

BUILDING OUR MOMENTUM



2010 has not been without its challenges. However, Stevenson is heartened by its involvement in two of Auckland's key infrastructure projects, the Greenlane 4th lane extension and the Victoria Park Tunnel project.

Provision of a solid infrastructure is pivotal to the country's financial growth. Stevenson intends to play its part in supporting the Government's focus on infrastructure by working in partnership with our clients to build New Zealand's future. Together we will build the infrastructure from the resources and products that we have produced, tested in our laboratory, supplied and transported.

We place great store on the strength of our client relationships, nurtured over decades of supplying materials, services and expertise in our core businesses of quarrying, mining, engineering and agriculture.

Two of the areas in which we will place extra focus over the coming months are key to building our momentum.

- The experience of our engineering business in maintaining heavy machinery and large vehicles for our Drury and Huntly quarries, as well as for Stevenson Mining, has developed core competencies in dealing with complex and specialist plant. This has resulted in new contracts, including rebuilding Solid Energy's heavy mining equipment.
- Mining is in Stevenson's DNA. Our history of involvement in the industry began in 1948 at Kopuku Mine (now Kopako). We have expertise in maintaining plant in the mining industry as well as mine planning, design and management, water management, overburden removal and haul road construction. This work is supported by a high standard of health and safety and environmental knowledge in this sector.

I am encouraged by the announcements from the Government in the 2010 Budget. These will act as an incentive to businesses and contribute to achieving the Government's aim of lifting the country's growth rate. The intention is that the process of shifting the focus from borrowing, consumption and Government spending will lead to increased saving on all our parts and greater investment in productive industries and exporting. If this happens, it can only benefit all of us in the long term.

MARK FRANKLIN
Chief Executive, Stevenson Group

Stevenson knows. **Infrastructure.**

STEVENSON CONTRIBUTES TO MAJOR INFRASTRUCTURE PROJECT

A number of businesses from across the Stevenson Group are supplying expertise and materials to a major new motorway project – the 4th lane extension from Market Road to Greenlane – for main contractor Downer.

This project continues Stevenson's ongoing contribution to the development of Auckland's infrastructure for nearly a century.

'This is a complex project with many logistical issues,' says Downer Project Manager Craig Fletcher. 'The depth of experience and expertise across the Stevenson Group has assisted us in meeting challenges that have ranged from stringent site access and safety requirements to technical solutions which respond to the unique site and operating environment.'

'Our ability to work collaboratively across our business to meet the requirements of Downer has been reinforced on this project,' says Stevenson Resources Business Development Manager Barry Larsen. Construction on the new 1.7km southbound lane between the Market Road off-ramp and the Greenlane Interchange began in October last year. This new 4th southbound lane will increase capacity and help to reduce congestion across the central motorway system. The project is scheduled to be completed in February 2011.

GOOD COMMUNICATION IS THE KEY

Stevenson Resources has been supplying aggregates to this high profile project since November last year. Products include a range of drainage metals, base course and cement-treated TNZ40, which is produced through the Drury quarry's pug mill. Downer Project Manager Craig Fletcher commented that he is particularly pleased with the application of Stevenson's cement-treated product.

'Our capacity and flexibility is vital for taking advantage of the off-peak traffic to gain more safe and efficient motorway access,' says Stevenson Resources Transport Manager Leigh Turner.

'The key to managing the logistics and timing of deliveries to meet the day-to-day project requirements has been maintaining clear and open communication with Downer,' she says. 'Our dispatchers are in constant contact with Downer about where the trucks are in transit so that a traffic control vehicle is positioned ready to lead our truck off the motorway and safely onto the site.'

SAFETY AND ACCESS LOGISTICS A PRIORITY

Downer is responsible for managing access on and off site for suppliers. Access to the site is restricted to enable the company to meet stringent Auckland Motorway Alliance requirements. Getting trucks off a free-flowing motorway and onto the site to unload materials is potentially hazardous. Mobile crash barriers are used to allow trucks to safely exit into one of five access gates and unload materials.

