

# AllCovered NEWS

## HIGHLIGHTS TO HELP YOU THIS WEEK

- Are Your High Performers Ready to Quit?
- Association Health Plans... Down... Not Out
- Cargo Theft Up So Insurance Rates Up
- Cooperate to Cut Shipping Costs

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### AllCovered News

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<http://www.allcovered.net/AC-News-PDF.htm>

## >> SMALL BUSINESS SECTION <<

### SMALL BIZ - ARE YOUR HIGH PERFORMERS READY TO QUIT?

According to a study by Leadership IQ, 47% of high performers are actively looking for other jobs (they're posting and submitting resumes, and even going on interviews).

While it's terrible that almost half of high performers are thinking about quitting, what's perhaps even worse is that low performers want to stay. Only 18% of low performing employees are actively seeking other jobs, and 25% of middle performers are actively looking around.

Leadership IQ surveyed 16,237 employees on a range of workforce and retention issues, and then divided them into high, middle and low performer categories based on their annual performance appraisal scores.

**47% of High Performers are looking for another job**

**Only 18% of low-performers are looking**

"High performers keep companies in business," says Mark Murphy, CEO of Leadership IQ, "so every company is at risk if these people leave. If you lose some low performers, you might actually be better off. But when your best people quit, revenue drops, quality suffers, and mistakes increase. Even large companies can take a big hit with the departure of just a few key employees."

Murphy continues "The worst part of this is that **we typically cause our high performers to quit by how we treat them.**

"Frankly, we treat our high performers worse than any other employee. When a manager has a tough project upon which the whole company depends, to whom do they turn? Who gets the late hours and the stress? It's not the low performers, because managers want the project done right. Instead managers turn to their handful of high performers. Over and over we ask our high performers to go above and beyond, making their jobs tough and burning them out at a terrible pace. Meanwhile, low performers often get easier jobs because their bosses dread dealing with them and may avoid them altogether."

MORE: <http://www.leadershipiq.com/quitting.html>

**SMALL BIZ - NEXT WEEK - 2007 BUSINESS PLAN HELP:** Next week AllCovered provides tips, news and a detailed way to work on your Business Plan for 2007.

**HEALTH BIZ - US HOUSE BOOSTS HEALTH SAVINGS ACCOUNTS:** A House of Representatives committee has approved legislation to encourage and expand health savings accounts (HSAs). The legislation would increase the limit on HSA contributions, allow individuals to transfer funds from health reimbursement arrangements to HSAs and allow a one-time transfer of funds from individual retirement accounts to HSAs without a tax penalty. MORE: <http://www.washingtontimes.com/national/20060928-124031-4337r.htm>

**JUST FOR FUN:**

Useful English Conversion Units

**NEXT WEEK**

Your 2007 Business Plan - From the Ground Up -

Links to source stories at end of excerpts

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**SMALL BIZ – ASSOCIATION HEALTH PLAN DOWN BUT NOT OUT**

Small business groups vow to keep fighting for legislation that would allow national trade associations to sell health insurance policies across state lines to association members.

The bill fell five votes short of the 60 votes it needed to clear a procedural hurdle in the Senate. The House has passed similar legislation.

Supporters of the legislation, primarily Republicans, say allowing small businesses to pool their purchasing power through national trade associations would enable them to get better deals on health insurance. Associations need to be exempt from state coverage mandates so they can offer uniform health insurance policies to their members nationwide instead of having to modify them to the requirements of every state, supporters say.

Opponents say the bill would gut state laws that require coverage for cancer screenings, diabetes care and mental health treatment. The Senate bill would go farther and exempt all health plans, not just associations, from these coverage mandates in some circumstances.

Democrats say they like the idea of pooling small businesses health cover, but they want the federal government to do it. They support legislation that would create a national health insurance pool for small businesses modeled after the insurance plan that covers federal employees and members of Congress. The Democrat's plan would be run by the same agency that runs the federal employee plan, and employers who provide health insurance to low-income workers would receive tax credits. Private insurers would provide the coverage. Unlike association plans, these insurance plans would follow state coverage mandates.

