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## Weiss Gives Vision for CBS News

Continued from page B1 and said CBS News needs to give priority to getting stories done quickly over focusing on which show they will air on.

"I get why, in the face of all of this tumult and noise, you might feel uncertain or skeptical about me and about what I'm aiming to do here," Weiss said Tuesday, according to a recording of the meeting viewed by The Wall Street Journal. "So I'm not gonna stand up here today in front of all of you and ask for your trust. I'm going to earn it just like we have to do with our viewers."

The gathering was Weiss's first major address to CBS News staff after a tumultuous first few months on the job. She asked staff early on to lay out how they spend their days, installed a new "CBS Evening News" anchor and drew ire for delaying the broadcast of a "60 Minutes" segment that was originally slated to run in December.

Weiss, who joined CBS News in October after CBS parent Paramount bought her news and opinion platform the Free Press for \$150 million, acknowledged she has a long road to gaining the trust of the organization.

She stressed the importance of modernizing CBS and to "widen the aperture" of stories and voices available on the network.

Weiss introduced a slate of new contributors, among them experts on health and national security, podcasters and Free Press columnists.

"Our strategy until now

has been cling to the audience that remains on broadcast television," she said. "I'm here to tell you that if we stick to that strategy, we're toast."

Weiss reports to Paramount CEO David Ellison. Paramount is pursuing a high-stakes, hostile bid for rival Warner Bros. Discovery.

On Tuesday, Weiss took questions on a range of topics, including about potential layoffs at the network. Paramount has been pursuing major cost-cutting efforts. Weiss said there could be "transformation of our workforce," and noted that the network is also hiring.

During the question-and-answer session, "CBS Mornings" co-host Gayle King expressed frustration over how the network has been a topic of gossip since Weiss's tenure began. "We've all been walking around with gasoline on our pants," she said.

King, whose contract is up later this year and has been the subject of speculation regarding her future with the network, praised Weiss for laying out a vision.

King also took aim at staff who have been leaking stories about the network, saying that people should be able to have candid conversations without the details ending up in other news outlets. "I am so sick of that," she said.

Weiss said in response to a separate question that King is "beloved" within CBS, and she sees a long future for her at the network.

Concerns about Weiss's plans for the network escalated after she held a "60 Minutes" segment in December on a prison in El Salvador where the Trump administration sent hundreds of Venezuelan migrants. The piece, which had been promoted publicly, was pulled after Weiss raised concerns about the comment-seeking process and determined it needed additional reporting.

Sharyn Alfonsi, the correspondent on the piece, said Weiss's move was a political decision, rather than an editorial call, according to an email sent to colleagues at the time. Weiss said at the time that her job is to make sure stories the network publishes are "the best they can be," and would air it when ready.

The segment aired in January with some additions.

"I was not pressured by David Ellison or anyone else," Weiss said in response to a question Tuesday about the segment.



Bari Weiss

## BUSINESS & FINANCE

# Tesla's Sales Fall as BYD Powers On

By MAURO ORRU

Tesla closed the year with lower sales in Europe as Chinese auto giant BYD continued to outpace Elon Musk's electric-vehicle maker.

New-car registrations for Tesla models, a reflection of sales, slumped 20% on year to 35,280 units in December across the European Union, the U.K., Iceland, Liechtenstein, Norway and Switzerland, according to the European Automobile Manufacturers' Association, an industry body known as ACEA. On an annual basis, Tesla sales contracted 27% to 238,656 units.

Registrations for China's BYD more than tripled to 27,678 units last month and to 187,657 for the whole year, according to ACEA data. While BYD sold fewer vehicles in Eu-



Tesla's global sales fell 9% in 2025 and 16% in the fourth quarter.

rope than Tesla, the figures show how the fortunes of two key EV makers are diverging.

BYD has experienced a meteoric rise in the continent thanks to its relatively cheap lineup of electric and hybrid vehicles,

creating stiff competition for established domestic carmakers such as Volkswagen as well as foreign rivals like Tesla.

Tesla has had to contend with the fallout from Musk's involvement with the Trump

administration that came to an end a few months ago, weighing on buyer sentiment. Tesla sales globally fell 9% in 2025 and 16% for the fourth quarter compared with a year prior. The company lost its crown as the world's leading EV maker to BYD.

This month, Musk said Tesla would stop selling a suite of advanced driver-assistance features for a one-time payment after Feb. 14, switching instead to a monthly subscription service.

The EV market in the EU continued to improve in December, according to ACEA data. Sales of battery-electric vehicles grew 51% on year. Registrations of hybrid-electric cars increased 5.8%, while plug-in-hybrid models grew nearly 37%.

## GM Tops Forecasts For Results

Continued from page B1

The company also said it is on track for adjusted earnings of \$13 billion to \$15 billion in 2026, while forecasts had pointed to \$13.7 billion.

"This is a very strong guide," Evercore ISI analyst Chris McNally said in a note Tuesday.

The company reported a \$3.3 billion loss for the fourth quarter as a previously disclosed write-off, mostly related to its struggling EV business, weighed on the bottom line.

### Rollback of curbs

The results capped a turbulent year in which GM scrambled to adjust to President Trump's automotive tariffs, while also scaling back its money-losing EV business.

The automaker managed to expand its share of the U.S. market in 2025 while delivering \$12.7 billion in adjusted pretax earnings, about \$2 billion less than it originally projected before Trump's tariffs were announced.

