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Google suspends some business with Huawei after Trump blacklist

NEW YORK (Reuters) - Alphabet Inc's Google has suspended business with Huawei that requires the transfer of hardware, software and technical services except those publicly available via open source licensing, a source familiar with the matter told Reuters on Sunday, in a blow to the Chinese technology company that the U.S. government has sought to blacklist around the world. Holders of current Huawei smartphones with Google apps, however, will continue to be able to use and download app updates provided by Google, a Google spokesperson said, confirming earlier reporting by Reuters. "We are complying with the order and reviewing the implications," the Google spokesperson said.

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"For users of our services, Google Play and the security protections from Google Play Protect will continue to function on existing Huawei devices," the spokesperson said, without giving further details.

The suspension could hobble Huawei's smartphone business outside China as the tech giant will immediately lose access to updates to Google's Android operating system. Future versions of Huawei smartphones that run on Android will also lose access to popular services, including the Google Play Store and Gmail and YouTube apps.

"Huawei will only be able to use the public version of Android and will not be able to get access to proprietary apps and services from Google," the source said.

The Trump administration on Thursday added Huawei Technologies Co Ltd to a trade blacklist, immediately enacting restrictions that will make it extremely difficult for the company to do business with U.S. counterparts.

On Friday, the U.S. Commerce Department said it was considering scaling back restrictions on Huawei to "prevent the interruption of existing network operations and equipment". It was not immediately clear on Sunday whether Huawei's access to mobile software would be affected.

The extent to which Huawei will be hurt by the U.S. government's blacklist is not yet known as its global supply chain assesses the impact. Chip experts have questioned Huawei's ability to continue to operate without help from the United States.

Details of the specific services affected by the suspension were still being discussed internally at Google, according to the source. Huawei attorneys are also studying the impact of the blacklist, a Huawei spokesman said on Friday. Huawei was not immediately reachable for further comment.

Chipmakers including Intel Corp, Qualcomm Inc, Xilinx Inc and Broadcom Inc have told their employees they will not supply critical software and components to Huawei until further notice, Bloomberg reported bloom. bg/2VLT5QK late on Sunday, citing people familiar with the matter.

Intel, Qualcomm, Xilinx and Broadcom did not immediately respond to requests for comments on the Bloomberg report.

Representatives of the U.S. Commerce Department did not immediately comment.

Huawei will continue to have access to the version of the Android operating system available through the open source license, known as Android Open Source Project (AOSP), that is available for free to anyone who wishes to use it. There are about 2.5 billion active Android devices worldwide, according to Google.

However, Google will stop providing Huawei with access, technical support and collaboration involving its proprietary apps and services going forward,



FILE PHOTO: Visitors walk past Huawei's booth during Mobile World Congress in Barcelona, Spain, February 27, 2017. REUTERS/Eric Gaillard/File Photo

the source said.

Huawei has said it has spent the last few years preparing a contingency plan by developing its own technology in case it is blocked from using Android. Some of this technology is already being used in products sold in China, the company has said.

In an interview with Reuters in March, Eric Xu, rotating chairman of Huawei, struck a defiant note in anticipation of retaliatory actions by U.S. companies. "No matter what happens, the Android Community does not have any legal right to block any company from accessing its open-source license," he said.

Popular Google apps such as Gmail, YouTube and the Chrome browser that are available through Google's Play Store will disappear from future Huawei handsets as those services are not covered by the open source license and require a commercial agreement with Google.

But users of existing Huawei devices who have access to the Google Play Store will still be able to download app updates provided by Google. Apps such as Gmail are updated through the store, unlike operating system updates which are typically handled by phone manufacturers and telecoms carriers, which the blacklist could affect, the source said.

The impact is expected to be minimal in the Chinese market. Most Google mobile apps are banned in China, where alternatives are offered by domestic competitors

such as Tencent and Baidu.

In Beijing, foreign ministry spokesman Lu Kang said the ministry had noticed the report and would look into it and pay attention to developments.

"At the same time, China supports Chinese companies to use legal weapons to defend their legitimate rights," he added, but did not elaborate.

Huawei's European business, its second-biggest market, could be hit as Huawei licenses these services from Google in Europe.

"Having those apps is critical for smartphone makers to stay competitive in regions like Europe," said Geoff Blaber, vice president of research, CCS Insight.

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U.S., China bicker over 'extravagant expectations' on trade deal

BEIJING/WASHINGTON (Reuters) - China accused the United States on Monday of harboring "extravagant expectations" for a trade deal, underlining the gulf between the two sides as U.S. action against China's technology giant Huawei began hitting the global tech sector.