MORE: [http://baltimore.bizjournals.com/baltimore/stories/2006/10/02/focus2.html?f=et162&b=1159761600\\*1352520&hbx=e\\_vert](http://baltimore.bizjournals.com/baltimore/stories/2006/10/02/focus2.html?f=et162&b=1159761600*1352520&hbx=e_vert)

**SMALL BIZ – SURVEY: SMALL FIRMS PAY LESS FOR HEALTH?**

A new survey claims something most all past studies dispute... that small businesses generally pay lower health insurance premiums than larger businesses.

Maybe. The AHIP (America's Health Insurance Plans) survey should be taken with a grain of salt since the organization represents health insurers, says National Federation of Independent Business lobbyist Amanda Austin, noting: "The last thing they would say is health care to small businesses is too expensive."

AHIP surveyed 650,000 small businesses with an average of ten employees or less.

This year premiums averaged \$3,730 a year at small businesses for single coverage and \$9,770 a year for family coverage. That's less than the premiums paid by midsized and large businesses, based on surveys conducted by the Kaiser Family Foundation.

After four years of double-digit percentage increases, average premiums went up 9.2% in 2005, Kaiser found. This year, they went up 7.7%.

This year Congress considered, but failed to enact, measures that would enable small businesses to pool their purchasing power (Association Health Plans also known as AHPs). (See Story Above)

MORE: [http://atlanta.bizjournals.com/atlanta/stories/2006/10/02/story15.html?f=et162&b=1159761600\\*1353638&hbx=e\\_vert](http://atlanta.bizjournals.com/atlanta/stories/2006/10/02/story15.html?f=et162&b=1159761600*1353638&hbx=e_vert)

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

**TRUCKING – KEEP OWNER-OPERATORS:** It costs \$8,000 to replace an owner-operator in your trucking fleet. Freightliner Trucks will sponsor the "Owner-Operators Retention Forum" next Monday through Wednesday (16th-18th) in Tuscaloosa, Alabama. Topics include helping owner-operators manage fuel costs, starting a buying cooperative, developing a successful lease-purchase program, structuring pay packages and dealing with settlement statements and developing owner-operator educational programs. Carriers with low turnover rates will share their best strategies for operations, safety, recruitment, and retention.

INFO: <http://www.piblive.com/retentionseminar>

INFO: Sue Hammond – 800.633.5953 x1301

MORE: <http://www.thetrucker.com/News/Stories/2006/10/4/FreightlinertospensorOwner-OperatorRetentionForum.aspx>

**TRUCKING – DIESEL DROP CONTINUES:** The US national retail price of a gallon of diesel fell 4.9 cents to \$2.546 for the week ended 2 October. That's 51.9-cents below it's August 14 peak and down 59.8 cents from this time last year.

MORE: <http://www.thetrucker.com/News/Stories/2006/10/2/Dieselcontinuespricedecline.aspx>

MORE: <http://www.etrucker.com/apps/news/article.asp?id=55738>

## TRUCKING – DRIVERS’ EYES OPEN FOR US SECURITY

The more people on guard against suspicious activity in this era of mass casualty terrorism, the better. That's the rationale behind the Highway Watch program, first initiated in 1999 and boosted nationally after 9-11.

"We have well over 100 companies involved in Highway Watch in the state," says Susan Webb, Highway Watch state coordinator with the Wisconsin Motor Carriers Association.

"There are 15,000 (drivers involved with Highway Watch in Wisconsin) and 400,000 in the whole country. Training can be done by classroom or by video. It takes about an hour."

Highway Watch trains transportation workers how to identify suspicious activity on the nation's massive system of roads and highways.

Because truckers often drive on the same routes...they go to the same places and so they'll recognize if somebody is taking pictures of a bridge, that type of thing. It trains the drivers in what to look for as far as potential terrorist or criminal activity," says Webb. "...Once they (truckers) find out they want to be part of it."

MORE: <http://www.highwaywatch.com/>

MORE: [http://www.gmtoday.com/news/local\\_stories/2006/Oct\\_06/10042006\\_06.asp](http://www.gmtoday.com/news/local_stories/2006/Oct_06/10042006_06.asp)

### HIGHWAY WATCH PROGRAM

- WHAT: One hour of classroom or video training to alert motor carriers and drivers to security threats.
- WHO: Through the American Trucking Association under agreement with the US Department of Homeland Security. Nationwide, 400,000 drivers are part of the program.
- HOW: Drivers have an identification number and phone contact to report suspicious activity.

