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AllCoveredNEWS - EASY TO READ & PRINT VERSION:
http://www.allcovered.net/AC-News-PDF.htm
SMALL BIZ - DISASTROUS DISASTER PLANNING

If you are like most business owners or employees… despite 9-11… despite the Madrid bombings… despite the Bali and Jakarta bombings… you have not created a “Disaster Plan.”

A new study finds most companies have still failed to address issues of security and disaster preparedness.

Companies surveyed by SunGard Availability Service gave themselves a "B" on security and disaster planning issues. But SunGard executives say that's overly generous.

"The results of this study have revealed some disturbing facts about the disaster preparation and business continuity planning of some of our country's largest businesses," says Jim Simmons, group chief executive officer of SunGard Availability Services. "Problems continue to exist in several key areas of disaster preparation, yet it seems as though firms are not making a significant effort to address these issues."

----- WHAT IS STILL WRONG -----

- 38% of firms surveyed are not increasing financial resources allocated to disaster preparedness.
- 22% of executives say their companies do not meet new regulatory requirements for business continuity, information security, and electronic records retention.
- 54% of executives admitted to having experienced disruption in their company technology systems in the past year.
- 30% of executives say they have not tested the security of their systems in the past six months.
- 10% have not tested the systems in more than a year.
- 56% of executives say they rarely discuss data security issues at board meetings.

PERSONAL BIZ – BEST WEB HEALTH SITES
(from The Week Magazine)

- www.mayoclinic.com – provides information about the famed Mayo Clinic and also functions as a “comprehensive” source of information on treatment options. Calculators on the site can gauge “everything from your body mass index to pregnancy due date.”
- www.yourdiseaserisk.harvard.edu – lets you fill out an online questionnaire for a “quick” assessment of your risk for heart disease, diabetes, and other illnesses. The site suggests ways to cut your risks.
- www.drugdigest.org – lets you search for interactions between the drugs you take and notes the effect of food and alcohol on your medications. The site compares the side effects of various drugs and highlights generic replacements.
- www.webmd.com – is a comprehensive site for many illnesses and a good place to start for a broad overview of medical conditions and information.

FREE VIRUS SCAN - LATEST VIRUS INFO INSTANTLY: Find the latest information on computer viruses, worms, a free virus scan and links to anti-virus software. Go to www.allcovered.net. Click on “Internet Links” and choose any of the links you want.

Allcovered.net – We have logistics allcovered.
TRUCKING – DIESEL ABOVE $2.20 A GALLON

US diesel fuel prices climbed above $2.20 a gallon for the first time October 25, rising 3.2 cents to a national average retail price of $2.212.

Prices rose on fears of a cold winter and a shortage of distillate fuel, which goes to heat homes as well as power big rigs.

TRUCKING – SURVEY: DRIVERS WAGES RISING

Pay for dry-van truckload company drivers jumped 2.8% from spring to summer. Wages are projected to rise further by the end of the year as pay scales have made their biggest gains in 10 years, according to the National Survey of Driver Wages.

Wages for long-haul drivers are still not high enough to permit much of an increase in truckload capacity, which has been held back by motor carriers’ inability to recruit enough new drivers.

“My opinion is wages have to rise substantially” in order to secure enough drivers, says Gordon Klemp, who conducted the NSDW research.

Several trucking industry predict driver wages will hit $60,000 within five years.

--- SO WHAT ---

SHIPPERS:
* How will you afford the coming rise in costs?

TRUCKING COMPANIES:
* How will you find good truckers?
* How will you afford the best drivers?
* Will you begin a program to locate and train your own drivers?
* How will you work with Shippers to make the needed rate hikes work for you both?


TRUCKING – AT THE CROSSROADS

You own trucks.

You’ve been burned by slow demand, more regulations, and you are afraid to expand… but there is just so much demand out there. It’s tempting. Do you go for it?

