

AllCovered NEWS

The news YOU need to grow your business and stay ahead of your competition

A weekly service for clients and friends of Allcovered.net and the Allen Insurance Group

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Monday, 18 July 2005 --- Edition #445

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Monday, 18 July 2005

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NOTE: At the end of most stories excerpted within is a link to the full story at its source.

SMALL BIZ - LOGISTICS – CHALLENGES OF A GLOBAL SUPPLY CHAIN

For small companies the global supply chain creates special problems.

That means more marketing opportunities for freight forwarders.

As more and more small companies depend on offshore suppliers for part of their production, any brief stoppage in freight deliveries can be disastrous.

"We're still producing, and it hasn't brought us to our knees yet. (But) we're coming up on the point where we can't produce. If we can't produce, we don't need workers," says a company's supply manager – who is trying to find containers that have been delayed at the port in Norfolk, Virginia for ten days.

Experts say the causes range from tighter security at ports to an increasing reliance on imported materials that can get hung up in customs. Startups and small firms have little clout with the suppliers and freight movers on whom their production schedules depend.

Delays in supplies mean delays in meeting customer orders.

"We try to tell our customers that it's completely out of our hands," says another supply manager. "You can do that for a week or so, but when it's weeks, they don't really understand."

Small businesses can try and keep more inventory on-hand in case of supply chain problems, but that solution is not always feasible because of cash-flow restrictions and limited availability of materials.

"You see more and more of the small companies outsourcing that function so they can become part of a larger pie (and) get the attention and the response that they need," says Mark Richards, president of the Council of Supply Chain Management Professionals.

MORE: <http://triad.bizjournals.com/triad/stories/2005/07/04/story3.html?t=printable>

SEE ALSO: "Broken Links Imperil Supply Chains" in our 20 June "Allcovered News"

CLICK HERE: <http://www.allcovered.net/Newsletter/2005/2005-06-20-NEWS.pdf>

SEE ALSO: "Supply Chain Can Eat Cost Savings" in our 30 May "Allcovered News"

CLICK HERE: <http://www.allcovered.net/Newsletter/2005/2005-05-30-NEWS.pdf>

SUPPLY HASSLES = MARKETING OPPORTUNITY FOR YOU

To help companies with global supply lines... Sell your supply chain expertise.

Work with customers to make sure they can survive short-term supply stoppages.

Work with customers to find alternative routings for shipments to avoid blockages.

Spend the time up-front to understand the customer's business so you can spot problems before they happen.

For more ideas on how to grow your business... and teach your sales staff... watch "Profit, Protect & Grow" – One of Allcovered's exclusive training videos. Just one more way we help you.

YOU DESERVE IT – WE DELIVER IT

www.allcovered.net We have logistics Allcovered

CLICK HERE: <http://www.allcovered.net/AC-OM-Training.html> --- OR --

GO TO: www.allcovered.net

CLICK: "Training & Help" - then –

CLICK: "Video Training" – Video #3 is "Profit, Protect & Grow"

SMALL BIZ – HEALTH – CHOOSE THE RIGHT DENTAL PLAN FOR EMPLOYEES: You can offer dental insurance within, or as an option to your health insurance for employees. You can offer a "reimbursement plan" that the company handles with no insurer involved. Choose what is right for your business and your employees.

MORE: http://www.bizjournals.com/industries/health_care/health_insurance/2005/07/11/denver_focus2.html?f=et162

SMALL BIZ – HEALTH – US SPENDS MORE ON HEALTHCARE: The United States spends more on health care per capita than other industrialized nations but does not receive more services. So says a new study.

MORE: www.kaisernetwork.org/daily_reports/print_report.cfm?DR_ID=31329&dr_cat=3

SMALL BIZ MARKETING – PERSONAL FOLLOW-UP PAYS

From an article by Laura Laaman... link at end...

Wouldn't it be great to generate phenomenal word-of-mouth, skyrocketing customer loyalty and tons of referrals? Try this simple, yet powerful technique.

--- WHAT HAPPENED ---

My family and I had just moved to a new state. Although my husband, our two sons and I were excited about our new home, I still felt quite a bit of anxiety -- especially about our sons' new schools.

After the stressful move and little sleep, it was time to get the boys into their schools. I was worried because they didn't know a soul, and I shared my concerns with their guidance counselors as well as the front office. Despite their best efforts to assure me the boys would do wonderfully, I was still worried.