**TRUCKING – FEWER FATALITIES IN 2005:** The year 2005 brought slightly fewer large truck fatalities than 2004 according to preliminary figures for the year in a Federal Motor Carrier Safety Administration report. There were 5,212 truck fatalities in 2005, compared to 5,235 in 2004. Truck fatality rates remained at 2.3 per 100 million truck vehicle miles traveled. MORE: <http://www.etrucker.com/apps/news/article.asp?id=55718>

### TRUCKING – FEDEX WITHDRAWS H-O-S EXEMPTION REQUEST:

MORE INFO: <http://dms.dot.gov/search> and search Docket No. 24231.

MORE: <http://www.etrucker.com/apps/news/article.asp?id=55732>

**TRUCKING – COOPERATE TO TRIM COSTS:** See "Air & Ocean" section

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

### SECURITY – CARGO THEFT UP SO INSURANCE RATES UP

Across the US an estimated \$18-Billion worth of cargo is stolen last year, according to the International Cargo Security Council. Countless other goods are lost to damage in warehouses or during transport.

Other than a solid security system, the best protection for distributors and logistics companies is an arsenal of insurance.

"Cargo insurance is critical," says Jerry Keenum, president of the Mid South Security Council and sales manager of Memphis Logistics.

In just moving from point A to point B, cargo shipments are exposed and vulnerable many times. Each time the cargo switches modes of transportation, thieves are given an opportunity to strike.

Electronics and tires are targeted the most and are often easy to spot. Aside from containers clearly marked -- the signature cow-hide Gateway computer boxes for instance -- the sheer demand for high-end electronics has raised the number of goods distributed. More products on the road mean greater chances for thieves to act.

"It's not like a rash of robberies," says agent Cory Park of the FBI. "Cargo theft is eternal."

Still, as cargo damage and theft appear more often, the price of insurance does respond. "The cost has gone up just like fuel," Keenum says.

MORE: [http://memphis.bizjournals.com/memphis/stories/2006/10/02/focus3.html?f=et145&b=1159761600\\*1352725&hbx=e\\_vert](http://memphis.bizjournals.com/memphis/stories/2006/10/02/focus3.html?f=et145&b=1159761600*1352725&hbx=e_vert)

## WHY SHIPPERS NEED CARGO INSURANCE

Did you know your goods may make a safe voyage, but you might still be faced with a claim that can tie-up your money for years? It's true. Cargo insurance protects you as well as your cargo. Without Cargo Insurance shippers usually get only \$0.50/pound or \$500/box or \$20.00/kg for lost or damaged cargo.

### Forwarders – Teach Your Shippers

#### Shippers – Learn what is and is not protected to make an educated decision

- GO TO: <http://www.allcovered.net>
- CLICK: "Training & Help" – then –
- CLICK: "Video Training"
- Video #1 is our exclusive "Shipper's Guide to Insurance"

WHY YOU NEED CARGO INSURANCE: > [CLICK](#) <

<http://www.allcovered.net> ..... We have logistics Allcovered

**SECURITY – DHS TARGETS PORTS THAT RELEASE CARGO:** Federal security officials will have "zero tolerance" for port terminal operators who violate cargo container search requests, imposing penalties where necessary to ensure compliance. US Homeland Security Secretary Michael Chertoff says DHS now has the authority to go after terminal operators who intentionally or mistakenly allow flagged cargo to leave the nation's docks before federal agents can inspect it. Previously, authorities could only target shippers.

MORE: <http://www.nj.com/news/ledger/jersey/index.ssf?base/news-4/1159937411298970.xml&coll=1>

**SECURITY – FOLLOW-UP - DETAILS ON SECURITY BILL:** Of the \$34.8-Billion Congress approved spending on the Department of Homeland Security, \$210-million will go to port security grants. The bill also provides for: \$3.1-Billion for Coast Guard homeland security missions; \$2.05-Billion for port and waterway security; 450 new Customs officers; research and equipment for non-intrusive inspection equipment, and radiation portal monitors.

