

Keeping you informed about progress at QFleet and in the motor industry

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Better late than never

Research shows that work-related road crashes account for 30% of all fatalities, making up the most common types of work related deaths in Australia. With two out of every three vehicles on the road making a work-related trip, these figures are not surprising.

With some 13,000 vehicles on the road throughout Queensland and many more drivers than that actually using our vehicles, QFleet has a responsibility to promote accident prevention and encourage safe driving attitudes and practices. The benefits extend beyond the well-being of drivers, passengers and pedestrians to the wider community in the form of lowering the costs of injury and property damage.



We can all minimise our risk of being involved in a road crash by becoming safer and more responsible drivers. The Queensland Road Safety Strategy 2004-2011 targets speeding as a key road safety issue for our state. "Speed increases the risk and severity of injury when a

crash occurs. More appropriate travel speeds will reduce death and injury on our roads."

Fatality numbers over the rest of the decade and beyond will depend in part on action taken in speed management. Achieving better compliance with speed limits is one of the most effective ways of cutting the road toll and reducing other road trauma.

As a community we now have greater awareness and understanding of the factors contributing to the road deaths and injuries,

and these have changed some of our attitudes, but not all. Whilst drink driving is now widely regarded as socially unacceptable behaviour, speeding is not.

One of the disturbing problems with speeding is that while most people accept that speeding increases crash risk, many people continue to speed. Queensland Transport's anti-speeding campaign reports that the most common reason for speeding is "when running late" and that 59% of drivers say they drive over the limit, even by a few kilometres. This is a dangerous attitude because there is no such thing as "safe" speeding.

Even with cooperative advertising, sections of the community still believe that moderate speeding is not a safety issue. A typical psychological response is to take the view that speed reduction initiatives such as speed cameras are "revenue raising" exercises, overlooking the fact that we can avoid financial contribution simply by easing off the accelerator and obeying the law.

The challenge is to change the "safe speeding" attitude.

The media has a part to play in addressing this attitude, and in August 2002, the Advertising Standards Board adopted a new voluntary code for car advertising. This was in response to community concerns that car commercials that portrayed speed and unsafe driving contributed to the road toll.

There is an extensive body of research showing that even small reductions in vehicle speeds result in a marked reduction in the number of road fatalities and serious injuries. A Federal Office of Road Safety study of speed related crashes in 60 kilometre zones found that the risk of being involved in a crash causing death or injury doubles with each five kilometre increase.

Public campaigns aim to promote a better understanding about speed issues.

Most drivers would have seen Queensland Transport's commercial depicting a motorist speeding and crashing into a young mother

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QFleet
Queensland Government
Department of Public Works



A message from the General Manager

QFleet is committed to assisting clients to stay safe on the road. We look for positive ways of increasing awareness and encouraging fleet participation in achieving a safer road environment. Journey is one way of communicating a road safety message to our clients. Future issues of Journey will promote and encourage safe driving practices.

The Whole-of-Government Fleet Management Review Project has completed its Discovery Stage and the findings have gained endorsement across Government. Many of you may have attended one of our recent state wide briefings where these findings were detailed.

I would like to once again thank clients who provided valuable input to the review by attending workshops or completing online surveys.

The findings identified a number of key areas, common across whole-of-Government, where improvement opportunities exist for the fleet management products of Vehicle Selection, Pooling and Parking, and Vehicle and Parking Fringe Benefits Tax. These included improvements in the areas of systems, policy, governance, reporting and training.

Importantly, and in addition to the specific areas of improvement identified, there was a genuine enthusiasm from fleet staff across Government to implement

improvements in the way they manage their fleets.

This enthusiasm is currently driving the Envision Stage of the review where, through client consultation, product models are being evaluated for the future of fleet management.

These models will be assessed to improve service delivery. This will simultaneously seek to lower the cost of fleet management by delivering efficiency and consistency in processes and systems.

The review team is committed to reporting its Envision findings and recommendations to the Whole-of-Government Service Integration Committee in early July 2005. The details of these findings will be provided at the forthcoming series of QFleet's regional presentations and also in future editions of Journey.

