

# AllCovered NEWS

## HIGHLIGHTS TO HELP YOU THIS WEEK

- **WARNING – Do Not Open E-mails About European Storm**
- **2007 Business Resolutions**
- **The Costs of Trucking Legal**
- **EU Storm Disrupts Air, Sea & Land – MSC Ship Abandoned**

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

## >> SMALL BUSINESS SECTION <<

### SMALL BIZ – 2007 BUSINESS RESOLUTIONS

--- Excerpted from an article by Joan Lloyd – Link at end ---

This year make some business-related New Year's Resolutions.

A little investment in you can pay dividends all year long.

#### DELEGATE MORE

Sometimes it is hard to "let go." You're so good at your job you may not think anyone else can do it as well as you can.

That may be true, but you are robbing others of the opportunity to learn new things and stay challenged. Why not make it your resolution to grow someone else? You free yourself for other things. To do it effectively, delegate a responsibility, define the parameters of an outstanding outcome and meet once a week, or so, to make sure you are available to mentor the person through the learning process.

#### GET MORE OUT OF MEETINGS

Sit down with your staff, or other meeting partners, and put only one item on the agenda: "Our meetings." Talk about what you are trying to accomplish, who should be there and how often you need to get together. Sort out what should be discussed during staff meetings (agenda items that everyone shares and need to talk about), and what is best left to regularly scheduled one-on-one sessions.

#### STAY CLOSER TO CUSTOMERS

Regular customers are crucial to success. Set up a plan that will help you touch your customers in ways they will appreciate. For instance, a phone call at regular intervals to see if they are satisfied, or an occasional personal note that let's them know you think of them and appreciate them.

Ask customers for referrals. Word of Mouth is the greatest advertising and it's free.

#### GIVE BETTER RESPONSE TIME

Nothing says "I don't think you're important," like not getting back to someone who needs an answer or an approval. "I'm too busy," is not an excuse. We're all busy.

Figure out a way to check email at least once every four hours. If your answer will take too long at the moment, send a quick note telling them when you will respond. If even that is tough to do, ask your assistant to read and sort your e-mails.

#### STOP MULTITASKING AT MEETINGS

Sending e-mails on your Blackberry during meetings or checking them on your laptop while someone is trying to get your attention in a meeting is not only rude, it's non-productive. You aren't really participating if you are listening with one ear, and secondly, you aren't giving your full attention to the person you are e-mailing.

MORE: [http://www.bizjournals.com/extraedge/consultants/at\\_work/2006/12/25/column246.html?hbx=e\\_sol](http://www.bizjournals.com/extraedge/consultants/at_work/2006/12/25/column246.html?hbx=e_sol)



**TRUCKING – OOIDA SAYS EOBR MISSES MARK:** The Owner-Operator Independent Drivers Association (OOIDA) believes FMCSA's proposal to require electronic on-board recorders (EOBRs) on trucks is a misdirected attempt to deal with Hours of Service violations. MORE: <http://www.thetrucker.com/News/Stories/2007/1/12/OOIDAEOBRproposalmissesmarkonimprovinghighwaysafety.aspx>

### **TRUCKING – THE COSTS OF RUNNING LEGAL**

Consultant says even if you run with the cheapest Electronic On-Board Recorder system available, the net benefit is only \$41 per power unit per year... but the “devil is in the details” of the study’s assumptions.

A regulatory impact analysis commissioned by the Federal Motor Carrier Safety Administration concludes the agency’s proposal to mandate electronic on-board recorders (EOBRs) for carriers that demonstrate serious compliance problems produces a positive net benefit only if the carriers use a low-cost option, such as a cell phone-based system.

Even then, the annual net benefit would be a mere \$41 per power unit involved, according to the independent analysis conducted by ICF Consulting.

#### **--- THREE TYPES OF CARRIERS ANALYZED ---**

#### **--- THREE TYPES OF EOBRs ANALYZED ---**

The analysis examined three motor carrier populations on which FMCSA might impose mandatory recorders: all carriers, all long-haul operations and carriers with recurring noncompliance problems.

ICF Consulting also weighed three different cost assumptions for each option based on the cost of the device. The highest cost estimate was based on a Qualcomm unit. The median cost estimate reflected the median of all vendor prices gathered. And the low-cost estimate was based on a cell-phone product developed by Nextel and software developer Xora.