Chronic driver shortages, an expanding economy, a wave of bankruptcies and the reluctance of trucking companies to invest in new equipment are straining the capacity of the country’s over-the-road freight-hauling system.

As a result, observers say, freight rates have been rising strongly, carriers are turning down loads, shipments are being delayed and industry executives are talking about the need to raise pay for long-haul drivers by a whopping 50%.

The changes are part of what is being viewed as a structural modification that ultimately could raise consumer prices. It also could tweak the inventory control practices of businesses that have come to use trucks as rolling warehouses serving a just-in-time economy.

The logistics manager for one Wisconsin manufacturer said carriers had demanded rate boosts ranging from 5% to 20%, with one threatening to pull out on the company unless it granted a mid-contract price increase.

The big problem, most observers agree, is labor.

Schneider has 15,000 drivers now and says it needs another 1,500 tomorrow. Schneider is offering a $5,000 signing bonus to experienced drivers.

The Federal Motor Carrier Safety Administration has postponed a new chassis safety regulation because it has been busy working on new hours-of-service rules.

A notice of proposed rulemaking probably will be released in the spring because agency officials are busy working on HOS, agency spokesman David Longo says. In January 2004, the agency said it would create a program to inspect the equipment used to move intermodal containers and hold equipment owners responsible for problems.

On September 29, the Intermodal Interchange Executive Committee shifted responsibility for latent equipment defects from carriers to equipment owners in the new standard intermodal industry contract. That contract is expected to become effective in January.

A court order requires FMCSA to collect and analyze the costs and benefits of requiring electronic on-board recorders. On September 1 FMCSA issued an advance notice of proposed rulemaking that it would accept comments through Nov. 30 on using the recorders to document hours compliance.


See “Air & Ocean Section”

The American Trucking Associations’ advanced seasonally adjusted Truck Tonnage Index rose 0.6% to 158.1 in September. Compared to September 2003, the unadjusted index increased 6%.


JJ Keller and Associates and the National Private Truck Council have scheduled a fleet driver management Webinar for December 1, 2004, from 1-2 p.m. Central Time. The Webinar, entitled “Mitigating Fleet Driver Risk+ Seven Common Mistakes to Avoid in Driver Hiring and Management,” will help motor-carrier professionals understand how technology and changing regulations impact their driver management responsibilities and, ultimately, their operation. The presentation will be online in an interactive format. Registration for Keller’s Webinar is free, but the number of participants will be limited.

REGISTER: www.jjkeller.com/nptcwebinar.

SECURITY – MORE INSPECTIONS = SLOWER CLEARANCE:

Proposals by US lawmakers for inspections of 10% of the nine million inbound containers at US ports would be costly and further worsen delays already plaguing West Coast ports, according to a senior APL security executive, Neptune Orient Lines’ (NOL) liner division vice-president for security, Earl Agron.

We're talking about opening and inspecting nearly 900,000 containers each year. Without a large increase in manpower that would exacerbate the gridlock at key US West Coast ports like Los Angeles and Long Beach where arriving box ships now regularly find themselves in a queue 60-80 vessels deep, throwing shipping schedules as much as one week behind. With container ships chartering for up to $30,000 a day, a one-week delay is more than a nuisance.

Delays have been blamed on a number of simultaneous developments that have conspired to slow cargo movements to a snail's pace. This includes surging imports from Asia fuelled by a buoyant economy, labor shortages in the ports, the inability of the inland transportation system to cope and additional security measures.

What is hard to explain to someone not closely familiar with the industry is that intensified physical inspections would not substantially increase security. "It's not how many boxes you physically inspect that's important. What's important is which boxes you inspect. That's what the customs system is designed to do - identify the containers that should receive more attention. We think that makes more sense than simply saying we should inspect a certain number of containers," says Agron.

Agron notes that manifest information for 100% of inbound cargo containers is now reviewed by US Customs prior to loading in foreign ports. This includes the use of sophisticated computer targeting of containers for additional action, including inspections prior to loading, denial of loading and inspections upon arrival.