A bellwether for the U.S. auto industry, GM said it expects prices across its North American lineup to be flat in 2026.

GM and its rival Ford Motor are looking to take advantage of the Trump administration's rollback on regulations that required automakers to sell cleaner vehicles by ramping up production of profitable trucks and SUVs that run on gasoline, while minimizing EV losses.

Late last year GM began announcing write-offs related to its pivot away from EVs. They have totaled \$7.6 billion so far. Ford has announced \$19.5 billion in EV write-offs.

GM Chief Executive Mary Barra has said that the company remains committed to electric vehicles but that it would take longer than the 2035 timeline it once laid out to fully transition its lineup to EVs.

"I don't think anyone really knows what the steady-state EV demand will be in this new environment," Barra told analysts on Tuesday, referring to the expiration of the \$7,500 federal tax credit for EV buyers last year.

### Lower EV volume

On Tuesday, GM said it would have "significantly lower volume" in EV sales this year, which will shrink its expected losses in the segment. GM hasn't said how much it is losing on EVs, but the results will improve by as much as \$1.5 billion in 2026, the company said.

GM added that it faces between \$3 billion and \$4 billion in tariff costs for 2026, slightly higher than last year's \$3.1 billion because Trump's policies weren't implemented until April.

On Monday, Trump said in a post on social media that he would raise tariffs on imports from South Korea back to 25% because the country had been slow to implement a deal reached last year that lowered tariffs to 15% on vehicles and automotive parts as of November.

Tariffs on South Korea are



EMILY TELCONI/BLOOMBERG NEWS

### CEO Warns on Canada's EV Move

A deal by Canada to let tens of thousands of inexpensive Chinese electric vehicles into the country is a risk to North American auto manufacturing, General Motors Chief Executive Mary Barra said.

"I can't explain why the decision was made in Can-

ada," Barra said during a meeting with employees Tuesday. "It becomes a very slippery slope."

She noted Chinese automakers benefit in China from move that prevent other players from entering their market. GM declined to comment. —Sharon Terlep

The results capped a turbulent year. GM needed to adjust to tariffs, while scaling back its EV business.

sumed a 15% Korea tariff in their projections, so Trump's threat on Monday, if carried out, would represent additional costs.

At the same time, GM isn't banking on relief from 25% tariffs on imported vehicles from Canada and Mexico, but any deal with those neighbors resulting from the coming renegotiation of the North American trade pact could provide a big boost to its results, analysts said.

a big deal for GM, because the company assembles its entry-level U.S. vehicles, such as the

popular Chevrolet Trax, in the country.

GM executives said they as-

## Who's Who of Distinguished Leaders: 2026 Honoree

Since 1898, Marquis Who's Who has remained the standard for reliable and comprehensive biographical reference material. We are proud to highlight hand-selected listees who have been recognized as Distinguished Leaders in their fields of endeavor.

Of 1.6 million listees, only a small percentage are recognized with the Distinguished Leaders honor. We laud these individuals for their ambition, professional fortitude, industry contributions, and career accomplishments.

It is our great pleasure to present one of them here: Martin D. Peacock.



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MARQUIS Who's Who



MARTIN D. PEACOCK  
CHIEF EXECUTIVE OFFICER  
PEACOCK TOWING INC.  
www.peacocktowing.com

Martin D. Peacock is widely respected in the towing and recovery industry, drawing on over five decades of professional excellence. Gaining valuable experience riding in tow trucks from a formative age, he has since become a third-generation tow truck driver, with ambitious plans to foster the next generation of drivers. Since 1996, he has served as the chief executive officer of Peacock Towing Inc., furthering the company's reputation as a reliable name in its area and revered for its professionalism and commitment to providing leading services in tow truck operations.

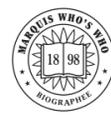
Mr. Peacock's life can be defined by his dedication to preserving the history of towing and raising awareness of the profession's dangers. In 1986, he was a founding member of the International Towing and Recovery Hall of Fame and Museum in Chattanooga, Tennessee, an institution that honors those who have

made invaluable contributions to the towing industry and celebrates its heritage. Emphasizing that more tow truck drivers are killed than any other profession that works on the side of the highway — including those in the Department of Transportation — Mr. Peacock has played an instrumental role in the "Slow Down Move Over" campaign, raising awareness of these dangers while educating the public on proper roadside protocol.

Additionally, Mr. Peacock played a crucial role in founding the Georgia Towing Association and was instrumental in the association's merger to form the Towing and Recovery Association of Georgia, where he worked to unify towing professionals across the state of Georgia. In light of this effort, he has served on the association's board of directors since 1986, contributing to the development of its policies. In his broader community, Mr. Peacock volunteered with race recovery teams at several NASCAR tracks from 1987 to 2009 and had previously helped with recovery efforts during a flash flood in 1994, which earned him a commendation from American Towman Magazine.

Having completed coursework in automobile, automotive mechanics, technology and technician studies at South Georgia Technical College and in business and commerce at Georgia Southwestern State University, Mr. Peacock also holds numerous certifications. He possesses a private pilot's license and certification as an underwater recovery diver, enabling him to perform specialized recovery operations. Due to his wide breadth of knowledge, he was featured in the article "Help is on the Way" by Sumter County Living in 2021.

Looking ahead, Mr. Peacock intends to further the impact of Peacock Towing Inc., serving more regions and continuing to educate the public on laws for roadside workers. In addition to these plans, he would like to travel extensively across the world alongside his wife, Rhoda.



MARQUIS Who's Who