Regards

Bruce Grady

...continued from page 1

and her baby. The 'Every K Over is a Killer' campaign aims to alert the community to the crash risks and consequences associated with exceeding the speed limit by even a modest margin.

Driving at lower speeds will allow a better chance of either stopping in time to avoid a collision with an object or a person, or will reduce the severity of the impact and injury.

The long term objective of this and other speed reduction campaigns is to position speeding as socially unacceptable behaviour.

Road safety requires a long term commitment. Learning does not stop when we have passed the driving test and obtained a driver's licence. Changes to road rules, road environment, vehicles and ourselves mean that we should continue to refresh our skills, knowledge and awareness in these areas.

Fleet Managers are in an ideal position to adopt policies for safe driving practices and incorporate further training and education for their employees where required.

QFleet promotes safe and responsible driving by offering a comprehensive safety program aimed at reducing the number and severity of injuries resulting from the operation of QFleet vehicles. QFleet's 'Think Safe, Drive Safe' program aims to promote safe driving attitudes and practices. It is a competency based driver training program consisting of an interactive CD-ROM theory section complemented by a practical driver component.

For more information on 'Think Safe, Drive Safe', contact Mark Parsonson on 07 3225 8774 or email mark.parsonson@qfleet.qld.gov.au.

This information has been collected from the following sources:

- Queensland Road Strategy 2004-2011 www.roadsafety.qld.gov.au
- National Road Strategy www.atsb.gov.au/road/nrssi/index.cfm
- Queensland Transport web site www.transport.qld.gov.au/safety
- RACQ web site www.racq.com.au
- RTA www.rta.nsw.gov.au/roadsafety/downloads/speedmanagement.pdf

Contacting QFleet

QFleet Head Office

Level 16, Mineral House
41 George Street
Brisbane
GPO Box 293
Brisbane Queensland 4001
Telephone 07 3224 4292
Facsimile 07 3224 6242
Website www.qfleet.qld.gov.au

A/Senior Fleet Consultant

Mary-Ann Micallef
Telephone 07 3225 269
Facsimile 07 3227 8216
mary-ann.micallef@qfleet.qld.gov.au

A/Senior Fleet Consultant

Gary Hollis
Telephone 07 3225 2699
Facsimile 07 3227 8216
gary.hollis@qfleet.qld.gov.au

Fleet Teams

Desiree Farry **Fleet Consultant**
Telephone 07 3225 2690
Facsimile 07 3227 8216
desiree.farry@qfleet.qld.gov.au

E-Gas: another shade of green

Many clients are improving the environmental performance of their fleets by reviewing their vehicle needs and shifting where possible from six-cylinder to four-cylinder vehicles, or from medium sized four-cylinder to small size four-cylinder models. The composition of the Queensland Government fleet suggests that there remains substantial opportunity for such improvements.



emissions per litre of fuel consumed. When both factors are taken into consideration, LPG emits significantly less CO2 over the same distance than petrol. LPG also results in lower air toxics and fewer smog forming emissions.

The following table demonstrates an indicative comparison in CO2 emissions between the petrol and E-Gas variants of the Falcon XT sedan.

XT Falcon Variant	CO2 Emissions per litre of fuel consumed (kgs)*	Fuel Consumption (litres per 100 kms)#	CO2 Emissions per 100 kms (kgs)	CO2 Emissions per 40,000 kms (kgs)
Petrol	2.3	11.5	26.45	10580
LPG	1.5	15.3	22.95	9180

* Australian Greenhouse Office (Generic emissions for fuel type, regardless of vehicle) # Ford Australia

However, there will still be applications for which there is a legitimate operational need to maintain some larger passenger vehicles in the fleet mix. For a number of vehicle types there is another way of achieving real greenhouse emission reductions - leasing Liquefied Petroleum Gas (LPG) fuelled vehicles.

LPG pricing also offers reduced fuel costs, which Ford estimates can exceed 30% compared with petrol. To promote this benefit Ford has designed an online "E-Gas Cost Saving Calculator" which can be found at www.ford.com.au/lpg/Cost_Saving_Calculator.asp.

