



Beattie Times



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and much more...

Feedback or suggestions

What would you like to read about in the next issue of the Beattie Times?

Let us know at marketing@beattietransport.com.au

Beattie Transport—can do!



Just like Beattie Transport, this issue is all about Can Do. Read about our recent projects, continuous improvement, compliance, health and safety, what *you* can do to make a difference, and much more.



Message from the CEO

Welcome to the 6th edition of the Beattie Times. This newsletter will continue to be an important forum which we will use to communicate to our employees and customers

what is happening within Beattie Transport.

This edition I would like to focus on building a bigger, better and stronger Beattie Transport by providing a forum in which you can

offer feedback, suggestions or solutions to problems, which will be considered with a reply to each and every feedback suggestion by the relevant manager.

»

The Pipeline Must Go Through

By Steve Moore (Strategic Partnership Manager)

Beattie Transport is very experienced at loading from point of production or importation and delivering, very often to quite distant locations, all sizes and diameters of steel and plastic pipes. Our extensive fleet of extendable trailers allows us to offer professi-

onal, competitively priced services for pipe haulage throughout Australia.

Occasionally though, we have a variation on long distance pipe haulage to site. Generally we deliver to laydown areas or to Right of Ways (ROWS) to sling pipe. A recent task we

executed was in fact the complete opposite – we transported pipe that had already been laid to be reused some three thousand kilometres away.

The project involved harvesting the pipe from the ground in outback Western Australia and »



Message from the CEO (cont.)

Our company culture and performance is a direct result of the input of each and every employee on every level. Therefore we recognise the importance of having an avenue where everyone can provide feed-

back, ideas and solutions equally to every level of our business. It is one of the most important ways in which we learn how to improve—as both a place to work and as a company that sets standards of

excellence in our field of Transport, Logistics and Warehousing, which will ultimately result in being recognised as a preferred employer and supplier to our customers.

————— Your feedback to the General Management Team —————

We want to hear from you about making Beattie Transport a better place to work!

Do you have a new idea, an improvement suggestion or solution to an existing problem? It could relate to safety, procedures, processes, job tasks, working conditions, suppliers, custo-

mers, communication, branding or marketing.

Whatever it is, the General Management team wants to hear about it.

Email marketing@beattietransport.com.au, fax your feedback to 0881691399 or make suggestions using the employee sign-in section

on our web portal.

Your suggestion will be forwarded to the relevant management team member for a reply.

Great suggestions will be included in future issues of the Beattie Times.

Phillip Mills, CEO

«

Throughout this issue you find

5 Interesting facts you may have not known about trucks

(as found on briskair.com.au)

The Pipeline Must Go Through (cont.)

reducing lengths to 20 metres, loading onto our extendable trailer fleet, then delivering to site in rural New South Wales to be reconsolidated into a pipeline again. While somewhat the reverse of the norm, we undertook the task as required and all was well... initially.

Most Australians are aware of the arid, dry conditions throughout the majority of outback central Australia. Sometimes however, it rains. Sometimes it rains quite a bit. Sometimes, albeit on rare occasions, it comes down torrentially across vast tracts of what

are usually desert areas. Shortly after commencement of this project, the rains came.

Our first 10 trailers left the harvest site loaded without incident, but along the route the weather hit. The storm was widespread across the country; not only were the roads affected

but the destination site was flooded too. We also had some of the second round of extendable trailers heading to the uplift site stranded due to washed out roads.

This necessitated a re-work of our initial plan. The Beattie Transport Operations Teams in Perth, » P4



Enthusiastic about safety

By Elizabeth Boyce (National HSSE Manager)

I am excited! I have the "CAN DO" attitude and my life journey has been leading me to my Beattie Transport role of National HSSE Manager for years.

I've grown up in one of South Australia's pioneering transport families and my first memories are of tracking around in the truck with my Dad and being so little he made me a bed on the floor of the cab in an old canvas tarp to sleep in. I began to watch, listen and learn.

I earned my qualifications and experience in work health and safety during a 4 year role with Boral, in both the manufacturing and quarry environment. More recently I have been a part of co-ordinating the grape harvest coming in over the Penfold's weighbridge in the Barossa. It was during this time I realized how strongly I feel about workplace safety, and in particular, for the amazing people who work in our transport industry.

My role as your Safety Manager is my chance to put all these things I've seen and learned over the years into practice. And I know I CAN DO that.

