 2023.

It wants the urban air taxis eventually to become autonomous.

Mark Moore, Uber's director of engineering for vehicle systems, said he's already seen some of the aircraft take flight. He declined to name the companies that are flight testing, saying they're keeping quiet for competitive reasons.

"It's incredibly impressive," he said. "They're nothing like helicopters." (Courtesy dallas morning news via http://the-gazette.com)

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