

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

Welcome to 2015!


Welcome to the New Year's Edition of the Beattie Times! We hope you all had a great start into 2015 and look forward to a successful year for all of us.

In this issue, read about industry facts, figures and trends, get an insight into some of our innovative projects and commitments towards compliance, workplace health and safety, and much more.

Message from the CEO

Welcome back!

I hope you have returned refreshed and re-energised from your Christmas and New Year break. To those of you who worked or were on call over the holiday period, I would like to personally thank you.

There is no question, 2014 will be remembered as a year of two halves, the first still very challenging off the back of the 2013 conditions and the second half showing signs of recovery, although there is still much work to do to ensure we realise the opportunities in front of us in 2015.

As in 2013, our employees further excelled in 2014, ensuring that as a company we became more efficient and operationally effective, staying true to our strategy, delivering the "Can Do" in everything we did. I would like to thank and recognise the efforts of all employees during this period, as collectively our focus and commitment has strengthened our market position and company culture, ensuring we will continue to grow in 2015 and beyond.

With the continued support and "Can Do" attitude of all the BT team in all

areas of the business, the Strategic Partnership Managers are extremely bullish about the opportunities in 2015. Now with a presence in Brisbane, Adelaide and Perth we are confident we will further the success of 2014 in 2015 with a number of new key customers recognising the value of the strategic partnerships and are close to formalising agreements early in 2015.

We are growing and our success continuous, but we must all remain vigilant understanding that in rapidly changing operating environment there is in-



Message from the CEO (cont.)

creasing competition and pressure to find new efficiencies.

We know that our customers want to talk to us as industry experts about where their businesses are headed, and about the logistics issues they encounter. As our customers look to us for our industry insights into solving key logistical business problems, we are working eagerly on plans to develop our insight-sharing capabilities throughout BT solutions, so we can further strengthen our service offerings and relationships with our cus-

tomers and expand our market presence.

As we continue to evolve who we are, we are looking to our customers with refreshed focus, engaging with them in all markets. Again we surveyed our customers late in 2014 and I am pleased to communicate that we received exceptionally positive feedback, with common points being the importance our team placed on customer service, our innovative solutions and "Can Do" attitude in delivering what we said we would do.

Keep up the good work, stay focussed and as a team we will continue to grow, delivering to the expectations of our clients and shareholders alike, and I look forward to continuing to work with you all as one team to realise our company vision, mission and strategy through 2015 and beyond.

Phillip Mills

Chief Executive Officer

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Transport workers top the list of Australia's most dangerous jobs

By Todd Newmarch (Company Accountant)

The transport industry has topped this year's list of Australia's Top 10 Most Dangerous Jobs, released by one of Australia's biggest comparison websites lifeinsurancefinder.com.au.

Trucking, postal and warehousing made the number

one spot for the most dangerous jobs in Australia, following the highest number of fatalities than any other industry.

There were 65 transport and storage workers who were killed while on the job in one year, which was al-

most one-third (29 percent) of all workplace fatalities. There were also 8,450 serious injury compensation claims by workers in this industry in 2012, according to the latest research compiled by lifeinsurancefinder.com.au.

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BT by Numbers

Litres of fuel— 1,800,000 *

Km Travelled – 4,400,000 *

Tyres Purchased - 450

No. of Jobs - 6,000

Pieces of Equipment- 240

Active Customers - 215

Drug & Alcohol tests – 108

Tool Box Talks - 164

* BT Equipment only

Transport workers top the list of Australia's most dangerous jobs (cont.)