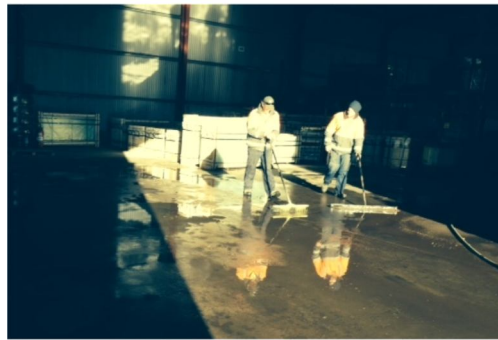
I'm not about harping on the little things. We all know we have to wear our PPE or we'll get stuff in our eyes or cut our fingers. My

priority is driving the importance of following policies and procedures. Beattie Transport has a very strong Safety Management System in place. In everything we do, beginning with that first call from a client requesting transport of a load through to unloading and returning home we need to follow our Beattie Transport Policies and Procedures. By working this way the system takes care of itself and risks and hazards show up before it's too late. Doing business in the future will see us enlisted for the best jobs while our competitors are left with the crumbs as we display our strong safety focus and practices.

I feel proud and privileged to have won my role as National HSSE Manager with Beattie Transport. I am surrounded by a wonderful Team of people with a wealth of knowledge about the transport industry. Listening to your stories and getting to know your understanding and commitment to work health and safety has filled me with enthusiasm and energy.

In the past few weeks it's been great to see several

areas around our site getting spruced up and reorganised. I have a couple of projects on the go. We are getting 2 work platforms made. One will be around by the ramp for when we are unloading dolly trailers and one will be used in the yard to prevent drivers jumping off the back of trailers.



My other project is redirecting the stormwater on the southern side to prevent it flooding the workshop when we have a heavy downpour.

I love my job. I'm here to help. I hope I can motivate a positive safety culture that is the envy of our competitors and attracts top notch employees.

So climb on board (3 points of contact of course)! No road will be too long. No load will be too heavy. And let's make this the journey of a lifetime.

Elizabeth Boyce
National HSSE Manager «

Truck fact n° 1

The beginning of 'truck'

Every word has its origins, and the word 'truck' was used as early as 1611.

Back then, 'truck' referred to heavy duty wheels that were used on the canon carriages of a ship.

From there, the word was adapted and associated with a range of items/locomotives that were designed to carry heavy loads.

And, of course, as we know them today, trucks (whether they're semis, road freight or road trains) serve a primary purpose of transporting heavy freight loads.

The Pipeline Must Go Through (cont.)

Adelaide and Brisbane were all involved in re-scheduling a major portion of our fleet to complete tasks already under way and then remobilise to meet our commitment at harvest site. Drivers that were loaded and heading to washed out areas were redirected. Those closer to the inbound delivery site were directed into our Adelaide depot to wait out the weather.

The receiving site was shut down for several days as it was unsafe to have cranes and semi-trailers coursing the sodden tracks. Several days later the site was reopened and cranes set up.

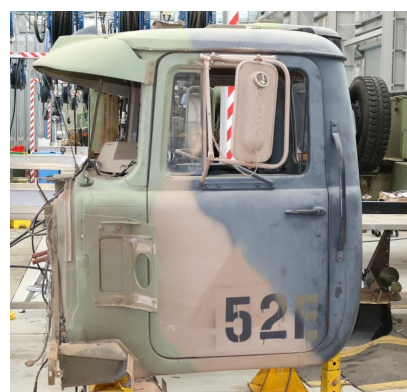
The Beattie Team liaised with operators to have trailers that had been diverted via Adelaide to arrive as directed to meet stringing requirements. In the meantime, trailers loaded in the west had also been travelling through adverse conditions to follow on and complete the deliveries as

required.

The project, although delayed by several days, was finally completed within budget and without additional costs being incurred because Beattie Transport was able to work closely with our customer for a mutually beneficial outcome. «



Some of BT Queensland's recent loads:



Queensland News

Queensland revitalised under direction of Rod Ingram

With a sense of urgency, new energy, some old school techniques supported by new age methodologies aligned to the company strategies, Rod and his new team have truly embraced the company's "Can Do culture" turning the Queensland operation from one that just plods along to a highly energised, engaged, focussed success story.

