

AllCovered NEWS

HIGHLIGHTS TO HELP YOU THIS WEEK

- Are You Prepared For Disaster?
- Attitude Can Make Your Success
- FOCUS: "Delayed In the USA"
– Infrastructure Cannot Handle All the Freight -

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

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

>> SMALL BUSINESS SECTION <<

SMALL BIZ – ARE YOU PREPARED FOR DISASTER?

--- Excerpted from an article by Catherine Dominguez – Link at end ---

The recent floods in Indonesia... Hurricanes and Typhoons... Earthquakes... all show us it disasters can happen anywhere, any time.

Allcovered can help with free tools and information online for you.

Most small businesses are not prepared for disasters... whether natural calamities or terrorist acts. The US Department of Homeland Security is stepping up its "Ready Business Campaign" urging small businesses to be prepared for emergencies.

"We believe that small businesses really need to take steps to prepare for an emergency," says Heather Blanchard, the RBC's deputy-director.

The most common threat to business are fire or flood.

"We want them to talk to their employees about their plan," Blanchard says. "We want them to take steps today to protect their assets."

MORE: <http://www.ready.gov>

MORE: <http://www.bizjournals.com/ct/c/22658913>

STEPS YOU CAN TAKE TO BE PREPARED

BUSINESS INTERRUPTION INSURANCE:

If your business is closed due to a fire, flood or other disaster, Business Interruption Insurance can help you pay your bills and get your business back up and running.

For more, see these stories from past issues of Allcovered News:

"What If Disaster Strikes?" in Allcovered News' 17 April 2006 Edition:

<http://www.allcovered.net/Newsletter/2006/2006-04-17-NEWS.pdf>

"Do You Need Business Interruption Insurance?" in 19 September 2005 Edition:

<http://www.allcovered.net/Newsletter/2005/2005-09-19-NEWS.pdf>

"Business Interruption – Are Your Covered?" in 6 June 2005 Edition:

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

MORE TOOLS FROM ALLCOVERED:

DISASTER PREPAREDNESS:

http://www.allcovered.net/AC-OM-TRAINING-Training-&-Help-Pages/AC-OM-Disaster_Prep.html

HURRICANE PREPAREDNESS:

http://www.allcovered.net/AC-OM-TRAINING-Training-&-Help-Pages/AC-OM-Hurricane_Prep.html

FUN:

A Jellyfish Day

NEXT WEEK

Five Ways To Praise

Links to source stories at end of excerpts

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mike.miller@allcovered.net
john.larrard@allcovered.net**SMALL BIZ – ATTITUDE CAN MAKE YOUR SUCCESS**

--- Excerpted from an article by Jeffrey Gitomer – Link at end ---

When you walk into a store you want someone to help you who is friendly and knowledgeable. You want help with a problem. So do your customers. Too often sales people tell us what they “can’t” do, not what they “can do.”

Companies spend millions of dollars on advertising, branding, merchandising and every other element of marketing. But if there are people involved in the business, marketing means nothing unless those people are great.

When you go to a hotel, a \$50 million business rests on the shoulders of the front-desk clerk. That’s the first impression you have.

In your business, it’s no different.

- Your advertising may get someone to try your service, but how will they be treated?
- What is your company like?
- Do you have employees who hate their jobs?
- Do your employees just want to get through the day and get home?
- Do you have workers with an attitude?
- Why do they feel this way and can you correct it?

Here's what you can do right now:

1. Set the example by being your best and doing your best.
2. Hang around with the winners, not the whiners.
3. Create best service practices and have everyone implement them.
4. Conduct weekly, internal positive attitude training.
5. Look at the best companies for practices you can adapt and adopt.
6. Do your best at everything, every day.
7. Work on your own attitude.

Anything less than the best is unacceptable. But here's the secret: Don't do it for your company -- do it for yourself.

Real **winners are few and far between. And making yourself one is a choice.**

MORE: http://www.bizjournals.com/extraedge/consultants/sales_moves/2007/01/22/column533.html?hbx=e_sol

HEALTH BIZ – HOLDING THE BAG WHEN HEALTH POLICIES REVOKED: As more companies replace employer-provided health insurance with funds to allow employees to buy their own coverage, there is one little-recognized fact about insurance purchased by individuals to keep in mind. Where “Group Policies” usually provide broad health coverage for everyone in the pan, individuals face more challenges. Even after being approved, individual policyholders can see their coverage amended to exclude certain medical conditions or revoked entirely, sometimes long after the policies are issued.