MORE: <http://www.joc.com/lede/20061002/sections/trade/w25542.asp>

**SECURITY – 5 MORE PORTS JOIN CSI:** Cargo screening for terrorist weapon smuggling under the Container Security Initiative has begun at the ports of Caucedo in the Dominican Republic; Freeport, Bahamas; Kingston, Jamaica, Kaohsiung, Taiwan and Barcelona and Valencia, Spain. The US Customs and Border Protection has stationed small teams of customs officers in each port to analyze shipping data and request local authorities inspect to inspect high-risk cargo with non-intrusive scanning machines. 47 ports around the world are now part of the program.

MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=40053](http://www.americanshipper.com/SNW_story.asp?news=40053)

### SECURITY – RADIATION DETECTORS AT PONY-NJ:

MORE: [http://www.newsday.com/news/nationworld/nation/wire/sns-ap-port-security-radiation\\_0.4456945.story?coll=sns-ap-nation-headlines](http://www.newsday.com/news/nationworld/nation/wire/sns-ap-port-security-radiation_0.4456945.story?coll=sns-ap-nation-headlines)

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

**TRADE – TRUCKER UNREST IN VANCOUVER:** Truck driver unrest is again growing at the Port of Vancouver, British Columbia, among the same 1,000-plus owner-operators who walked out for six weeks in the summer of 2005. Paul Uppal, the man at the forefront of welding the independent owner-operators into the cohesive Vancouver Container Truck Association, now says: "It's been 14-15 months and we haven't gotten anywhere."

MORE: <http://www.joc.com/lede/20061002/sections/logis/w56354.asp>

**TRADE – LOOKING AT LOGISTICS INSIDE CHINA:** Many analysts strongly believe that China also has significant problems in getting the goods it produces to market. One factor that impacts heavily is the cost of moving goods by road within China. Trucking a 40-foot container from Beijing to Shanghai can cost as much as \$400 in tolls (along toll roads). The alternative is non-toll roads and endless congestion. Forbes Magazine has a question and answer article with Mark Hillman, the research director of AMR Research; and Adrian Gonzalez of the ARC Advisory Group, director of their logistics executive council.

MORE: [http://www.forbes.com/home/logistics/2006/09/29/china-shipping-analysts-biz-logistics\\_cx\\_rm\\_1002analysts.html](http://www.forbes.com/home/logistics/2006/09/29/china-shipping-analysts-biz-logistics_cx_rm_1002analysts.html)

## TRADE – COOPERATE TO TRIM TRANSPORT COSTS

--- Excerpted from a detailed article in DC Velocity – Link at end ---

They have little control over freight rates and less over fuel prices, but cost-conscious shippers still have one option: work closely with carriers to cut out wasteful spending.

Tight capacity and high diesel costs have driven up freight rates.

Shippers that move goods by less-than-truckload (LTL) carrier are accustomed to paying fuel surcharges to compensate carriers for the cost of diesel. But those soaring surcharges over the past year, along with rising base freight rates, have led shippers to look anew at ways to control their freight expenditures.

ProLogis, developer of distribution centers, examined some of those strategies.

Paul Nuzum, the author of the report, interviewed a dozen senior logistics executives on how they are managing in the current transportation climate. What he found was a mix of ideas... some old and some new... many of which involved ways of working more closely with carriers.

**“(Shippers) are all more concerned about ensuring that their companies' products are on the shelf when their customer wants to buy them.”**

--- Paul Nuzum ---

Nuzum, an adjunct professor at the University of Denver and a principal in the consulting firm Supply Chain Insights, grouped his conclusions into four categories:

- Companies adding consolidation/deconsolidation centers to distribution networks;
- Companies taking responsibility for their own freight bills in order to create more efficient freight lanes and leverage transportation spending at the best rates;
- Companies forging closer connections with their carriers;
- Companies looking to extract greater capacity from existing fleets and facilities by improving cube utilization, reducing empty miles and extending hours of operation.

### WHEN MORE EQUALS LESS

What may be most indicative of the state of transportation costs is the first: companies are adding new facilities to their networks in order to take better advantage of the rates for full loads. "But the new links added to companies' supply chains are not DCs (Distribution Centers) per se, but freight pooling hubs." It makes sense to add such facilities, he suggests, if the resulting transportation cost savings exceed the cost of running the facilities.