Industry	No. of Deaths	No. of serious injuries	No. of Australians working in each industry	Proportion of workers injured
1. Transport, postal and warehousing	65	8,450	600,600	1.4%
2. Agriculture, forestry and fishing	53	3,815	301,100	1.3%
3. Construction	30	12,485	995,800	1.3%
4. Manufacturing	18	16,670	953,700	1.8%
Public/government administration, safety, and defence	13	4,330	1.1 million	0.4%
6. Mining	7	2,670	262,400	1.0%
7. Retail trade	6	11,200	1.2 million	1.0%
8. Professional, scientific and technical services	6	2,100	899,100	0.2%
9. Wholesale trade	5	5,310	416,300	1.3%
10. Electricity, gas, water and waste services	5	530	140,500	0.4%

Source: lifeinsurancefinder.com.au, Safe Work Australia, Australian Bureau of Statistics, population rounded to the nearest 100,000, table is ranked by highest number of fatalities for each industry

At BT, safety is paramount to us. Safe work practice is always our priority, and we are committed to improving our safety performance every day. For that reason, BT has made safety a core element of the company's vision and values. We have a comprehensive HSE management system, embraced by both management and staff, supported and managed by our national compliance team.

If you see a hazard or near miss, please report it to your supervisor who will fill out an incident report.

The Road Freight Transport industry dominates the

transport sector in terms of revenue and employment. In the last 10 years we have seen significant growth in volumes but at the same time strong gains in productivity were made as larger truck configurations were granted access to more of the national road network. The fierce competition in the industry means that the productivity gains from the use of B Double and Triples have been passed on to downstream industry in the form of cheaper freight.

Today, the Road Freight

Transport industry is worth \$51.0 billion in Australia and is expected to grow at a rate of 3.2% over the next 5 years. Despite this strong growth, the industry is expected to struggle to maintain profitability as it faces growing skills shortages, reduction in fuel rebates and growing cost pressures (OH&S). Smaller mid-tier operators will struggle with these demands, which is why BT is looking to grow with its "CAN DO" philosophy, investing in safety and technology, which will additionally be our competitive advantage.

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New Depot in Western Australia

In October last year, the Perth team moved to a new depot: just around the corner from the old location, to 3 Madrid Place in Maddington. With confirmed contracts in WA and significant further opportunities, it was time for a move to bigger premises.

At the same time, Stan Savage joined our team as our Strategic Partnership Manager in Western Australia. Teamed up with Operations Manager John Dale, we are sure they will continue the positive trend from the first half of this financial year.

John Dale and Stan Savage outside their new depot



New to the team: Stan Savage

Strategic Partnership Manager Western Australia

Previous position and background:

I have been involved in the transport industry for over 40 years: six years with K Trans WA as Sales and Marketing Manager, also with McMahon Burnett Transport for 10 years as liaison and sales looking after the Indigenous population in the Warburton Region

What I like about my work at BT:

Personal working relationship with fellow colleagues

Ways in which BT is different to my previous employer (s):

Really there is no major differences regarding the transport of freight but the working relationship is much more friendly

Hobbies/interests outside of work:

Racehorses, football and cricket. And most of all my family

The first thing I do when I arrive at work:

Greet my fellow work mates and have a cup of coffee

Something you would not like to work without: My mobile phone

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

My ability to sell and provide professional BT Services to existing and future clients

'Fleet 69'

Phillip Mills, CEO of BT, is handing over the first of our order of new prime movers to Bob Hyland to be based at our Brisbane supply base, with the Adelaide administration team taking a closer look in and around the truck.

This is also the first of the new truck deliveries our Queensland Operations Manager Rod Ingram will receive over the coming 12 months, and the first since the depot opened in 2011.



On a Different Note

Returning to Work

By Liz Boyce (National HSSE Manager)

Commitment and a positive attitude have resulted in a speedy and successful return to work for our two long haul drivers Steve Hanson and Chris Jarrett.



Steve Hanson

Steve, who has been with BT for almost 4 years, returned from a Moomba run back in April last year, suffering severe back pain. An ambulance was called and after investigation by his doctor, it was discovered Steve had aggravated a previous injury resulting from a car accident several years before. A bulging disk left no option other than surgery which Steve

underwent in July. Three months later, on the 28th October, Steve received his full clearance from his doctor to return to his pre-injury duties. Throughout his, at times, very painful ordeal, Steve has kept positive and participated in every way possible with his return to work plans.

