

Trump calls on U.S. firms to exit China as trade war escalates

WASHINGTON/BEIJING (Reuters) - President Donald Trump on Friday pressured U.S. companies to leave China after Beijing unveiled retaliatory tariffs on \$75 billion in U.S. goods, stoking fears their escalating trade war will tip the global economy into recession.

FILE PHOTO: U.S. President Donald Trump and China's President Xi Jinping pose for a photo ahead of their bilateral meeting during the G20 leaders summit in Osaka, Japan, June 29, 2019. REUTERS/Kevin Lamarque/File Photo Trump, who has accused China of unfair trade practices and pushed for a deal that would rebalance the relationship in favor of U.S. manufacturers and workers, said on Twitter he will issue a response to Beijing's latest tariff plan on Friday afternoon.

The president was meeting with his trade team at midday, a senior White House official told Reuters.

"We don't need China and, frankly, would be far better off without them. The vast amounts of money made and stolen by China from the United States, year after year, for decades, will and must STOP," Trump tweeted.

"Our great American companies are hereby ordered to immediately start looking for an alternative to China, including bringing your companies HOME and making your products in the USA."

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It's unclear what legal authority Trump would be able to use to compel U.S. companies to close operations in China or stop sourcing products from the country.

Trump also said he was ordering shippers including FedEx (FDX.N). Amazon.com Inc

(AMZN.O), UPS (UPS.N) and the U.S. Postal Service to search out and refuse all deliveries of the opioid fentanyl to the United States.

The U.S. Chamber of Commerce rebuffed Trump's call, urging "continued, constructive engagement" so that the world's two largest economies could quickly reach a trade deal.

"Time is of the essence. We do not want to see a further deterioration of US-China relations," Myron Brilliant, executive vice president and head of the business group's international affairs, said in a statement.

China on Friday said it would impose retaliatory tariffs on \$75 billion of U.S. goods, targeting crude oil for the first time and renewing punitive duties on American-made autos

The latest salvo was in response to Trump's plans to impose 10% tariffs on a final \$300 billion list of Chinese-made consumer goods on Sept. 1 and Dec. 15, including cell phones, toys, laptop computers and clothing.

China's Commerce Ministry said that on those same dates it will impose additional tariffs of 5% or 10% on a total of 5,078 products originating from the United States including agricultural products such as soybeans, beef and pork, as well as small aircraft. Beijing is also reinstating tariffs on cars and auto parts originating from the United States that it suspended last December as U.S.-China trade talks accelerated.

Reuters Graphic

"China's decision to implement additional tariffs was forced by the U.S.'s unilateralism and protectionism," the Chinese Commerce Ministry said in a statement.

"We want a deal, but it doesn't mean we want a deal that is not based on mutual respect or good for China's interests," a Chinese diplomatic source said. "If the United States levies tariffs, China will have counter-measures."



U.S. stocks fell sharply. The tech-heavy Nasdaq Composite .IXIC was down 2.6%, the S&P 500 index .SPX fell 2.1% and the Dow Jones Industrial Average .DJI shed 1.9%. U.S. Treasury yields also fell as investors sought safe-haven assets.

U.S. crude futures were down more than 2%. White House trade adviser Peter Navarro told Fox Business Network that U.S.-China trade talks would nevertheless go ahead in September and dismissed the Chinese tariff threat as small in terms of the U.S. economy. On Thursday, top White House economic adviser Larry Kudlow said there was progress in a deputy-level U.S.-China trade call this week. But neither side so far appears to be ready to make a significant compromise needed to end the nearly 14-month-old trade war.

The trade dispute has stoked fears about a global recession, shaking investor confidence and prompting central banks around

the world to ease policy in recent months. In an interview on CNBC, Federal Reserve Bank of Cleveland President Loretta Mester said she viewed the Chinese retaliatory tariffs as "just a continuation" of the aggravated trade policy uncertainty that has begun weighing on U.S. business investment and sentiment.

AGRICULTURE, AUTO SECTORS HIT
The knock-on impact of the U.S.-China trade tensions was a key reason behind the U.S. Federal Reserve's move to cut interest rates last month for the first time in more than a decade.

"The president's trade war threatens to push the economy into a ditch," said Mark Zandi, chief economist at Moody's Analytics. "The president is hoping that the Federal Reserve will ... bail him out, but if he continues to pursue the war, the Fed won't be up to the task."

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Editor's Choice



French President Emmanuel Macron and British Prime Minister Boris Johnson speak during a meeting at the Elysee Palace in Paris, France, August 22, 2019. Christophe Petit Tesson/Pool via REUTERS TPX IMAGES OF THE DAY



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A child dressed as Hindu Lord Krishna poses during the festival of Janmashtami, marking the birth of Hindu Lord Krishna, in Dhaka



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U.S. President Trump presents Presidential Medal of Freedom to Bob Cousy at the White House in Washington



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Is The Future Of The Burger Vegan?