At the end of their first day, I received a voice mail. It was my younger son's teacher, who called just to let me know he thought Derek had a terrific day and was already making friends. You have no idea how surprised and happy I was to hear that message.

-- THE LESSON --

Great companies and business people find similar opportunities to make their customers' hearts warm up to them. A key ingredient to wowing your customers is to simply contact them, preferably by phone, just to make sure everything is going well with their new purchase, to ask if they have any questions and to see if you can provide additional assistance.

Smart business people budget time or money to make this powerful PR happen. And they realize that proactively dealing with possible snags is a wise investment.

Remember your customers and they will remember you.

MORE: http://www.bizjournals.com/extraedge/consultants/sell_more/2005/06/27/column173.html

SMALL BIZ – HEALTH – FACTS ON HEALTH SAVINGS ACCOUNTS:

MORE: http://www.bizjournals.com/industries/health_care/health_insurance/2005/07/11/triad_focus3.html?f=et162

MORE ON HEALTH SAVINGS ACCOUNTS –

SEE: "Consumer-Driven Health Care" in the 4 July edition of Allcovered News

HERE: <http://www.allcovered.net/Newsletter/2005/2005-07-04-NEWS.pdf>

>>>>>> TRUCKING SECTION <<<<<<<

TRUCKING – CHANGES FOR MEDICAL CERTIFICATES

The Federal Motor Carrier Safety Administration plans to propose a rule in 2006 to electronically link a truck driver's medical certificate to his state-issued commercial driver's license.

"Right now, drivers have a driver's license and a piece of paper that says they are medically qualified. Our proposal is to merge the truck driver's medical information with the CDL data system," according to Annette Sandberg, FMCSA administrator.

The FMCSA also would like to establish a national registry of certified medical examiners by 2009.

MORE: <http://www.etrucker.com/apps/news/article.asp?id=48100>

TRUCKING – HAZMAT SCREENING MAY CHASE DRIVERS

Truck driver Bill Vodopia isn't against improving security for the 800,000 shipments of hazardous materials each day. But the Columbia, Maryland resident thinks many of his co-workers will exit the business rather than submit to the fingerprinting and background checks required for drivers under new federal security laws passed after the 9-11 terrorist attacks.

"There are a lot of people in this industry who don't have pristine records," Vodopia says. "They're not going to be terrorists. But they're going to be American citizens who made mistakes earlier in their life, and they're only going to be able to haul regular freight."

Vodopia's comments echo concerns from trucking companies about how the new security requirements could worsen an already difficult shortage in truckers nationwide.

MORE: <http://www.logisticsmgmt.com/index.asp?layout=articleXml&xmlId=294465736>

TRUCKING – INSURING CARGO TO/FROM MEXICO

With the North American Free Trade Agreement (NAFTA) trade between Canada, Mexico and the US has boomed. Headlines in recent years have focused on the efforts of safety and trucking groups to limit the freedom of Mexican truckers' access to US highways.

But there are other challenges as well. Despite the fact that nearly 85% of total merchandise trade between the two countries moves by way of trucks, there has been virtually no effort to coordinate insurance requirements or standards on either side of the border for trucks or the cargo they haul.

"It makes little sense that under NAFTA, an 80,000-pound truck can cross the border but a 2-ounce insurance policy can't," says David Snyder, vice president of the American Insurance Association, an industry group in Washington, DC, representing 435 major insurance companies.

--- THE PROBLEMS ---

The current system breeds insurance fraud, with carriers engaging in "policy sharing" or what amounts to the under-insurance of vehicles, according to the California Department of Insurance.

It also hinders the ability of US-based trucking companies to effectively compete with Mexican operators. The absence of door-to-door insurance policies to cover their vehicles, cargo and workers on both US and Mexican soil is a burden in terms of safety and cost.

Under the current system, Mexican carriers are limited to a 20-mile "commercial zone" along the US border. US carriers are restricted from crossing the border. Trailers with loads destined for locations beyond the zones are transferred to "drayage" carriers at border towns for transport across the border, where the loads are again transferred to a third carrier for hauling to final destinations.

Extra handling adds greatly to the cost of shipments between the US and Mexico and increases the chances cargo will be damaged or lost.

--- WHAT IS NEEDED ---

Armando Friere of Dimex Freight which specializes in cross-border trucking. Friere is also first vice president of the 2,200- member California Trucking Association. He wants better coordination in cargo insurance, contiguous liability insurance and workers' compensation insurance.