Chris began his line haul career with Beatties working out of the Perth depot a few years ago. Throwing chains over a load, as he had done for many years, while on a trip to Melbourne in May 2014, left Chris with a right shoulder rotator cuff tear. It was not until August that he was able to have surgery to repair his shoulder. Chris

stayed focussed on returning to his pre-injury state even when pain medication left him feeling sick and tired. He attended what must have seemed like endless appointments with health professionals and always participated in what he was asked to do. Chris has just received his final clearance to return to work with no restrictions.



Chris Jarrett

BT endorsed our commitment to returning our valued employees to their pre-injury state by employing the services of an Occupational Therapist. Working with Steve and Chris to facilitate their recovery and return to work has been humbling at times. They have both kept their sense of humour and positive attitude. They have participat-

ed in hydrotherapy, physiotherapy and always attended scheduled appointments. They have both completed several shifts in the admin department, filing paperwork and logging data. They've also spent time out in the loading yard checking trailers and counting pipe and just generally being involved in keeping the cogs turning.

Steve and Chris are testament to the importance of a strong, co-operative and trusting relationship between employer and employee it's been a long haul for the boys and we're very happy to have them both back in their trucks and clocking up the kilometres.

Compliance Corner

By Briony Gilmore-Rankine (National Compliance Manager)

At BT, we recognise that training is an integral part of improving performance and self-fulfilment of our team. Continual learning and other aspects of training development contributes to employee growth and continuous improvement of a greater skilled workforce. At BT, we need to actively fight the momentum of skills deficiency, otherwise we will lose ground. The threat of employees standing still may hinder our progress in the competency race. Our congratulations to the following who have shown a can-do attitude and have finished the training that they have been working on:

Right—Mick Greenwell Completed Certificate 4 in Logistics

Below—John Kells Workshop Manager with Wayne Behenna who completed Certificate 3 in Automotive Specialist and Daniel Hart who completed Trade Certificate in Motor Mechanics.



Further to this, Daniel Hart deserves our congratulations for being nominated to commence Certificate 3 in Heavy Commercial Vehicle Mechanical Technology.

BT is proud to recognise Daniel's potential. We look forward to continually supporting Daniel's desire to improve his skills as he will surely be a valuable asset to our workshop team.



Eye for detail

Showing a very good eye for detail and an appreciation and respect for our client's freight: Aaron Merideth putting back on some end caps off of the Marubeni pipe.

Thanks to Yard Manager Damian for sending in this photo!



BT Innovation

Safe Delivery Program—Drill Casing

Over a number of years now, BT has been fortunate enough to have performed some extremely complex and compliant distribution programs, working directly / indirectly for the resource projects sector. And now that we have been successfully supporting the MITO task ex their vessels in both Adelaide and Brisbane wharfs via their own Adelaide (3PL) facility or via our Adelaide and Brisbane supply bases into Moomba—its interesting to hear the stories about the dreaded pipe head board on the trailers.