A growing number of manufacturers are offering dedicated LPG vehicles that have been engineered to operate efficiently without compromising performance. One example is Ford's E-Gas Falcon range.

For clients in need of light commercial vehicles, Ford offers Falcon XL and XLS Utilities in E-Gas configuration, with a 92 litre fuel capacity and no decrease in load carrying or towing capacities.

The E-Gas configuration is available in Falcon XT and Futura sedans and wagons. Ford's E-Gas LPG engine is fully integrated with Falcon's engine management system and instrumentation. It even rolls off the same production line as regular Falcon models.

For more information and specifications, check the E-Gas page on Ford Australia's website at www.ford.com.au/lpg/eGas_home.asp.

Ford describes its new LPG-dedicated range of E-Gas Falcons as "meaner, leaner and definitely greener".

According to the Australian Greenhouse Office, almost half a million vehicles in Australia, nearly 5%, already use LPG and the automotive LPG market is growing at more than 10% per annum.

The fuel tank is located under the rear floor to accommodate the split-fold rear seat feature. With fuel storage capacity of 93 litres in the sedan and 116 litres in the wagon the E-Gas Falcon and Futura can travel further on a full tank of fuel than the petrol equivalents.

QFleet clients can purchase LPG from BP under Queensland Purchasing's Standing Offer Arrangement for fuel. BP Autogas is available throughout Queensland at a total of 127 outlets. Specific information about BP Autogas can be found at <http://www.bp.com.au/products/LPG/lpg.asp>.

While fuel consumption is greater for LPG than for petrol, LPG burns cleaner and has lower greenhouse



Introducing Barry Skelton

What is your role at QFleet?

I am a Motor Mechanic at the South Brisbane Service Centre. We service and repair vehicles for QFleet in the CBD area.

What do you enjoy most about your role?

We get to work on a variety of new vehicles with the latest innovative technology and my role also allows me to meet with QFleet's clients.

For the convenience of clients in the Brisbane CBD, QFleet's Service Centre is situated at 131 Colchester Street, South Brisbane.

What do you consider most challenging about your role?

Being responsible for the introduction and training of first year apprentices.

What do you consider the most important attribute in building good relations with clients?

As a team, we offer a good reliable service which meets out customer needs.

What motto do you live by?

Live life to the max.

Bull bars – advantages and disadvantages



In recent times there has been growing public opinion regarding vehicles fitted with bull bars in metropolitan areas. What is a bull bar, and are they necessary on vehicles in 2005?

In this article the term 'bull bars' refers to bull bars, outback bars, roo bars and nudge bars.

Since the invention of mass transportation machines, we have been troubled by wildlife which doesn't get out of the way. The first high speed machine requiring protection from these wandering animals was the early steam engines used by the railways. They utilised a device called a "cow-catcher" that was designed to pick up the animal and sweep it to one side thus preventing derailment and nasty accidents.

Australia is unique with our acceptance of the bull bar. With our wide open spaces and vast distances between population towns, we view animal strike as a possible danger as damage to the radiator could strand us in the middle of nowhere, sometimes with no real chance of rescue. In early days, vehicles usually only hit animals due to driver error as bad road conditions meant we travelled a lot slower. However, from the 1950's onwards, our roads improved rapidly allowing for high speed travel even in the most remote areas. Improvement in vehicle technology allowed higher speeds in harsh conditions.

The original bull bars were home made and often resembled a strong steel gate. They were heavy and designed to throw the struck animal to the ground to prevent entry via the windscreen. As time wore on they became the fitting point

for aerials, rod holders and other sharp items. They had many disadvantages including increased fuel consumption, increased tyre wear, detrimental effect on vehicle handling and often increased the damage received by all vehicles and occupants in collisions. Despite this, they were generally well accepted as a "must-have" item for drivers in rural areas. In recent times they also became a fashion accessory for many vehicles that never see a rural road.