Rod and his team have managed to re-engage old customers, win new business, gain QGC level 1 accreditation and maintain ISO accreditation, all resulting in an improved level of service to our

customers and a more positive upbeat environment for our staff and contractors. This combined with a quick turnaround of both our company trucks and contractors that arrive in the Queensland region has resulted in a substantial increase in revenue and margin.

Some of the more recent projects Queensland have been working on are in the defence sector; the biggest a 5.5 metre wide radar dish from Moorebank in NSW to Wallangarra QLD, the interesting cannons from Enoggera to Bandiana and an F111 tail

wing, the smallest single pallets nationally and the latest aslav's from Townsville to Brisbane.

With the commencement of a new strategic partnership manager focusing on the blue chip, contract and project opportunities, combined with Rod's focus on the day to day freight and many projects on the horizon, keep an eye on the Brisbane team as they're sure to be a leader in all the company's KPIs in the near future. And there's one thing for certain: their leader won't be backwards in telling us about it!!!

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Simplifying Safety

by Elizabeth Boyce (National HSSE Manager)

Every day we hear of safety breaches and safety penalties and sometimes it seems like an endless list of blame and shame.

We've all got the right to go home in the same shape we came in to work. The Industry we work in is high risk. We have high powered, mobile plant with issues like fatigue management, load restraint, chain of responsibility, traffic management as well as chemicals and manual handling tasks. So we need tools in place to help us identify and minimise the risks associated with the tasks we perform.

The forms our business uses to manage safety may seem like a hassle sometimes but if they make us stop and consider the consequences of our actions and surroundings, they are well and truly worth the effort.

Being part of a forward thinking, fast moving, modern company such as Beattie Transport should make us proud. We can look forward to working with major players in the Transport Industry, driving

a fleet of well maintained, impressive vehicles, while our competitors are left behind. To do this we need to be able to show we have a robust safety management system in place that we all understand and adhere to.

We have Corporate Statements displayed on the walls in reception and in the passage near the Operations Department. They relay Management's moral and legal commitment to providing a safe workplace.

Our corporate statements include Beattie Transport Mission Statement and Company Values.

Then we have 3 Management Plans that demonstrate how we will follow through on our commitments.

These plans are the Work Health and Safety Management Plan, the Environmental Management Plan and the Quality Management Plan.

From those statements and plans we have formulated **Policies, Procedures and Guidelines**. We refer to these for guidance in all

our everyday activities as we carry out our workplace duties. They are like a set of rules we follow which help us do things methodically and accurately, which helps minimise unforeseen risk of injury or illness and enables us to provide an efficient and reliable service to our clients.

Some important examples are **Loading and unloading trucks, forklift operations, working in remote areas and Emergency Evacuation.**

Our **online induction** which all employees and sub-contractors participate in at the beginning of working with us is a valuable source of training and we follow that through with on the job supervision.

We have **pre-start checks, inspections and internal audits** which highlight issues that could cause injury or illness and we back this up with **Hazard reports and Incident reports.**

In the unfortunate event that incidents and injuries do occur we use our »



Health & Safety Corner

Non-conformance, corrective action forms to record what happened and what corrective measures we will put in place.

We send out **safety alerts** to communicate the incident to everyone which we feel will help prevent it reoccurring.

We add the details of the incident to the **Action register** with the name of a person who will ensure the measures are put in place and a time when that will be done by.

We discuss the **safety alerts** at **toolbox meetings** to re-enforce the message. To further ensure every-

one in the business is aware of these incidents as National HSSE Manager, I prepare a report for the **monthly senior management meeting** to keep them informed of everything happening around them.

To complete the circle of progress and to ensure we have continuous improvement in the manner we conduct our business we have **external auditors** come in to make sure we

do what we say we do.

I hope as time goes by everyone will embrace the safety management system we have here at Beattie Transport. I am happy to help in any way I can.

Think safe and be safe, not sorry.