VISUAL, NOISE AND SAFETY BARRIERS

A key aspect of the project has been to ensure that visual and noise impacts will be reduced for residents and a consistent vista is provided for motorists.

Using Stevenson Concrete's readymix, Stevenson Precast has almost completed the supply of 150 standard safety barriers to the project. Precast is also manufacturing 83 fascia panels, a large number of L-shaped retaining wall units and 212 noise wall panels.

'Initially the L-shaped units were designed to be produced in situ, but site constraints meant this just wasn't practical and we are now making them in our factory,' says Precast Project Manager Jared Dickson. 'We have worked closely with GHD, the design engineers on the project, to develop a bespoke product – this has been one of the biggest challenges.'

The fascia panels have also thrown up challenges. 'They are extremely difficult to make. Each panel has an exposed aggregate finish on one side and angled rebates on the reverse side to absorb sound. We have developed a system in-house for obtaining the desired even spread of aggregate.'

'This is a very exciting and demanding project, one of the biggest Precast has ever undertaken in terms of complexity and product diversity.'

SPECIAL HIGH DURABILITY CONCRETE

'Stevenson Concrete is delighted to be involved on this significant infrastructure project,' says General Manager David Lowe. 'We have been supplying a range of concrete mixes to the project, with strict requirements on the concrete specification and testing. High durability mixes have been specifically designed for the project.'

'Constant communication and a close working relationship are essential on a project of this nature. We have enjoyed working with Downer as part of the team to ensure that all of NZTA requirements are met in full.'



GHP Piling and Stevenson filling piles on the Market Road to Greenlane lane extension project

Project name: **4th Lane Extension: Market Road to Greenlane**
Project value: **\$18 million**
Client: **NZ Transport Agency**
Contractor: **Downer**
Project Manager: **Craig Fletcher, Downer**

Stevenson knows. **Aggregates.**

NEW TUNNEL TO REDUCE CONGESTION

Stevenson wins aggregates supply contract for Victoria Park Tunnel project.

Work on Auckland's Victoria Park project commenced in November 2009. It is the final phase in the Central Motorway Junction improvements programme. The tunnel, Auckland's first urban road tunnel, and associated motorway widening will extend 2.2km from Auckland Harbour Bridge through St Mary's Bay and Victoria Park to Wellington Street. The project has been identified by the Government as one of seven Roads of National Significance (RONS).

Stevenson is supplying a range of aggregates to the project. These include products used in heavily trafficked pavement such as sub base and cement-treated basecourse (CTB), as well as retaining wall backfill and drainage pipe bedding.

'We're delighted to be contributing to another significant infrastructure project,' says Rick Martin, Stevenson Aggregates Account Manager.

The CTB is manufactured by Stevenson at its Drury pugmill. This specialist plant provides highly accurate dosage and mixing of cement and water. This alternative to insitu spreading and mixing is easier to lay, as stringent monitoring of moisture assists with compaction and 'workability' of the product. It also results in improved environmental risk management.

'The cement-treated basecourse we're producing for the Victoria Park project has a proven track record and performance, as demonstrated on many previous roading projects,' says Rick.

'Our roading contractor clients love the product because they know they can rely on it to consistently meet project specifications.'

As with the Greenlane 4th lane extension project (see cover story), the logistics of site access for aggregate delivery on and off a busy motorway are a challenge that Stevenson manages with its clients on a daily basis.

For further information visit:

www.nzta.govt.nz/projects/victoria-park-tunnel/features.html

Project name:	Victoria Park Tunnel Project
Funding:	NZTA
Alliance Partners:	NZTA, Fletcher Construction, Higgins Contractors, Beca Infrastructure, Parsons Brinckerhoff
Estimated project value:	\$406 million
Tunnel length:	440m, using 'cut and cover' method
Completion:	2012



An Eimco ED7 underground wheel loader with a quick attachment handler. (Now operating underground at Solid Energy's Huntly East mine)

Stevenson knows. **Engineering.**

MINING EQUIPMENT REBUILDS

Stevenson Engineering's experience in maintaining large vehicles and machinery for the company's Drury and Huntly quarries and for Stevenson Mining, together with its increased capacity and expanded workshop, have paid off in a big contract with Solid Energy.