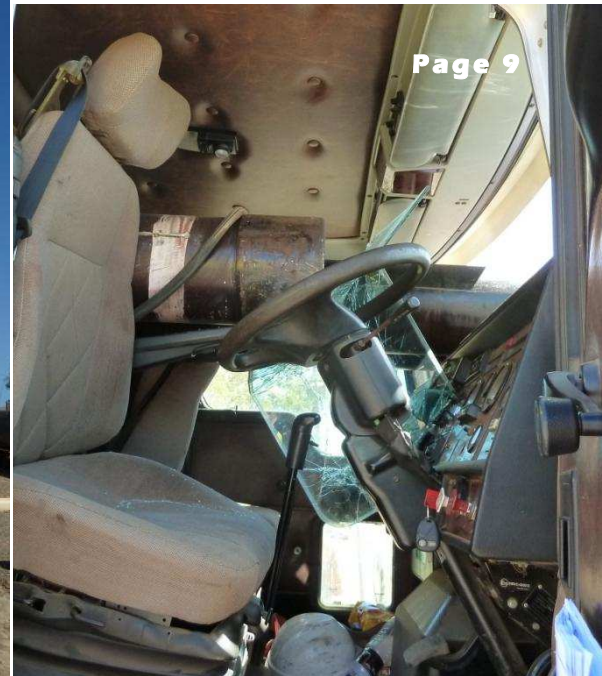
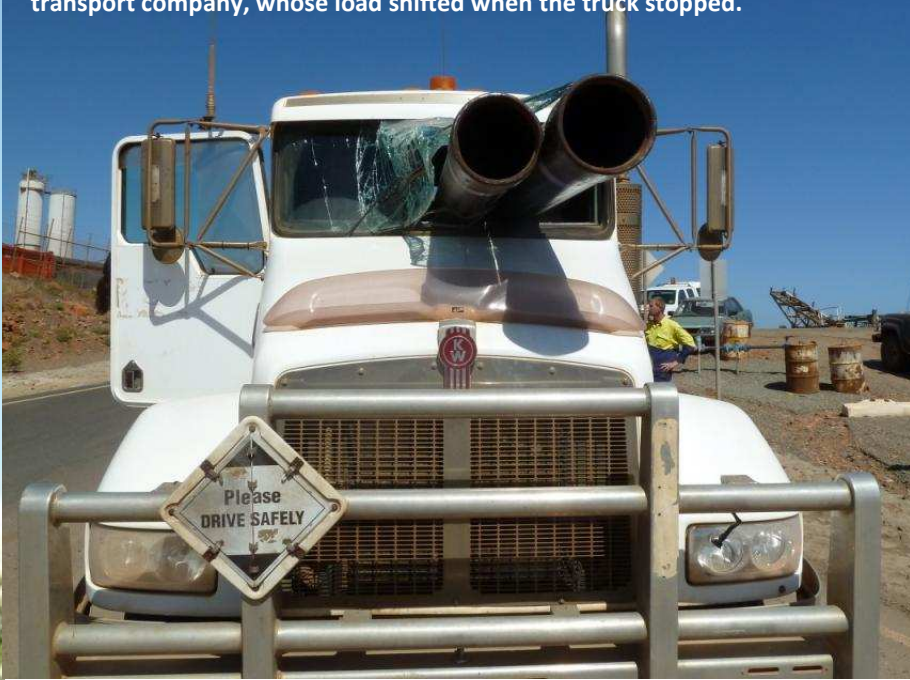
As a means of performing the task with the upmost priority on safety, which must include the driver naturally, BT developed a solid style of head board for the cartage of HDPE pipe when performing the distribution task for a Jacobs Australia contract into BHPB Olympic Dam, which you can clearly see here in our picture (above). This design came about from hand drawn sketchings being sent back and forth via email between our own Beattie project team and the Jacobs Australia engineers in an effort to ensure the safety standard and targets that this task had outlined were achieved. BT's fabrication team and workshop assisted with the swift development and fabrication of a prototype which we tested and further advanced upon to ensure that BHPB were satisfied—these units have been utilised within our fleet nationally now for about 3 years, fortunately without incidence.

I will share a story that Malcolm [our Managing Director] and I saw occur in front of our very eyes whilst in Dampier a year ago. A double road train with drill casing had just pulled out of one of our competitor's facilities in Dampier and came to the intersection on Struckfuss Road, which travels down an incline towards the main road in Mermaid Marine area. As the vehicle came to slow down at the stop sign, the load started to shift—sliding forward from the kinetic energy and loss of friction between the load

Unfortunately, not all transport companies invest as much in safety innovation, which could have prevented this accident.



LEFT (p.8): Solid style headboard designed by BT in close collaboration with the client. BELOW: Driving safely was not enough for the driver of another transport company, whose load shifted when the truck stopped.



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The driver was lucky to get out of this alive

