

AllCovered NEWS

HIGHLIGHTS TO HELP YOU THIS WEEK

- Thanksgiving Holiday
- The Under-Insurance Trap (Air & Ocean Section)
- Life Insurance Misconceptions
- Employee Driving Safety

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Allcovered.net – PO Box 1439 – 304 MLK Jr Dr – Fort Valley, GA 31030 USA – Voice: +1.478.825.5566

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AllCovered News

Information to help you to manage and grow your logistics business.

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Your Sources For: Cargo – Liability – E&O – Bonds – Trucking – Life – Health - Benefits

Trouble viewing this? See this & past issues online in PDF format at:

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

NOTE: All links to stories in PDF version work – just click them

THANKSGIVING HOLIDAY OFFICE CLOSING

Allcovered and Allen Insurance offices will be closed Thursday through Sunday, 23 through 26 November in observance of the Thanksgiving Holiday.

Thanksgiving is a time set-aside each year to pause, reflect, and give thanks for all the good things life brings us.

Mike & John will be checking emails through the holiday.

>> SMALL BUSINESS SECTION <<

SMALL BIZ – LIFE INSURANCE MISCONCEPTIONS

--- Excerpted from an article by Todd Stringer – Link at end ---

The increasing mobility in the US work force has exposed critical deficiencies in the financial literacy of most Americans, particularly when it comes to life insurance.

That's according to two recent studies conducted for the life insurance industry. The studies find widespread confusion and false assumptions abound when it comes to employees' knowledge of how their policies work.

A study for Northwestern Mutual Financial Network found that more than half of Americans incorrectly believe their employer-provided group life insurance continues even after they've left the company.

That notion, says Chuck Pruett, Managing Partner of Pruett Financial, is potentially catastrophic. "People really need to take responsibility and be knowledgeable about insurance coverages because they're generally not portable," Pruett says, noting that only 40% of employees understand there is a significant life insurance impact from leaving a job. "You're left so vulnerable if you're between careers or jobs and you've depended on an employer to take care of (life insurance) for you," he says.

Most life insurance purchased over the last quarter century has been purchased by companies rather than individuals and - largely because they are not usually the ones purchasing their policies - many Americans have only a cursory understanding of their coverage and aren't aware of the right questions to ask about it.

MORE: http://nashville.bizjournals.com/nashville/stories/2006/10/16/focus1.html?fe1145&b=1160971200*1358609&hbx=e_vert

HEALTH BIZ – MORE LIMITED-BENEFIT PLANS OFFERED: Employer health insurance plans with limited or capped benefits and high deductibles are increasingly available. Demand among employers is prompting a new emphasis on trimmed-down health benefits.

MORE: www.kaisernetwork.org/daily_reports/print_report.cfm?DR_ID=40918&dr_cat=3

SEE ALSO – MANY EMPLOYERS PROMOTE HIGH-DEDUCTIBLE HEALTH PLANS:

MORE: www.kaisernetwork.org/daily_reports/print_report.cfm?DR_ID=40920&dr_cat=3

JUST FOR FUN:

Office Jargon

NEXT WEEK

The Value of a Vacation

Links to source stories at end of excerpts

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CONTACT US

Allcovered.net
-US-
PO Box 1439
304 MLK Jr Dr
Fort Valley, GA
31030 USA

Voice:
+1.478.825.5566

-UK-
Voice:
+44.84.5838.2094
Email:

mike.miller@allcovered.net
john.jarrard@allcovered.net

SMALL BIZ – EMPLOYEE DRIVING SAFETY

--- Excerpted from an article by Jeff Raschbacher – Link at end ---

In the US four workers die in road accidents each day. It is the leading cause of “on-the-job” deaths in the US.

According to the Occupational Safety and Health Administration (OSHA), the average motor vehicle crash costs an employer \$16,500. When the worker is injured in a crash while on the job, the cost to the employer is \$74,000 and can exceed \$500,000 when a fatality is involved.

What can you do to prevent your employees from being involved in work-related motor vehicle accidents? Here are a few suggestions:

+ Subject all employees who operate motor vehicles on the job to a comprehensive physical exam.

The DOT outlines minimum physical qualifications that a driver should possess, and your occupational health provider should be trained to assess them.

+ Provide your employees with information. Ask your occupational health physician to provide an in-service workshop to your employees about DOT regulations. The more they know, the greater their ability will be to prevent accidents.