FMCSA proposes to mandate the recorders only on carriers that demonstrate a pattern of violating the hours-of-service regulations. But according to the analysis, even this limited approach doesn’t produce even a tiny net benefit unless those carriers adopt a low-cost option.

**The analysis attributes much of the cost of the proposal to the productivity carriers will lose when they have to comply fully with Hours-Of-Service rules.**

The notion of a cell phone being used to monitor hours-of-service compliance is not new. Two years ago, Xora and Nextel sought an exemption from current recorder standards so that their product could be used to monitor drivers’ hours. The Xora/Nextel product did not meet the requirement that a device be integrally synchronized with the engine. Under the new standards FMCSA is proposing, however, such synchronization would not be required.

#### **--- IF YOU CONSIDER PRODUCTIVITY LOSS – IT’S A LOSER ---**

If you approach EOBRs from the perspective that most carriers run illegally to increase efficiency, Electronic On-Board Recorders are a loser.

Under the low-cost estimate, the analysis assumes the annual costs involved in buying, installing and maintaining recorders would be \$549 per power unit. More costly EOBR solutions increase costs. If you assume EOBRs force carriers to run legally, then ICF believes full compliance costs would total \$632 per power unit per year.

#### **--- IF YOU DO NOT LOSE PRODUCTIVITY – IT’S A WINNER ---**

Excluding assumed losses caused by running legally, on the premise that fully complying with the law should not be deemed an additional cost, leads to a significant change in the cost-benefit analysis.

When supposed lost productivity is not considered, on the assumption that everyone runs legally, then EOBRs add 6 times as much value.

**EOBR ADVANTAGES  
EOBRs would cut \$1,285 in direct costs and \$1,326 in paperwork costs per power-unit per year.**

If you factor in gains in operational efficiency from reduced out-of-route and empty miles or a greater number of power units managed per dispatcher, the gains are larger.

MORE: <http://www.etrucker.com/apps/news/article.asp?id=57603>

**TRUCKING – DIESEL DOWN 7-CENTS:** The US national average retail price of a gallon of diesel fell 7 cents to \$2.463. That's a penny more than a year ago. MORE: <http://www.etrucker.com/apps/news/article.asp?id=57647>

## **TRUCKING – GEORGIA SETS UP FOR PRE-PASS**

"Georgia's decision to deploy PrePass is a big boost to our carriers because it will save them time and fuel as they travel throughout the state and the Southeastern United States," says Ed Crowell, president of the Georgia Motor Trucking Association (GMTA).

The Georgia Department of Transportation, in partnership with HELP Inc., is installing a new technology system to reduce the frequency a cargo tractor trailer truck must stop to be weighed while traveling on Georgia's interstates.

The technology, known as "PrePass" is a coast-to-coast system enabling qualified motor carriers to comply electronically with state weight, safety and credential requirements while traveling at normal highway speeds rather than stopping at state truck inspection facilities.

"PrePassPLUS" is a service that enables users to also pay E-ZPass system tolls electronically.

Motor carrier participation is voluntary. Carrier eligibility is subject to state safety qualifications.

PrePass is now operational at 265 locations in 27 states. Nearly 400,000 trucks have voluntarily enrolled in PrePass to take advantage of the time and money saving benefits.

INFORMATION: <http://www.prepass.com>

MORE: [http://www.truckinginfo.com/news/news-detail.asp?news\\_id=57829](http://www.truckinginfo.com/news/news-detail.asp?news_id=57829)

**TRUCKING – NEED NEW TRUCKS? CONSIDER BUYING NOW:** 51% of the respondents in a new survey say they plan to place orders for trucks with 2007 engines before the end of the calendar year. About a third of those who plan to place orders indicated they expect to do so before the end of March. 41%, said they likely will order between July and September, according to the Fleet Sentiment Report from CK Commercial Vehicle Research. 49% of respondents said they had no plans to buy '07 units until 2008 or later. SO WHAT? If you plan to buy new trucks this year, consider ordering early. You may be able to bargain for a better deal now before others place their orders.

REPORT: <http://www.ckcvr.com>

MORE: <http://www.etrucker.com/apps/news/article.asp?id=57642>

**TRUCKING – E-FILINGS MANDATORY AT US-CA-MX BORDER SATURDAY:** Customs and Border Protection announced that mandatory electronic filing of truck manifests will begin on April 19 at border crossings in Texas, New Mexico and California. Mandatory use of the system at crossings in Washington, Arizona, and selected ports in North Dakota takes effect this coming Saturday, 27 January, as announced last year.