Research into accidents resulted in the introduction of life saving measures such as crumple zones designed to offer protection for vehicle occupants in the event of an accident and airbags that give maximum protection in a heavy collision. The fitting of a bull-bar can interfere with the effectiveness of these devices.

With each progression in safety technology, Australian Design Rules have been strengthened to include the latest level of protection in the next generation of vehicles. Safety has also become a strong selling focus for manufacturers who have invested heavily designing these features into their product.

Pressure from community groups has highlighted issues arising from pedestrian fatalities that may have been avoided if the vehicle had not been fitted with a bull bar. In September 2003, Standards Australia released the new standard for bull bars to be fitted to Australian motor vehicles. This raises safety standards required of any bull bar fitted to a new vehicle sold in Australia.

Advantages of well designed bull bars include the following:

- bull bars can reduce the damage to a vehicle in a collision with an animal;
- if the vehicle strikes an animal, the vehicle is less likely to be immobilised;

- a well-designed bull bar can also reduce the chance of an animal being thrown through the windscreen and injuring the occupants; and

- bull bars may reduce the damage to a vehicle in a light collision with an animal.

Possible disadvantages of bull bars include the following:

- traditional bull bars are not designed for collision situations such as a crash with another vehicle;
- for many light vehicles, a bull bar is inappropriate because the mounting points are not strong enough in a crash;
- increased fuel consumption, due to the added weight and detrimental effect on aerodynamics;
- increased tyre and front suspension wear;
- increased risk of occupant injury due to interference with inbuilt safety features; and
- increased damage and more expensive repairs in moderate or heavier accidents.

In major collisions, a vehicle will be severely damaged regardless of whether or not a bull bar is fitted.

Trends in vehicle design encompass independent suspension and stronger, lightweight materials that will make the front of the vehicle like a giant sponge absorbing most of the impact in the event of a collision, therefore giving occupants the utmost chance of survival. Adding solid objects to the front of the vehicle may reduce the vehicle's ability to provide this protection.

Your Fleet Consultant will be able to advise you on vehicle safety and which vehicles can have manufacturer approved bull bars fitted.

How does it work? Electronic brake force distribution

Braking systems in motor vehicles are undergoing constant refinement and improvement.

The introduction of computer controlled Antilock Braking Systems (ABS) has given engineers the opportunity to further refine braking systems to enhance other areas of vehicle performance. Braking systems now play a key role in the operation of stability control systems, downhill descent control systems and more recently, in Electronic Brakeforce Distribution (EBD).

QFleet's Technical Support Manager, Allan Smith, explained that when a motor vehicle is braking there is a transfer of weight towards the front of the vehicle.

"This is more evident in older vehicles where the front dives noticeably during heavy brake applications. It is not as obvious in newer vehicles because they have anti-dive geometry built into the front suspension," Allan said.

Ideally, as the weight of a braking vehicle transfers to the front, the braking system should compensate. The greater weight on the front tyres allows more braking force to be applied to them and the reduction of weight on the rear tyres requires less braking force to avoid the rear tyres locking up and skidding.

Allan explained that vehicles have long been equipped with simple proportioning systems to vary the braking force between the front and rear brakes.

"The most common are fixed proportioning valves which ensure that a greater portion of the braking effort is directed to the front of the vehicle to compensate for the weight transfer. The simple proportioning valve is effective but it does not allow for any variations in the

vehicles load, speed or braking force," said Allan.

Utilities have a different type of proportioning valve which has been slightly more refined to compensate for the variable and heavier loads carried in the rear of a utility. Their proportioning valve is designed to apply a greater brake force to the rear axle as the load in the utility increases.

"Racing car technology also recognised the need to be able to vary braking forces between the front and rear brakes," said Allan.

They are fitted with brake balance systems which allow the driver to manually vary the braking force between the front and rear of the car in order to compensate for changing fuel loads (weight), circuit speeds, road grip and changing tyre performance.

EBD systems are the latest braking catchcry in new vehicles. They use computer technology to assess the vehicle's speed, load (passengers), grip, and braking force applied

(emergency or otherwise) and constantly adjust the braking bias to ensure that the optimum amount of braking force is applied to the front and rear brakes. The EBD system can ensure that the maximum braking force is exerted without causing a wheel to lockup.