For example, medicines prescribed by an employee's physician may affect that person's ability to drive safely, according to DOT guidelines. It is better to address the issue ahead of time, rather than after the medicine has been prescribed.

+ Establish a safety program. Network of Employers for Traffic Safety (NETS) recommends a 10-step program to minimize on-the-job crashes. For the full program, visit www.osha.gov.

When considering how to keep your drivers safe, don't overlook the obvious. Seat belt use is second nature to many of us but an inconvenience to others. Of the nearly 32,000 vehicle occupants killed in crashes in 2001 in the U.S., 60% were not wearing a safety belt, according to the NHTSA.

Cell-phone use while operating a motor vehicle is another potential safety hazard. To protect your company, establish clear policies for cell-phone usage while on the job, such as pulling over before making or receiving a call, or prohibiting them all together.

By instituting a few simple policies, you can reduce on-the-job, transportation-related injuries and you might lower your workers' compensation premiums in the process.

MORE: http://denver.bizjournals.com/denver/stories/2006/11/13/focus8.html?i=et155&b=1163394000*1374152&hbx=e_vert

TECH BIZ – SPAM SURGE FROM RUSSIA: If you are like our office, in the last few weeks you have seen a huge surge in the amount of email “Spam” you are getting. The recent surge in e-mail spam hawking penny stocks and enlargement pills is the handiwork of Russian hackers running what's called a “botnet” powered by tens of thousands of hijacked computers. Internet security researchers and law enforcement authorities have traced the operation to a well-organized hacking gang controlling 70,000 hijacked computers seeded with an infection that seizes control of infected PC so it can use them to spread the SPAM and the infection.
MORE: <http://www.eweek.com/article2/0,1895,2060235,00.asp?kc=EWEWEMNL111306EP19A>

TECH BIZ – NOW INTEL OFFERS WEB-BASED OFFICE SUITE: First Google, now Intel. What's in the package? How much will it cost?
MORE: <http://ct.eletters.whatsnewnow.com/rd/cts?d=181-761-1-396-261855-42837-0-0-0-1>

HOLIDAY BIZ – WHAT NOT TO BUY IN 2006: As we enter the holiday buying season, you'll be presented with a wide range of things to buy. Some you'll be extremely happy with, and others are better left on the shelf. The folks at C-Net and E-Letters compiled a list of those products that you really shouldn't buy this year, for any amount of money - along with alternatives that'll do the trick.
MORE: <http://ct.eletters.whatsnewnow.com/rd/cts?d=181-761-1-396-261855-42846-0-0-0-1>

DO NOT BOOK THIS FLIGHT: Delta flight 5283 from New York to Washington was late 100% of the time in September, the worst on-time performance in the US. It was an average of one hour and nineteen minutes late. Flight time? 53-minutes.
MORE: <http://www.washingtonpost.com/wp-dyn/content/article/2006/11/12/AR2006111200972.html>

>>>> TRUCKING SECTION <<<<

TRUCKING - \$15-MILLION TO MAN HIT BY TRUCK: A federal jury in Tucson, Arizona has awarded \$15 million to a tow-truck operator who lost his right leg after being hit by a tractor-trailer on Christmas Eve 2002, according to news reports. Jurors ordered Little Bear Transport of Salt Lake City to pay \$5 million in compensatory damages and \$10 million in punitive damages. Little Bear Transport admitted the big rig's driver, Kenneth Virgil Howard, had falsified his logbook before the crash in hopes of making it home for Christmas.
MORE: <http://www.etrucker.com/apps/news/article.asp?id=56481>

TRUCKING – DIESEL UP 4.6-CENTS:

MORE: <http://www.etrucker.com/apps/news/article.asp?id=56534>

MORE: <http://www.thetrucker.com/News/Stories/2006/11/14/Truckersseeahikeindieselpriescnationwide.aspx>

TRUCKING – TRUCKING COMPANY CHARGED IN FUEL THEFT: Federal prosecutors have charged the president of a Miami trucking company and six employees with diverting more than 8,000 gallons of gasoline and diesel fuel that should have been delivered to customers. According to the US Attorney's Office for the Southern District of Florida, employees of Genesis Petroleum repeatedly loaded fuel shipments at Port Everglades, then pumped it into tanks concealed inside an unmarked shipping container on private property near the Fort Lauderdale International Airport.