MORE: <http://www.ioc.com/20070119/sections/logis/w36984.asp>

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

### **SECURITY – TSA CHIEF AGAINST 100% SCREENING**

US Transportation Security Administration head Kip Hawley has denounced a congressional plan to require all cargo on passenger aircraft to be screened.

"If you spend all your resources opening boxes and not applying your resources more generally that opens up another vulnerability. The adaptive terrorist will go there."

A Senate subcommittee is preparing its own screening bill that is likely to be less far-reaching on cargo than the House bill, the report said.

MORE: [http://www.postchronicle.com/news/breakingnews/article\\_21259671.shtml](http://www.postchronicle.com/news/breakingnews/article_21259671.shtml)

**SECURITY – US LAWMAKERS WANT 100% CARGO SCREENING:** See 15 January edition of Allcovered News at: <http://www.allcovered.net/AC-News-PDF.htm>

**SECURITY – BROKERS OPPOSE 100% SCREENING:** The National Customs Brokers & Forwarders Association of America last week said it opposes tougher cargo security measures in legislation recently passed by Congress. "The Association's primary concern with the 100% inspection requirement is that such an approach will diminish the effectiveness of resources by spreading them too thin while simultaneously significantly slowing the flow of commerce thus increasing the cost of goods and services," the statement said.

MORE: <http://www.ioc.com/lede/20070118/sections/air/w6715.asp>

**SECURITY – BUSINESSES TURN TO SENATE TO BLOCK 100% SCREENING:** US business groups are turning their attention to the Senate to combat legislative attempts to impose requirements for wholesale X-ray style screening and sealing of inbound ocean containers and imaging of cargo shipments on passenger aircraft. The National Industrial Transportation League sent a letter to all senators explaining that such security measures, rapidly phased in over a three-to-five year period, would slow down trade because automated systems have not been perfected that can handle millions of shipments per year.  
MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=46983](http://www.americanshipper.com/SNW_story.asp?news=46983)

**SECURITY – AIRFORWARDERS AGAINST 100% INSPECTION:** The Airforwarders Association warns legislation passed by the US House requiring inspection of all air cargo on passenger planes was an improvement over past amendments on the matter but could still harm the air freight industry. "We are concerned with the rapid phase-in period calling for 100 percent inspection," the group said in a prepared statement. "TSA has repeatedly stated that this would bottleneck just-in-time cargo. Slowing down the flow of key medical goods and devices, perishable goods and other just-in-time cargo would have detrimental affects felt across the nation."  
MORE: [http://www.americanshipper.com/SNW\\_story\\_main.asp?news=46655](http://www.americanshipper.com/SNW_story_main.asp?news=46655)  
MORE: <http://www.joc.com/20070112/sections/air/w89339.asp>

### **SECURITY – CANADA UNVEILS BORDER SECURITY PLAN**

Canada unveiled a major border security and prosperity initiative, saying it would spend more than \$432 million over the next five years to protect its border from terrorist, economic and environmental threats. Public Safety Minister Stockwell Day made the announcement at the Canada-US border crossing between Windsor and Detroit, where one-third of the \$1.9 billion in daily trade between the North American neighbors crosses over the Ambassador Bridge or in tunnels beneath the Detroit River.

Security experts have long criticized the lack of security measures along Canada's side of the 6,435-kilometres border with the United States, particularly since the terrorist attacks of September 11, 2001.

The bulk of the money, \$396 million, is for the eManifest program, which allows for computer-automated risk assessments of cargo shipments before they reach Canada. The 18,000 trucks that cross the US-Canada border each day, as well as all railroad, air and marine cargo carriers, will eventually be required to file electronic manifests before their shipments arrive.

MORE: <http://archive.gulfnews.com/articles/07/01/14/10096695.html>

**SECURITY – E-FILINGS MANDATORY AT US-CA-MX BORDER SATURDAY:** See "Trucking" section.

### **SECURITY – FORBIDDEN US MILITARY CARGO CAUGHT**

There is an old saying: If you can't "do it," then "teach it." If you're too incompetent to "teach it," then maybe we should add you can always work for government.

The US military has sold forbidden equipment at least a half-dozen times to middlemen for countries including Iran and China who exploited security flaws in the Defense Department's surplus auctions. The sales include fighter jet parts and missile components.