Currently, around 5-6% of inbound containers receive non-intrusive, external inspections by sensing equipment and roughly 5% are opened and inspected by customs officials.

MORE: http://business-times.asia1.com.sg/sub/shippingtimes/story/0,4574,133866,00.html

SECURITY – EVERYONE’S BUSINESS

The effort to secure and still reliably and cost-effectively move shipments of goods around the world must involve not only governments, but also manufacturers, suppliers and transportation experts at every point in the supply chain.

That was the conclusion of a recent meeting of top security experts and business leaders who met recently in New York to discuss the best ways to strengthen a global supply chain which links 4,000 ocean ports with 46,000 ships carrying 5.8 billion tons of cargo shipped in 11 million containers every year.

With 80% of the world's cargo shipped in containers by sea and the economic loss from the detonation of a weapon of mass destruction (WMD) shipped via container estimated at $100-Billion, terrorism and theft have become global risks of daunting proportions.

Joseph McGrath, president and chief operating officer of the Unisys says the typical shipping container can pass through 17 handoffs, each posing a new risk.

He used as an example a cargo shipment from Karachi, Pakistan, destined for an Illinois department store. The delivery of 75,000 shirts in 600 cartons involved four modes of conveyance - truck, container truck, feeder vessel and container ship. The cargo went through the territories of Pakistan, India, Sri Lanka, Canada, and the US, and crossed the Suez Canal, the Arabian Sea, the Mediterranean Sea and the Atlantic Ocean.

The shipment took a total of 75 days.

At any point along the way, he said, there is a risk of theft or of smuggling illicit drugs, weapons such as AK-47s or rocket-propelled grenades or of hitchhikers such as the presumed terrorist who was found hiding inside a container with airport maps and a phony mechanic's identification.

One unusual outcome has been that the private sector, contrary to its usual position, is advocating more government regulations, both to set standards for and to regulate security requirements.

MORE: http://www.caltradereport.com/eWebPages/front-page-1098738804.html
If terrorists really did steal this plane... they've had months to prepare it for.... What?

In May 2003, Ben Charles Padilla got a disturbing e-mail from a brother in Pensacola: Their mother had suffered a heart attack.

Padilla e-mailed back that he would call as soon as he could get to a phone. Relatives didn't hear from him again, but at first they weren't concerned. After all, he was 7,100 miles away in the African nation of Angola.

For several weeks before, the 50-year-old pilot and aircraft mechanic had been at Angola's main airport overseeing refurbishment of an aging Boeing 727. The plane had been parked so long that observers were surprised when, shortly before sunset on May 25, Padilla and another man climbed on board, revved up the engines and taxied out.

Witnesses were even more surprised to see the plane swerve back and forth, as though someone were wrestling for the controls. Then, with no flight plan or contact with the tower, the big jet roared down the runway and took off.

That was the last known sighting of the 727 and Ben Charles Padilla.

**FOR A DETAILED EXAMINATION -**

TRADE – FMC SAYS ‘YES’ TO NVO CONFIDENTIAL CONTRACTS

The Federal Maritime Commission has voted to issue a Notice of Proposed Rulemaking which would allow non-vessel-operating common carriers ("NVOCCs") to offer NVOCC Service Arrangements ("NSAs"), individually-negotiated contracts between NVOCCs and their shipper-customers.

NVOCCs that utilize these arrangements will be exempt from the tariff publication requirements of the Shipping Act of 1984.

NVOCCs that do not wish to take advantage of this exemption would continue to be able to offer their services under published tariffs.

Until this vote, only Vessel-Operating Common Carriers were permitted to offer service contracts. Vessel-operating common carriers use the Commission's internet-based SERVCON system to file their service contracts. To do this, they are first required to obtain a password and user identification number.

NVOCCs that enter into NSAs will face a similar requirement. An NVOCC may not enter a contract as both shipper and carrier.

Co-loading NVOCCs are limited to using tariff rates, although the principal NVO in the transaction still may enter an NSA with the carrier.