Improvements in braking technology are ongoing, but they do not remove the onus from the driver to operate the vehicle in a safe and responsible manner.

"One of the most important elements of braking is the driver's reaction time and technology will not compensate for a driver who does not allow sufficient room for braking or is inattentive while driving," Allan said.

QFleet is committed to encouraging safe and responsible driving habits.

For more information on vehicle braking or any other maintenance matters contact QFleet's Maintenance Manager on 07 3225 2691.



Supporting the smart way forward

The Queensland Ethanol Industry Action Plan 2005 –2007 was launched at the International Ethanol Conference in May.

The Plan details the Queensland Government's commitment to expand the use of ethanol through the development of the ethanol industry in Queensland.

QFleet's General Manager, Bruce Grady said that QFleet is committed to supporting the Queensland Ethanol Industry Action Plan.

"QFleet encourages the use of E10 by increasing consumer awareness of the benefits and locations where the fuel can be purchased."

Additional outlets are opening in

the upcoming months and will be progressively added to the E10 page on our website at www.qfleet.qld.gov.au.

To find out more information on the outcomes of the 2005 International Ethanol Conference and to view the Queensland Ethanol Industry Action Plan 2005 – 2007 visit www.sdi.qld.gov.au/ethanolconference.

Understanding insurance

1. Vehicle hire

If an insured vehicle is stolen, the insurer will provide a hire vehicle costing up to \$75 per day to a maximum of \$2,000. This is ONLY until the vehicle has been recovered. Clients should be aware that vehicle hire does not cover the period when the vehicle is being repaired. This cost would be incurred by the client.

2. Claiming on damage

An insurance claim is quite specific; in order to claim on a damaged vehicle the client must supply details. Where a vehicle has been damaged but the

client has no information about where, when or how it happened, no claim can be made. No detail = No claim.

Insurance can be claimed if the damage is malicious or vandalism, a period of time can be specified, AND the damage has been reported to the police.

Damage in car parks may be accepted if the QFleet driver knows the time period when the damage occurred. This must be reported to the police. Pool vehicles or where drivers have

since left are not excuses accepted by the insurer.

Clients must instigate their own risk management systems to avoid being left without cover. Mark Parsonson, QFleet's Insurance Account Manager, suggests, if it can be done safely, drivers walk around the vehicle once and quickly scan all major panels, lights and wheels to ensure there is no visible damage.

"This simple procedure it will help to minimise risk, especially for pool or shared vehicles."

Passenger vehicle selection

Which passenger vehicle will you next choose for your fleet?

QFleet endeavours to be our "client's first choice" by providing advice on vehicles and accessories that are fit-for-purpose, taking into consideration safety, possible savings and the environmental impact.

The following questions may help improve your passenger vehicle fleet selection:

Size of vehicle

- What is the vehicle's purpose?
- How many passengers regularly travel in the vehicle?
- How much space is required for luggage or equipment?
- Is parking space size an issue?
- What percentage of use around

town to open road will the vehicle be travelling?

Performance

- Does the vehicle need to be able to tow?
- If so, what will it tow? How much weight will the vehicle tow?
- Does the vehicle require automatic or manual transmission?
- What distance does the vehicle travel regularly?

Safety

- Do you require airbags?
- Do you require Antilock Braking System (ABS) brakes?
- Do you require cruise control?

Environmental impacts

- What is the most fuel-efficient vehicle that can do the job?

- Is a suitable petrol-electric hybrid vehicle available for lease?
- Is there an LPG-fuelled variant available?
- Does the vehicle fit well into the agency's vehicle pool?

Accessories

- Are the accessories "fit-for-purpose"?

Whole-of-life costs

- What is the monthly lease rate?
- What is the fuel cost?
- Is it more expensive to repair and maintain?
- What effect does the vehicle cost have on Fringe Benefit Tax?
- Is the vehicle small or large?

Contact your Fleet Consultant to find out how we can help with vehicle selection.