In one case, a Pakistani arms broker convicted of exporting US missile parts to Iran resumed business after his release from prison. He purchased Chinook helicopter engine parts for Iran from a US company that had bought them in a Pentagon surplus sale.

Sensitive military surplus items are supposed to be de-militarized or "de-milled" - rendered useless for military purposes - or, if auctioned, sold only to buyers who promise to obey US arms embargoes, export controls and other laws.

A Defense Department official, Fred Baillie, said his agency followed procedures. "The fact that those individuals chose to violate the law and the fact that the customs people caught them really indicates that the process is working."

--- SO WHAT? ---

If you ever have a part in a movement of goods like these, you are in BIG trouble.

- Know your Shippers
- Know the goods you are moving, or
- Know you'll be faced with huge fines, legal costs and scrutiny

MORE: [http://www.dailytimes.com.pk/default.asp?page=2007%5C01%5C17%5Cstory\\_17-1-2007\\_pg7\\_46](http://www.dailytimes.com.pk/default.asp?page=2007%5C01%5C17%5Cstory_17-1-2007_pg7_46)

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

**TRADE - STORM AFFECTS EU ROADS, PORTS; AIR – GERMAN RAIL HALTED:** Wind speeds reached 200kph (120mph) as the strongest storm to hit Europe in years worked its way east across the EU late last week. Perhaps the best evidence of its ferocity was the fact that bicyclists in the Netherlands were being blown backwards. Ferry services across the region were cancelled. High winds and waves prevented rescuers from helping troubled ships from Ireland to Latvia. Reliable damage estimates will not be known for some time.

MORE: <http://news.bbc.co.uk/2/hi/europe/6277537.stm>

MORE: [http://www.bloomberg.com/apps/news?pid=20601102&sid=aAax\\_xl5FcZQ&refer=uk](http://www.bloomberg.com/apps/news?pid=20601102&sid=aAax_xl5FcZQ&refer=uk)

MORE: <http://www.iht.com/articles/ap/2007/01/19/europe/EU-GEN-Northern-Europe-Storm.php>

UK DAMAGE: [http://news.bbc.co.uk/2/hi/uk\\_news/6278937.stm](http://news.bbc.co.uk/2/hi/uk_news/6278937.stm)

**TRADE – STORM STRICKEN 'MSC NAPOLI' SHIP BEACHED:** A tug towed a container ship to the Devon coast after it was holed in the English Channel. The London-based MSC Napoli, carrying 2,394 containers, was stranded about 50 miles (80km) off Cornwall. The 26 crew members of the 62,000-tonne vessel were rescued by helicopters. Napoli was beached one mile from the Devon coast for salvaging. Five foot (2-meter) cracks appeared in both sides of the vessel. The Napoli is sagging at bow and stern, raising concerns that it may break its back, causing cargo to float off and fuel oil to leak into the sea, said Jersey Harbours Department.

MORE: [http://news.bbc.co.uk/2/hi/uk\\_news/england/cornwall/6277651.stm](http://news.bbc.co.uk/2/hi/uk_news/england/cornwall/6277651.stm)

**TRADE – E-FILINGS MANDATORY AT US BORDERS SATURDAY:** See “Trucking” section

**TRADE – US TARIFF CODE DEADLINE NEARS:** New tariff codes will go into effect in the United States on 3 February, but importers will not be penalized for using 2006 product classification codes until 20 February according to US Customs and Border Protection. CBP's import processing system will reject entries filed with the old codes beginning the 3rd, but importers will have the opportunity to re-file the documents once they update their trade databases with the new tariff codes.

MORE: [http://www.americanshipper.com/SNW\\_story\\_main.asp?news=46864](http://www.americanshipper.com/SNW_story_main.asp?news=46864)

**OCEAN – TSA SEES STRONGER 2007:** Transpacific Stabilization Agreement ocean carriers serving the trade from Asia to the United States, says it “projects strengthening market conditions in 2007 for ocean carriers in most of the world's major trade lanes. Increasingly strong estimates of cargo demand and moderated estimates of capacity growth will result in a significantly more balanced supply/demand relationship for 2007 than many forecast only a short time ago.”

MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=46795](http://www.americanshipper.com/SNW_story.asp?news=46795)

MORE: <http://www.joc.com/20070116/sections/ocean/w41234.asp>

**OCEAN – TACA BAF UNCHANGED THROUGH 15 MARCH:** The Trans-Atlantic Conference Agreement's bunker adjustment factor for traffic to, from and via US Atlantic and Gulf coasts ports remain \$395 per TEU, \$790 per FEU or 45-foot container, and weight-measure adjustment of \$40.

MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=46661](http://www.americanshipper.com/SNW_story.asp?news=46661)

**OCEAN – IPBCC HIKES WESTBOUND RATES:** Carriers in the India, Pakistan, Bangladesh, Ceylon Conference will implement a general westbound rate increase for all cargo moving from South Asia to Europe effective 1 February. The rate increase will be \$125 per 20-foot container and \$250 per 40-foot container.

MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=46660](http://www.americanshipper.com/SNW_story.asp?news=46660)

**OCEAN – EWATA ADJUSTS PORT SURCHARGES:** Shipping lines of the Europe West Africa Trade Agreement adjusted the southbound congestion surcharges for a number of West African ports effective yesterday. Luanda is now 200 euros per TEU from 175. Tema is now 300 euros from 100. Apapa is now 100 euros from 50. Cotonou is now 275 euros from 175. Lome is now 200 euros from 100. Pointe Noire is now 50 euros from 25. Dakar is unchanged at 25 euros. Matadi is now 75 euros from 50.

MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=46658](http://www.americanshipper.com/SNW_story.asp?news=46658)

**OCEAN – EMTA LOWERS ISRAEL WAR SURCHARGE:** Ocean carriers of the Europe/Mediterranean Trade Agreement lowered their war risk surcharge for all import and export containers calling at Israeli ports to \$21.50 from \$24.  
MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=46657](http://www.americanshipper.com/SNW_story.asp?news=46657)

**OCEAN – MAERSK RESTRUCTURING ASIA-MIDEAST:** Maersk Line's massive network restructure will extend to the Asia/Middle East trade in March and April, with a new service and expanded geographical coverage on its existing loops.  
MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=46875](http://www.americanshipper.com/SNW_story.asp?news=46875)

**OCEAN – CMA-CGM EXPANDS CARIBBEAN SERVICE:** French liner company CMA CGM will start a new service between Florida and Central America on Thursday (25 January) with a 300 TEU vessel. Calls are Miami, St. Thomas, Guatemala, and Puerto Cortes, Honduras.  
MORE: <http://www.joc.com/20070117/sections/ocean/w11762.asp>

**OCEAN – HORIZON EXPECTS PROFITABLE 2007:** US Jones Act carrier Horizon Lines expects a profitable year ahead with cost savings of at least \$13 million over last year.  
MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=46665](http://www.americanshipper.com/SNW_story.asp?news=46665)

**OCEAN – 2006 SO-CAL PORT BOXES UP 11%:** Combined box volume at the South California ports of Los Angeles and Long Beach increased 11% in 2006 to 15.76 million TEUs. Los Angeles was up 13.2% and Long Beach up 8.7%.  
MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=46787](http://www.americanshipper.com/SNW_story.asp?news=46787)

**OCEAN – SO-CAL PORTS PLAN AGGRESSIVE GROWTH:** After years of inertia during which no capital construction projects were undertaken due to environmental challenges, the Ports of Los Angeles and Long Beach in 2007 will complete about a dozen environmental impact reports, in preparation for an aggressive construction program next year. The ports will have to expand their infrastructure if they are to accommodate projected growth beyond 2010.  
MORE: <http://www.joc.com/20070119/sections/ocean/w87616.asp>

**OCEAN – RECORD VOLUME FOR PSA:** PSA International, the world's second-largest container terminal operator, said volume increased 18.6% on-year to a record 51.29 million TEUs (20-foot Equivalent Units) at its 20 global facilities. In Singapore, where the company is based, PSA handled 23.98 million TEUs, an increase of 7.6 percent over 2005.  
MORE: <http://www.joc.com/20070116/sections/ocean/w44429.asp>

**OCEAN – VANCOUVER BOXES UP 25%:** Canada's Port of Vancouver roared to record container volume of 2.2 million TEUs (20-foot Equivalent Units) in 2006, riding the Asia-Pacific trade boom from third to first by volume among the major container ports in North America's Pacific Northwest.  
MORE: <http://www.joc.com/20070117/sections/ocean/w10664.asp>

## **AIRLINES BRACE FOR TURBULENCE**

2006 produced plenty of turbulence in the skies. The industry is in a painful transition stage, and those pains will continue in 2007.