MORE: http://www.fmc.gov/Pressreleases/NR%2004-14%20Results%20of%2010-27-04%20Commission%20Meeting.htm
MORE: http://www.joc.com/20041027/sections/ocean/w91310.asp

TRADE – FMC TO PUBLISH NVO RULES WEDNESDAY: The Federal Maritime Commission say the proposed rule, "Non-Vessel-Operating Common Carrier Service Arrangements," is expected to be published in the Federal Register on 3 November.

MORE: http://www.joc.com/20041029/sections/ocean/w90810.asp

TRADE – IMPORTERS UPSET AT C-TPAT: US officials stress the Customs-Trade Partnership Against Terrorism will remain a purely voluntary initiative, but stricter guidelines under development for internal security measures and those of foreign suppliers and logistics providers has caused an uproar among importers who perceive the new minimum standards as requirements rather than guidelines that can be adapted to suit each company.


TRADE – MORE INSPECTIONS = SLOWER CLEARANCE: (See “Security” Section)

TRADE – EX-IM APPROVES TRANSPORT GUARANTEES: Directors of the Export-Import Bank have agreed to make freight forwarders, US-flag carriers, and other service providers eligible for short-term loans under the bank's working capital loan program. Intermediaries or carriers will be able to borrow money to cover transportation costs for US goods that are being exported under Ex-Im Bank financing.

MORE: http://www.joc.com/lede/20041026/sections/trade/w81487.asp

TRADE – HK EXPORTS JUMP: Hong Kong's total exports rose by 19.4% in August, compared with the same month last year, according to the latest figures released by the Census and Statistics Department.
 MORE: http://www.joc.com/20041028/sections/trade/w20867.asp

TRADE – ANGRY DHL STAFF: Representatives of DHL union employees are to meet management in Brussels in a bid to smooth growing staff discontent. Workers are upset DHL announced it would cut back its activities at Brussels International Airport after Belgian politicians couldn't agree to allow extra night flights.
MORE: http://www.joc.com/20041027/sections/air/w20479.asp
TRADE – UPS HIKES 2005 RATES

United Parcel Service will raise rates for some of its services, reintroduce a ground fuel surcharge and cap its air fuel surcharge due to rising oil prices. Demand is good due to the US economic recovery and a surge in trade with Asia.

Higher rates will take effect on 3 January 2005.

UPS will cut the fuel surcharge currently applied to its Next Day Air, 2nd Day Air and UPS 3 Day Select and international services in January, by setting a maximum cap of 9.5%.

Rates for Ground, Next Day Air, 2nd Day Air, 3 Day Select and US international services will increase 2.9%.

Rates for its Hundredweight Service will rise 5.9%.

MORE: http://www.ttnews.com/members/topNews/0012086.html

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OCEAN – FREIGHT RATES CLIMBING

Ocean freight rates continue to surge as demand to haul all sorts of cargo from oil to iron ore is increasing faster than shipping capacity. Spot rates for oil tankers are at levels last seen during the oil crises of the 1970s, according to the Japanese business newspaper “Nihon Keizai Shimbum.”

The cost of chartering a 250,000-ton tanker now runs at around USD 9.3-million, triple the amount early this year.

Rates also keep rising for bulk carriers and container ships, and on many different shipping routes.

Shipping rates for large bulk carriers of 150,000 deadweight tons used for transporting iron ore are currently around USD 40.00 per ton for the Brazil-Japan route, up 30% in only a month.

Japan’s two largest marine shipping lines – Nippon Yusen KK and Mitsui OSK have boosted their freight rates by 5% to 20% this month on European and South American routes.

MORE: http://www.iii.co.uk/news/?type=afxnews&articleid=5104909&subject=markets&action=article

OCEAN – TRANSPAC RATE HIKE:  Shipping lines of the Transpacific Stabilization Agreement will announce planned eastbound rate increases for the 2005-2006 season early this week. In September, the TSA group said the operating costs of its member carriers were rising fast, and estimated that costs will increase “10% or more” in 2005 when compared to this year.


