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Inside C2

Southern DAILY

Make Today Different

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U.S. adds China's YMTC and 30 other firms to 'unverified'

WASHINGTON, Oct 7 (Reuters) - The United States on Friday added China's top memory chipmaker YMTC and 30 other Chinese entities to a list of companies that U.S. officials have been unable to inspect, ratcheting up tensions with Beijing and taking aim at a firm that has long troubled the Biden administration.

The new listings were the first of a slew of new restrictions announced on Friday on exports of technology to China aimed at blocking its military advances.

As Reuters exclusively reported on Thursday, the United States is also set to curb access to chipmaking tools for Chinese firms including Yantze Memory Technologies Co (YMTC), while still allowing South Korean memory chipmakers Samsung Electronics Co Ltd (005930.KS) and SK Hynix Inc (000660.KS) to obtain the equipment for their operations in China. read more

U.S. senators from both parties have been calling for YMTC, China's fast-growing chip manufacturer, to be placed on a trade blacklist known as the "entity list." The company, founded in 2016, is seen as a "direct threat" to U.S. chip companies by the Biden administration.



Flags of U.S. and China are seen in this illustration picture taken August 2, 2022. REUTERS/Florence Lo/ Illustration

International Trade Center 20th Year Anniversary Gala

HONOREES

- The Honorable Robert E. Eckels, Gala Chair
- The Honorable Mayor Sylvester Turner, Gala Co-Chair
- The Honorable Wea H. Lee, ITC, Founder
- The Honorable Gezaghen Kebede, ITC, President
- Lee Cook, Founder, Phonoscope Excellence in Business Award
- Elaine Chao, Former 18th United States secretary of transportation, First Asian American woman ever to serve in a presidential cabinet, Zenith Award
- Bibi Hilton, Publisher, Im a Guest Here Global Impact Award

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YMTC and the Chinese embassy in Washington did not immediately respond to requests for comment.

YMTC is under investigation by the Commerce Department over whether it violated U.S. export controls by selling chips to black-listed Chinese telecommunications company Huawei Technologies Co Ltd. Its chips also are being evaluated by Apple Inc for inclusion in some of its iPhones in China, a major concern for U.S. lawmakers and the Biden administration.

Companies are added to the unverified list because the United States could not complete on-site visits to determine whether they can be trusted to receive sensitive technology exports from the United States.

U.S. exporters must conduct additional due diligence before sending goods to entities placed on the "unverified list," like the 31 added on Friday, and may have to apply for more licenses.

The United States removed a unit of Wuxi Biologics from the list on Friday, good news for the maker of ingredients for AstraZeneca's COVID-19 vaccine. Reuters reported last

summer that U.S. officials had been able to conduct an inspection at the Wuxi city site, a stepping stone to removal from the list.

A Wuxi Biologics spokeswoman said on Friday the company was pleased the Wuxi site was removed from the list, given the inspection in June. The company looks forward to scheduling an inspection of its Shanghai subsidiary, which also was placed on the unverified list in February, she added.

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OPEC+ oil output cut shows widening rift between Biden and Saudi royals

WASHINGTON/LONDON, Oct 7(Reuters) - The OPEC+ organization's decision this week to cut oil production despite stiff U.S. opposition has further strained already tense relations between President Joe Biden's White House and Saudi Arabia's royal family...

The White House pushed hard to prevent the OPEC output cut, these sources said. Biden hopes to keep U.S. gasoline prices from spiking again ahead of midterm elections in which his Democratic party is struggling to maintain control of the U.S. Congress.

The U.S. administration lobbied OPEC+ for weeks. In recent days, senior U.S. officials from energy, foreign policy and economic teams urged their foreign counterparts to vote against an output cut...

Amos Hochstein, Biden's top energy envoy, along with national security official Brett McGurk and the administration's special envoy to Yemen Tim Lenderking, traveled to Saudi Arabia last month to discuss energy issues, including the OPEC+ decision.

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They failed to prevent an output cut, just as Biden did after his own July visit.

US officials "tried to position it as 'us versus Russia,'" said one source briefed on the discussions, telling Saudi officials they needed to make a choice.

That argument failed, the source said, adding that the Saudis said that if the United States wanted more oil on the markets, it should start producing more of its own.

The United States is the world's No. 1 oil producer and also its top consumer, according to data from the U.S. Energy Information Administration.



