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# Southern DAILY

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**Publisher:** Wea H. Lee  
**President:** Catherine Lee  
**Editor:** John Robbins

**Address:** 11122 Bellaire Blvd., Houston, TX 77072  
**E-mail:** [News@scdaily.com](mailto:News@scdaily.com)

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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 Kropkach 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**

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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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*“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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