"If you are in the shipping business and want to ship from San Diego to Zimbabwe, you can insure that with cargo insurance. But if you want to ship something on a truck one mile south of the border, you can't insure it. If you have to ship goods from LA to Tijuana, you have to insure the load two times: once from LA. to the border, and then again to the destination in Mexico, and that's clearly prohibitive."

Most US trucking insurers restrict their coverage for trucks and cargo to trips and damage within 10 to 15 miles of the border.

In addition, Mexican and US laws are very different in the amount of coverage they require a truck to carry. A complete insurance package required of a US trucker might cost as much as \$6,000 per truck but meeting what Mexico requires (much less coverage) may cost only \$350 in Mexico.

Fernando Comacho, the vice president of Otay Mesa-based trucking company Camacho Brokers, which operates trucks in the commercial zone on both sides of the border, said insuring his trucking fleet in Mexico with liability insurance costs "peanuts" compared with what he pays in the United States.

Comacho pays only \$450 per truck for liability insurance in Mexico, but \$5,294 to insure each truck he operates in the US.

In addition, Mexican trucking companies are not required to provide expensive Workers Compensation insurance to their drivers. US trucking companies must.

MORE: http://www.rednova.com/news/technology/169925/insuring_their_load/

--- ALLCOVERED CAN HELP ---

Many insurers are charging as much as 3% or 4% of the total value of cargo for insurance coverage from the US into Mexico.

Allcovered offers Full Cover cargo insurance between the US and Mexico much less!

Fast – Paperless – Safe

5 Steps + 2 Minutes = Allcovered

A-Rated Security

YOU DESERVE IT – WE DELIVER IT

Call or Email Allcovered Today – Start Saving Today

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>>>>>> SECURITY SECTION <<<<<<<

SECURITY – PORTUGAL IN CSI: Portuguese Customs and Excise has agreed to assist the United States by inspecting pre-selected shipping containers headed from the port of Lisbon. Portugal is the 24th country to sign up for the Container Security Initiative, a US program designed to extend the border by placing US Customs officers in foreign ports to help local authorities identify suspicious containers for x-ray-type exams.

MORE: <http://www.americanshipper.com/frm2001.asp?Target=NewsFrame.asp?news=21720>

SECURITY – DHS WANTS MORE CARGO INFO: The US Department of Homeland Security plans to gather more information about inbound freight shipments in an effort to protect the supply chain from terrorist attacks. Homeland Security Secretary Michael Chertoff says the initiative, called Secure Freight, is part of a sweeping overhaul of the two-year old agency.

MORE: <http://www.joc.com/lede/20050713/sections/ecom/w80100.asp>

>>>>>> AIR & OCEAN SECTION <<<<<<<

TRADE - FOCUS – WARNING SIGNS FOR TRADE?

Want to know if an economy is growing?

You don't have to wait for official government reports based on data that's a month old. Instead, pick up the phone and find out how hard it is to get some trucking space or ocean containers. If either is easy to find, things are slow. If trucks or containers are scarce, freight is moving.

If this test is accurate, then China and those dependent on China trade may be in trouble.

Empty shipping boxes are piled high at container manufacturers and depots in China, the latest indicator that the unprecedented global shipping boom that began in early 2003 is running out of steam.

Shares in the two companies that together make 75% of the world's containers are down by more than 40% from their record highs set just three months ago.

-- WORRY OR SLIGHT BLIP? --

Analysts downplay the concern.

Container lines, hit by a shortage of boxes last year, ordered more than they needed, analysts say.

In addition, this year shipping firms moved as many empty boxes as possible back to China to prepare for congestion at US and European ports.

20-Foot Equivalent Units (TEU) are selling for \$2,075 today, down from \$2,350 in the spring.

Shipping lines, which enjoyed a boom thanks to robust trade fueled by China's roaring economy, are seeing freight rates hit by slower China demand and an expected glut of container ships.

The Baltic Exchange Dry Index, which represents the rate for chartering dry bulk vessels, has lost 62 percent from a December peak to a near two-year low.

Container freight rate increases are slowing or stagnating, despite a demand-supply balance this year, and some analysts doubt the 2005 peak season surcharge will match last year.

MORE: <http://www.thestandard.com.hk/stdn/std/China/GG14Ad05.html>

TRADE – SHIP CAPACITY INCREASING: Container shipping capacity increased more than 10% in several South American trades in the past six months, whereas capacity in trades like the transatlantic trade decreased, according to the July World Liner Supply reports of ComPair Data.