### BUY GLOBALLY – EXECUTE LOCALLY

Using the power to buy centrally to win the best rates is still important, but it also creates the potential for better overall network design and execution. Concentrating the control over the freight buy enables shippers to ensure that the lane-by-lane commitments made to carriers in order to win good rates are in fact fulfilled. That, in turn, ensures that the shipper gets the best available rate.

### TALK TO EACH OTHER

Carrier executives emphasize how crucial information is to their businesses. Advance information creates a "domino effect"... advance information allows building better loads and more direct loads, which in turn reduces transit time and, with less handling, reduces damage. "Our job is to be an extension of what they are doing," says one carrier. "The sooner we are in the loop, the better the job we can do for them."

### FAIR EXCHANGE

Some shippers have agreed to stop aging their freight bills and to pay carriers promptly... a significant boost to any carrier's cash flow, and an important step in becoming a preferred customer.

MORE: <http://www.dcvelocity.com/articles/20061001/enroute.cfm>

**TRADE – EU BOX BAN OPPOSITION:** Ocean carriers, shippers, and ports are joining forces in a last-minute bid to persuade the European Union to scrap a controversial plan banning 45-foot containers. There are signs the European Commission, the EU's executive, is rethinking its strategy in response to industry-wide claims that the ban will hinder domestic and cross-border freight traffic across the 25-nation bloc if it goes into effect in January.

MORE: <http://www.joc.com/lede/20061005/sections/logis/w14411.asp>

**OCEAN – NICARAGUA PLANS CANAL:** Nicaragua, seeking to cash in on booming global trade with Asia, announces a \$20-Billion proposal to build a canal between the Pacific and the Atlantic oceans that would accommodate ships too large to use the Panama Canal. If reports

are accurate, Nicaragua's canal would have locks and facilities capable of handling ships larger than any now sailing. Even after its proposed expansion, the Panama Canal would be limited in the size of ships it could accommodate.

MORE: <http://news.bbc.co.uk/2/hi/americas/5405884.stm>

MORE: <http://www.joc.com/20061002/sections/ocean/w34107.asp>

MORE: [http://www.americanshipper.com/SNW\\_story\\_main.asp?news=40138](http://www.americanshipper.com/SNW_story_main.asp?news=40138)

**OCEAN – NO TRANS-PACIFIC OVERCAPACITY:** In a keynote address to the first Canada-Asia Maritime Conference the chairman of Cosco Americas said Tuesday that predictions of a massive vessel-capacity glut on the trans-Pacific trade have turned out to be wrong. But Gao Weijie said all carriers must quickly solve this year's difficult equation of higher volumes plus higher revenue plus higher costs equating to lower profits. Global container cargo will nearly triple over the next 20 years, he said, a major reason to believe that excess vessel capacity will not materialize. "Container loads on the trans-Pacific are more than four times larger than on the trans-Atlantic and the Asia-Europe routes combined."

MORE: <http://www.joc.com/lede/20061004/sections/ocean/w24428.asp>

**OCEAN – SO-CAL CARGO SURGES:** West Coast ports in August posted another month of double-digit growth in containerized imports, with California hubs again gaining market share at the expense of their rivals in the Pacific Northwest. Imports increased 11.3% from August, 2005, according to statistics published by the Pacific Maritime Association. Total container volume -- all loaded import and export containers -- increased 6.8%.

MORE: <http://www.joc.com/20061004/sections/ocean/w21054.asp>

**OCEAN – SEA-TAC PORT VOLUME DOWN:** Container traffic slowed this summer at the ports of Tacoma and Seattle, though both expect they'll handle more cargo this year than last. Tacoma now forecasts growth at 2%. Seattle's year-to-date container traffic is down 4.3% through August, though a spokesman says it's expecting to end the year with a 5% increase.

MORE: [http://seattlepi.nwsourc.com/local/6420AP\\_WA\\_Port\\_Traffic.html](http://seattlepi.nwsourc.com/local/6420AP_WA_Port_Traffic.html)

**OCEAN – CARGO JAM AT CHENNAI:** A backlog of about 5,000 import boxes remains at India's Port of Chennai container terminal following a recent protest by container truck drivers. Container freight stations around the port have been unable to accommodate any more boxes due to the effects of the five-day strike in September.