MORE: <http://www.etrucker.com/apps/news/article.asp?id=56414>

TRUCKING – LOOKING FOR A PICKUP?: Pickups are by far the best selling vehicles in North America. Deciding which is right for you is a challenge. For the first time a side-by-side test of pickups in "real world" situations has been put together in Canada. Here are the results.
MORE: <http://www.winnipegfreepress.com/autos/story/3768376p-4358133c.html>

TRUCKING – DRIVER SHORTAGE LEADS CONCERNS: The American Transportation Research Institute, the research arm of the American Trucking Associations, lists the Top 10 critical issues facing US truckers. 1)- Driver Shortage; 2)- Cost of fuel; 3)- Driver retention; 4)- Hours-Of-Service; 5)- Highway congestion; 6)- Government regulations; 7)- Highway infrastructure; 8)- Tort reform; 9)- Tolls/Highway funding; 10)- Environmental issues.
MORE: <http://www.etrucker.com/apps/news/article.asp?id=56396>

TRUCKING – PORT TRUCKERS RALLY IN SO-CAL: Truck drivers, labor leaders and area residents rallied outside a truck-clogged shipping terminal Friday to push for better working conditions for harbor-area truckers. Saying port truck drivers are underpaid, overworked and suffering from smog-related illnesses, the group is seeking action by port authorities to ensure drayage trucks are clean and safe and drivers properly trained.
MORE: http://www.presstelegram.com/business/ci_4682632

TRUCKING – TRUCK MAKERS SHOWCASE AERO RESEARCH: Studies are hinting that fuel use could be cut by 8% with better tractor and trailer aerodynamics.

MORE: <http://www.etrucker.com/apps/news/article.asp?id=56572>

MORE: <http://www.thetrucker.com/News/Stories/2006/11/14/VolvoMackstudiesshowcostbenefitsofaerodynamics.aspx>

MORE: http://www.truckinginfo.com/news/news-detail.asp?news_id=57555&news_category_id=20

>>>> SECURITY SECTION <<<<

SECURITY – WHAT COMES AFTER TERROR IMPORTANT: Port security expert Stephen Flynn told the Propeller Club of Los Angeles-Long Beach that the primary problem with the federal government's approach to terrorism is that it is focused on security rather than resiliency. "I'm not someone who believes we can win the 'war on terrorism. To me, it 's like the flu, where we have to deal with a different strain each season. The federal government doesn't have a plan for the day after. Local entities might, but the federal government doesn't. It's not a money issue, it's a leadership issue."

MORE: http://www.americanshipper.com/SNW_story.asp?news=42638

SECURITY – HAZMAT MAKES SHIPS TIME BOMBS SAYS IMO: Nearly a third of all seagoing containers loaded with hazardous cargo are not in compliance with international safety rules, which experts say jeopardizes the safe passage of ships and cargo, and puts ship crews in danger. According to an International Maritime Organization report based on surveys conducted in a number of countries, 32% of dangerous goods were not in compliance with the International Maritime Dangerous Goods Code and "thus not suitable for ocean transport," said James McNamara, president of the National Cargo Bureau. Code violations involving thousands of containers were discovered in documentation, marking, packaging, labeling, segregation, stowage and other areas. Together, the reports reveal a disturbing picture of massive container ships plying the oceans carrying potential time bombs that could blow at any time.

MORE: <http://www.joc.com/lede/20061113/sections/ocean/w21769.asp>

SECURITY – TRACKING BOXES BY SATELLITE: Powers International of Belmont, North Carolina has begun ocean trials of a satellite-based container tracking device. The trial will provide satellite tracking of containers from Bremerhaven to Port Everglades using Powers' SeaCure Satellite System. The company said the device is mounted inside a container, and is equipped with radio-frequency identification, global positioning and satellite communications systems, and reports any security breaches of the container.

MORE: <http://www.joc.com/20061110/sections/ocean/w16325.asp>

SECURITY – CANADA SETS PORT WORKER CHECKS: Canada will conduct criminal background checks on the nation's port workers, just days after deploying a biometric identity card for airport workers.