The Saudi government media office CIC did not respond to Reuters emailed requests for comment about the discussions.

"We are concerned first and foremost with the interests of the Kingdom of Saudi Arabia and then the interests of the countries that trusted us and are members of OPEC and the OPEC + alliance," Energy Minister Prince Abdulaziz told Saudi TV Wednesday.

OPEC weighs its interests with "those of the world because we have an interest in supporting the growth of the global economy and providing energy supplies in the best way," he said.

Washington's handling of the Iran nuclear deal and withdrawal of support for a Saudi-led coalition's offensive military operations in Yemen have upset Saudi officials, as have actions against Russia after the February 2022 invasion of Ukraine.

A U.S. push for a price cap on Russian oil is causing uncertainty, Energy Minister Prince Abdulaziz bin Salman told Bloomberg TV after the OPEC cut, noting the "lack of details and the lack of clarity" about how it will be implemented.

A source briefed by Saudi officials said the kingdom views it as "a non-market price-control mechanism, that could be used by a cartel of consumers against producers."

A Biden-directed sale of 180 million barrels of oil in March from the U.S. Strategic Petroleum Reserve put downward pressure on oil prices. In March, OPEC+ said it would stop using data from the International Energy Agency (IEA), a Western oil watchdog, due to Saudi-led concerns the United States had too much influence.

Editor's Choice



Rescue workers arrange coffins containing the body of victims at Song Serm Tham Foundation after transfer from Udon Thani hospital in Udon Thani province, following a mass shooting in the town of Uthai Sawan, around 500 km northeast of Bangkok in the province of Nong Bua Lam Phu, Thailand. REUTERS/Athit Perawongmetha



Destroyed homes and businesses on Pine Island, Florida as seen from a U.S. Army National Guard Blackhawk helicopter after Hurricane Ian caused widespread destruction in Pine Island, Florida, October 1. REUTERS/Kevin Fogarty



A goalpost is seen after a riot and stampede following a soccer match at Kanjuruhan stadium in Malang, East Java province, Indonesia, October 2. REUTERS/Willy Kurniawan



South Korean and U.S. fighter jets take part in a joint bombing drill in this handout picture provided by the Defense Ministry, South Korea, October 4. South Korean Defense Ministry/Yonhap



Kamilia Kuhail, 35, looks after her 2 month old son, Ahmed, in the Sheikh Shaban cemetery where she lives with her family, in Gaza City. The Kuhail family's house was built on the graves of two unknown people whose remains are now buried under the...MORE



A man carrying a gun walks with a family on a flooded street after Hurricane Ian caused widespread destruction, in North Port, Florida, September 30. REUTERS/Shannon Stapleton

Southern DAILY Make Today Different

BUSINESS

The New Face Of The Final Frontier The Business Of Space



(Editor's Note: When Virgin CEO Richard Branson and his crew on the Virgin Galactic space airplane reached space last week 50 miles above earth, the achievement, while technologically monumental, was significant in heralding the inescapable commercialization of space and all that means and will become. Branson was upfront about his trip being a personal adventure while at the same time one by which he wanted to tell the public that now is the time to join him in space. But the even larger story is that Branson's ride into space marked the moment at which the dream became reality for an independent business owner, not by the hand of any government, to fly off into space and in just over two hours' time land safely back on earth. Branson's trip opened the door and now commercialization of space has begun./John T. Robbins)

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

Richard Branson's achievement notwithstanding, today there is reason to think that we may finally be reaching the first stages of a true space-for-space economy. SpaceX's recent achievements (in cooperation with NASA), as well as upcoming efforts by Boeing, Blue Origin, and Virgin Galactic to put people in space sustainably and at scale, mark the opening of a new chapter of spaceflight led by private firms. These firms have both the intention and capability to bring private citizens to space as passengers, tourists, and — eventually — settlers, opening the door for businesses to start meeting the demand those people create over the next several decades with an array of space-for-space goods and services.

Welcome to the (Commercial) Space Age In contrast to governments, the private sector is eager to put people in space to pursue their own personal interests, not the state's — and then supply the demand they create. This is the vision driving SpaceX, which in its first twenty years has entirely upended the

rocket launch industry, securing 60% of the global commercial launch market and building ever-larger spacecraft designed to ferry passengers not just to the International Space Station (ISS), but also to its own promised settlement on Mars. Today, the space-for-space market is limited to supplying the people who are already in space: that is, the handful of astronauts employed by NASA and other government programs. While SpaceX has grand visions of supporting large numbers of private space travelers, their current space-for-space activities have all been in response to demand from government customers (i.e., NASA).



