

Ford Brings Out the Jumper Cables in China...Again

Ford Motor Co. relaunched its China business, promising a bevy of new products, less than a year and a half after its last reboot failed to arrest a sharp decline in the company's Chinese sales. Dubbed "Ford China 2.0," the China operation, under different local leadership, plans to offer more than 30 new vehicles in the next three years, some with technology not available in the U.S., to try to revive the Dearborn, Mich.-based auto maker's fortunes in the world's largest car market. Ford said it would also invest in local design, innovation and talent development to ensure China isn't an afterthought to the U.S.

Source: Wall Street Journal April 3 2019

The World's Greatest Delivery Empire

In Beijing, it's often cheaper to have food delivered than to get it yourself. Like, way cheaper. Abey Lin, a 19-year-old Californian studying at Beijing Film Academy, uses his smartphone to order a local restaurant's roast duck dish for 20 yuan (\$2.99), about 80 percent less than it costs at the register, via delivery app Meituan. He can get a 40 percent discount on two pizzas topped with golden potatoes and barbecued seafood. Meituan charges \$1.46 for a bean curd dish from another shop, a little over a third of the price on the restaurant's menu. It would be tough for Lin to beat that price even if he had a kitchenette to make the dish himself. "It blew my mind," he says. Lin, an aspiring director, arrived in Beijing mentally prepared for the hardships of the capital—the blackened air, the bitter winters, the government bans on Instagram and Snapchat. He wasn't as thoroughly briefed on China's new order of city living, but he's quickly adapted. He mostly avoids his dorm cafeteria in favor of a steady supply of burgers, noodles, and cumin meat skewers available at any time, usually within 30 minutes. When he ventures out into the smog to pick up the latest bag at the college gates, there's always a group of deliverymen stomping their feet to stay warm as they wait for other students. "This is way more convenient, and it costs less," Lin says. "China has this efficiency that's ridiculous."

Source: www.Bloomberg.com Mar 28 2019

Why Goldman Sachs Is Interested in a Small Bike Shop in Mexico

Fintech investors are flocking to Mexico to try to fill a gap in the country's credit market: loans to young businesses looking to expand. The latest example is Goldman Sachs Group Inc., which is providing a credit line of up to \$100 million to Credijusto, a four-year-old financial technology firm in Mexico City backed by former Morgan Stanley Chief Executive John Mack and Capital One Financial Corp. co-founder Nigel Morris. Credijusto, founded by David Poritz, age 30, and Allan Apoj, 29, who met as classmates at Brown University, specializes in making three-year loans to small businesses, like taxi fleets, taco restaurants and farms. Goldman's involvement is a reminder of how small fintech companies are challenging and reshaping the banking industry, especially in developing markets like Latin America.

Source: Wall Street Journal Mar 14 2019

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