MORE: <http://www.joc.com/20061117/sections/ocean/w89433.asp>

SECURITY – CPB ADDING IMPORT SPECIALISTS:

MORE: http://www.americanshipper.com/SNW_story.asp?news=42451

SECURITY – SENATORS WANT \$400-MILLION MORE FOR PORT SECURITY IN 2008:

MORE: <http://www.joc.com/20061117/sections/ocean/w72835.asp>

SECURITY – MORE ON FREED EMIRATES SHIP: Sheik Sharif Sheik Ahmed, Somalia's Union of Islamic Courts executive council leader, held a news conference following the retrieval of the hijacked Dubai registered cargo vessel. Sheik Ahmed, detailing how MV Viishaam1 was freed, stressed that it was a political conspiracy by some people he did not specify, pledging that the pirates would be brought to an Islamic justice.

MORE: <http://allafrica.com/stories/200611080460.html>

SECURITY – RFID GETS MIXED REVIEW: Everybody is more than convinced that RFID is next coming thing, but nobody seems to know exactly when that might actually be given all the mixed results.

MORE: <http://ct.eneews.eweek.com/rd/cts?d=186-4867-49-642-1381787-563949-0-0-0-1>

>>> AIR & OCEAN SECTION <<<

TRADE – THE UNDER-INSURANCE TRAP

Did you know that if you declare less than the total value of goods for insurance that you will not be paid for your full loss, no matter how small that loss is?

It's called the "Co-Insurance Clause," and has led to many a problem for Shippers, Forwarders and Insurance people.

Co-Insurance comes into play because the chances of a small partial loss are much greater than the chances of a total loss.

We recently ran into this with a forwarder client, and thought others might benefit if we passed this along.

Under various guises Co-Insurance comes into play with cargo, with your

DEFINITION: CO-INSURANCE
(1) In property insurance, a clause under which the insured shares in losses to the extent that he is underinsured at the time of loss.
(2) In health insurance, a provision that the insured and insurance company will share covered losses in agreed proportion. In health insurance, the preferred term is

car, your house and also in health insurance policies.

"percentage participation."

In freight terms this often pops up in the movement of household goods, or when moving freight for large companies that say, "We have a \$50,000 deductible so only insure this for \$50,000..." when, in fact, the goods are worth much more.

It often pops up in Household Goods movements because, compared to other types of cargo, insurance rates for Household Goods are higher... and because the Shipper's are willing to take a chance, not realizing they are risking their coverage. The example Allcovered uses in presentations goes like this...

Let's say "someone" knows their goods are worth \$200,000.

Let's say that someone thinks to themselves, "You know, the odds of a total loss are pretty slim. I can save some money if I only insure them for \$100,000. That way my first \$100,000 of a loss are covered... and I'm willing to bet the entire \$200,000 worth won't be a complete loss."

What the "someone" does not think about is the "Co-Insurance Clause," which says *in the event of a claim, the Insured shares in the loss to the extent of their under-insurance.*

--- EXAMPLE ---

Let's say there is a claim on this \$200,000 shipment that was insured for \$100,000. Let's say the damage is \$40,000.

Because the "someone" insured the goods for half their value, they get a claims settlement for only half the loss... or a check for \$20,000.

--- WHY DOES THIS MAKE SENSE? ---

Though it sounds a little crazy at first, there are good legal and logical reasons for the Co-Insurance Clause.

Unless specifically agreed beforehand, Insurers set their rates on the assumption... the "warranty" or promise... that they are receiving premium on the entire risk they are taking. You **can** insure "just the first small amount" of a loss, but only with special permission from Underwriters.

--- THE PERCENTAGES ---

Let me continue my example using the same \$200,000 in total value from above.

The odds of there being a complete \$200,000 loss... a 100% loss... are not high... and insurers are taking a risk by insuring goods that are worth \$200,000.

The odds of there being a small partial loss are much greater.

There is a lot greater chance of a \$40,000 loss on a \$200,000 shipment (a 20% loss)... than there is of a complete loss (a 100% loss).

Insurers are accepting a risk on \$200,000 worth of goods... and the Co-Insurance Clause guarantees that they get the complete premium for all the risk... the risk on the \$200,000 in my example here... or the insurers only have to pay the proportion of the loss equal to the proportion of the total value they received premium on.

TRADE – TNT SELLS FORWARDER: Dutch mail and parcel delivery group TNT says it has sold Freight Management, its ocean and air freight forwarding business, to French logistics firm Geodis, for \$485 million. The deal completes Amsterdam-based TNT's exit from logistics, leaving it free to focus on its core mail and express operations.