MORE: <http://tinyurl.com/22sdhz>

HEALTH BIZ – GOVERNMENT HAS WEAK PLAN FOR HEALTH INFO PRIVACY: A report charges the US Department of Health and Human Services lacks a clear plan to protect patient privacy as the use of health information technology expands, and calls for having all patient medical records online grow. Do you really want the people who can't keep a spy's name secret in charge of keeping your medical records private?

MORE: <http://ct.eneews.eweek.com/rd/cts?d=186-5484-16-87-194617-623055-0-0-0-1>

SMALL BIZ – US WAY BEHIND IN WORKER CARE: A new study by McGill University finds that the United States lags in the bottom tier of countries in vacation, leave, sick days and other worker protections.

MORE: <http://ct.eneews.eweek.com/rd/cts?d=186-5484-16-87-194617-623064-0-0-0-1>

TECH BIZ – NEED NEW COMPUTERS?: PC Magazine rates the top five inexpensive desktop computers.

MORE: <http://www.pcmag.com/multimedia/0.2591.pl=5&t=Top+Cheap+Desktops&i=1.00.asp>

TRAVEL BIZ – ANGRY AIR PASSENGERS PUSH FOR “BILL OF RIGHTS”: Passengers that were stuck on the tarmac in an American Airlines plane for ten hours last month are pushing lawmakers for a “Passenger Bill of Rights.”

MORE: <http://www.dfw.com/mld/dfw/business/16533365.htm>

>>>> TRUCKING SECTION <<<<

TRUCKING – DIESEL PRICES FORECAST LOWER

Diesel prices will average \$2.60 this year, down from \$2.71 last year but still well above the \$2.41 average for 2005, according to the US Energy Information Administration.

Despite reduced production, inventory levels at year-end were above normal. A scheduled second round of OPEC production cuts, coupled with increased global demand, would put inventory levels in the middle of the normal range by mid-2007, which would support production increases in the second half of the year, the agency said.

MORE: http://www.truckinginfo.com/news/news-detail.asp?news_id=57974

TRUCKING – DIESEL UP LAST WEEK: The US national average price of a gallon of diesel rose 2.2 cents to \$2.435 in the week ended 5 February. That's 6.4 cents cheaper than 2006.

MORE: <http://www.etrucker.com/apps/news/article.asp?id=58029>

TRUCKING - FLORIDA EYES RE-TREAD BAN & 6-YEAR TRUCK DRIVER SCHOOL LAWS

Florida state senator Victor Crist has introduced bills that would require student truck drivers in Florida to complete a six-year training course -- and outlaw truck retreads.

In response, the Tire Retread Information Bureau said a task-force to address the problem of tire debris would be a better option than a ban. TRIB research shows most rubber "alligators" left on the road result from failures in the original casing, not the tread, and they are as likely to come from new tires as from retreads.

Crist's student-driver bill would require six years of training to include two years of driving experience. The Professional Truck Driving Institute, which certifies truck-driving schools nationwide, recommends a minimum of 148 hours of instruction for entry-level tractor-trailer drivers, at least 44 hours of which are with the student behind the wheel – standards that could be met in a matter of weeks, not years. A check by eTrucker found that no Florida truck-driving schools currently had PTDI certification.

MORE: <http://www.etrucker.com/apps/news/article.asp?id=58080>

TRUCKING – IDLING REGS ONLINE: The American Transportation Research Institute, the research arm of the American Trucking Associations, has released its latest Idling Regulations Compendium, a guide to help truckers comply with the law nationwide. The compendium is available as a 7-page document and as a 2-page "cab card." Both are free PDF downloads.

PDF IDLING DOCUMENTS: http://www.atri-online.org/research/idling/Truck_Idling_Regulations.htm

MORE: <http://www.etrucker.com/apps/news/article.asp?id=58003>

TRUCKING – COMMENTS SOUGHT ON SPEED GOVERNORS: US officials are seeking comment on petitions to require truck governors capping speeds at 68 mph (113kph). Written comments must be submitted no later than March 27 and must be accompanied by the docket number, which is NHTSA-2007-26851. Comments may be submitted to Docket Management, Room PL-401, 400 Seventh St. S.W., Washington DC 20590, or by logging onto the Docket Management System website at <http://dms.dot.gov>.