Elizabeth Boyce

National Health, Safety, Security and Environment Manager

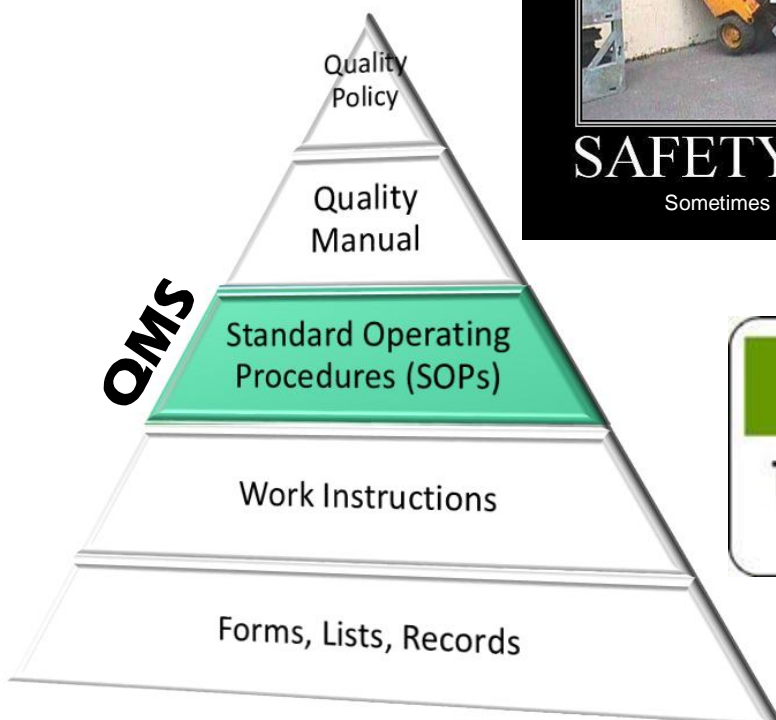


Figure: Beattie Transport Quality Management System

Beattie on the Move Projects


Staying on track

Beattie Transport stays on track with this over size recovery program which was to recover 10 x 23M (L) rail wagons from a recent freight train derailment enroute from Perth to Adelaide. The recent huge rains in remote and central Australia this winter season has played havoc with the East west rail corridors, in this specific instance the severe rains and flood waters had washed away a huge section of the main ballast supporting the railway lines. On a very dark lonely evening the East bound freight train toppled over with a minimum of ten PBYX wagons coming to rest on their sides fully consolidated with freight. The initial recovery of positioning the wagons safely away from the freshly repaired rail network and the relocation of the in transit freight was performed by the rail operator as you would expect.

However the recovery of the PBYX wagons was a far more difficult and extremely optimistic recovery program. Beattie Transport's project team worked extremely close with the insurer, loss adjustors, infrastructure owners, statutory authorities and EDI Downer direct the repairer. Many weeks of complex negotiations and planning all represent the basis of this remote activity way out in the remote outback of South Australia where a small but talented team was supported by flexible coordination, complex solutions and exact planning which saw the mutual involvement of the SA Power network, SA Police, ARTC and McMahon Services all working within this very successful recovery program.

Beattie Transport understand that in the mobilisation process of most major projects inefficiencies creep into the formats which can see the task run off the tracks in terms of delivery and cost—the experience of the Beattie project team demonstrates that planning and understanding how to focus on the real operational activities and the physical in-field events that arise can all be turned to the project advantage. Even right at the last minute when the rail owners ARTC changed the operating parameters with the OSOM permits of in-transit crossing of the rail lines by including expensive rail supervision on both empty travel and consolidated trailing equipment (8x line floats) traveling between the recovery site near remote Tarcoola to and from the Stuart Highway. The initial lead team having to cut their way through property fencing and creating temporary gates within the same properties in order to negotiate a safe passage around a number of limited access cattle grids so that these oversize vehicles could safely travel on these remote roads towards their end destination in Port Augusta.





Around the camp fire at night after a long hard day working in the harsh Ochre coloured outback is a refreshing place to reflect on the activities of the day and an opportunity to enjoy the peace and quiet of the bright moon lit night with nothing but the flickering flames of the camp fire dancing about in the shadows of the remote darkness. This is the time and place to reflect on the bush hospitality—it reminds us when men were real men sitting around a camp fire enjoying bush stories, reflecting on each other's past wild activities of that time when they were much younger men.

Then each morning back to the crane and repositioning equipment for load consolidation until they are all uplifted and then the site demobilisation can start the close out of the 14-day-activity. This task required absolute commitment from all within the team to carry it off without incident and maintain the rigid distribution regime established to ensure that the cost of delivery was captured and achieved on target.