Adding to tensions, the U.S. military said one of its warships sailed near the disputed Scarborough Shoal claimed by China in the South China Sea on Sunday, the latest in a series of "freedom of navigation operations" to anger Beijing.

Alphabet Inc's Google has also suspended business with China's Huawei Technologies Co Ltd that requires the transfer of hardware, software and technical services, except those publicly available via open source licensing, a source familiar with the matter told Reuters on Sunday.

The decision was a blow to the company the U.S. government has sought to blacklist around the world.

Shares in European chipmakers Infineon Technologies, AMS and STMicroelectronics fell sharply on Monday amid worries the Huawei suppliers may suspend shipments to the Chinese firm due to the U.S. blacklisting.

RELATED COVERAGE

U.S. unlikely to suffer big damages from China trade dispute: Fed

The Trump administration's addition of Huawei to a trade blacklist on Thursday immediately enacted restrictions that will make it extremely difficult for it to do business with U.S. counterparts.

In an interview with Fox News Channel recorded last week and aired on Sunday night, Trump said the United States and China "had a very strong deal, we had a good deal, and they changed it. And I said 'that's OK, we're going to tariff their products.'"

In Beijing, Chinese Foreign Ministry spokesman Lu Kang said he didn't know what Trump was talking about.

"We don't know what this agreement is the United States is talking about. Perhaps the United States has an agreement they all along had extravagant expectations for, but it's certainly not a so-called agreement that China agreed to," he told a daily news briefing.

The reason the last round of China-U.S. talks did not reach an agreement is because the United States tried "to achieve unreasonable interests through extreme pressure", Lu said. "From the start this wouldn't work."

China went into the last round of talks with a sincere and constructive attitude, he said.

"I would like to reiterate once again that China-U.S. economic and trade consultation can only follow the correct track of mutual respect, equality and mutual benefit for there to be hope of success."

No further trade talks between top Chinese and U.S. negotiators have been scheduled since the last round ended on May 10 - the same day Trump raised the tariff rate on \$200 billion worth of Chinese products from 10 percent.

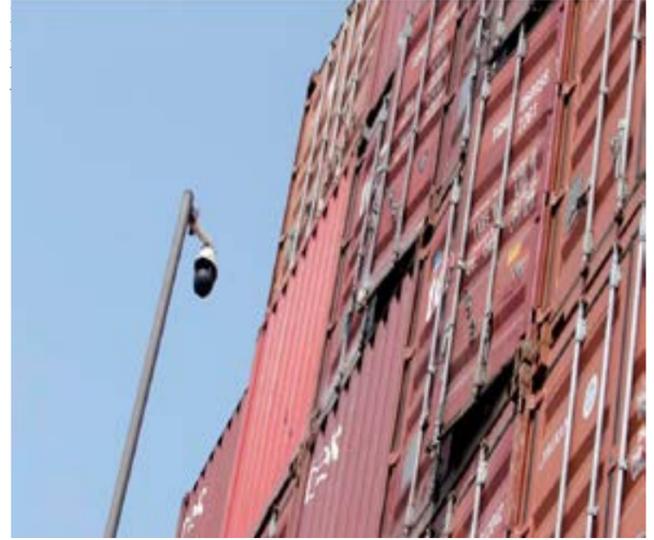
Trump took the step after the United States said China backtracked on commitments in a draft deal that had been largely agreed.

STERNER TONE

Since then, China has struck a sterner tone, suggesting that a resumption of talks aimed at ending the 10-month trade war between the world's two largest economies was unlikely to happen soon.

Beijing has said it will take "necessary measures" to defend the rights of Chinese companies but has not said whether or how it will retaliate over the U.S. actions against Huawei. Later on Monday, the official China Daily also lambasted the latest U.S. actions in a strongly worded editorial, saying that with its treatment of Huawei, the U.S. government had revealed all its ugliness in its dealings with other countries.

"It seems as if the U.S. takes it for granted that it has the absolute say over everything in its dealings with the rest of the



world, which has to take whatever the U.S. dishes out no matter how arbitrary and despotic that is," China Daily said.

"But China will not take it and neither will Huawei."

The editor of the Global Times, an influential tabloid run by the ruling Communist Party's People's Daily, tweeted on Monday that he had switched to a Huawei phone, although he said his decision did not mean that he thinks it is right to boycott Apple and that he was not throwing away his iPhone.

"While the U.S. spares no efforts to subdue Huawei, out of personal belief, I chose to support the well respected company by using its product," Hu Xijin tweeted.

A surveillance camera is seen next to containers at a logistics center near Tianjin Port, in northern China, May 16, 2019. REUTERS/Jason Lee

Trump, who said the interview with Fox News host Steve Hilton had taken place two days after he raised the tariffs, said he would be happy to simply keep tariffs on Chinese goods, but that he believed China would eventually make a deal with the United States "because they're getting killed with the tariffs".