MORE: <http://www.etrucker.com/apps/news/article.asp?id=57947>

TRUCKING – PORT TRUCKERS SAY EARNINGS UP: PierPASS says truck drivers servicing the Ports of Los Angeles and Long Beach are doing better. Highlighted in the poll results are an increased number of trips truckers make per shift, continued acknowledgement of traffic reduction at the ports and the recognized benefit of a flexible work schedule due to the OffPeak program. A growing number of the truckers also report higher earnings since the OffPeak program was initiated in July 2005.

MORE: http://www.truckinginfo.com/news/news-detail.asp?news_id=57971

TRUCKING – BUSH BUDGETS \$42-BILLION FOR HIGHWAYS:

MORE: http://www.americanshipper.com/SNW_story.asp?news=48656

TRUCKING – FOR MORE ON HIGHWAYS SEE "Delayed In the USA" in Air & Ocean Section

TRUCKING – CUMMINS OFFERS "UP-TIME GUARANTEE" FOR 2007 ENGINES:

MORE: <http://www.thetrucker.com/News/Stories/2007/2/7/CumminsoffersUptimeGuaranteefor%E2%80%9907highwaytruckengines.aspx>

>>>> SECURITY SECTION <<<<

SECURITY – US 2008 BUDGET HAS \$46.4-BILLION FOR SECURITY: The US administration's fiscal year 2008 budget seeks \$46.4-Billion for the Department of Homeland Security, an 8% increase over the fiscal 2007 level, minus emergency supplemental appropriations, and a 50% increase since the department's first year in operation in 2003. Customs and Border Protection's budget includes \$531 million for cargo security programs, such as the Container Security Initiative, Customs-Trade Partnership Against Terrorism, Secure Freight, and information technology systems. The Transportation Security Administration is slated to receive \$6.3 billion, including more than \$865 million for advanced technologies to detect explosives in passenger baggage and air cargo.
MORE: http://www.americanshipper.com/SNW_story.asp?news=48654
MORE: <http://www.joc.com/articles/news.asp?sid=41119>

SECURITY - CRITICS SAY PORT SECURITY FUNDING NOT ENOUGH

The number of port cargo containers screened for radiation would increase under the federal budget unveiled last week, but some officials say the Bush administration is not going far enough.

The budget provides money for customs agents to screen 98% of all containers at the nation's ports by September 2008, according to Homeland Security officials. At present, they say about 90% of the containers go through the radiation portals.

"At a time when we're trying to heighten port security, at a time when some of us are advocating 100 percent scanning, this budget is moving us in the opposite direction," said Sen. Robert Menendez (D-NJ). "This puts our nation's ports, including the Port of Newark and Elizabeth, at greater risk.

MORE: <http://www.nj.com/news/ledger/index.ssf?base/news-11/1170740731131650.xml&coll=1>

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INFO: http://www.allcovered.net/AC-OM-MAIN-Who_Is.html

SECURITY – SENATE PANEL WANTS BELLY CARGO 100% SCREENED: Leaders of the Senate Commerce Committee have introduced legislation requiring all air cargo flying aboard passenger aircraft to be screened within three years. There are no details on how the Transportation Security Administration will achieve 100% screening of cargo, but "equipment, technology, procedures, personnel, or other methods" should "provide a level of security comparable to the level of security in effect for passenger checked baggage." The text of the legislation may be found at <http://thomas.loc.gov/>. Follow the link to the Feb. 6 Congressional Record Daily Digest, and search on "S. 509".
MORE: <http://www.joc.com/articles/news.asp?sid=41142>

SECURITY – NCBFAA SLAPS SENATE 100% SCREENING IDEA: In a letter to Senator Daniel Inouye (D-HI), chairman of the Commerce, Science and Transportation Committee, National Customs Brokers and Forwarders Association of America President Mary Jo Muoio criticized attempts to implement 100% X-ray imaging of cargo on passenger planes. Muoio advocated a risk-based approach to screening air cargo, with elements that closely resemble the Customs-Trade Partnership Program managed by US Customs and Border Protection for maritime shipments.
MORE: http://www.americanshipper.com/SNW_story_main.asp?news=48944

SECURITY – RETAILERS OFFER ALTERNATIVE TO 100% SCANNING: The National Retail Federation urged a Senate Committee to reject efforts to attach a proposal for 100% scanning of US-bound cargo to legislation implementing 9/11 Commission security recommendations. The importers' lobby group said lawmakers instead should support a scanning pilot program approved by Congress as part of the SAFE Port Act in 2006. "This (100% scanning) provision is unnecessary, unworkable, a poor use of limited resources and would threaten serious harm to global commerce and the US economy," said NRF Senior Vice President for Government Relations, Steve Pfister.
MORE: <http://www.joc.com/articles/news.asp?sid=41134>