The airline industry was rocked in 2006 by an investigation into allegations of price fixing in regard to various surcharges. Some carriers, namely Lufthansa, United and American Airlines, have settled civil litigation out of court, but the criminal investigation is still going on.

Passenger airlines managed to improve their utilization and load factors significantly and wring concessions from their employee groups, only to see these cost gains eroded by the high cost of fuel.

On the cargo side, the cost of fuel combined with the trade imbalance has put further downward pressure on yields and undermined freighter economics, especially with older, less fuel-efficient freighters.

At the same time, the high fuel costs have prompted a growing number of shippers to shift part of their traffic from air to ocean.

In the US, carriers are bracing themselves for a long overdue consolidation in the airline sector. So far, Chapter 11 has kept unprofitable carriers in the air, preventing fundamental change. US Airways' bid for Delta is widely predicted to fail, but it may act as a trigger for a wave of consolidation predicted by many observers.

MORE: <http://www.cargonewsasia.com/ecna/preview.aspx?article=3255>

**AIR – BA & UNION TALKING:** British Airways and its largest union held talks Friday aimed at averting a strike over a new pensions plan and work condition changes. On Monday the Transport & General Workers' (T&G) warned that 96% of the cabin crew it represented had voted for strike action over the issues.

MORE: <http://news.airwise.com/story/view/1169176847.html>

**AIR – DELTA BOARD TO SEE US-AIR TAKE-OVER PROPOSAL:** Bankrupt Delta Air Lines is studying a \$10.2-Billion takeover bid by rival US Airways and will take it to its board of directors soon, according to a court filing. In the filing, Delta said it will consider the US-Air bid as it is obligated to do, but still intended to exit bankruptcy as an independent airline.

MORE: [http://today.reuters.com/news/articleInvesting.aspx?type=mergersNews&storyID=2007-01-19T130633Z\\_01\\_N19396919\\_RTRIDST\\_0\\_DELTA-BANKRUPTCYUPDATE-1.XML](http://today.reuters.com/news/articleInvesting.aspx?type=mergersNews&storyID=2007-01-19T130633Z_01_N19396919_RTRIDST_0_DELTA-BANKRUPTCYUPDATE-1.XML)

**AIR – DELTA PUSHING AHEAD DESPITE US-AIR'S OFFER:**

MORE: <http://news.airwise.com/story/view/1168961286.html>

**AIR – US-AIR FACES CHALLENGE CONVINCING DELTA CREDITORS:** Industry veteran Gordon Bethune is a former chief executive of Continental Airlines who became a key player in determining Delta's future when he was hired as a consultant by Delta's creditors' committee in December. The outspoken former executive said Delta's creditors' interests are so diverse that getting enough of them to back any proposal is "like herding cats."

MORE: <http://news.airwise.com/story/view/1168993818.html>

**AIR – INDIA TO MERGE GOVERNMENT-OWNED AIRLINES:** The Indian government says it is merging state-run carriers Indian Airlines and Air India by the end of March as part of a wider strategy to take on nimble private players.

MORE: <http://news.airwise.com/story/view/1168895832.html>

**AIR – CONTINENTAL TO ADD ATHENS FLIGHTS:** Continental Airlines will add daily service between Newark and Athens beginning 7 June.

MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=46866](http://www.americanshipper.com/SNW_story.asp?news=46866)

**AIR – EMIRATES EXPECTS BIG PAY-OUT FROM A380 DELAY:** Emirates expects Airbus to take a "massive write-off" after the two sides negotiate late charges for delayed deliveries of the Airbus A380 super-jumbo. Emirates has ordered 43 of the USD\$300 million planes, making it by far the largest buyer of the plane, whose delay has triggered demands for late fees to be paid to carriers, which must make alternative plans until the aircraft arrive. Emirates was supposed to take its first A380 delivery in April 2006, but now will not see its first until August 2008. The delay has slowed Emirates growth plans by 16%.

MORE: <http://news.airwise.com/story/view/1168960839.html>

**AIR – MALAYSIA WILL BUY A380:** Malaysia lifted the threat of cancelling an order for A380 super-jumbos by national carrier Malaysia Airlines last week. Malaysia's transport minister said the order, worth USD\$1.8 billion at list prices, would be upheld despite hints that the struggling airline would cancel it due to delivery delays. Talks over compensation for delivery delays are ongoing.