But as decreasing launch costs enable companies like SpaceX to leverage economies of scale and put more people into space, growing private sector demand (that is, tourists and settlers, rather than government employees) could turn these proof-of-concept initiatives into a sustainable, large-scale industry.

This model — of selling to NASA with the hopes of eventually creating and expanding into a larger private market — is exemplified by SpaceX, but the company is by no means the only player taking this approach. For instance, while SpaceX is focused on space-for-space transportation, another key component of this burgeoning industry will be manufacturing.

Made In Space, Inc. has been at the forefront of manufacturing "in space, for space" since 2014, when it 3D-printed a wrench onboard the ISS. Today, the company is exploring other products, such as high-quality fiber-optic cable, that terrestrial customers may be willing to pay to have manufactured in zero-gravity. But the company also recently received a \$74 million contract to 3D-print large metal beams in space for use on NASA spacecraft, and future private sector spacecraft will certainly have similar manufacturing needs which Made In Space hopes to be well-positioned to fulfill. Just as SpaceX has begun by supplying NASA but hopes to eventually serve a much larger, private-sector market, Made In Space's current work with NASA could be the first step along a path towards supporting a variety of private-sector manufacturing applications for which the costs of manufacturing on earth and transporting into space would be prohibitive.

Another major area of space-for-space investment is in building and operating space infrastructure such as habitats, laboratories, and factories. Axiom Space, a current leader in this field, recently announced that it would be flying the "first fully private commercial mission to space" in 2022 onboard SpaceX's Crew Dragon Capsule. Axiom was also awarded a contract for exclusive access to a module of the ISS, facilitating its plans to develop modules for commercial activity on the station (and eventually, beyond it).

This infrastructure is likely to spur investment in a wide array of complementary services to supply the demand of the people living and working within it. For example, in February 2020, Maxar Technologies was awarded a \$142 million contract from NASA to develop a robotic construction tool that would be assembled in space for use on low-Earth



orbit spacecraft. Private sector spacecraft or settlements will no doubt have need for a variety of similar construction and repair tools. And of course, the private sector isn't just about industrial products. Creature comforts also promise to be an area of rapid growth, as companies endeavor to support the human side of life in the harsh environment of space. In 2015, for example, Argotec and Lavazza collaborated to build an espresso machine that could function in the zero-gravity environment of the ISS, delivering a bit of everyday luxury to the crew.

Visions of a space-for-space economy have been around since the dawn of the Space Age in the 1960s. Thus far, those hopes have gone largely unmet — but this moment is different. For the first time in history, the private sector's capital, risk tolerance, and profit motive are being channeled into putting people in space. If we seize this opportunity, we will look back on 2020 as the year when we started the truly transformational project of building an economy and a society in space, for space.

(Courtesy https://hbr.org)

Related It Could Happen By 2023 Space Miners Want To Blow Up The Moon's Surface To Harvest Water



A rover descending from a Masten lunar lander.

We already use rockets to reach the moon, but soon we may use them to mine it for water. Three companies, including Lunar Outpost, Honeybee Robotics, and Masten Space Systems, are developing a novel system aimed at mining water ice from the moon with rockets, according to a blog post shared on Masten's official website. And it could happen in the year 2023.

A water ice-mining system could cover 12 moon craters per day

The moon's polar regions are thought to contain the most abundant deposits of water ice, especially in the shadowy bottom of larger craters. If future astronauts can harvest this precious material, we might have a shot at building a permanent human settlement on the moon, according to NASA authorities and space travel enthusiasts. More than keep astronauts alive, mining water ice from the lunar surface will enable us to break it down into hydrogen and oxygen, which are the primary ingredients for rocket fuel. In other

words, water ice on the moon could also fuel spacecraft on their way into deep space like a cosmic pit stop.