>>> AIR & OCEAN SECTION <<<

TRADE – TARIFF CODE PROBLEMS COULD DELAY US EXPORTS: US exports could be delayed because of government problems incorporating the recent changes to the tariff classification codes in its information technology systems. Shippers filing export declarations with the 2007 tariff classification numbers through the US Census Bureau's Automated Export System are receiving fatal errors, according to trade compliance experts. Census and industry professionals are urging exporters not to convert to the 2007 tariff until after the problem is fixed. "If exporters use the 2007 HTS, they won't be able to export. We're talking billions in dollars of products that won't be able to ship, potentially," says Beth Peterson.
MORE: http://www.americanshipper.com/SNW_story.asp?news=48795

OCEAN – PROJECT CARGO RATES SOARING: Freight rates for heavy lift and project cargo shipping have soared to all-time highs as operators struggle to meet demand fueled by soaring oil prices and explosive economic growth in China and India. There aren't enough specialized ships able to carry extra-heavy and outsize cargo from North America and Europe to infrastructure projects that are mushrooming across the oil-rich Persian Gulf and the emerging Asian giants. Specialized heavy lift vessels are earning up to \$80,000 a day to haul jack-up oil rigs from the US Gulf Coast to the Persian Gulf. With shipyards fully booked up to 2009 and prices rising fast, owners are converting other ships, mainly tankers and semi-submersible barges, into heavy lift vessels.
MORE: <http://www.joc.com/articles/news.asp?sid=41139>

OCEAN – CHITTAGONG BOX JAM: The container congestion at Bangladesh's port in Chittagong continues.

MORE: http://www.financialexpress-bd.com/index3.asp?cnd=2/8/2007§ion_id=1&newsid=51979&spcl=no

OCEAN – TACA HOLDS FUEL SURCHARGE: The Trans-Atlantic Conference Agreement will leave its bunker adjustment factor unchanged through April 15. For vessels to and from and via Atlantic/Gulf Coast Ports, the charges are \$395 per TEU; \$790 per FEU and 45-foot containers. For vessels to and from and via Pacific Coast Ports, the charges are \$593 per TEU; \$1,186 per FEU and 45-foot containers.

MORE: <http://www.joc.com/articles/news.asp?sid=41164>

OCEAN – FEFC EMERGENCY SURCHARGES IN ST. PETERSBURG: Carriers of the Far Eastern Freight Conference say due to "worsening situation" at St. Petersburg, the emergency surcharge for the Russian port would be doubled. Effective February 15, the surcharge will be: \$300 per TEU (from \$150 per TEU) and \$600 per FEU (from \$300 per FEU). For reefer containers, \$550 per TEU (from \$275 per TEU) and \$1,100 per FEU (from \$550 per FEU).

MORE: http://www.americanshipper.com/SNW_story.asp?news=48665

OCEAN – CTSA SURCHARGES UNCHANGED: Canada Transpacific Stabilization Agreement carriers' fuel recovery surcharges will remain unchanged as of 1 March at \$345 per 20-foot container, and \$455 per 40-foot container.

MORE: http://www.americanshipper.com/SNW_story.asp?news=48663

OCEAN – INDIA PORT STRIKE POSTPONED: Indian port and dock workers have decided to defer their proposed nationwide strike by a month. The decision comes after the government agreed to some of their long-standing demands, including setting up of a bipartite wage negotiations committee with equal representation from both sides and review of retirement age limit.

MORE: <http://www.joc.com/articles/news.asp?sid=41128>

OCEAN – MOL & K-LINE PROFITS DOWN:

MORE: <http://www.joc.com/articles/news.asp?sid=41150>

OCEAN – HOUSTON OPENS BAYPORT HUB: The Port of Houston has formally opened its long-delayed new Bayport container terminal. The \$1.4-billion facility will nearly triple the port authority's container handling capacity.

MORE: <http://www.joc.com/articles/news.asp?ltype=ocean>

TRADE – DELAYED IN THE USA

--- Excerpted from an article by John Goff – Link at end ---

Infrastructure woes aren't just a Third-World problem. They also pose a major "last-mile" headache for American businesses from coast to coast.