Projects like this are very much at the mercy of the elements as rain would spell disaster in trying to travel on these remote roads, additionally high winds also have a huge effect on the load consolidation in terms of the craneage on site but also for the in-transit vehicle carrying these huge PBYX wagons being at 5.2M high and 23M long they just like a sail and capture the slightest breeze and could easily be blown over.

The precision required to ensure that these consignments travelled safely to and from site is no accident, for at Beattie Transport we take all consolidations seriously. Beattie Transport received a range of accolades in terms of the on-time delivery, our drivers' willingness to assist the infield personnel on site, compliance to fatigue regulations and importantly no damage or in-transit incidents. Well done to our Drivers, Contractors, Pilots, In field Services, Operations and Compliance teams for a job extremely well done with proactive advance communications to all parties involved. Simple projects don't just happen without preplanning, process and systems being adhered to and I'm pleased to say this was not a simple project—but we stayed on track and delivered.

**By Syd Redfern
(General Manager Projects)**



Truck fact n° 2

Giving the truck its motor

The first motorised truck emerged towards the end of the 1800s.

The man responsible was Gottlieb Daimler, a German engineer who was responsible for the world's first motorbike and taxi.

Western Australian Reflections

By John Dale (State Manager Western Australia)

The doom and gloom soothsayers referred to earlier this year have had an impact on the of the economic climate in the State of Western Australia over the past months.

On top of a down turn in all sectors of our economy the major ratings agencies have in their infinite wisdom decided to downgrade our state's credit rating which has our government and Premier in a tish.

Our unemployment rate is up and continues to rise, especially from the mining industry which has been divesting itself of employees at an ever increasing rate.

In this climate we at BT

WA continue with our upbeat attitude to the "CAN DO" policy of our company. We have endeavoured to ensure a high level of service to our national customer base and continue to promote our all-round transport services as new opportunities present.

As part of the policy of the company to grow its market share several opportunities for growth by way of acquisition have been investigated by our senior management team without a positive result, this action along with organic development through our customer base and sales activity will see our branch in the future conti-

nuing to show positive results to the companies bottom line.

Our congratulations to all those teams that have made the AFL finals, their futile efforts to defeat the Swans will bring a tear to the eye of many.

Unsure whether this article was to be serious or not serious, ok for the not serious.....

Did you know that the world record for organic [there's that word again] cow pat throwing is 81.1metres or 266 feet?

Take up the challenge people.

«

IT Update

We have engaged a company called Transfocus to develop a front end operations module for the Translogix system.

The key components of the project will be booking jobs, creating operational legs, checking vehicle availability and allocating equipment.

The sample booking screen

enables a range of data to be updated from a single screen that would have previously required 4 screens in Translogix.

As an add on feature to our website customers will be able to access their POD via <http://www.beattietransport.com.au/html/Login/> using their unique customer log

on, each column will have a search filter at the top of the column so they can search on any field on the portal.

Customers will also have the ability to re print their invoices.

Transfocus are currently in testing phase and the programs should be deployed later in the month.

«



TRANSFOCUS

The new standard
in Logistics IT



What does "W.A.D.I.T.W" mean to you?

By Briony Gilmore-Rankine
(National Compliance Manager)

In recent times, I've discovered a phrase so vulgar to anybody working in compliance, that my stomach turns each time I hear it.....

"We've always done it that way". This sentence has got me thinking – exactly how do we balance the value of experience with our business and personal need for continuous improvement.

It would appear that there is quite a legitimate argument for undervaluing the importance of past experience in an effort to try to create a new way forward.... Or is there? This is the rhetorical question that we in compliance are faced with.

Consider, for a moment, the truck driver who has had a career spanning 40 years typical of our industry. The days of driving around the clock are well past and there are now terms for them to comprehend like fatigue management, journey management and Chain of Responsibility. The amount of paperwork required for even the simplest of loads has tripled and the requirement for drivers to tend to matters further than their steering wheel are becoming

increasingly complex. And then, we consult on truck drivers on topics such as continuous improvement.....

If we look at the continuous improvement model, we start to understand exactly how complex this process can be. When we begin to factor in our people, culture, roles, responsibilities and our business vision, it is evident that this is a multifaceted approach to achieving our goals, and ensuring our customer expectations are exceeded.

As an employee, consider where you might be able to contribute to your company's continuous improvement. What will your contribution be to bring our companies successfully into the future. I believe that the first step in this is recognizing that this is a journey together.