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Editor's Choice



Nigel Farage and Brexit Party candidates campaign in Newcastle



Law enforcement officials move migrant families in federal custody from buses to a chartered plane scheduled to fly to San Diego at Brownsville South Padre International Airport in Brownsville, Texas, U.S., May 19, 2019. REUTERS/Loren Elliott TPX IMAGES OF THE DAY



72nd Cannes Film Festival - Screening of the film "A Hidden Life" in competition - Red Carpet Arrivals - Cannes, France, May 19, 2019. A guest with a tattoo poses. REUTERS/Eric Gaillard TPX IMAGES OF THE DAY



A worker prepares a display of Allium during the final day of preparations at the RHS Chelsea Flower Show in London



A cyclist wearing a costume of a cartoon character rides during the Cycling Festival in Moscow, Russia May 19, 2019. REUTERS/Evgenia Novozhenina TPX IMAGES OF THE DAY



72nd Cannes Film Festival - Honorary Palme d'Or Award - Photocall - Cannes, France, May 19, 2019. Alain Delon poses. REUTERS/Jean-Paul Pelissier TPX IMAGES OF THE DAY



72nd Cannes Film Festival - Photocall for the film "The Wild Goose Lake" (Nan Fang Che Zhan De Ju Hui) in competition - Cannes, France, May 19, 2019. Director Diao Yinan and cast members Hu Ge, Liao Fan, Gwei Lun-Mei, Wan Qian pose. REUTERS/Jean-Paul Pelissier



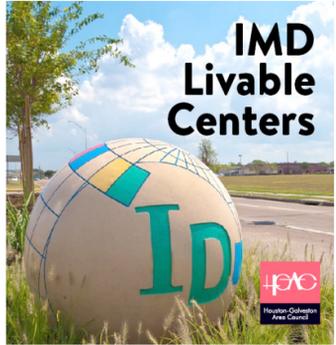
72nd Cannes Film Festival - Photocall for the film "Port Authority" in competition for the category Un Certain Regard - Cannes, France, May 19, 2019. Cast member Leyna Bloom poses. REUTERS/Stephane Mahe TPX IMAGES OF THE DAY

Happening Today In The IMD
IMD Conducts Livable Centers Study

The International District, in partnership with H-GAC, is conducting a Livable Centers Study.

Livable Centers are places where people can live, work, and play with less reliance on their cars. Livable Centers, with concentrations of residential and employment, support more trips by foot, bicycle, transit, or carpool. H-GAC's Livable Centers program works with local communities to identify specific recommendations, such as pedestrian and bicycle facilities, that can help spark the creation of Livable Centers.

The IMD is home to almost 99,000 people in a district that is only 12 square miles, making it one of most densely populated areas in Houston. Not only is IMD unique for its density, but it is also one of the most culturally diverse areas in the city. There is a variety of strong cultural identities all within the district that have unique representation through local businesses and places of worship. Because of the growing population in this district and need for connectivity, IMD is conducting a livable centers study to determine how the area can be transformed into a community where people can live, work and play with less reliance on their car for transportation. The vision for transforming IMD is to increase walkability and connectivity in a way that embraces local culture to make this area a destination within Houston.



IMD Facts
99k PEOPLE **12 SQUARE MILES**
2007 IMD CREATED
Livable Centers

While all Livable Centers are distinctive, they all are based on similar concepts of development, such as:

CONNECTING -Connecting residences, stores and office spaces through mixed-use developments.

IMPROVING-Improving access to transit and multiple transportation modes, including roadways, walking and biking.

ENHANCING-Enhancing streetscapes, sidewalks and overall community aesthetics.

EXPANDING -Expanding housing and employment opportunities.

CREATING -Creating a public engagement strategy that encourages stakeholder involvement in the formation of the plan.

The 2019 International Management District Livable Centers Study

The IMD livable centers study will combine knowledge from previous studies with community engagement to understand the needs of the District. Through this study, IMD will formulate strategies and identify necessary changes to the area that will transform it into a destination that embraces its international characteristics. (Courtesy Inter-

national Management District)

Houston TranStar Urges Motorists: Move Over, Slow Down – It Saves Lives

Every day, law enforcement, fire fighters, emergency personnel and tow operators risk their lives responding to calls for help. In 2018, more than 1,100 crashes in the Houston/Galveston area involved emergency vehicles, according to the Texas Department of Transportation (TxDOT).

The Texas Move Over/Slow Down law requires that passing motorists move

out of the lane closest to an emergency vehicle stopped on the roadway, or if they can't safely move, reduce driving speeds to 20 miles below the posted limit. Move Over/Slow Down also applies when passing stopped TxDOT vehicles and tow trucks displaying warning signals such as traffic cones or flashing lights.