Over the past six years Stevenson Engineering has completed several rebuilds of large underground mining machines for Solid Energy's Huntly East and West Coast Spring Creek mines.

'Our relationship with Solid Energy is very important to us,' says Stevenson Engineering's CEO Tony Coombe. 'These rebuilds have enabled us to demonstrate our expertise and provide support to the mining and other industries. The transformation in a machine after one of our rebuilds is phenomenal. When these machines arrive at our workshop they are very much a rough shell. We replace the steel and the engines. Five months ago we returned a restored JOY continuous miner to Solid Energy's Huntly East mine and it hasn't missed a beat since.'

These machines have to be sufficiently robust to work in highly combustible conditions underground. They vary in age from four to thirty years and are given a complete overhaul every four years to meet stringent New Zealand and Australian underground mining equipment compliance standards. Over a four-year period of being operated 24/7 these machines clock up 15-20,000 hours.

Stevenson Engineering's workshop currently has ten fitter welders, diesel mechanics, line borers and machinists working on rebuilds or repairs for four different items of underground mining equipment for Solid Energy, including a JOY continuous miner and Stamler coal processor, as well as loaders and shuttle cars.

'We're doing a second rebuild on some of these machines, while other machines may be on their seventh rebuild,' says Grant Wearing, Stevenson's East Tamaki workshop manager. 'Each rebuild typically takes around four to six months.'

This rebuild work was previously done in Australia, where turnaround could sometimes take over a year. 'By getting the rebuilds done here, there are significant

savings on cleaning, dismantling and freight costs per machine,' says Grant.

'Once we've stripped down a machine, the electric control boxes go to Australia to be certified. We do all the welding and mechanical refurbishment. Solid Energy's Huntly electricians come up to Auckland to work with us at various stages of the rebuild - it's a true partnership every step of the way.'

'The machines are so huge they require overhead cranes. Our workshop is fitted with 10 tonne gantry cranes which make this possible.'

Substantial documentation is required for each machine to meet compliance standards. Each key stage of a rebuild is tested and signed off at the workshop.

'Every nut and bolt has to be accounted for,' says Grant. 'We're one of the few engineering workshops in New Zealand to have generators capable of converting power from 400 to 1000 volts in order to drive these machines during testing. Being able to do the testing and certifying in-house saves time.'

'Stevenson Engineering's EnviroMark diamond certification reflects our sustainability focus, as well as helping to support the sustainability aims of Solid Energy and other clients,' says Tony. 'We ensure that the oils and fluids removed from these large machines are recycled. We also apply mufflers and other audio silencers to the machines to lower the decibel ratings.'

'The quality of Stevenson's work on these rebuilds is very high and the work is generally completed on time,' says Bryan Clout, Mechanical Project Engineer, Solid Energy. 'Over the past six years Stevenson has completed six major mining equipment rebuilds and also undertaken some substantial repairs. There was a learning curve at the beginning. These are very specialised machines requiring adherence to lots of regulations. Stevenson Engineering has been very responsive to upskilling in this area.'



Rehabilitation work underway at Ohai mine

Stevenson knows. **Mining.**

OHAI MINE REHABILITATION

Following the closure of Solid Energy's Ohai opencast coal mine in Southland last year, a mine rehabilitation process has been underway. Stevenson Mining, which already has a good environmental track record at Ohai, was contracted to rehabilitate the old Pit 3 open cast mine.

The company has been working on the Ohai site for the past six years. In March 2005 Stevenson Mining commenced a five-year contract for opencast coal mining operations for Solid Energy's pit 17.