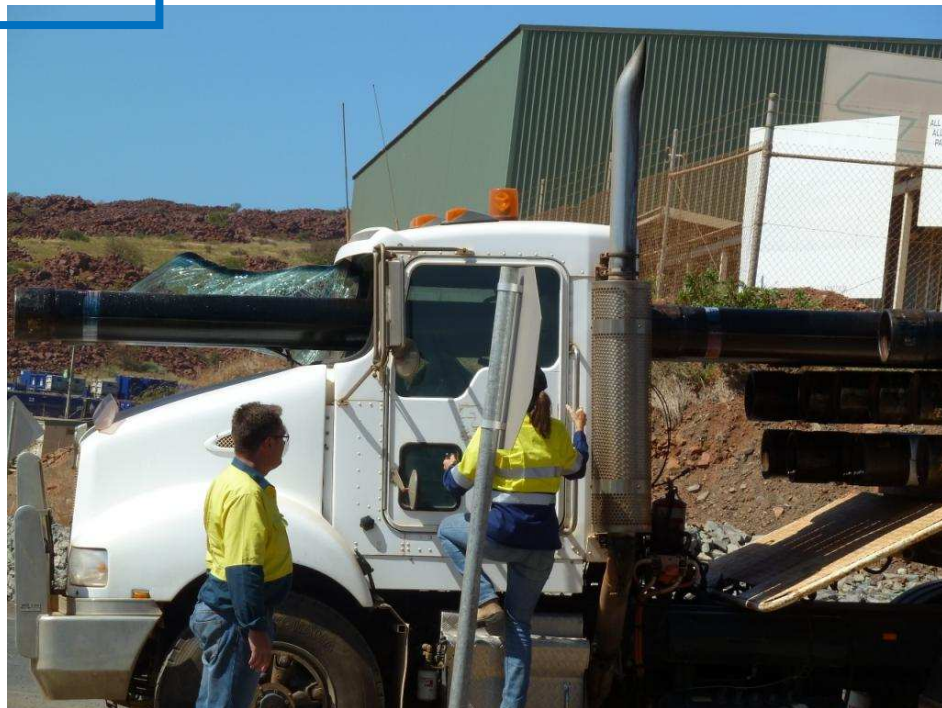
and the securing devices (load binders). These pictures vividly detail a horrid story of what could have been an extremely serious situation. Simple rules in securing a load are to ensure that as a minimum we have 80% coverage in a forward motion, 50% either way—from side to side and also in a rearward motion, with a minimum of 20% capacity forcing the load to remain on its base creating the friction required to see the load secure and safe.

As you can see, this load is not adequately secured (via the above formula). It also failed in terms of a solid style head board which in this situation would have protected the driver. This is why BT has spent a lot of time, effort and money developing safe operating procedures as well as engineering practical safety tools for our trailing equipment.

The precision required to ensure that our consignments travelled safely to and from site is no accident—at BT we take all consolidations seriously. BT received a range of accolades in terms of the on time delivery, our drivers' willingness to assist the in-field personnel on site, compliance to fatigue regulations and importantly no damage or in-transit incidents.

Well done to the 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 we've stayed focused on safety and continue to drive this message throughout our business daily.

In this instance, the driver got out of the vehicle, very lucky to be alive—additionally, everybody in and around this region were very lucky on this day. This incident could happen anywhere and it's up to all of us to ensure that we operate in a



safe manner, considerate of the public at all times—this is a gentle reminder of what we work with every day.

Stay safe, stay focused and survive.

By Syd Redfern
(General Manager Projects)



New to the team: Chris Bergin

State Manager Queensland

Previous position and background:

An extensively knowledgeable and experienced Supply Chain / Business leader with Project Procurement, Materials Management and Logistics experience throughout Australia. Providing customers a tailored logistics solution.

- Proven abilities designing, implementing and managing complex logistics solutions.
- Strong leader of teams with well-developed coaching and mentoring skills.
- Safety leadership and recognition of individual team members' contributions.
- Greenfield and Brownfield Supply Base Logistics Solutions to the Oil & Gas sector

My work history (last 5 years):

PROCUREMENT MANAGER –
BAM CLOUGH JV DARWIN

BAM Clough design and construct world-class marine facilities for major resource projects in Australia and South East Asia. In March 2012 the JKC Joint Venture (JGC Corporation, KBR and Chiyoda Corporation) awarded the contract to design and construct the Ichthys LNG Project Jetty and a Module Offloading Facility (MOF), located at Blaydin Point, Darwin, Northern Territory.

The product loading jetty provides two separate berths, one for the LNG carriers and a second for LPG/Condensate carriers. The MOF will receive the first of the modules from overseas fabricators.