HOUSTON TRANSTAR

“Move Over/Slow Down is designed to prevent secondary crashes and protect first responders as well as drivers and passengers,” said Dinah Massie, Executive Director at Houston TranStar. “It’s about improving safety for all, particularly emergency personnel who work in dangerous conditions along Texas roadways.”

The Move Over/Slow Down Law requires you to:

Move out of the lane next to the stopped vehicle(s) when on a highway with two or more lanes going the same direction, if it can be done safely and legally

– OR –
Slow to 20 miles per hour below the posted speed

Slow to 5 miles per hour if the posted speed is 25 miles per hour or less

Heightened enforcement of the Move Over/Slow Down law is happening across the state, with fines from \$200 to \$2,000, depending on the offense. Last year, TxDOT reports the Department of Public Safety issued more than 41,000 warnings and citations to motorists violating the law.

For more information on road safety and to learn more about how to Travel Smart with TranStar, visit www.HoustonTranStar.org

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States Need New Traffic Laws For Self-Driving Cars

States are scrambling to figure out how to govern vehicles in an age of automated driving, when cars and drivers will have different levels of control over driving.

Why it matters: Autonomous vehicles will create new traffic risks, especially during the long transition period when there will be both AVs and driver-operated vehicles on the road.

•The federal government has signaled that states should continue to be responsible for setting rules of the road, even when machines are doing the driving.

•That comes with a host of thorny issues for states — from how to license automated drivers to how to rewrite outdated traffic laws.



What's happening: Organizations like the Governors Highway Safety Association and the American Association of Motor Vehicle Administrators are working with AV developers and others to help states tackle these issues.

•This week (May 8), GHSA and State Farm will convene a panel of experts to develop recommendations for how states can adapt their traffic safety programs for AVs.

•In 2018, AAMVA published guidelines for states on vehicle registration; driver training, testing and licensing; traffic law enforcement, and emergency response.

A committee of the Uniform Law Commission is drafting an AV law that would address many of the same issues.

The Harvard Kennedy School is bringing regional experts together for a series of AV policy scrums, as Colleen Quinn writes below for Axios Expert Voices.

The big picture: About 20 states and the District of Columbia are preparing for fully automated vehicles by enacting legislation, creating task forces or



(Illustration/S.Grillo/Axios)

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

conducting research, says GHSA.



But even those efforts don't begin to address the multitude of traffic safety issues that will occur when AVs begin to share the roads with human-driven vehicles, Hedlund says.

And most states are doing nothing, a 2018 GHSA study found.

The potential traffic issues:

•AVs are programmed to obey speed limits, but prevailing traffic often moves faster.

•AVs need to adapt to local driving customs like the "Pittsburgh left" (letting the first left-turning vehicle stopped at a traffic light turn ahead of oncoming traffic when the light turns green).

•Level 4 AVs will stop operating if their narrowly defined operating rules no longer apply (think sudden snow squall). States need to decide whether only passengers with a valid driver's license can ride.

•Can a Level 4 AV legally serve as a designated driver to carry passengers home from the bar? Would its occupants be subject to impaired driving laws?

•States must also decide if distracted driving laws would apply to passengers

in a Level 3 or 4 AV.



The bottom line: "States need to step up to the plate and get involved, because AVs will happen and they will come to your state, if only for interstate truck platooning. So you'd better get ready for them," says Hedlund. (Courtesy axios.com)

Related
Tesla says it will roll out robotaxis in U.S. next year

Tesla plans to introduce self-driving taxis

in some U.S. cities next year, CEO Elon Musk announced on Monday at a company event for investors, during which it also unveiled a new chip to power its autonomous driving system.



The big picture: Tesla has long proclaimed its ambition to operate fleets of self-driving taxis. But limitations of the company's currently available autonomous driving tech — along with well-publicized accidents involving the limited self-driving technology its cars currently offer — raise questions about Tesla's aggressive timeline.

What's new: At the event, Tesla unveiled a new proprietary chip at the center of its autonomous driving tech that it designed on its own for the first time, and said it's already working on the device's next iteration. Previously, Tesla had been using Nvidia chips.

•"All Tesla cars being produced right now have everything necessary for full self driving — all you need to do is improve the software," said Musk of the new chip. He told investors they'd be able to test-drive cars with the improved software later during the event.

•Musk's acknowledgment of the need for improved software is also a nod to the limits of Tesla's current autonomous driving system, which cannot currently handle all aspects of the road without human intervention.

•**What's next:** Tesla is scheduled to release its latest earnings report Wednesday, with analysts expecting disappointing financial results. (Courtesy axios.com)

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