MORE: www.compairedata.com

MORE: <http://www.americanshipper.com/frm2001.asp?Target=NewsFrame.asp?news=21756>

TRADE – VANCOUVER TRUCK TALKS DEAD?

Talks broke down in the Vancouver container-truckers dispute last week over what employers said were ransom-like contract demands. Bob Simpson of Team Transport Services, which represents about 40 employers, said truckers want an average 30% rate increase, plus another 30% on a laundry list of monetary demands.

Those facts contrast with earlier press reports that the association representing 1,000 truckers set up picket lines June 27 to push for a 15% fuel surcharge to cover rising diesel costs and for standardized wages for truckers. The port remains open and containers continue to move by rail, the flow of container trucks moving roughly \$30 million worth of goods every day is on hold.

MORE: <http://cnews.canoe.ca/CNEWS/Canada/2005/07/13/1130089-cp.html>

TRADE – VANCOUVER TO BAR TRUCK BOXES: Canada's Port of Vancouver is starting to refuse containers meant for transport by truck as of this past weekend as the strike by truck drivers enters its fourth week. Vancouver's Centerm Terminals are unable to handle the backlog of truck containers and plan to turn away local shipments. The Deltaport and Vanterm terminals are expected to follow suit this week in order to continue processing rail-bound containers headed for Central Canada and the US.

MORE: <http://www.joc.com/20050715/sections/logis/w43900.asp>

TRADE – VANCOUVER TRUCKERS IGNORE INJUNCTION:

MORE: <http://www.canada.com/vancouver/vancouvernews/business/story.html?id=7024592e-ae7-4833-ad52-6585716436c0>

TRADE – VIOLENCE DURING VANCOUVER TRUCKER STRIKE:

MORE: <http://www.canada.com/vancouver/vancouvernews/business/story.html?id=1452e91b-a452-40fc-a422-c236a1bdb5e>

TRADE – VANCOUVER STRIKE THREATENS TRADE: A coalition of exporters in Western Canada is calling for an end to the truckers' strike at the Port of Vancouver, which it says is hurting British Columbia's reputation as a trade hub and threatening jobs.

MORE: <http://www.joc.com/20050713/sections/logis/w20370.asp>

TRADE – SO-CAL TRUCKERS URGED TO STRIKE --- COMING WEEKEND IS TARGET DATE ---

Truck drivers at America's busiest seaport complex are being urged to stage a one-day work stoppage over concerns about new overnight shifts, potentially disrupting cargo deliveries at the start of the year's busiest shipping season.

Unsigned leaflets being circulated at the ports of Los Angeles and Long Beach call for a "stop work meeting" July 23, the day that port operators begin late-night hours and implement a surcharge for weekday deliveries.

According to one leaflet obtained by Reuters, drivers are angered about having to work overnight shifts without any increase in pay.

While the longshoreman's union has premium night-shift pay, the port's 10,000 short-haul truck drivers -- largely Hispanic men who shuttle cargo to warehouses under contract -- have no union to rely upon to seek better terms for night shifts.

The drivers are owner-operators who are paid per haul, and work as independent contractors for one of the many trucking services companies at the port. Because the drivers are not employees, collective bargaining is essentially not an option.

MORE: <http://money.cnn.com/2005/07/12/news/economy/truckers.reut/>

MORE: <http://www.joc.com/20050713/sections/ocean/w31089.asp>

OCEAN – THOUSANDS SIGN UP FOR PIERPASS: With the start of Southern California's extended gates program this weekend, PierPass reports about 3,400 port users in Los Angeles-Long Beach have registered for the program. Marine terminal operators will open their gates for five additional shifts each week, 6 p.m.-3a.m. on Mondays through Thursdays and 8 a.m.-6 p.m. on Saturdays. Importers and exporters who move their containers during the peak traffic hours of 3 a.m.-6 p.m. will pay a traffic mitigation fee of \$40 per TEU or \$80 per FEU. Shippers will be exempt from the fee if they move their containers during off-peak hours.

MORE: <http://www.joc.com/20050713/sections/ocean/w81170.asp>

WE PROTECT YOU & HELP YOU GROW

Shippers refusing cargo insurance?

If so we suggest you do two things:

- 1)- Make the Shipper sign a document refusing insurance. If there's a claim you are safer.

Sample letter: http://www.allcovered.net/AC-OM-Marine_Forms_Shipper_Insurance_Ltr.html

- 2)- Persuade your Shippers to protect themselves.