Responsibilities included Procurement of major packages Permanent Materials, Temporary Materials, Sub-Contracts, Small Tools and Consumables.

Responsibilities included Materials Management and Logistics Coordination for the projects also.

ARROW ENERGY – TEAM
LEADER SUPPLY CHAIN

As Team Leader, I was responsible for managing the warehousing and storage activities of the Logistics and Supply Chain Group activities for Arrow Energy's internal business units including Drilling & Completions, and Operations.

CLOUGH PROJECTS

I was the Project Supply Chain Manager; responsibilities included Materials Management, Procurement and Logistics. This role was to liaise with the client and obtain free issue materials to either be transported to construction teams at Roma, or fabricated into pipe spools

at Yatala.

Qualifications/degrees:

Diploma in Operations Management

What I like about my work at BT:

Reliable, dependable "can do" attitude!!

Ways in which BT is different to my previous employer(s):

My previous employer was a large EPCM, so different. I was managing the Procurement function and wasn't often consulted in other areas of the business, so my experiences were not fully utilised.

Hobbies/interests outside of work:

Fishing, Camping, Family.

The first thing I do when I arrive at work:

Greet colleagues, and grab a coffee!

Something you would not like to work without:

My phone, it's my lifeline!

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

Attention to detail, knowledge, and experiences gathered from 20 years Oil & Gas, Service and recently EPCM construction roles.

Sales Strategy Meeting

Getting together at Adelaide Head Office

On 8 January, a Sales Strategy Meeting was held at the Adelaide Head Office to discuss how to approach the market in 2015 in line with the corporate strategic goals.

The meeting was also a great opportunity to introduce new team members and meet staff from interstate: Our Strategic Partnership Manager from Western Australia and State Manager from Queensland both flew in to participate in the meeting in person, and the Marketing Manager joined via Skype.

At the end of the meeting, the team had developed a clear road map to guide them for the next 12 months in continuing the BT success story.

Underpinning our overall strategy is the reason “Why” we are in business. Some people believe it’s to make a profit, but at BT the reason *why* we exist is to “provide innovative solutions driven by service, where our true measure of success is our customers satisfaction”, underpinned by a very strong “Can Do” culture.

Our team and company culture is truly supportive of this, which is evident in our ongoing success.



Back: Lili Sun (Internal Sales Coordinator), Stan Savage (Strategic Partnership Manager WA), Chris Bergin (State Manager QLD) and Steve Moore (GM Strategic Partnerships). Front: Syd Redfern (GM Projects / Defence), Phillip Mills (CEO) and Todd Newmarch (Company Accountant). Behind the camera: Cheryl Moore (Interim Sales Consultant).

As part of the BT team, what have you done recently that was innovative or exceeded our customers' expectations? We would like to hear about it and share it on our website or next Beattie Times edition!

Thought of the Moment

The world is moving so fast these days that the man who says it can't be done is generally interrupted by someone doing it.

—Elbert Hubbard—

The American writer lived in the late 19th to early 20th century. Yet, his words still hold true today.



Find the full BBC Future article from June 2014 here:

<http://www.bbc.com/future/story/20140610-the-trucks-which-drive-themselves>

Driverless Trucks?

The future might be just around the corner—literally.

We've all seen pictures of, or at least heard about, Google's prototype of a self-driving car last year and might be wondering when the convenience of having a robot chauffeur is going to be available to the masses.

And wondering whether it will add to road safety or

rather turn our cities and highways into an even bigger chaos than there already is in some places.

What hasn't been publicised as much as Google's robotic roadster is of an entirely different dimension. In June 2014, a BBC journalist wrote about his

experience when getting a sneak peek at what it's like inside the cab of a self-driving truck.

Jack Stewart went all the way to Silicon Valley in the US, and here are some of the things he wrote about his experience and what he learned:

I climbed up the steps into the cab, and into the surprisingly springy driver's seat. Behind the almost horizontal steering wheel was a vast array of switches and dials, displaying the state of various truck systems; standard fare for a big-rig. The only obvious sign that this truck packed more advanced features were half-metre-long antennae on the large shiny wing mirrors, and a display on the windscreen. Mounted high, where a rear-view mirror would normally be, was a computer tablet.