MORE: <http://www.joc.com/20061116/sections/ocean/w16584.asp>

TRADE – UPS HIKES 2007 RATES 5%:

MORE: <http://www.joc.com/lede/20061117/sections/air/w3317.asp>

TRADE – PAKISTANI EXPORTERS HURT: Exporters are facing heavy losses due to ongoing strike of goods' transporters who are protesting against high petroleum prices, parking fees charged by City District Government Karachi (CDGK), besides police issuing challans to trucks carrying containers without safety hooks.

MORE: <http://www.thenews.com.pk/print1.asp?id=32112>

TRADE – BANGLADESH PORTS WORKING LATE-WEEK: While another transport shut-down is planned for today (see below) the main port in Chittagong resumed operations early on Thursday and trucks and buses filled the highway linking the city with the capital. Opposition political parties forced a halt to most transport activities last week.

MORE: http://in.today.reuters.com/news/newsArticle.aspx?type=topNews&storyID=2006-11-17T001847Z_01_NOOTR_RTRJONC_0_India276570-1.xml&archived=False

TRADE – CONCERN AHEAD OF BANGLADESHI TRANSPORT BLOCKADE TODAY:

MORE: http://ca.today.reuters.com/news/newsArticle.aspx?type=topNews&storyID=2006-11-19T152012Z_01_SP214306_RTRIDST_0_NEWS-BANGLADESH-COL_XML&archived=False

OCEAN – PHILIPPINE PORT STRIKE POSSIBLE: Port workers of the Manila North Harbor fear that they will lose their jobs once the port is privatized effective 2007. Over a thousand port workers of the Manila North Harbor (MNH) vow to shut down operations of this port if the Philippine Ports Authority (PPA) and the presidential office refuse to listen to their demands for job security as the PPA gears toward privatization next year.

MORE: <http://www.bulatlat.com/news/6-40/6-40-port.htm>

OCEAN – ASIAN SHIPPERS WANT END TO CARRIER ANTI-TRUST: The Asian Shippers' Council concurs agrees with European efforts to cut ocean carrier immunity from anti-trust. "By repealing block exemption from antitrust immunity for liner shipping, effective October 2008, the EC is ushering in a new environment for liner shipping. It will align liner shipping with most other industrial and service sectors by bringing an end to the system that permits collusion amongst industry members to establish freight tariffs and surcharges, a privilege they have enjoyed for about 100 years."

MORE: http://www.americanshipper.com/SNW_story.asp?news=42655

OCEAN – NITL WILL FOCUS ON 2007 OSRA REVIEW: The National Industrial Transportation League will make an evaluation of the Ocean Shipping Reform Act a top priority in 2007. "While we agree with the ocean carriers that OSRA is working well, it does not mean that it cannot work better," says Peter Gatti, executive vice president of NITL. "Antitrust immunity, although more limited today, remains in place for ocean carriers, and has been allegedly used by the liner carriers in discussion agreements to impose uniform surcharges and general rate increases on shippers and non-vessel-operating common carriers."

MORE: http://www.americanshipper.com/SNW_story_main.asp?news=42773

OCEAN - PORT TRUCKERS RALLY IN SO-CAL: See "Trucking" section

OCEAN – MAERSK TO HIKE RATES FROM EU TO US: Maersk Line says it plans to raise rates from the EU to US by \$300 per container independent from its partners in the Trans-Atlantic Conference Agreement no later than 1 January.

MORE: http://www.americanshipper.com/SNW_story.asp?news=42520

MORE: <http://www.joc.com/lede/20061114/sections/ocean/w62070.asp>

OCEAN – MSC WILL HIKE TRANS-ATLANTIC RATES: Mediterranean Shipping Company has followed the lead of Trans-Atlantic Conference Agreement partner Maersk Line by also announcing a \$300 per container rate hike westbound trans-Atlantic no later than 1 January.

MORE: http://www.americanshipper.com/SNW_story.asp?news=42772

OCEAN – NOL/APL BOX RATES DOWN: Neptune Orient Lines says while volumes at its APL subsidiary increased by 8%, average revenue per FEU (40-foot Equivalent Unit) was \$2,665, down 9% from the same time a year ago.

MORE: <http://www.joc.com/lede/20061113/sections/ocean/w29851.asp>

OCEAN – CHINA SHIPPING RATES DOWN: China Shipping Container Lines' average freight rate in the third quarter dropped 8.8% to RMB5,894 (\$750) per TEU.