'Since then we have completed mining operations and mine rehabilitation works around pit 17. We commenced rehabilitation work around the old Pit 3 open cast mine lake last July and this work will be complete by the end of April,' says Stevenson Senior Mining Project Manager Dave Sims. 'It's been a major project, requiring 10 staff on site - seven operators, a supervisor, workshop staff, and one office staff member.'

The rehabilitation work required for Pit 3 is a legacy from previous open cast mining operations over many years.

The rehabilitation of Pit 3 has been carried out to a very high standard and involved the excavation of an existing high wall into a series of batters and berms, and installing berm drains to collect water run-off, which will then be channelled into the Pit 3 mine lake. The excavated material was used to re-contour the old overburden waste dump. This will be eventually sown in grass and grazed by the local farmer.

'We take a great pride in leaving the site in a better condition,' says Dave. 'We've removed in excess of 180,000 cubic metres of overburden from the reshaped high wall using a Cat 350, a 50-tonne digger.'

A key aspect of the rehabilitation was ensuring slope stabilisation. Tonkin & Taylor are the design engineers for the engineered landform being constructed as part of the rehabilitation of Pit 3 at Ohai mine.

'We have found Stevenson to be cooperative and helpful in addressing minor variations to the design, with the ultimate aim of producing a fit-for-purpose final landform,' says Barry McDowell, Senior Engineering Geologist, Tonkin & Taylor.

Stevenson Mining services include:

mine planning, design and management, water management, haul road construction, overburden removal and mining rehabilitation.



Ross Craig-Smith at Drury Farm

Stevenson knows. **Agriculture.**

THE FINISHING FARMS

Stevenson's Drury and Huntly farms are crucial to Stevenson Agriculture as 'finishing farms' for livestock bred at Lochinver Station.

Between them the two operations finish and sell annually to the local market between 11,000 and 13,000 lambs and 700 beef cattle for Lochinver Station.

The two farms act as buffer zones around Stevenson's Drury and Huntly quarries. The Drury farm covers 420 hectares and the Huntly farm 300 hectares.

Stevenson has owned the Huntly farm for 15 years and until two years ago it was leased to an external party. The Drury farm landholding comprises 420ha grazing area, formerly the Sutton and Thorburn blocks, purchased four years ago. Stevenson has owned parts of the Drury farm for as long as it has owned the quarry – over fifty years. The farm also has approximately 150ha of native bush, which has all been fenced to keep stock out.

STOCK TRANSFER PAYS OFF

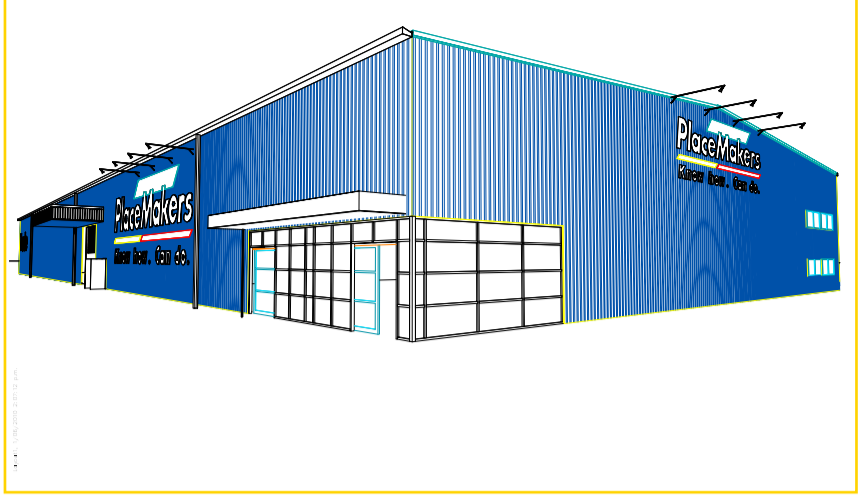
Lochinver's lambs and beef cattle are transferred in stages (determined by pasture growth) to either the Drury or Huntly farms and finished off for local trade market.