Queensland E10 outlets

Where possible, Queensland Government vehicles are to be fuelled with E10 as part of the Government's plan to develop a sustainable ethanol industry in Queensland.

The Queensland Government fleet is to use BP outlets when purchasing E10 to gain the significant pricing benefits from this arrangement. However, where BP has no E10 retail presence an alternative site may be used as per the list provided.

Government facilities supplied by BP

- QFleet Service Centre, Colchester Street, South Brisbane

E10 is also dispensed from the following locations:

BP E10 outlets

- BP Whitsunday, 112 Shute Harbour Road, Cannonvale
- BP Capalaba, Old Cleveland and Dollery Roads, Capalaba
- BP Goodna, BP Express, 237 Brisbane Road, Goodna
- BP Ingham, 66 Townsville Road, Ingham
- BP Express Plaza, Cnr Moggill and Cedarleigh Roads, Kenmore
- BP Shakespeare, 114 Shakespeare Street, Mackay
- BP City Gates, 324 Nebo Road, Mackay
- BP Oak Street, Oak St and Tropical Ave, Andergrove (North Mackay)
- BP Maryborough, Ferry Street, Maryborough
- BP Proserpine, Bruce Highway, Proserpine
- BP on Albert, Albert Street, Rockhampton
- BP Sarina, Broad Street, Sarina
- BP Herris Street, Corner Herries and Neil Streets, Toowoomba

- BP Toowoomba City, Ruthven and James Streets, Toowoomba
- BP Truckstop, Anzac Street, Toowoomba
- BP Garbutt, 2 Bombala Street, Townsville
- BP Express Virginia, 1830 Sandgate Road, Virginia

BP Distributor outlets (for card and commercial customers)

- Ayr Depot, 48 Lynch Street, Ayr
- Bundaberg Depot, 33 Princess Street, Bundaberg
- Dalby Depot, 1 Wyley Street, Dalby
- Nambour Depot, Bli Bli Road, Nambour

Caltex/Ampol E10 outlets

- Caltex Sunland, 101 Edwards Street, Ayr (There is a BP alternative)
- Caltex Manunda, 1 Hoare Street, Cairns
- Caltex Portstar, 30 Kenny Street, Cairns
- Ampol Reservoir Road, 31 Reservoir Road, Cairns
- Ampol Sheridan Street, 230 Sheridan Street, Cairns
- Caltex Tropical Star, 131 Sheridan Street, Cairns
- Caltex Ingham, 25 Herbert Street, Ingham (There is a BP alternative)
- Ampol, 103 Thuringowa Drive, Kirwan
- Caltex Mareeba, 70 Byrne Street, Mareeba
- Caltex Bruce Highway, Mourilyan
- Caltex Smithfield, Captain Cook Highway, Smithfield
- Caltex Garbutt, Pilkington Street, Townsville (There is a BP alternative)
- Caltex Bruce Highway, Tully

Evolve

- Evolve, 40 Rochester Drive, Mt Warren Park (Owned by Queensland Fuel Group and Petrochemicals)

Independent Fuel Suppliers E10 outlets

- QFG Ashmore, Corner Nerang Southport Road and Olsen Avenue, Ashmore
- QFG 3198 Moggill Road, Bellbowrie
- QFG Nerang, 85 Spencer Road, Nerang
- QFG Robina, Mackeri Street and Robina Parkway, Robina
- QFG Rocklea, 61 Ashover Road, Rocklea (E98 only)
- QFG West Burleigh, 9 Tallebudgera Creek Road, West Burleigh

Neumann Petroleum outlets

- Neumann Beenleigh, 21 City Road, Beenleigh
- Neumann Eagle Farm Depot, Eagle Farm (Neumanns card only site)
- Neumann Lindum, Corner Sibley and Kianawah Roads, Lindum
- Neumann Morningside, Corner Wynnum and Junction Roads, Morningside
- Neumann Nerang, Corner Spencer Road and Grenfell Street, Nerang
- Neumann Southport, 6/1 Bailey Crescent, Southport
- Neumann Underwood, 3077 Logan Road, Underwood

Additional E10 outlets are expected to go online in the months ahead. A regular update of E10 locations is available at www.qfleet.qld.gov.au. Further information in relation to E10 sites and availability can be obtained through Queensland Purchasing. Contact Barbara Clarke on 07 3224 7920 or barbara.clarke@qp.qld.gov.au.