MORE: http://www.americanshipper.com/SNW_story.asp?news=42458

OCEAN – MAERSK & MSC UPGRADE US-SO. AFRICAN SERVICE:

MORE: http://www.americanshipper.com/SNW_story.asp?news=42567

OCEAN – CSAV PULLS OUT OF RTW SERVICE: CSAV Norasia will end its joint weekly westbound round-the-world service with Zim Integrated Shipping and its subsidiary Gold Star Line, by the end of the year due to "operational and rate difficulties," a CSAV Norasia source confirmed to Shippers NewsWire.

MORE: http://www.americanshipper.com/SNW_story.asp?news=42569

OCEAN – MORE CARRIERS CUTTING SEASONAL CAPACITY: Quite a few seafarers are in line for an extended winter break as more carriers attempt to arrest falling freight rates on under-performing trades by cutting capacity in the "slack season."

MORE: http://www.americanshipper.com/SNW_story.asp?news=42656

OCEAN – TACA HOLDS BAF: The Trans-Atlantic Conference Agreement's bunker adjustment factor will be unchanged through at least 15 January. TACA's bunker rates for traffic to, from and via US Atlantic and Gulf coasts ports are: \$395 per TEU; \$790 per FEU or 45-foot container; Weight-measure adjustment of \$40.

MORE: http://www.americanshipper.com/SNW_story.asp?news=42455

OCEAN – CONTAINER CHASSIS POOL IN SE US: The effort by steamship lines to reduce costs by sharing container chassis has taken a step forward with a plan to implement a regional chassis pool. The goal of the pool is to improve terminal efficiencies CUT the numbers of chassis needed to move cargo through the ports.

MORE: http://www.americanshipper.com/SNW_story.asp?news=42346

AIR – CATHAY ADDS FIVE SHANGHAI CARGO FLIGHTS: Cathay Pacific Airways will next month add five more weekly 747-F freighter flights between Hong Kong and Shanghai, giving it a total of 17 weekly flights to the Eastern China mainland city.

MORE: http://www.americanshipper.com/SNW_story.asp?news=42454

AIR – BA WORLD CARGO ADDS NY FLIGHTS: Beginning next week, British Airways World Cargo will increase the frequency of mainline services to and from New York to eight flights per day.

MORE: <http://www.joc.com/20061114/sections/air/w47180.asp>

AIR – BA WORLD CARGO ADDS CALGARY FLIGHTS: Beginning 1 December BA World Cargo will start a five-times-weekly mainline service to Calgary, to boost its belly-hold capacity into Canada.

MORE: http://www.americanshipper.com/SNW_story.asp?news=42563

AIR – EMIRATES ADDS BARCELONA: Emirates Air Cargo has begun twice weekly service between Dubai and Barcelona on an A310F.

MORE: http://www.aircargonews.net/article.asp?art_id=1242

AIR – CARGOLUX ADDS A JO-BURG FLIGHT: Cargolux Airlines is adding a fourth weekly 747-F flight to Johannesburg beginning 28 November.

MORE: http://www.americanshipper.com/SNW_story.asp?news=42352

AIR – LH-CARGO DOWN: Lufthansa saw October cargo volume slip 2.3% from a year ago as gains in the Asia/Pacific region failed to compensate for a steep slide in North American traffic.

MORE: <http://www.joc.com/lede/20061113/sections/air/w99740.asp>

AIR – ASIAN AIRLINE PROFITS DOWN: Net income for the 17 member airlines of the Association of Asia Pacific Airlines plummeted 69% to \$1.2-Billion for the 2005-06 fiscal year though total revenue was up. Fuels costs are cited.

MORE: <http://www.atwonline.com/news/story.html?storyID=7105>

AIR – ABX 3Q DOWN 11%: ABX Air reports third quarter net income of \$6.6 million, down 11% compared to the same quarter 2005. ABX's primary customer, DHL, assumed direct management of its truck line-haul operations from ABX, so revenue was down 24%

MORE: http://www.americanshipper.com/SNW_story.asp?news=42354

AIR – AIR ZIMBABWE HALTS UK FLIGHTS: National carrier Air Zimbabwe has suspended flights to Britain fearing its planes will be seized by a European navigation agency over a USD\$2.8 million debt.

MORE: <http://news.airwise.com/story/view/1163370995.html>

AIR – US-AIR OFFERS \$8-BILLION FOR DELTA: US Airways proposed an USD\$8 billion merger with Delta Air Lines which would take effect upon Delta's emergence from bankruptcy.