OCEAN – TACA RATE HIKE FOR 2005:  The Trans-Atlantic Conference Agreement plans eastbound rate increases totaling $640 per 20- and $800 per 40/45-foot container, which will be implemented over four phases, each of $160 per 20- and $200 per 40/45-foot, effective January 1, April 1, July 1, and October 1. Westbound increases to be implemented January 1 include increases of $400 per 20-foot, and $500 per 40/45-foot dry van containers. Rates for temperature-controlled containers will rise $480 per 20-foot and $600 per 40/45-foot container.

MORE: http://www.joc.com/20041028/sections/ocean/w25341.asp
**OCEAN – IPBCC MUMBAI CONGESTION CHARGE:**  The 18 international shipping lines under India Pakistan Bangladesh Ceylon Conferences (IPBCC) have announced the imposition of an emergency Mumbai Congestion Charge with effect from 25 November. IPBCC said $55 per container (twenty-foot equivalent unit or TEU) would be levied on all boxes loaded or discharged in the Mumbai area, as well as for all cargo moving to/from inland container depots (ICDs) transiting the Mumbai area.


**OCEAN – MORE CAPACITY ON ASIA-US GULF:**  CMA CGM and P&O Nedlloyd will increase the capacity of their joint, direct Asia/U.S. Gulf/Caribbean service by about 50%.


**OCEAN – PANAMA CANAL EXPANDING:**  The Panama Canal wants to increase capacity by expanding nighttime operations, and is adjusting its locks to allow for deeper draft ships. At the same time, the waterway is moving forward with plans to build a new set of locks to accommodate post-Panamax ships.


**OCEAN – PORTS BACKING UP**

Retailers in the United States gearing up for their annual sales push for the December holidays are being forced to wait longer than usual this year for Asian-made goods that, because of a backup of cargo ships, railroads and truck lines, are sluggishly making their way from ports to warehouses and, ultimately, to shoppers.

It appears unlikely that goods intended for holiday shoppers will remain out of reach through the holidays, but costs may rise for retailers who resort to air freight or pay premiums for shipping lines to get those products to US shores and into their stores.

Daily bulletins from the ports in Los Angeles and Long Beach show dozens of ships idling at anchor, waiting for their turn at a dock where their containers of shoes, toys, furniture, frying pans and other consumer products can be unloaded by workers.


**OCEAN – HANJIN DIVERTS SO-CAL CALLS:**  Hanjin Shipping is restructuring three trans-Pacific lanes to include more frequent calls in the Pacific Northwest and avoid congestion at Southern California.


**OCEAN – DIVERTED SHIPS EASE SO-CAL PORT JAM:**  Congestion in Los Angeles-Long Beach eased slightly this week thanks to the diversion of vessels to other ports and the steady addition of hundreds of part-time workers to the longshore labor force. Terminal operators warn it will take weeks -- possibly until the end of the year -- before port operations are back to normal. More than 2,000 new “casual” workers have been trained since August, and each week another 350 complete their training, but employers are still finding it difficult to dispatch the right mix of skilled workers, who operate container-lifting machinery, and casuals to fill out the gangs. More than 50 vessels have been diverted from LA-Long Beach since July, many of those container ships.

CARGO PACKING STUFFING & STACKING GUIDE

Train your employees!
There are 1,000 ways to pack, protect and load a shipment, and 990 of them are wrong.
Get the latest packing and container-stuffing tips with links to more than 1,000 pages and pictures of
what TO DO and what NOT TO DO.
Click on “Training & Help” then click on “Packing Guide” at www.allcovered.net
We have logistics allcovered.