As the National Compliance Manager for Beattie Transport, it is my role to assist our team in identifying roadblocks (potential or otherwise) and establishing a way in which we can overcome them to meet with our company's vision. What this means for our clients is a firm commitment towards our service delivery ensuring that we not only meet, but exceed their expectations. Our service delivery must remain in the forefront.

On a final note, what does W.A.D.I.T.W mean to me?

I firmly believe that this phrase guarantees in almost every instance, a shutdown of creativity or innovation hampering any possible positive effort towards continuous improvement. This will ultimately result in disappointment.

Truck fact n° 3

Why is a semi a semi?

When you hear about a semi-truck, the word 'semi' emerged primarily due to the actual trailers these trucks support.

As these trailers have no front wheels, they are completely incapable of movement unless connected to the tractor section of a truck.

So as 'semi' can refer to something not being complete, that's where semi-trailer comes from. The term 'semi' for the trucks was then adapted from there.



Image source: Comcare (www.comcare.gov.au)

PLAY THE GAME

BEATTIE TRANSPORT SAFETY RULES

LEADERSHIP

1. **LEAD** by example
2. **VISIBLY** demonstrate your commitment to safety
3. **EMPOWER** your people to stop, think and plan
4. **SET** clear expectations
5. **INVOLVE** and communicate with your team
6. **REGULARLY** thank your team for their safety efforts

BEHAVIOUR

1. **STOP** think and plan to be safe
2. **STAY** at least 2 metres clear from moving mobile equipment
3. **ALWAYS** wear your seat belt or safety harness
4. **DRIVE** to conditions and obey speed limits
5. **STOP** anyone with a bad lifting technique
6. **NEVER** work when affected by drugs or alcohol

TOMORROW—YOUR REWARD FOR WORKING SAFELY TODAY

Truck fact n° 4

World's largest output of trucks

In 2011, Japanese vehicle manufacturer Isuzu produced the largest number of trucks to ever be manufactured in one year.

The company's total update equalled 447,359 for the entire year. This record is yet to be beat.

Debt Collection

POD an important part of the delivery process and payment collection

Over the past three months we have seen the debtors ledger decrease as we have become more stringent with the processes we have in place.

We could significantly decrease the debtors who are not paying us within our trading terms by simply ensuring that all PODs are signed and returned in a timely manner.

We have some customers who cannot or will not pay us without the signed Proof of Delivery; if we do not have this POD we are unable to invoice these customers. Once all rele-

vant paperwork is provided we can then invoice the client.

Any delay in invoicing delays payment to us. By improving one small step in our process, we would see a great improvement on where we are today with our debtors ledger.

Saba will continue to work with our drivers and staff to ensure that we can provide our customers with their required paperwork as soon as possible.

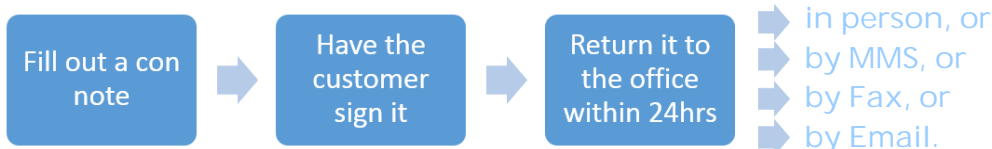
Please remember that in addition to dropping PODs into our offices you can

provide PODs by MMS to 0458 047 538, Fax to 08 8169 1399 or email: pod@beattietransport.com.au

Remember: delivering the load is only one (1) step in the process of ensuring the customer receives the service required, so we ask that everyone, every time, on every load please fill out a con note, have the customer sign it at the pickup and delivery and returned to the office within 24hrs of delivery, ensuring the customer gets what they want and we get paid for what we do!

«

Please remember, for every load...



Supporting our Youth through Apprenticeships

Apprentice Scott Hutchinson

Division: Adelaide Workshop Cavan SA

Commenced: 2012

Career: commenced as a school based apprentice, and since transferred to a Diesel Mechanic apprenticeship

Before BT: School

Interests: Engines, Motorbike riding, cars

Favourite Food: Krispy Creams

End goal: To own my own business

Best thing about BT: Work environment, having a laugh

As an employee and apprentice, Scott typifies what we are looking for in an employee and an apprentice. He brings enthusiasm and determination to the job, along with a willingness to learn new things. Because of that, he has become an important part of our team and we look forward to a long relationship with Scott.