Sample reasons at: http://www.allcovered.net/AC-OM-Cargo_You_Need.html

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OCEAN – TRANSPAC PAPER RATE HIKE: Container lines in the Westbound Transpacific Stabilization Agreement are recommending an increase in US-Asia wastepaper rates. The lines said they have adopted a voluntary guideline increase in wastepaper rates, of \$50 per FEU, effective 1 September. MORE: <http://www.ioc.com/20050715/sections/ocean/w39698.asp>

OCEAN – CMA-CGM CHANGES LAND CHARGES: CMA CGM will change the free time it allows on containers and special equipment at US ports. As of 10 August free time on dry containers will be seven days, and on temperature-controlled containers, two days. MORE: <http://www.ioc.com/20050715/sections/ocean/w16035.asp>

OCEAN – TACA BAF STEADY: The Trans-Atlantic Conference Agreement will hold its Bunker Adjustment Factor unchanged for 16 August through 15 September. To Atlantic & Gulf ports the BAF will be \$304 per TEU and \$608 per FEU. For Pacific ports the BAF will be \$456 per TEU and \$912 per FEU. MORE: <http://www.tacaconf.com/>
MORE: <http://www.americanshipper.com/frm2001.asp?Target=NewsFrame.asp?news=21725>

OCEAN – CHINA SHIPPING LAUNCHES NEW SERVICE: China Shipping Container Lines begins an all-water service from Asia to Canada and the US East Coast via the Suez Canal and the Mediterranean later this month, taking advantage of the growing demand for all-water Asia-to-US East Coast services. The loop will use 9 4,250-TEU vessels. MORE: <http://www.americanshipper.com/frm2001.asp?Target=NewsFrame.asp?news=21759>

OCEAN – APL & MOL ADD TO PACIFIC SERVICE: New World Alliance carriers APL and MOL will provide a weekly peak-season service from Asia to the port of Seattle, formalizing a temporary arrangement of ad hoc sailings. MORE: <http://www.americanshipper.com/frm2001.asp?Target=NewsFrame.asp?news=21758>

OCEAN – NYK ADDS TO RORO: The roll-on, roll-off division of NYK Line has launched a pure-car pure-truck carrier service between the US Gulf and Central America, the Caribbean and the east coast of South America. MORE: <http://www.ioc.com/20050714/sections/ocean/w73789.asp>

AIR – SIA AND QANTAS TIE-UP TALK

Singapore's Transport Minister Yeo Cheow Tong says Qantas and Singapore International Airlines should be encouraged to talk to each other.

"I don't see the two airlines agreeing to a merger at this point of time because there are many, many issues to be discussed, but hopefully as time passes, Australian regulators will appreciate better what has happened on the international scene and the fact that the Australian market is actually quite competitive.

"They may agree to a merger between Qantas and one of the other airlines serving Australia whether it's Singapore Airlines or another airline," he told a television program.

He said the international airline industry was due for consolidation and Qantas and Singapore Airlines would benefit from at least sharing some facilities.

MORE: http://www.bernama.com/bernama/v3/news_business.php?id=144343

AIR – ALASKA AIR PILOTS OK STRIKE: Alaska Airlines pilots overwhelmingly rejected a five-year tentative agreement reached in May that would have superseded the current two-year deal now in effect. MORE: <http://www.atwonline.com/news/other.html?issueDate=7%2F13%2F2005>

AIR – POLAR AIR CREWS VOTE TO STRIKE: Polar Air Cargo crewmembers, represented by the Air Line Pilots Association, overwhelmingly voted to authorize a strike if contract talks do not result in an agreement and the National Mediation Board releases the parties. The two sides have been negotiating since February 2003.

MORE: <http://www.atwonline.com/news/other.html?issueDate=7%2F14%2F2005>

AIR – MEDIATORS WANT NWA ARBITRATION: Government mediators requested that Northwest Airlines submit their contentious contract negotiation to arbitration. The suggestion from the National Mediation Board came in response to a request by the Aircraft Mechanics Fraternal Association and Northwest that they be released from mediated talks.

MORE: <http://news.airwise.com/story/view/1121432053.html>

AIR – UPS OFFERS PILOTS 3% RAISES: United Parcel Service offered its pilots annual pay raises of 3% and bonuses of as much as USD\$5,000 to sign a new, eight year contract. In a letter to the package delivery company's 2,500 pilots, the Independent Pilots Association outlined what it described as UPS's most recent offers, made during mediation supervised by the federal government. The union asked pilots to reject the offer.