To drive mining technology forward, NASA issued the "Break the Ice Lunar Challenge," which aims to provide \$500,000 to the most enticing resource-harvesting concepts amid the first phase, which will end soon, the winners of which will be announced August 13. One of the first prize-hopefuls is the Masten-Lunar Outpost-Honeybee Robotics group, pushing forward its Rocket Mining System to use a rocket engine equipped on a 1,800-lb (818-kg) rover. Once the rover moves to an area rich in water ice, the engine will activate, firing lunar gravel and dirt into a low-pressure device capable of sifting the ice from the moon rocks. "This system is projected to mine up to 12 craters per day and produce 100 kg (220 lbs) of ice per crater," said representatives of Masten in the blog post.

Multiple nations aim to settle the moon

All water ice retrieved from the moon can also fuel rocket engines, enabling the system to function for more than five years. If this concept surpasses all competitors, the rocket mining system will probably get there via a Masten lunar lander. Masten's first mission to the moon's surface will employ its XL-1 lander, and is slated to launch in 2023 atop SpaceX's Falcon 9 rocket. If all goes well, this launch will also lift NASA experiments, in addition to several commercial payloads, to the south polar region of the moon.

Lunar Outpost would design and build the rover for the Rocket Mining System, with Honeybee Robotics employing its PlanetVac technology to extract and move the lunar ice.



Water mining on the moon.

In short, these are very interesting times for the exploration of space. In addition to NASA and related commercial projects, China and Russia plan to jointly build a permanent settlement on the moon, with the former also recently unveiling long-term plans to do the same on Mars. But we wouldn't call this a space race, not necessarily. There's more to be learned from a spirit of friendly collaboration and mutual support than ever before, in the coming decades. (Courtesy https://interestingengineering.com/)

(Article continues below)

Southern DAILY Make Today Different

COMMUNITY

(Article continues from above)

The New Face Of The Final Frontier The Business Of Space

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

The Five Industries That Will Be First To Do Business In Space



Companies around the world - in transportation, exploration, energy, construction or hospitality - are all looking upwards for the next growth opportunity. Space is quickly becoming a place where the industries that power our global economy will conduct business. What do we call an economic area like this, that is not limited to a single planet, and no longer has physical boundaries? We can't call it an industry, when private industrial groups can generate revenue and profit not only from the Earth but from near-Earth asteroids (NEAs), the Moon and Mars and beyond. It is simply a medium in which humanity conducts commerce.

Following are the industry sectors that will be the first to take advantage of our expanded economic sphere, and some of the specific opportunities for growth.

Energy

Valued at over \$8.4 trillion and growing at a 4.1% compound annual growth rate, energy is the largest industry on Earth. Humans are prolific energy consumers, and soon there will be more humans in space.

Jeff Bezos, Founder and CEO of Amazon, anticipates "millions of people living and working in space" in the coming decades. Bezos is so confident of this outcome that he is investing more than \$1 billion per year into his space transportation firm, Blue Origin. An in-space population of this magnitude will require enormous amounts of energy to live, work, and transit.



This energy will come from solar power, which is more effective when gathered in

space due to the lack of a filtering atmosphere; and chemical rockets, which will be the primary transportation mechanism for the foreseeable future.

The most efficient chemical rocket propellants are composed of cryogenic liquid oxygen combined with liquid hydrogen or methane. Initially, the propellant needed to fuel the space economy will be launched from Earth, as both the United Launch Alliance (a joint-venture of Lockheed Martin and Boeing) and SpaceX have proposed to do in the near future. However, there is a much more attractive way to source the propellants needed to support a sustained human presence in space: mining it.

Mining

The global mining industry has tumbled in recent years from a market value of more than \$1.6 trillion in 2010, to \$714 billion in 2016, but this may change quickly once the "global" definition of mining is transformed by the emerging space resource industry.

Space resources can be extracted from celestial bodies, most notably asteroids and the Moon. Goldman Sachs released a report earlier this year that declared asteroid mining is more realistic than perceived, with costs "comparable to traditional mines". The Goldman report also noted that "while the psychological barrier to mining asteroids is high, the actual financial and technological barriers are far lower."

The Government of Luxembourg believes so strongly in this emerging industry it recently created the \$227 million Space Resources ini-

tiative to establish Luxembourg as a European hub for space resources.



Its aim is to contribute to the peaceful exploration and sustainable utilization of space resources for the benefit of humankind. Space mining activities will initially focus on water and water-derived propellants to enable in-space infrastructure. Once this propellant is readily available, companies will begin sourcing structural metals for construction projects and eventually precious metals needed for in-space manufacturing or possibly for return to Earth.