Scott working under the direction of the workshop manager John Kells

Truck for sale with ongoing work

Currently an owner driver or looking to become one? We have a 2011 white cab over Argosy for sale to remain in our fleet as a sub contractor with the provision of ongoing work. This is a clean tidy truck with full service history which would suit a current operator looking to upgrade his current vehicle or a new operator looking to enter into an owner driver position. If you're interested in joining the BT team and what we have to offer please contact Michael Greenwell in Adelaide on 08 81691300.



BT Staff—Multi Skilled

Arthur Ziolk, BT's new Strategic Partnership Manager in Queensland, has recently moved to Brisbane.



This 3 metre python visited his house recently which warranted a Snake Wrangler call out to remove the snake.

Apparently these reptiles are quite prolific in his neighbourhood.

Now that Arthur has seen how it's done he may consider offering some assistance to neighbours as a Snake Wrangler? «

Truck fact n° 5

Road trains

When it comes to road trains, Australia has the largest and heaviest road-legal vehicles in the entire world.

And while many of our longest road trains have been part of breaking records, every single of the world's largest road train records belong to Australia.

So far, the world's longest road train was an Australian truck that had 112 semi-trailers and ran a length of 1,474.3 metres.

New to the team: Jaime

Operations Assistant Queensland

Previous position and background:
Over 10 years at McAleese Transport. Started as a data entry clerk and worked my way up through Permits, National Accounts Clerk for Komatsu Australia, Payroll and Accounts Payable and then into Heavy Haulage Fleet Allocator and Supervisor for Brisbane. Prior to that I was with Blue Star Logistics for a few years.

Qualifications/degrees:
Certificate III in Financial Services, AutoCAD Certifi-

cate, Fire Safety Training, Valid MSIC card for all Brisbane wharves

What I like about my work at BT:
Small office environment, variety of work, new knowledge under my belt – as I have mainly Heavy Haulage experience with minimal general freight experience

Ways in which Beattie Transport is different to my previous employer(s):
Smaller company, systems / procedures are different, Linehaul com-

pany

Hobbies/interests outside of work: Netball, Reading, Being a mum to my 2 daughters

The first thing I do when I arrive at work:

Get a caffeine hit

Something you would not like to work without: Computer and my caffeine hit

What influences my success at work the most is...

Being able to have a laugh.

«

Workplace culture

Two types of thinkers

ABOVE THE LINE THINKERS

O... OWNERSHIP

A... ACCEPTANCE

R... RESPONSIBILITY

BELOW THE LINE THINKERS

B... BLAME

E... EXCUSES

D... DENIAL



If you want to change workplace culture consider the following question:

Do you want to be part of the **problem** or part of the **solution**?

At Beattie Transport, we strive for a company culture that combines opportunity, openness, enthusiasm, diversity, teamwork, accountability and a sense of purpose to provide a rewarding professional experience that promotes fairness, dignity and respect for all employees.

However, as in any organisation, disfunctional habits can arise in our workplace and undermine this positive culture. Therefore, we encourage all our staff and stakeholders to openly address any issues they may have and to make suggestions for improvement.

Talking about an identified problem is the first step to finding a solution.

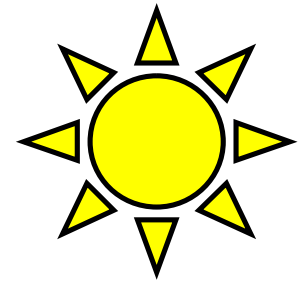
Health & Wellbeing Corner

It is spring time, the days are getting longer, and finally the sun is out again! While this is good news for our vitamin D intake, it is important to be sun smart. For when the UV level is 3

or above, Cancer Council recommends the five S:

- Slip on protective clothing
- Slop on SPF30+ sunscreen
- Slap on a hat
- Seek shade
- Slide on some sunnies

To find out current UV levels, you can visit the government website <http://www.bom.gov.au/uv/>. Also handy: follow SunSmart on Facebook or download their app to be up to date on the go.