The Bush administration's proposed budget for 2008 includes \$42-Billion for highways, but compared to the need, that may be a drop in the bucket.

Supply-chain managers are changing their view about safety stock. JIT (Just In Time) manufacturing requires finely tuned, well-synchronized supply chains. Managers are growing more concerned about bottlenecks on American highways, rail yards, and at deepwater ports, the so-called "last mile" of the supply chain.

Yet America's 50-year-old interstate highway system is in desperate need of repair and expansion. Plans for new port facilities are few and far between. Rail lines require double-tracking. And nobody seems to want to drive a truck anymore.

At the same time, US businesses are sourcing more from Asia and Europe. The World Shipping Council reckons domestic and international cargo movement in the United States will increase by roughly 60% between now and 2020.

Experts fear the tide of cargo will overwhelm America's transportation network.

--- ROAD WORRIERS ---

A wave of mergers and acquisitions in the trucking industry has left customers with only a handful of national carriers to consider. Given highway capacity constraints, trucking operators have become very choosy about the routes and customers they will service, shutting down marginally profitable routes or that no longer fit strategic goals.

To lock in cargo capacity, some businesses have started buying guaranteed capacity on some trade lanes whether the shipper uses the capacity or not.

More trucking companies have begun to embrace team driving... that is, hiring two drivers to operate a single rig. The approach can cut delivery time from five days to two.

But there is a shortage of drivers. With trucking companies doggedly holding down wages, many younger drivers have opted out. Currently, the average age of a truck driver in the United States is 52. It's not surprising, then, that the American Trucking Association believes there will be a shortfall of 100,000 drivers in five years

It's understandable. Driving a truck involves a lot of time spent far from home. It also involves a lot of time spent going nowhere. A study found that truck drivers in the United States lost more than 234 million hours in 2004 to road delays and bottlenecks... and most drivers are only paid by the mile, so when they are stuck in traffic, they are making nothing.

--- OCEAN CHALLENGES ---

Hurt by delays at US ports in Southern California, many shippers are now routing cargo through Vancouver, or via all-water services to the US east coast.

That looks good on paper, but ships from Shanghai to Savanna must pass through either the Panama or Suez Canals. That adds time requires more inventory stockpiles.

Newer, larger cargo ships can't get through the Panama Canal and are too large for many ship channels on the East Coast. Rail and road infrastructure at US ports can barely meet demand now. As trade increases more rail delays are inevitable.

--- RAIL UPGRADES TAKE TIME ---

Signals and switches on some rail lines are nearly 100 years old. Railroads are laying double-track across the country but on major routes they already need three or more tracks. The average speed of trains is the same as it was 50 years ago. It takes 10 days for a rail car to go cross-country. Trucks make the trip in 4 days.

--- SO WHAT DO YOU DO? ---

Build flexibility into your supply chain. Have alternatives. Have back-up plans, and back-up plans for your back-up plans in case shipments are delayed.

MORE: http://www.cfo.com/article.cfm/7851829/c_7873404?f=insidecfo

2005 Report Card for US Infrastructure

Aviation	D+
Bridges	C
Navigable Waterways	D-
Rail	C-
Roads	D
Transit	D+

Source: American Society of Civil Engineers

The 2004 transportation bill has \$286 billion in infrastructure spending through 2010.

"When you take inflation into account, [the appropriation] in the new transportation bill will barely pay for maintaining and upgrading existing systems."

Ali Maher, chair of the civil and environmental engineering department at Rutgers University.

ALLCOVERED DELIVERS

When you need fast, professional service, Allcovered gets it done for you. It was a late Friday call for last-minute insurance for a forwarder's panicking shipper. The goods were moving over the weekend and had to be insured.

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AIR – US 2006 INTERNATIONAL AIR CARGO UP 6.4%: International air freight and express shipments carried by 15 US airlines in 2006 increased 6.4%, according to the latest statistics provided by the Washington-based Air Transport Association.

MORE: http://www.americanshipper.com/SNW_story.asp?news=48528

AIR – US DECEMBER AIR CARGO DOWN: Combined domestic and international air cargo tonnage on US airlines declined 2.3% in December from the same month a year ago, according to figures from the Air Transport Association.

MORE: <http://www.joc.com/articles/news.asp?sid=41131>

AIR – UNITED JANUARY CARGO DOWN 10.9%:

MORE: http://www.americanshipper.com/SNW_story.asp?news=48658

AIR – NWA CARGO REVENUE DOWN: Northwest Airlines cargo revenue fell 4% in the fourth quarter on a sharp downturn in freight traffic as it operated under bankruptcy protection.