Actresses Dorothy Sebastian and Joan Crawford, 1925.
(Photo/Keystone-France/Gamma-Keystone/Getty)

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

From every direction, the underpinnings of everyday life are under challenge — from the jobs Americans once held, to the allies we once embraced, to the decorum we tightly observed. Now, it's the hamburger — the very-nearly patriotic staple of every childhood and backyard barbecue — that's under threat.

What's happening: Last week, McDonald's became the latest major fast-food chain to serve plant-based burgers, saying it will test the "Big Vegan TS" in Germany. By the end of the year, such "non-meat burgers" will be in 7,200 Burger Kings, 1,000 Carl's Jr.s., and hundreds of other fast-food joints.

•That's a lot of "imposter" burgers, as George Motz, one of the world's premier hamburger experts, calls the boom in laboratory-invented burgers. "If the next generation embraces these 100%, we will lose a sense of what a real burger should be. They are getting away from the real thing."

The big picture: The hamburger goes back to a surge of German immigrants in the 1800s. When they arrived in the U.S., they brought with them a standard cuisine — chopped meat on a plate, with

gravy. In the U.S., it morphed into the Hamburg Steak, a meatball-size dollop of beef between two slices of bread.

•In the decades since, each state and region of the country has made its own twist on the burger. Similar adjustments have happened as the burger has traveled to seemingly every country in the world. •Now, the international community is embracing the gourmet burger at places like Smashburger, Shake Shack and Five Guys.



The original McDonald's Museum
It may seem like people are eating less and less red meat, but that impression holds only if you compare now with the hamburger's peak years. Beef-eating crashed along with the U.S. economy starting in 2008, but has picked up fitfully year by year and is back up to the equivalent of 229 burgers a year, or 4.4 burgers a week, according to the U.S.

Agriculture Department. It's a global phenomenon — from 2007-2017, the world consumed an average of 1.9% more meat each year, the Economist reports.

The somewhat jarring arrival of faux beef burgers is part of an unlikely shake-up of the country's cultural bedrock:

•There is a potential shift away from gas-guzzling trucks and SUVs to quiet electrics.

•American football — versus the international version — is losing its cachet, as teens — their parents worried about permanent injury — drop the sport. More broadly, we have seen the near-demise of the traditional pickup game of basketball (along with street baseball and touch football).

•"Americans are intensely proud of their hamburger heritage. It's one of the only American food inventions in the last 100 years," Motz tells Axios. "Now we have invented the fake hamburger."

The burger is bigger than you might think: Motz, a Brooklyn filmmaker, has built a new globe-trotting career around his expertise with hamburgers, including a movie and four books (last year, he published "Hamburger America").



The first Whataburger

•Brazilians, he says, are absolutely crazy about burgers — he says he is soon traveling to Sao Paolo to demonstrate how to grill a better burger. Then he is on his way to do the same in Copenhagen and Paris, where he is to appear at Holybelly, a diner. "I have more Instagram followers in Buenos Aires and Sao Paolo than

in New York City."

•In the U.S., journalists are positioning the burger in the long culture war, with Republicans placing themselves on the side of beef-eating and suggesting that Democrats "want to kill all the cows." In February, Sebastian Gorka, the acerbic former Trump administration official, equated such thoughts with Stalinism.

Motz feels certain that, even if faux beef is taken up by lots of Americans, it will be only when they feel guilty for environmental reasons, such as the contribution of cows to climate change.

•Even millennials, the killers of mayonnaise, cheddar cheese and other American staples of bad eating, haven't — and won't — abandon the burger, he is certain.

•"Millennials require not just food but a story behind it. They have to have context." Such as nostalgia, which the burger has. (Courtesy axios.com)



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UPS And The USPS Have Started Testing Self-Driving Trucks To Meet The High Demands Of Cross-Country Transport



The fancy TuSimple trucks look much more high tech. (Photo/Getty Images)

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

The USPS is partnering with San Diego-based startup TuSimple in a two-week pilot program to deliver mail between Dallas and Phoenix. The program will involve five round trips totaling over 2,100 miles, estimated at about 45 hours of driving, and will pass through major interstates spanning Arizona, New Mexico, and Texas. It's not entirely clear how much the pilot program will cost—both the USPS and TuSimple are keeping mum on the financial part of the deal. That said, a USPS spokesperson told Reuters that no tax dollars were involved and that the entire thing was funded by money earned from postage and other product sales. The USPS has reported losses every year for the past 12 years. In 2018 alone, it reported a net loss of \$3.9 billion and a \$2.7 billion loss in 2017. Part of the agency's plans to claw its way back to financial health is to invest in higher-tech solutions—autonomous vehicles ranking high on the USPS's list. As it turns out, using self-driving trucks for long hauls could reduce fuel costs, increase safety

(no drivers falling asleep at the wheel), and maximize fleet utilization, if the hype is to be believed.