SunSmart Australia on Facebook:

<https://www.facebook.com/SunSmartAus>

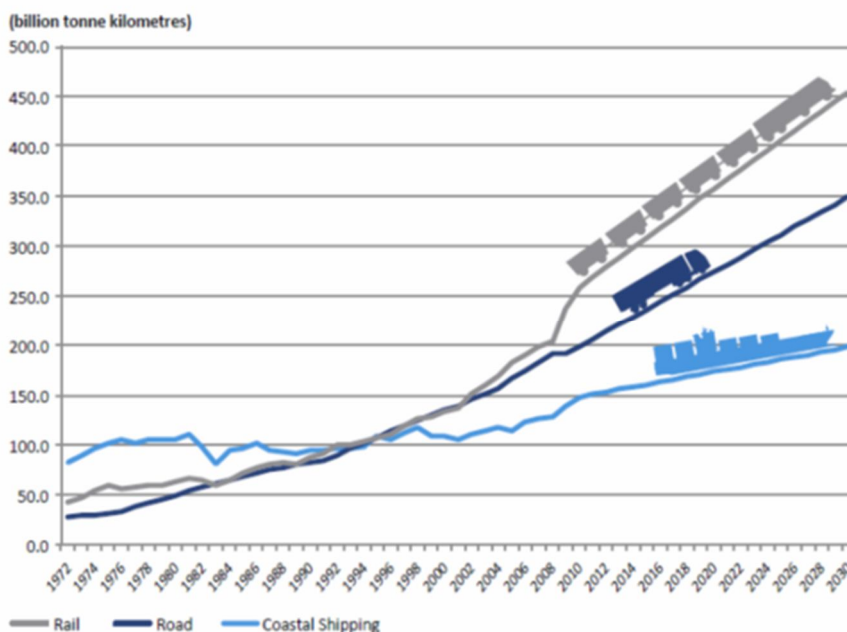
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Transport Industry Outlook

By Todd Newmarch (Company Accountant)

Driven by population growth and globalisation, the transport industry in Australia continues to grow rapidly. In fact, industry analysts predict our freight task will double by 2030 and triple by 2050.

Freight task by transport mode, 1972 – 2030



Source: BITRE 2010, Long term projections of Australian Transport Emissions: Base Case 2010, Report prepared for Department of Climate Change and Energy Efficiency, BITRE, Canberra.

Road transport dominates the Australian market for nonbulk freight due to its advantages in price, speed, convenience and reliability. Despite the slowdown caused by the GFC and a decline in Australia's manufacturing industry, the long-term outlook for the industry is positive, with in-

dustry analysts predicting 75per cent growth in the next 20 years.

However, the industry is expected to struggle to maintain profitability as it faces growing cost pressures around compliance like Fatigue Management and Chain of Responsibility. Smaller mid tier operators

will struggle with these demands which is why Beattie Transport is looking to grow with its "CAN DO" philosophy investing in safety and technology which will additionally be our competitive advantage.

Source: Ferrier Hodgson – The Way Ahead 2014

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Visit our website:

beattietransport
.com.au

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At Beattie Transport, we provide Australia-wide innovative distribution solutions. Specialised in heavy haulage, over-dimensional transport, road train services and hot shot deliveries, we also offer rail and sea freight handling and general freight services, as well as transport-related services such as logistical support, project management, storage and warehousing.

With depots and offices in South Australia (Adelaide), Queensland (Brisbane), Western Australia (Perth) and the Northern Territory (Darwin) and a national network of strategic partners, Beattie Transport services all Australian states and territories.

Mining industry transport, transportable building transport, pipeline transport, truck transport and drilling rig shifts are a few examples of our daily business. In addition to over four decades of transport industry experience and a can do culture, we have the following accreditations: ISO14001, ISO9001, AS/NZS4801, CSG Level 1, Bechtel A+ and Achilles FPS.

No job is too big or too small!

Contact us today to discuss your logistical requirements:

www.beattietransport.com.au

We hope you enjoyed this issue!

The Harvard Business Review recently came to the conclusion that "marketing has become too important to be left just to the marketers". This is no news to us at Beattie Transport, where all marketing actions are a result of cross-functional teamwork.

The Beattie Times newsletter is a great medi-

um to share our news, achievements, ideas and insights with our customers, staff and other stakeholders, promoting the company's can do approach and capabilities.

Thanks to all of you who contributed to this issue, and we look forward to many more BT stories in December!

45 Years of Innovative Distribution Solutions, Driven by Service

It all started with a fledgling single-vehicle operator in Adelaide back in 1969. Today, Beattie Transport has grown into a specialist in end to end logistics supply. To learn more about our company, services and capabilities visit our website!