The principle behind the technology Peloton is working on is simple enough to anyone with even a passing interest in competitive cycling. If you have ever watched a long race like the Tour de France, you will have seen the riders cluster in a group – the peloton. That cuts wind resistance for the riders in the pack, and they can make more progress with less energy. The same applies in the truck world. Platooning vehicles can save the trailing vehicles a lot of energy, and the front one benefits too because it decreases turbulence left in a large vehicle's wake, which negatively impacts aerodynamics. Peloton (the company) is developing technology which would allow trucks to form two vehicles platoons, driving far more closely to each other than human drivers would be able to, to cut fuel use and emissions.

Peloton, together with the US Department of Energy, had just completed a test covering some 10,000km, and in total they had built up around 24,000km in test mileage.

According to Peloton, the platooning technology described above has shown fuel savings of no less than

10 per cent for the rear truck, and 4.5 per cent for the one leading the platoon. Considering the high share that fuel costs account for in operating costs for fleets, this indicates a substantial potential for savings in the industry.

Stewart further describes the close contact between

vehicles. While they are not physically linked, they travel between 23 metres and 6 metres apart—much less than the recommended distance for human drivers (3 Second Rule), taking into account our slow reactions.

Here is how he describes the drivers' perspectives:

In the rear vehicle, the tablet shows a driver's-eye-view from the front truck, so the driver behind can keep an eye on what is going on ahead. Or, in the front truck the driver can have a drivers-eye view from the rear truck. That might sound like a rather uninteresting view of the back of his own truck at close quarters, but it also gives a very clear view of his blind spots, so it can be used to improve safety. »

The front truck communicates directly with the rear truck, conveying information including braking, vehicle speed and engine torque. There are just two switches to control the platooning system. First, both trucks check in with a control centre, which makes sure they are on a suitable road, weather conditions are ok, and it is safe to engage. The Platooning Network Operations Center is "like air traffic control, but much more automated," says Switkes [Peloton's CEO].

If they get the OK, it just takes a flick of a switch to engage the system. The rear driver still has to pay attention, and control the steering, but the brakes



The gap between the driving trucks can be as close as just a few metres (image by Peloton Technology)

At this point, not only the BBC journalist would start to wonder about safety and what could happen if something went wrong with the system.

The CEO of Peloton explains that he has faith in the technology and refers to the safety critical systems that are commonly used in our cars nowadays, such as stability control: By selec-

tively applying brakes, this system can control or limit sliding; it could, however, also cause the car to spin if it went wrong. But the risk of failure can be reduced by ensuring the systems are well-designed and rigorously tested.

The tests made by Peloton are just one example of autonomous truck convoys; SATRE (Safe Road

Trains for the Environment) was completed in Europe last year, with convoys of trucks and cars driving in formation, keeping a distance of just about 4 metres in between.

The article closes with a prediction that for some of you might have already come true (at least on Australian dirt roads, as you can see below):

The future of robot trucking may be just about to overtake you on the road.

Later in 2014, a following publication by BBC Future looked at these driverless vehicles already on the road—or rather, on dirt tracks: automated mining trucks are driving in some parts of Australia, including Pilbara, WA. No lightweights with more than 500 tonnes, the 16 metre long beasts support mining workers and are supposed to reduce the risk of human error, which is often related to fatigue. Site efficiency is also improved.

Internationally, trials with

self-driving vehicles are taking place in many countries and industry sectors, ranging from the car industry to defence to mining. Trials with trucks deliver valuable data, helping analysts understand how self-driving vehicles behave and leading the way to developing communication systems for automated vehicles and their environment.

Who would have thought that the future of transportation is already clocking up miles in the Outback? In the

not too distant future, self-driving vehicles may make a world of a difference to society, considering that most road accidents are caused by human error.