MORE: <http://news.airwise.com/story/view/1121430448.html>

AIR – AIR-NZ MAY CANCEL FLIGHTS THIS WEEK: Air New Zealand says 30% of its international flights are likely to be cancelled starting this week as a result of a series of planned strikes by its union members. A series of 48 hour strikes are said to be planned to start today, July 18th, on the 21st and 24th.

MORE: <http://news.airwise.com/story/view/1121299593.html>

AIR – JAL HIKES SURCHARGE: Japan Airlines will raise its surcharges on international freight to 42 yen (37 cents) a kilogram from 36 yen (32 cents), pending approval by Japan's transport ministry.

MORE: <http://www.joc.com/20050714/sections/air/w45853.asp>

AIR – CHINA AIR & EVA HIKE SURCHARGE: Taiwan's two main carriers, China Airlines and EVA Airways, raised their cargo fuel surcharge. Beginning mid-week EVA and China Airlines raised the cargo surcharge to USD\$0.28 per kilo on Southeast Asian routes and to USD\$0.60 per kilo on US and European routes.

MORE: <http://news.airwise.com/story/view/1121078280.html>

AIR – CHITTAGONG REOPENS: Bangladesh's southeastern Chittagong Airport reopened nine days after an airliner was badly damaged after skidding while landing.

MORE: <http://news.airwise.com/story/view/1120985281.html>

AIR – DHL NOW HAS PALLETIZED WEATHER-PROOF: DHL has introduced an innovative palletized packaging solution designed to withstand extreme weather conditions and suited to export requirements of heavy shipments for the automotive, engineering, publishing, fashion and high-technology industries. Made of reinforced corrugated cardboard, the 'Express Pallet' boxes are coated with national adhesives that are water-resistant.

MORE: http://www.deepikaglobal.com/ENG5_sub.asp?ccode=ENG5&newscode=111040

AIR – CATHAY CARGO UP: Cathay Pacific Airways says it carried 89,431 tonnes of freight in June, a 16.5% improvement year-on-year compared to 2004.

MORE: http://www.theedgedaily.com/cms/content.jsp?id=com.tms.cms.article.Article_f96d8590-cb73c03a-a2267100-a6d6993a

AIR – ASIAN AIR CARGO WEAK: Singapore's Changi Airport, a leading air freight center for Asia, reports cargo traffic was almost flat in June. Changi reports cargo handled at the airport grew 0.1% over the same month last year. For the first half of 2005, the world's eighth-largest air cargo airport said cargo grew 1.6%.

MORE: http://www.aircargoworld.com/break_news/07132005c.htm

AIR – FEDEX OPENING GUANGZHOU HUB – CLOSING SUBIC: FedEx Express says it will build a \$150 million Asia/Pacific hub at Guangzhou Baiyun International Airport to replace its existing hub in Subic Bay, Philippines. The new facility is expected to open in December 2008, at which time the Subic Bay hub will close.

MORE: <http://www.atwonline.com/news/story.html?storyID=1740>

>>>>>>>>>> **JUST FOR FUN** <<<<<<<<<<<

(These are shared by readers – Please share yours. Thanks. Mike)

LONDON

Thanks to a friend and client from London for this. It says it all.

You come to place your bags of hate
On bus and train, you made us late
Yet we'll be back again tomorrow
We'll carry on despite our sorrow
Your bags of hate caused some to die
Yet we stride out strong with heads held high
You'll never win, we will not bow
You can't defeat us, you don't know how

This London which we love with pride
Is a town where scum like you can't hide.
Don't worry we will hunt you down
Then Lock you up in name of Crown
We're London and we're many races
Just look you'll see our stoic faces
We all condemn your heinous act
You will not win and that's a fact

We'll mourn our dead and shed a tear
But we will not bow to acts of fear
You're out there somewhere all alone
There's nowhere now you can call home
Olympics ours we've won the race
Your timing then a real disgrace
Our strength you'll find remains unbowed
We're London and we're very proud.

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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- AirWise = <http://news.airwise.com/index.html>
- American Shipper = www.americanshipper.com
- Business Times of Asia = <http://business-times.asia1.com.sg/>
- 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.thetrucker.com>
- eTrucker = <http://www.etrucker.com>
- Yahoo Business News = <http://news.yahoo.com/news?tmpl=index&cid=749>

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This information has been edited for length and to make it more relevant for our clients.

Links to full source material is at end of all stories when available.

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