Transportation

The most important resource that will be mined in space is water.

Water is critical for all life-support functions in space: sustenance, hygiene, and food production. Water can serve as an effective shield from the dangerous radiation present in space. Water is also the single most important feedstock for in-space refineries, which will produce rocket propellants for sale to transportation providers. Making propellants available beyond Earth's gravitational influence will lead to the creation of the first in-space superhighway — a series of fuel depots placed in strategic locations throughout the solar system. Imagine the growth potential of the energy, mining, and refining industries once they are freed from the constraints of an economy that is limited only to Earth. The in-space transportation and logistics firms who will consume these products are already well established and are headed by titans of industry:



Jeff Bezos (Blue Origin), Elon Musk (SpaceX), Richard Branson (Virgin Galactic), and Tory Bruno (United Launch Alliance). The door is now open to in-space mining firms like Planetary Resources (backed by industrial giant Bechtel and the Government of Luxembourg) to capture this increasingly important market by providing water and water-based propellants to the space transportation industry.

Construction

Today, the global construction industry competes with the energy industry for the title of the world's largest industry, and this rivalry will

continue in space. The first orbital construction systems will be deployed before the end of the decade. These robotic spacecraft will be capable of assembling large structures in orbit and repairing or refueling existing satellites. When combined with zero-gravity additive manufacturing techniques, this enables construction systems which can "print" and assemble massive structures in the medium of space.



The future of construction in space will look nothing like it does on Earth, but it will be equally valuable because the techniques and service offerings will apply across the entire in-space value chain. A propellant refinery can be assembled on orbit. Asteroid mines can be repaired autonomously. Solar power plants can be massively scaled and upgraded to meet the requirements of almost any project.

Hospitality and real estate

Humans can only live, work and play in space if they have shelter from the harsh environment of space. Today, the International Space Station (ISS) has had a sustained human presence for over 10 years, but this too will soon change.

Numerous commercial space station companies, including one created by billionaire hotel-chain-founder Robert Bigelow, are competing for lucrative contracts that range from supporting sovereign astronauts and high-net-worth tourists, to leasing space-in-space for orbital manufacturing and research and development programs. This new industry is anticipated to generate \$37 billion in the next decade alone.

Space habitats will be launched from Earth initially, but as the resource supply chain expands and metals from asteroids and the Moon become available, this sector will also come to rely on resources sourced from space.



Construction firms will combine high-quality metallic feedstocks with robotic orbital assembly fleets as we gain the ability to create orbital megastructures: hotels, factories, and permanent settlements that are no longer limited by size. The first cities in space will become possible as markets for real-estate on orbit emerge. Space will become affordable and profitable for developers.

Our global economy is limited by its very name. When we realize that Earth's economy is only the beginning, our concept of growth changes exponentially. For industrial firms who have the foresight to view space not as a stand-alone industry but as the next medium to conduct their business, the sky is not the limit. The only limitations are the ones we put on ourselves. (Courtesy https://www.weforum.org)

Space Coverage Gets Serious Attention



While public sentiment on whether billionaires should be leading the way in space may be mixed, public interest around the race between Branson and Bezos has exploded.

Why it matters: The billionaire space race is sparking widespread interest in spaceflight that could ultimately translate into future customers for their companies.

By the numbers: Not even halfway through July, mentions of the term "space race" in U.S. articles have ballooned, according to new data from Signal AI provided to Axios — more than tripling the amount of mentions last July.

•When it comes to name recognition, Bezos' Blue Origin has received a lot more attention this year than its rival — Branson's Virgin Galactic.

•Since July 2020, Virgin Galactic has received about a third of the number of total social media interactions (325,663) as Blue Origin (1,085,377), per NewsWhip.

•Elon Musk's SpaceX clobbers both, with nearly 3.5 million total social media interactions for the year.



The big picture:

Space coverage has historically been mostly in a niche — something that typically only broke through to the mainstream with big launches, accidents or anniversaries.

But today, many news companies have hired designated space reporters, as private spaceflight takes off.

For space-specific news outlets, like Seeker, the space race has been a boon for traffic. A spokesperson tells the media that Seeker has seen twice the amount of views and minutes watched on its video content compared to the six months prior. (Courtesy axios.com)