MORE: <http://news.airwise.com/story/view/1163592327.html>

AIR – US-AIR TAKEOVER OF DELTA FACES MAJOR HURDLES: Delta management

does not want its airline taken over by US-Air, but, "Ultimately it may come down to competing reorganization plans that will have to be evaluated by Delta's unsecured creditors," according to Merrill Lynch Senior Airline Analyst Michael Linenberg. The courts, the US Justice Department and others also will have a say.

MORE: <http://www.atwonline.com/news/story.html?storyID=7102>

AIR – EMPLOYEE REACTION MIXED OVER US-AIR – DELTA BUY-OUT OFFER:

MORE: <http://www.atwonline.com/news/story.html?storyID=7104>

AIR - AIR FRANCE & KLM PLAN LOW-COST CARRIER:

MORE: <http://news.airwise.com/story/view/1163764885.html>

AIR – REUTERS REPORTS THAI MAY CANCEL A380 ORDERS:

MORE: <http://news.airwise.com/story/view/1163768403.html>

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

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

OFFICE JARGON

Office jargon: loved by bosses but increasingly hated by staff. In a mood of revenge, BBC Magazine readers suggest their own versions of twisted phrases to baffle bosses. Enough with all this **blue sky thinking** in the workplace.

Not just because the phrase is yet another example of meaningless office twaddle. But because it is time for some **red sky thinking**, the signal, in these darkening autumn days, that it is nearly time to go home.

Achieving it is dependent on a bit of **horizoning** - not quite the same as predicting the company's future performance, more staring out of the window.

In other offices, that may be commonly known as **workspace-specific perceptual abstraction**, or daydreaming. At James Dignan's office, his workmates also try to get away with **non-specific interfacing** or needless chat. Staff might like to try some **activity deficit substitution**, aka looking busy.

Staff boldly taking part in **crumpeting** are checking out their youngish tea lady.

Better perhaps to stick to **inter-departmental liaison facilitation** or asking your friends out to lunch.

Among colleagues on flexible hours, putting in some serious **facetime** is essential. That peculiar part of the day when you have completed all of your work, but have to stay around to show your face.

Ever reported a **picnic error** to the IT helpdesk? No? Well they're logging them. It stands for a "problem in chair, not in computer error" among hapless colleagues.

Promotion beyond your means produces a **polidiot**; someone promoted beyond their abilities thanks to their political skills.

How to spot them? Well, they will be the ones **testiculating** - waving their arms around while talking nonsense. Often supported by a **backing singer**, that familiar person in a meeting who doesn't contribute any ideas but just nods along with the boss.

But spare a thought for Valerie; hard at work, but baffled. At her office, the mission is to **herd the dinosaurs to the right end of the cricket green**. What does it mean? She has no idea.

Submissions by BBC readers:

In our company we are experiencing a "**descending flightpath of headcount**". This means we are losing our jobs because of the large number of consultants employed to think up twaddle like that.

"Herd the dinosaurs?" That's to get the deadwood to get out of the way and let the **a-streamers** get on with doing the real work.

If you have been "WooFeRed" (pronounced Woo-furred) you have been hit with a

HOW TO TALK THE TALK

- **Sprouting:** Generating ideas on a greener workplace
- **Raise the bar on this:** Leave for the pub
- **Expectation management:** What the boss wants to hear
- **Metime:** Out of office time
- **Going tarso-mandibular:** Putting your foot in your mouth

"workforce reduction," as in... fired.

Three recent examples of jargonese heard recently: We're **sunsetting** that idea right now (i.e. killing it); the **juice ain't worth the squeeze** (a low return on an investment) and **refocused out of the organization** (fired)

I personally have a **seagull manager**: he flies in, makes a lot of noise, dumps on everything, and then flies out again. Plus an **Einstein co-worker**: he knows everything, everyone is aware of his theories, but no-one truly understands what they mean.

Blame storming - meeting held with the purpose of finding someone to blame.

"**Get it, get off it, get on with it!**" means understand you're wrong, stop sulking and continue with the task you're meant to be doing".

Many of these jargon-loving managers sadly experience a **bi-manual auto-proctology deficit** - an unfortunate state of affairs in which they seem to be unable to find their own behinds with both hands.

What about a **non-awareness period** - a nap?

MORE: http://news.bbc.co.uk/2/hi/uk_news/magazine/6124438.stm

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