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Find the BBC Future article from October 2014 here:

<http://www.bbc.com/future/story/20141013-convoy-of-huge-zombie-trucks>



Some Australian mining trucks are already driving themselves (image on BBC Future)

Fleet Renewal Program



On 26th November 2014, BT continued its fleet renewal program by taking delivery of a new Kenworth Prime Mover fleet number 70. The photo on the left shows our South Australian Operations Manager David O'Shaughnessey handing over the new truck to a very proud driver Les Badari.

The photos below show yard Manager Damian Arnold with driver Les measuring up the truck, ensuring we have accurate measurements for the permits and compliance.



On a Different Note



The United States, Burma, and Liberia are the only countries in the world that have not officially adopted the metric system as the standard of measurement.



Health & Wellbeing Corner

What's your take on New Year's Resolutions? Have you decided to make 2015 a healthier year, maybe with goals like shedding some pounds, getting fit, or finally managing to quit smoking?

Or have you given up on this silly tradition, knowing that the end of a calendar year does not automatically mean anything and that most people only manage to stick to their resolutions for a month or two anyway?

Regardless of the time of year, if there are things you would like to change in your life, these four steps can help you reach your goals:

1. Resolve to resolve—articulating a goal makes you 10 times more likely to reach it than not explicitly making a resolution, so research has shown.

2. Be specific—vague goals are less likely to be achieved. Instead of setting a goal to 'get fit', for example, define a goal such as 'do the Adelaide Bay to City Fun Run in April' (see link on the right) and write down an action plan to help you get your fitness up week by week to tackle the distance. This way, you can also track your progress, which leads us to the next step:

3. Keep a log—this can be the motivation you need to stick to your plan. Monitor your progress, and adjust your goals where necessary (you're not a machine, and life gets in the way sometimes).

4. Enlist a buddy—research has shown that sharing your goal with a friend makes you much more likely to reach it than if you kept it to yourself, especially if the friend asks you about it every now and then. Who knows, maybe you even find someone with the same goal and you can work towards it together.

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Links:

Bay to City Fun Run in Adelaide on 19 April 2015

For more information, training resources etc. visit:

<http://www.bay-city.org.au/index.php>

4 steps found on:

<http://time.com/money/3648918/ways-to-make-your-new-years-resolutions-stick/>

Marketing News

By Annie Broecker (Marketing Manager)

In line with the newly developed Sales Strategy for this year, BT will continue to use multiple channels to communicate the corporate brand image and promote services and capabilities.

This year, digital media will remain the channel of choice for sharing information so that it is still 'fresh off the press' when it gets to our audience.

What's new in 2015?

Company updates, for example, are now posted in the News & Media section on our website. This is also where you can download the Beattie Times as a PDF.

Moreover, we introduced a

testimonial section on the website in the About us section, showcasing recent customer feedback.

Additionally, we will now increase our use of social media for networking and promotion. In addition to the Google+ profile, which is maintained to optimise the online representation of the company across Google's services, Beattie Transport has a company page on LinkedIn.

All our staff, contractors and stakeholders are encouraged to follow BT and to engage in conversations. For our staff, please be aware of BT's new social media policy when posting.

The document will be made available internally shortly.

If you have any suggestions for posts on the LinkedIn company page or the website, or content for the next Beattie Times, just get in touch!

marketing@
beattietransport.com.au

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FOLLOW US ON

Linked in

**What our
customers say
about our
service
delivery**



Do you have a testimonial that you think should be included on our website? Email Annie at marketing@beattietransport.com.au.

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Tired of typing?
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At BT, we provide Australia-wide innovative distribution solutions. With nearly five decades of experience and expertise in specialised transport services, including over-dimensional transport, heavy haulage, road train services and hot shot deliveries, we offer total logistics solutions such as 3PL logistical support, project management, rail and sea freight handling, logistics consulting, 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, BT services all Australian states and territories.

Mining industry transport, transportable building transport, pipeline transport, truck transport, defence projects and drilling rig shifts are a few examples of our daily business. In addition to our expertise and 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!

Keep checking our website or follow us on LinkedIn to be the first to know whenever there's an important update. We are, for instance, currently developing a webpage showcasing some of our projects to give you an idea of what Can Do Culture can do for you.

Also: New services are coming soon!

FOLLOW US ON

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