'Between June and August Lochinver is short of grass due to the colder climate,' says Farm Manager Ross Craig-Smith. 'We put lighter lambs and beef cattle in a holding pattern on the hills and fatten the heavier lambs on the flats to take advantage of the Auckland market when there is a lamb shortage in the off-season. Our grass grows sooner up here in the warmer weather. When the lambs are fattened we sell them into the Auckland market.'

TECHNOLOGY-LED FARMING

As with Lochinver Station, farming at Drury and Huntly is technology-led. Farmax, an external consultancy firm, assists Ross to plan and prepare feed budgets.

'Farmax enables us to track our feed budgets and look at different stocking rates to ensure we utilise dry matter produced efficiently. We can explore the best options using computerised models before we actually increase or decrease stock numbers. We monitor our pasture growth rates monthly to ensure we have enough grass to feed the animals on hand. We know exactly how much each animal eats and whether we'll be operating a feed surplus or deficit.'



Stevenson knows. **Property.**

ACHIEVING TENANTS' GOALS

Stevenson has a portfolio of properties. A current focus is the development of new premises for its lessee PlaceMakers (Fletcher Distribution Limited) at 24 Oteha Valley Road Extension, Albany.

This site was previously occupied by Stevenson Concrete, which has relocated its operations to alternative premises in Albany. It was also used as a sales yard by Stevenson Masonry prior to its sale to Firth Industries in early 2009.

The PlaceMakers development is scheduled for completion by December 2010. The development will include a 3200 square metre building, which will occupy approximately half of the site, and a 3840 square metre timber yard plus 80 carparks. The site offers an excellent location on the periphery of Albany Village, close proximity to transport networks and to a large population of potential customers.

'We're also looking for the right mix of tenants for the rest of the site,' says Stevenson Properties' CEO Stephen Hughes. 'It's taken a year to finalise all aspects of the development agreement and to work through the consent process. We've succeeded in achieving this before the close of the earthworks season, giving us an excellent chance of achieving completion before Christmas. We're very pleased at the outcome.'

'Elsewhere Stevenson Properties is working with prospective tenants on opportunities. If these come to fruition, the additional development we provide will make better use of our other sites,' he says.

Stephen is keen to emphasise that Stevenson is flexible and goes to some lengths to achieve its tenants' goals with site development.

An example is the refurbishment by Stevenson of the group's former head office premises at 364 East Tamaki Road, East Tamaki, to accommodate Manukau Water (now Watercare). The tenant required a substantial fit out within a tight time frame, which meant that Stevenson had to bring forward its vacation of the building to accommodate this goal.

Stevenson knows. **People.**

DEVELOPING OUR OWN TALENT

Stevenson currently employs 24 apprentices across its businesses.

'Three years ago, the labour market was incredibly tight and we had difficulty recruiting trade-certified staff,' says Stevenson HR Manager Geoff White. 'We decided to grow our own talent. We're also taking a proactive stance in lifting the skill levels in the industries in which we operate.'

The company adopts a range of approaches with the various trade training organisations such as MITO, EXITO, Competenz and Skills4works. These organisations provide young New Zealanders with access to a broad range of trade training and national qualifications, enabling them to learn a trade while being paid on the job.



SAMMY SUBRITZKY
APPRENTICE, STEVENSON RESOURCES,
DRURY QUARRY (EXITO)

'I'm studying for my quarry manager's certificate. My goal is to run a quarry one day. When I arrived here fresh from school I'd never even seen a dump truck before and knew nothing about the quarry industry. Over the past three and a half years I've learned to drive dumpers, loaders, bulldozers and excavators and worked on a range of screens and crushers. For the past year I've been running a \$12 million tertiary plant, so I have a lot of responsibilities.'

'Sam knew nothing about mining or quarrying when he started. Over the past 12 months he's stepped up to a different level,' says Drury Quarry Manager Shane Toto. 'Operating the tertiary plant requires a lot of technical ability, computer work, and expertise in blending rock using the latest technology. He has a very good attitude. He's got a lot of responsibility operating the tertiary plant.'