AIR – NWA ADDS TO FUEL SURCHARGE: NWA Cargo, cargo subsidiary of Northwest Airlines, says
effective next Monday, 8 November, the international surcharge will increase $0.40 per kilogram for most
US-origin international shipments, up 5 cents per kilo. Domestic fuel surcharges will rise to $0.15 per
pound from the current $0.13.
MORE: http://www.joc.com/lede/20041026/sections/air/w73203.asp

AIR – ATA FILES BANKRUPTCY: As expected, cash-trapped ATA Airlines filed for bankruptcy
protection last week, becoming the latest US Major to enter Chapter 11. Chapter 11 allows companies to
try and recover under court supervision.
MORE: http://www.atwonline.com/indexfull.cfm?newsid=4678

AIR – CARGO AIRLINES STRUGGLING TOO: Amerijet is a lot like all cargo airlines. Excess capacity,
higher fuel and security costs are squeezing.
MORE: http://www.sun-sentinel.com/business/local/sfl-zamerijet26oct26,0,5497295.story?coll=sfla-
business-headlines

AIR – US AIRLINES REVIEW – SOME SHAKY – SOME GOOD

United Airlines could default on its bankruptcy financing agreement before the end of the year and is in
talks with lenders about restructuring the deal, the company said on Thursday.
Rival Delta Air Lines stepped back from a potential bankruptcy filing after reaching a tentative
agreement with its pilots late on Wednesday for USD 1-Billion in annual concessions. Under the deal,
salaries would be slashed by about a third with no raise for five years.
US Airways is trying to restructure in bankruptcy for the second time in two years.
Low-cost giant Southwest Airlines said it plans to boost operations at Chicago Midway Airport early
next year due to the bankruptcy this week of low-cost rival ATA Airlines.
AirTrans has bought the rights for ten gates at Midway as well.

AIR – BOEING WILL OFFER 777-FREIGHTER: Boeing is talking to several customers about
developing a 777 freighter based on the passenger version of the 777-200LR set to roll out early next
year. Entry-into-service for the freighter is projected in 2009. Payload capacity would be 101 tonnes
(222,000 lb.) with a range of 5,200 nm.
MORE: http://www.atwonline.com/indexfull.cfm?newsid=4675

AIR – SAS CARGO CO-OPS WITH KAL: SAS Cargo signed a block space agreement with Korean Air
Cargo under which SAS Cargo will purchase part of the capacity on Korean Air Cargo's weekly 747-400F
flights from Chicago to Seoul via Oslo beginning Friday.

AIR – MACHINE-READABLE PASSPORTS REQUIRED BY US: Travelers from countries which have
Visa Waiver arrangements with United States must now have machine-readable passports to gain entry
to the US. The new rules were introduced by the US Department of Homeland Security on October 26.
Most of the 22 countries affected are European but the list also includes New Zealand and Singapore.
AIR – NEW AIR CONTAINER PROTECTS TEMP SENSITIVE CARGO

Aerospace Composite Structures and Kelvin Technologies have unveiled the KelvinBox, the first specialized air cargo container designed to protect valuable shipments from extremes of heat and cold for up to seven days.

Products shipped using the KelvinBox will never experience temperature variations of more than +/- 2 degrees C even when outside temperatures range between -30 degrees C and +55 degrees C.

The revolutionary container targets the pharmaceutical, food and related industries.

The container now undergoes rigorous tests specified by the Federal Aviation Administration as part of the certification process.


AND A LITTLE CHILD SHALL LEAD THEM

At a fundraising dinner for a school that serves learning disabled children, the father of one of the students delivered a speech that would never be forgotten by all who attended.

After extolling the school and its dedicated staff, he offered a question:

"When not interfered with by outside influences, everything nature does is done with perfection. Yet my son, Shay, cannot learn things as other children do. He cannot understand things as other children do. Where is the natural order of things in my son?"

The audience was stilled by the query. The father continued. "I believe, that when a child like Shay comes into the world, an opportunity to realize true human nature presents itself, and it comes, in the way other people treat that child."

Then he told the following story:

Shay and his father had walked past a park where some boys Shay knew were playing baseball. Shay asked, "Do you think they'll let me play?"