MORE: <http://www.joc.com/20061003/sections/ocean/w52057.asp>

**OCEAN – CTSA HOLDS SURCHARGES:** Canada Transpacific Stabilization Agreement carriers' fuel recovery surcharges will remain steady through 1 November.

MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=40273](http://www.americanshipper.com/SNW_story.asp?news=40273)

**OCEAN - BULK FREIGHT RATE SURGE IN Q4:** Soaring minerals demand, healthy world economic growth and strong Chinese consumption will likely push ocean freight prices for dry raw materials this winter. But concerns over rising interest rates worldwide and fears of an economic slowdown in the United States next year could spoil the most prolonged shipping market boom since World War Two. Sea-freight markets for dry commodities usually peak in the fourth quarter on utility demand for coal. James Hall, director of dry trade at Galbraith's ship consultancy in London, cautions that while Q4 will be strong, freight markets were much more unpredictable further out. "We would be very surprised to see today's levels in the freight market next year, they are just too high." Hall expects a 20% to 25% fall in bulk rates in 2007.

MORE: <http://today.reuters.com/news/articlebusiness.aspx?type=basicIndustries&storyID=nL0456252&from=business>

**OCEAN – SINOTRANS ENDS CHINA-AMERICA EXPRESS:** Chinese government-owned Sinotrans Container Lines confirmed to American Shipper that it has ended its weekly China America Express (CAS) "due to the high cost and lower freight."

MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=40206](http://www.americanshipper.com/SNW_story.asp?news=40206)

**OCEAN – RCL STARTS ASIA-INDIA SERVICE:** Regional Container Lines, TSK Line and Hapag-Lloyd will started a joint weekly service connecting South East Asia with the Indian subcontinent. Marketed by Thailand's RCL as the RCL Pakistan-India (RPI) service, the loop will use three 1,500-TEU vessels.

MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=40205](http://www.americanshipper.com/SNW_story.asp?news=40205)

**AIR – LH-CARGO CUTS FUEL SURCHARGE:** Lufthansa Cargo will drop the fuel surcharge from \$.60 to \$.55 per kg for all international shipments beginning today, 9 October.  
MORE: <http://www.gulfnews.com/business/Aviation/10071919.html>

**AIR – GLOBAL AIR FREIGHT UP 4.7% IN AUGUST:** The International Air Transport Association reports international air freight traffic rose 4.7% in August. Middle Eastern carriers lead the monthly growth with a 13.1% year-on-year increase, followed by Africa (10.6%), Asia Pacific (4.9%), North America (4.6%), Europe (2.6%) and Latin America (1.1%).  
MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=40144](http://www.americanshipper.com/SNW_story.asp?news=40144)

**AIR – US INTERNATIONAL AIRFREIGHT UP 10.1% IN AUGUST:** International air freight and express shipments carried by US airlines increased 10.1% year-on-year in August to 1.17 billion revenue ton-miles, according to the Air Transport Association. For the year so far, ATA members' international air freight and express shipments are up 8%.  
MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=40202](http://www.americanshipper.com/SNW_story.asp?news=40202)

**AIR – CONTINENTAL SEP CARGO UP 9%:** Continental Airlines carried 90.4 million cargo revenue ton-miles in September, up 9%. Year to date, Continental cargo is up 7% on 2005.  
MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=40143](http://www.americanshipper.com/SNW_story.asp?news=40143)

**AIR – UNITED SEPTEMBER CARGO UP 1.8%:** United Airlines reports a 1.8% rise in cargo volume for September at 166.6 million system cargo ton-miles.  
MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=40272](http://www.americanshipper.com/SNW_story.asp?news=40272)

**AIR – DUBAI HANDLES 15% MORE AIR CARGO:** Dubai International Airport is expected to handle 1.5 million tonnes of cargo this year, an increase of 15% over the volume of 2005. Cargo volumes have been boosted by the opening in July of Dubai Flower Centre, a new facility that can handle 180,000 tonnes of perishable products a year.  
MORE: <http://archive.gulfnews.com/articles/06/10/02/10071607.html>