A safety driver and engineer on board to intervene just in case something goes wrong.

In 2017, the agency's Office of the Inspector General published a report on its plans to work self-driving vehicles into the USPS fleet. The USPS also mentions that it's currently building an autonomous vehicle prototype with the University of Michigan and hopes to use it on 28,000 rural routes by 2025. "Performing for the USPS on this pilot in this particular commercial corridor gives us specific use cases to help us validate our system, and expedite the technological development and commercialization progress," Dr. Xiaodi Hou, TuSimple's

founder, said in a statement. **UPS Has Been Transporting Cargo In Self-Driving Trucks For Months**



In an effort to improve efficiency, UPS has been quietly utilizing self-driving vehicles to transport cargo over the last few months. The delivery company confirmed the move Friday, when it announced it taken a minority stake in the autonomous driving startup TuSimple. According to a press release, UPS has been working with TuSimple to "better understand the requirements for Level 4 Autonomous trucking in its network." Level 4 refers to a vehicle that is controlled by a computer the entire time, which effectively eliminates the need for manual operations. According to Forbes, the trailers UPS has been using are equipped with digital cameras, radar, and LiDAR, sensors; however, UPS states that a driver and an engineer have been on board to monitor the operations, as required by law. "UPS is committed to developing and deploying technologies that enable us to operate our global logistics network more efficiently," Scott Price, UPS' chief strategy and transformation officer, said in a press release. "While fully autonomous, driverless vehicles still have development and regulatory work ahead, we are excited by the advances in braking and other technologies that companies like TuSimple are mastering." TuSimple says its mission is to "increase safety, decrease transportation costs, and reduce carbon emissions" through self-driving technology. The company also states that UPS' newly announced investment will cut the average cost of shipping with a tractor-trailer by 30 percent. (Courtesy <https://gizmodo.com>

and (Courtesy complex.com) **Related** **USPS Teams Up With Self-Driving Truck Startup TuSimple In Arizona**



TuSimple's self-driving tractors will haul U.S. Postal Service trailers. (Photo/TuSimple) TuSimple, the Tucson-by-way-of-San-Diego-based self-driving freight truck startup, recently announced a huge deal with the U.S. Postal Service (USPS) to rev up a two-week test transporting mail across three Southwestern states. The test, which will see the company's autonomous big rigs shuttling across the desert highways, hauling everything from eBay packages to utility bills to magazine subscriptions, is a move that puts the self-driving trucking industry closer to being commercialized for everyday life. "It's not just the driver shortage we're looking to fix—this technology will enable fleets to provide services that they couldn't before," said Chuck Price, Chief Product Officer of TuSimple. "Considering you need a package coast to coast in two or three days, you're not going to put that on a truck, you'll put that on a plane. But with an autonomous vehicle operating 24 hours, it's possible to do a run like that in two days or less." In March, Governor Ducey announced from Tucson that TuSimple would create 500 new jobs over the next two years in engineering, truck driving, and office management. This pairing with the USPS may possibly help deliver those jobs, as well as mail. Tucson is where TuSimple's testing facility is located, with engineers and mechanics and drivers zipping around making sure that the trucks can drive on their own. The company is set to expand its fleet of autonomous trucks to 500 by lat-

er this year, making it the world's largest autonomous truck fleet.



For this project, the TuSimple trucks will deliver mail between USPS facilities in Phoenix and Dallas to monitor how the technology can improve on delivery times and costs. A driver will be present, sitting behind the wheel to take over if necessary, and an engineer will ride shotgun to keep an eye on the software and hardware. "It's very difficult for the carriers to meet the demand because they don't have the drivers. This tech will meet demand and will also benefit the whole supply chain," Price said. "If a fleet doesn't have a driver, they won't have a truck, which means the manufacturer won't supply the cargo and parts. That's a lot of sales that's not happening. In the end for consumers it means the shipping prices will go down."



A TuSimple truck. (Photo/TuSimple) The trucks will make five round trips, each totaling more than 2,100 miles, through Arizona, New Mexico, and Texas, and may continue on after the two-week pilot program. Long-term, Price says that the goal for the company is to cut out drivers entirely from long-haul routes, like Dallas to Phoenix, and leave short-haul routes, such as in the same state, for actual human drivers. (Courtesy chamberbusinessnews.com)

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