MORE: <http://www.joc.com/articles/news.asp?type=air>

AIR – ANA EXPANDS CARGO SERVICE: All Nippon Airways will expand cargo operations within the coming summer schedule, from March 25 to Oct. 27. ANA plans to concentrate its network on the Asia market and increase flights to China from Osaka's Kansai Airport. Plans call for a 90% increase in the frequency of freighter flights, subject to Japanese government approval.

MORE: <http://www.joc.com/articles/news.asp?type=air>

AIR – THURSDAY SNOWSTORM SNARLS LONDON AIRPORTS:

MORE: http://www.news24.com/News24/World/News/0,,2-10-1462_2066443,00.html

MORE: http://news.bbc.co.uk/2/hi/uk_news/6338151.stm

AIR – APRIL EXIT FROM BANKRUPTCY FOR DELTA POSSIBLE:

MORE: <http://www.atwonline.com/news/story.html?storyID=7849>

AIR – NORTHWEST AIRLINES LOST \$2.8-BILLION IN 2006:

MORE: <http://www.atwonline.com/news/story.html?storyID=7836>

AIR – EU-US "OPEN SKIES" TALKS AGAIN: US and European negotiators began a new round of talks to try to revive an agreement that proponents hope will open transatlantic air travel to more competition. The "open skies" negotiations have failed twice in recent years, including last December when strong opposition from the US Congress and labor groups prompted the Bush administration to withdraw from the talks.

MORE: <http://news.airwise.com/story/view/1170802710.html>

AIR – UPS ORDERS 27 BOEING FREIGHTERS – NO WORD ON A380F ORDER:

MORE: <http://www.wanadoo.jo/economie.php?articleId=2320604>

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

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

A JELLYFISH DAY

The next time you have a bad day at work think of this guy.

Rob is a commercial saturation diver for Global Divers in Louisiana. He performs underwater repairs on offshore drilling rigs. Below is an E-mail he sent to his sister. She then sent it to radio station 103.2 on FM dial in Ft. Wayne, Indiana, who was sponsoring a worst job experience contest. Needless to say, she won.

Hi Sue, Just another note from your bottom-dwelling brother. Last week I had a bad day at the office. I know you've been feeling down lately at work, so I thought I would share my dilemma with you to make you realize it's not so bad after all.

Before I can tell you what happened to me, I first must bore you with a few technicalities of my job. As you know, my office lies at the bottom of the sea. I wear a suit to the office. It's a wet suit. This time of year the water is quite cool.

So what we do to keep warm is this: We have a diesel powered industrial water heater. This \$20,000 piece of equipment sucks the water out of the sea. It heats it to a delightful temperature. It then pumps it down to the diver through a garden hose, which is taped to the air hose. Now this sounds like a darn good plan, and I've used it several times with no complaints.. What I do, when I get to the bottom and start working, is take the hose and stuff it down the back of my wet suit. This floods my whole suit with warm water. It's like working in a Jacuzzi. Everything was going well until all of a sudden, my butt started to itch. So, of course, I scratched it. This only made things worse. Within a few seconds my butt started to burn I pulled the hose out from my back, but the damage was done. In agony I realized what had happened. The hot water machine had sucked up a jellyfish and pumped it into my suit. Now, since I don't have any hair on my back, the jellyfish couldn't stick to it. However, the crack of my butt was not as fortunate. When I scratched what I thought was an itch, I was actually grinding the jellyfish into the crack of my butt I informed the dive supervisor of my dilemma over the communicator. His instructions were unclear due to the fact that he, along with five other divers, were all laughing hysterically.

Needless to say I aborted the dive.

I was instructed to make three agonizing in-water decompression stops totaling thirty-five minutes before I could reach the surface to begin my chamber dry decompression.

When I arrived at the surface, I was wearing nothing but my brass helmet. As I climbed out of the water, the medic, with tears of laughter running down his face, handed me a tube of cream and told me to rub it on my butt as soon as I got in the chamber. The cream put the fire out, but I couldn't poop for two days because my butt was swollen shut. So, next time you're having a bad day at work, think about how much worse it would be if you had a jellyfish shoved up your butt.

Now repeat to yourself, "I love my job, I love my job, I love my job."

And whenever you have a bad day, ask yourself, Is this a Jellyfish day?

May you NEVER have a Jellyfish day!

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