**AIR – STRANDED CARGO AT NEW BANGKOK AIRPORT:** Disgruntled shippers report stranded cargo at Suvarnabhumi airport which opened ten days ago. Sumalee Chaichalermkul, representing 50 shipping companies operating at Suvarnabhumi, says a lot of cargo was going nowhere due mainly to slow approvals by the Customs Department. He said the problems affected cargo stored at terminals managed by Bangkok Flight Services Co (BFS) as well as Thai Airways. Documents or forms used to claim the goods failed to specify the flights or dates of cargoes arriving at the airport, making it difficult for shippers to locate them. Shippers say that BFS, the company that has been awarded the concession to operate the cargo terminal, does not have enough staff to handle unloading of goods, and lacks the experience to manage the cargo terminal.  
MORE: [http://www.bangkokpost.com/Business/05Oct2006\\_biz30.php](http://www.bangkokpost.com/Business/05Oct2006_biz30.php)

**AIR – SOUTH AFRICAN AIR LAUNCHING NON-STOP DC-JO-BURG:** South African Airways will launch daily nonstop service from Washington Dulles to Johannesburg effective 30 October.  
MORE: <http://www.atwonline.com/news/other.html?issueDate=10%2F3%2F2006>

**AIR – SHANGHAI WANTS TO BE AVIATION HUB:** Shanghai has stepped up efforts to make itself a major international aviation hub with the construction of more top-class infrastructure, including a third runway. The new runway that is being built is to be 3,400 meters long and 60 meters wide, capable of accommodating large jet aircraft including the Airbus A380-800. It will be put into use before Beijing hosts the 2008 Olympics.  
MORE: <http://economictimes.indiatimes.com/articleshow/2073018.cms>

**AIR – A380 DELIVERIES DELAYED TWO YEARS:**  
MORE: <http://news.airwise.com/story/view/1159919407.html>

**AIR – A380 DELAYS WORRY FEDEX & UPS:** The latest delay in deliveries for the Airbus A380 super-jumbo worries FedEx and UPS. Neither carrier would say if it is considering placing new orders with Boeing to fill a potential gap from Airbus.  
MORE: <http://www.joc.com/lede/20061004/sections/air/w31841.asp>

**AIR – AIRLINES REVIEW FLEET NEEDS AFTER LATEST A380 DELAY:**

MORE: <http://news.airwise.com/story/view/1159956939.html>

**AIR – SIA TO GET A380 DELAY COMPENSATION:**

MORE: <http://news.airwise.com/story/view/1160005851.html>

**AIR – WILL A380 PROBLEMS KILL NEW A350?:** Because of the need to focus on launching the A380, Airbus is now wondering if it can afford to spend the talent and money to launch its proposed A350XWB to fight Boeing's new 787.

MORE: <http://www.atwonline.com/news/story.html?storyID=6680>

MORE: <http://news.airwise.com/story/view/1160092462.html>

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

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

**USEFUL ENGLISH CONVERSION UNITS:**

- Ratio of an igloo's circumference to its diameter = Eskimo Pi
- 2.4 statute miles of intravenous surgical tubing at Yale University Hospital = 1 I.V. League
- 2000 pounds of Chinese soup = Won Ton
- Time it takes to sail 220 yards at 1 nautical mile per hour = knot-furlong
- 365.25 days of drinking low-calorie beer because it's less filling = 1 light year
- 16.5 feet in the Twilight Zone = 1 Rod Serling
- 1 millionth cup of mouthwash = 1 microscope
- 1/2 large intestine = 1 semicolon
- 1000 aches = 1 megahertz
- Weight an evangelist carries with God = 1 billigram
- Basic unit of laryngitis = 1 hoarsepower
- Shortest distance between two jokes = a straight line
- Time between slipping on a peel and smacking the pavement = 1 bananosecond
- Speed of a tortoise breaking the sound barrier = Mach Turtle
- 453.6 graham crackers = 1 pound cake
- Given the old adage "a journey of a thousand miles begins with a single step," the first step of a one-mile journey = 1 Milwaukee

If you have curious, interesting, funny or thoughtful items to share in "Just For Fun", Email them to [mike.miller@allcovered.net](mailto:mike.miller@allcovered.net) . Thanks.

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