BEN CARTER
WELD SHOP APPRENTICE, STEVENSON
ENGINEERING (SKILLS4WORKS)

'I've been an apprentice here for three years, since I left high school. By the end of this year I'll have my Diploma in Heavy Fabrication. Next year I'm off to university to study for a bachelor of engineering. I wanted to get practical hands-on experience first. I've enjoyed my apprenticeship here, the variety of work, the good people and the environment.'

'Ben will go a long way,' says Weld Shop Manager Bill Green. 'I wish I could clone him. A really nice guy, he's got a great attitude, is reliable, good to have around, very mature for his age and quick to grasp things. He'll make an absolutely brilliant engineer.'

(For the third year in succession Ben Carter has been awarded the title of Apprentice of the Year by MIT.)



MARK SCOTT
DIESEL MECHANIC APPRENTICE,
NZ TRUCKS SOUTH ISLAND (MITO)

Already a qualified car mechanic, Mark began a second apprenticeship at age 40. 'I was sick of working on cars and wanted to transfer my skills to become a diesel mechanic. There's more variety and mobility in my new work and I like working on bigger scale vehicles.'

'Mark started his adult apprenticeship with us two years ago,' says NZ Trucks South Island Training Officer Peter Small. 'He's been committed to working for a qualification in Automotive Heavy Engineering and his certificate in Automotive Engineering Plant and Equipment. His approachable, friendly and conscientious attitude will take him far.'

IN BRIEF

SUPERIOR PAK SHARES SOLD

Stevenson recently sold its 50 per cent shareholding in Superior Pak NZ (formerly Mullan and Noy Ltd) to TPI (Transpacific International Ltd) an Australian-based listed company.

Stevenson entered a joint venture with Superior Pak in July 2007. The success of this venture over the past three years is a tribute to the excellent relationship between the partners.

'The decision to sell the shares recognises that it is more appropriate for TPI to take the company forward, given its product focus and the segment of the industry in which it operates,' says Director Rick Johnson.

Staff employment has remained unaffected by the sale.

STEVENSON MARINE AT BOAT SHOW

Stevenson Engineering's marine division participated in the On Water Boat Show at the Auckland Viaduct in March, showcasing its maintenance work on Stevenson Group's launch, the *Jocelyn*.

'The excellent condition of the *Jocelyn*, built by Sir William Stevenson in 1967, demonstrates the high standard of maintenance we can provide,' says Stevenson Engineering's Workshop Manager Grant Wearing. 'We received a lot of favourable visitor feedback and anticipate follow-up enquiries resulting from the show in the coming months.'

Based at Pine Harbour, Stevenson Marine aims its repair and maintenance services at the six to 30-metre range – small craft and pleasure boats to large launches.

ENVIRO-MARK® DIAMOND STATUS

Stevenson Engineering has recently attained diamond Enviro-Mark® status following its successful bronze, silver, gold and platinum certification.

'We believe we may well be the first mechanical and engineering workshop within New Zealand to attain this level of certification,' says Engineering's CEO Tony Coombe. 'Larger corporations are now demanding this level of accountability from their suppliers.'

'We are very proud of our achievements in reducing our waste to landfill by 65 per cent through the implementation of our comprehensive recycling programme.'

BENEFITS OF THE NEW ENVIRO-MARK® DIAMOND ACCREDITATION INCLUDE:

- A competitive edge in the tender process
- Continual improvement in our environmental performance
- Increased staff awareness and motivation regarding managing and protecting the work environment
- Reduction in environmental risk
- Operational cost savings in energy, solid waste to landfill and raw materials.

Sustainability initiatives have included the collection of all the workshop's waste oil for reuse as a fuel source and the collection of all used oil filters and batteries for recycling by a third party. The identification of storm water system drains with a fish logo promotes environmental awareness. Drains have been fitted with hydrocarbon catchments. Concrete bunding has also been constructed around oil tanks.