Shay's father knew that most of the boys would not want someone like Shay on their team, but the father also understood that if his son were allowed to play, it would give him a much-needed sense of belonging.

Shay's father approached one of the boys on the field and asked if Shay could play. The boy looked around for guidance and, getting none, he took matters into his own hands and said, "We're losing by six runs and the game is in the eighth inning. I guess he can be on our team and we'll try to put him in to bat in the ninth inning."

In the bottom of the eighth inning, Shay's team scored a few runs but was still behind by three. In the top of the ninth inning, Shay put on a glove and played in the outfield. Even though no hits came his way, he was obviously ecstatic just to be in the game and on the field, grinning from ear to ear as his father waved to him from the stands.

In the bottom of the ninth inning, Shay's team scored again. Now, with two outs and the bases loaded, the potential winning run was on base and Shay was scheduled to be next at bat.

At this juncture, do they let Shay bat and give away their chance to win the game? Surprisingly, Shay was given the bat. Everyone knew that a hit was all but impossible because Shay didn't even know how to hold the bat properly, much less connect with the ball.

However, as Shay stepped up to the plate, the pitcher moved in a few steps to lob the ball in softly so Shay could at least be able to make contact.
The first pitch came and Shay swung clumsily and missed. The pitcher again took a few steps forward to toss the ball softly towards Shay. As the pitch came in, Shay swung at the ball and hit a slow ground ball right back to the pitcher.

The pitcher picked up the soft grounder and could have easily thrown the ball to the first baseman. Shay would have been out and that would have been the end of the game.

Instead, the pitcher took the ball and turned and threw the ball on a high arc to right field, far beyond the reach of the first baseman.

Everyone started yelling, "Shay, run to first! Run to first!" Never in his life had Shay ever made it to first base. He scampered down the baseline, wide-eyed and startled. Everyone yelled, "Run to second, run to second!"

By the time Shay rounded first base, the right fielder had the ball. He could have thrown the ball to the second-baseman for the tag, but he understood the pitcher's intentions and intentionally threw the ball high and far over the third-baseman's head.

Shay ran toward second base as the runners ahead of him deliriously circled the bases toward home. Shay reached second base, the opposing shortstop ran to him, turned him in the direction of third base, and shouted, "Run to third!" As Shay rounded third, the boys from both teams were screaming, "Shay, run home!"

Shay ran to home, stepped on the plate, and was cheered as the hero who hit the "grand slam" and won the game for his team.

"That day," said the father softly with tears now rolling down his face, "the boys from both teams helped bring a piece of true love and humanity into this world."

AND NOW A LITTLE FOOTNOTE TO THIS STORY:

You… me… We all send thousands of jokes through the e-mail without a second thought, but when it comes to sending messages about life choices, people think twice about sharing. We're embarrassed others will think us soft or "sappy."

The crude and often obscene pass freely through cyberspace, but public discussion about decency is too often suppressed.

Bad news or a lie can travel around the world before good news or the truth can put on its pants. If you're thinking about forwarding this message, chances are that you're probably sorting out the people on your address list that aren't the "appropriate" ones to receive this type of message.

Well, we all have opportunities every single day to help realize the "natural order of things." So seemingly trivial interactions present us with a choice:

Do we pass along a little spark of love and humanity or do we pass up that opportunity, and leave the world a little bit colder in the process?

YOUR CHOICE:
1. Delete ?
2. Copy and Forward ?

If you have curious or interesting or funny or thoughtful items that might be good in "Just For Fun", Email them to mike.miller@allcovered.net. Thanks.

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- American Shipper = www.americanshipper.com
- Business Times of Asia = http://business-times.asiapac.com
- The Economist = http://www.economist.com
- Financial Times of London = http://www.ft.com
- Journal of Commerce = http://www.joc.com
- Logistics News = http://www.logisticsnews.com
- Trucking Info = http://www.truckinginfo.com
- The Trucker = http://www.ctrucker.com

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