QFleet auction schedule

June, July and August 2005

Brisbane

QFleet Workshop

72 Pineapple Street, Zillmere Qld 4034

Inspection 10am to 4pm on the two days prior to auction, from 8am on auction day

Auction 8.30am & 10am

Dates Every Friday

Gold Coast

Public Trust Office

Cnr Nerang and Garden Street,

Southport Qld 4215

Inspection 8.30am to 11am on auction day

Auction 11am

Dates Wednesday 6 July

Wednesday 3 August

Toowoomba

Plant Hire Services Workshops

427 Greenwattle Street, Toowoomba Qld 4350

Inspection 11am to 2pm the day before auction, from 8.30am to 11am on auction day

Auction 11am

Dates Thursday 7 July

Thursday 21 July

Thursday 4 August

Maryborough

Department of Primary Industries Forestry

Workshops Walker Street,

Maryborough Qld 4650

Inspection 9am to 11am on auction day

Auction 11am

Date Wednesday 20 July

Rockhampton

Plant Hire Services Workshop

214 Richardson Road, Kawana Qld 4701

Inspection 12pm to 3pm the day before auction, 8.45am to 11am on auction day

Auction 11am

Dates Tuesday 12 July

Tuesday 9 August

Mackay

Plant Hire Services Workshop

Corner Bridge Road and Hume Street

Mackay Qld 4740

Inspection 2pm to 4pm day before auction, 8.45am to 11am on auction day

Auction 11am

Date Monday 8 August

Townsville

Plant Hire Services Workshop

Jurekey Street Cluden Qld 4811

Inspection 9am to 11am on auction day

Auction 11am

Dates Wednesday 13 July

Wednesday 10 August

Cairns

Plant Hire Services Workshop

Cnr Adelaide and Donaldson Streets

Manunda Qld 4870

Inspection 8.30am to 11am on auction day

Auction 11am

Dates Thursday 14 July

Thursday 11 August

For further information about buying a vehicle from QFleet, contact Rodney Clough or Selina Walmsley on 1800 735 338 or email auctions@qfleet.qld.gov.au.

For the auction catalogue fax the Public Trustee on 1902 241 027 (dial from fax handset) or visit our web site at www.qfleet.qld.gov.au.

QFleet working in partnership with you

As your fleet management partner, QFleet provides fleet and asset services to ensure enduring value for you and for Queensland. We help you achieve your outcomes through our comprehensive range of services including the following:

- vehicle leasing and strategic fleet management;
- short-term and special purpose vehicle rentals through our Vehicle Hire Service;
- vehicle maintenance, servicing and repairs through the Zillmere Workshop and the South Brisbane Service Centre;
- the closest fuel and detailing to the Brisbane CBD at the South Brisbane Service Centre;
- the only E10 fuel available near the Brisbane CBD;
- insurance claims management and driver safety programs; and
- fleet advisory services.

QFleet clients are welcome to reprint articles from *Journey*, provided the article is used in full and QFleet is acknowledged as the author.

For further information or to contribute a story idea please contact:

Editor *QFleet Journey*

GPO Box 293

Brisbane Queensland 4001

Telephone: 07 3227 8193

Email: journey@qfleet.qld.gov.au

Disclaimer: The materials presented in this publication are distributed by QFleet as an information source only. This information is provided solely on the basis that readers will be responsible for making their own choices on the topics discussed herein and will seek expert advice as necessary. Information is correct at time of printing.

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Name:.....

Position:.....

Organisation:.....

Email address:.....

.....

City/town/suburb:.....

State:.....

Postcode:.....

Please fax to 07 3224 6190 or mail to GPO Box 293 Brisbane Qld 4001

Journey is also available in PDF format on QFleet's web site, www.qfleet.qld.gov.au.