STOP PRESS

Stevenson Precast Systems Limited has been sold to Stresscrete Northern Limited.

Stevenson knows. **Community.**



L-R: Kee Kinnell, Auckland Museum, Director Commercial and Jocelyn Moore, Trustee, Stevenson Foundation



The volunteer team rests after placing Stevenson Concrete's 16mm Hawkes bay pebble with steel trowels. L-R front: Dean Lawson, Custom Concrete, Brent Atkinson, Stevenson Concrete, Phil Opetaita, AAA Pumps. L-R back: Dan McKay and Luke Jelly, Palmers, Remuera.

VARIETY BASH FUNDRAISING SUCCESS

The car co-sponsored by Rocktec and TEX Onsite raised \$54,000 in the Variety Bash 2010 held in March to raise funds for the children's charity.

'This was the biggest amount raised by any car taking part in this year's Variety Bash,' says Rocktec CEO Rick Johnson. 'We'd like to thank our customers and suppliers for their fantastic support. We hope that the funds we raised will make a useful contribution to Variety's work with New Zealand children who are sick, disabled or disadvantaged.'

NEW RONALD MCDONALD HOUSE FAMILY GARDEN

Stevenson Concrete recently donated materials and labour to assist in the construction of a family garden at Ronald McDonald House (RMH). Funds had been raised for the garden but extra assistance was required to create the exposed aggregate concrete paths.

'Although we gifted the eight cubic metres of concrete to the garden, creating the path was very much a team voluntary effort,' says Stevenson Concrete Product Manager Brent Atkinson. 'Phil Opetaita from AAA Pumping pumped the concrete and Dean Lawson from Custom Concrete and I worked together to lay it.'

'The kindness and protection offered by RMH to stricken families is unique and unwavering. We didn't hesitate to help.'

Situated on the Auckland Hospital/Starship Hospital site, RMH Auckland provides a home away from home for families who need to travel to Auckland because the potentially lifesaving treatment their desperately ill child or sibling requires is not available in their own community. In 2009 the RMH Auckland Trust cared for 10,472 affected family members.

RACE FOR LIFE

Stevenson made a donation to its client Hick Bros Civil Construction, one of the major sponsors of a special day at Pukekohe Race Track in April for the terminally ill patients of Mercy Hospice. Patients are given a once in a lifetime opportunity to ride in a selection of cars and enjoy the thrill of watching and taking part the event. In 2009 the hospice had more than 25 patients out on the track, helmets on, ready to clock their fastest time ever in a car. Around 40 patients signed up to attend the 2010 Race for Life.

SCHOOL ROCKS

In March Stevenson Resources donated Kaiiua boulders to the Kaiiua School to be used in a stone wall entrance, as well as ornamentally around the school grounds.

'We are pleased to have the opportunity to use a local product unique to this area,' says Principal George Glover. 'Their natural beauty creates an aesthetically pleasing environment for the school and community.'

STEVENSON FOUNDATION UPDATE

The Stevenson Foundation has cemented a five-year sponsorship agreement with the Auckland War Memorial Museum which directly supports the museum's learning centres. These include the Stevenson Children's Discovery Centre, learning and education spaces on level one of the museum atrium and the Dinomites children's club.

The Foundation became involved with this iconic Auckland institution in 2005 because it fits so well with the history and values of the Stevenson Group and family. Stevenson has been an enduring feature of the Auckland business landscape since its beginnings in 1912. Its partnership with the museum focuses on the family and learning facilities and the Stevenson business is built around family values, such as treating people like family, keeping people safe and building respect and trust. And, most important, attempting to make and leave our world a better place.

'The Stevenson Foundation's ongoing support for the museum builds on the work begun by my philanthropist grandparents Sir William and Lady Ruby Stevenson,' says Jocelyn Moore. 'Inspired by their example, we are committed to looking for initiatives that ideally assist as many people as possible, and which will also have a lasting impact on their lives. Our support of the museum and of the Auckland Medical School perfectly fulfils these aims.'

STEVENSON

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