MORE: <http://news.airwise.com/story/view/1169145981.html>

**AIR – AMERICAN SAYS NO TO A380:** American Airlines is unlikely to buy Airbus's A380 super-jumbo as it seeks to fly smaller planes more frequently, but it may buy the A350 XWB or Boeing's 787, according to American's Craig Kreeger, Senior Vice President-International.

MORE: <http://news.airwise.com/story/view/1169145537.html>

**AIR – IS UPS DUMPING A380F?:** Airbus could soon lose its only order for the freighter version of its A380 super-jumbo, a market the plane maker only recently said held demand for 400 planes. A French newspaper reported Friday UPS is expected to cancel the only remaining order (10 planes), this week. Later in the day UPS said it had not decided if it will cancel its A380F order.

MORE: <http://money.cnn.com/2007/01/19/news/international/bc.eads.a380.ups.reut/index.htm?postversion=2007011907>

MORE: <http://www.msnbc.msn.com/id/16708288/>

**AIR – AIRBUS BOARD OKS A330-200 FREIGHTER:** First flight will be 2011.

MORE: [http://www.americanshipper.com/SNW\\_story.asp?news=47107](http://www.americanshipper.com/SNW_story.asp?news=47107)

## >>>>> JUST FOR FUN <<<<<

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

### **SNORE WEIGHT AND HER SEVERAL DWARFS**

This is the untold story of the plump half-sister of Snow White. Where Snow White was slim, Snore Weight was not. Where Snow White had beautiful, creamy skin, Snore Weight's was blotchy and acne prone. To top the whole unattractive package off, Snore, because of her weight problem, suffered from Apnea and as such slept very loudly.

Poor Snore Weight, she was always in Snow's shadow, not that Snow cast much of one. Never the pretty one, never the one the bluebird of happiness sang to. But she was content with her life until Snow ran into that witch and was put to sleep with the poison apple. Even then, things worked out for Snow because her companions, the 7 dwarfs, cared for her and then a handsome prince awakened her with a kiss. There was little likelihood of that happening to Snore.

Snore Weight wanted her own fairy-tale ending. She too wanted to live happily ever after. So off she went in search of her own tribe of dwarfs to live with.

She searched and searched the mining areas for some dwarves in need of a maiden to clean house, sing and fix buttons and so on but there were no vacancies. However, Grumpy heard of her plight and being, well being grumpy, Grumpy suggested that she try his cousins. They worked as sanitation engineers (that is, they hauled garbage) and they just happened to be looking for a maiden.

These dwarves had a difficult time keeping a maiden as often they brought their work home with them. Because of that there were always strange smells emanating from their little novel, er, that is humble home.

Well Snore was at her wit's end (and let's face it, she wasn't getting any younger) so she accepted the maiden position with these 7 dwarfs, as everyone knows that dwarfs always come in bunches of 7. Their names reflected their nature as they always do in dwarfdom.

There was Windy who had a flatulence problem; Dorkey who carried his pens in a white plastic pocket protector and his glasses were held together with duct tape; Frumpy who wore clothes rescued from the various garbage bins on the dwarfs route; Burpy's main problem was the beer he was always drinking and Dumpy, well was dumpy and was actually twin to Frumpy. This leaves Sleazy who read magazines with dirty pictures (I say read but let's face it, he was only looking at the pictures); and Gropey who is currently incarcerated for inappropriate behavior.

These unlikely 7 became Snore Weight's companions. Her life consisted of rising at dawn to get her odiferous crew off to work so that she could battle valiantly to dispel the odd scents coming from their abode. This purpose was often defeated when Dumpy and/or Frumpy would bring her back clothing from their sanitation pickups.

All in all her life was as happy as she could make it. But things did start to improve for our hefty young maiden as the hard work she was doing helped her to lose weight; the lost weight lessened her apnea; and the mixture of different effluents brought home by the dwarfs caused chemical combinations that cleared up her skin problems. She decided to bottle the stuff and called it "Dwarfolia Toilet Water" and people being people (and not realizing that it really was toilet water) bought this newest product on the market. It worked on everyone and soon tales of the efficacy of this wonder water spread worldwide so that it was all Snore and her several dwarfs could do to fill all the orders.

They became filthy rich (which is appropriate considering their beginnings), the dwarfs quit their jobs and Snow White and her husband Prince Charming came to work for them. And Snore Weight lived happily ever after (at least until Gropey got released from prison - but that's another story).

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