



*The company listed on the  
SE in August 2007.*

*Stefanutti & Bressan was  
established in the early 1970s.*

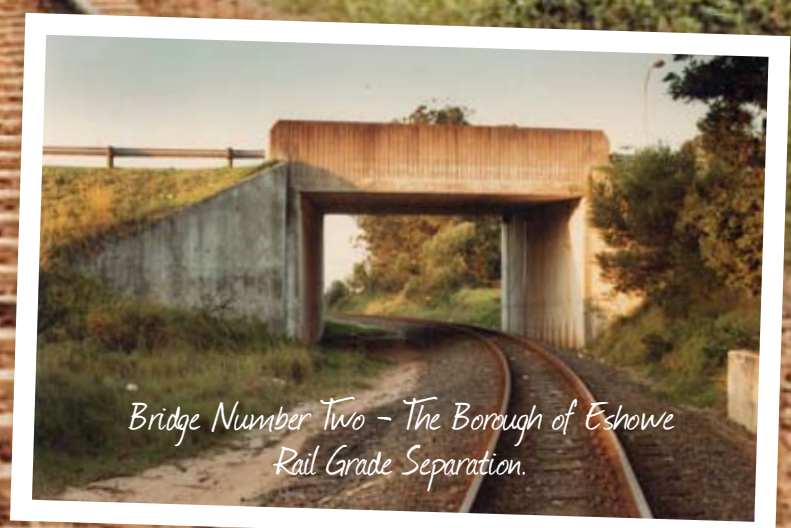


*Over the past decades S&B  
has been involved in numerous  
landmark projects across  
Southern Africa.*

Stefanutti & Bressan  
**THE HISTORY**



*The Phala Rail Grade Separation - Stefanutti & Bressani's first bridge contract.*



*Bridge Number Two - The Borough of Eshowe Rail Grade Separation.*

# A TRUCK, A CONCRETE MIXER AND TWO DUMPERS



From a young age Gino Stefanutti was fascinated by bridges, referring to them as monuments and landmarks on the landscape of the country. As a child, in Italy and later in Zululand, South Africa, he would spend hours visualising and building intricate structures with whatever materials he could lay his hands on. After finishing school he studied civil engineering in Natal and, once qualified, tried his hand at employed life. After 16 months in permanent employment, Gino's father convinced him to join the family building business, based in Empangeni, Zululand. However, Gino's heart was not in building and ten months later he packed all his belongings into his Alfa Romeo and headed for Durban to fulfil his dreams of engineering an empire.

In Durban Gino met up with Ivo Bressan and Vico Gollino, two friends who, by pure coincidence, stemmed from the little town of Pioverno in northern Italy, only six km from Gemona, Gino's birthplace.

Ivo, a carpenter by trade, had registered a company called I. Bressan Construction (Pty) Ltd in 1971. From 1971–1972 he worked on the Vryheid to Richards Bay railway coal-line as a labour-only subcontractor for Mattioda Construction, the main contractor on this project. Vico at this time was also working on the same project, as a carpenter for Carbonari Construction, another subcontractor to Mattioda Construction.

*Ivo Bressan (pictured hard at work on the right) was nicknamed "Gumboots" by employees, as this was his trademark footwear of choice, no matter what the occasion, venue or weather conditions were.*

In 1973 they both left their respective employers in Zululand and teamed up to build a major culvert at Esperanza on the South Coast Freeway for Sangro Construction. The company assets at the time included a truck, a concrete mixer and two dumpers.

In mid 1973, after leaving his father's business, Gino joined Ivo & Vico, completing the trio that would be responsible for laying the foundation of the Stefanutti group.

In 1973, on completion of the Esperanza culvert, the founding trio decided to be masters of their own destiny and embarked on securing their own projects directly for the client. In 1974 they were awarded their first contract, the Phala Rail Grade Separation near Amamzintoti, for the then Natal Provincial Administration (NPA). The contract value was R185 000 and this project was successfully completed by mid 1975.

Armed with more resolve than resources the journey of Stefanutti & Bressan had begun.



*Vico Gollino, a founding member of the company.*



*Gino, pictured with his father on site at the Phala Rail Grade in early 1975.*



STEFANDTTI  
AND  
BRESSAN

*Stefanutti & Bressan (Pty) Ltd initially operated from a demure 12m<sup>2</sup>, R31.05 monthly rented office in Protea House, West Street, Durban before building the offices pictured above in Westmead, Pinetown.*





1978 was an eventful year during which Stefanutti & Bressan purchased their first major piece of plant – a bright red Poclain excavator, with a price tag of R25 000.

In the same year the company bought a 4 000m<sup>2</sup> plot of land in Westmead for the purpose of erecting company offices and a plant workshop. General foreman, Custodia Caloba, also joined in 1978 and became the third shareholder in the company.

On 30 August 1979 the company name was changed to Stefanutti & Bressan (Pty) Ltd.



*In 1979 bridge number three, the Nzusi Bridge in the vicinity of Stanger was constructed for the Natal Government, followed by the Klip River Bridge (constructed for the NPA), a major bridge over the Klip River near Ladysmith and the first of two major bridges Stefanutti & Bressan would build over this river.*

*The first S&B dumper – Gino used to personally operate this dumper on the first NPA culverts contract south of Durban circa 1974.*

In the late 1970s, insurance broker Hugh White, became involved in the insurance arrangements of I Bressan Construction (Pty) Ltd. When Gino began investigating contract guarantees, Hugh set up a meeting with insurance icon Michael Lewis of IGI Insurance in Johannesburg – the meeting was a great success and a major step towards enabling further growth. As the company expanded, the ability to obtain guarantees was paramount to growth and George Lombard saw an opportunity to become involved in what was fast becoming one of the leading construction companies in Natal. The bond between the parties grew stronger as the decades went by and, in 2008, Hugh White and Lombard Insurance still play a major part in the success of the civil engineering and construction company.

It was also in the late 1970s that Gino set up a pension fund for his staff – at that stage numbering five! From the mid-1980s, pension development expert Anne Fortuin took over the running of the scheme and is still running it 22 years later in 2008.



*The first piece of major plant – a bright red Poclain excavator was purchased in 1978.*



*The Black Mfolozi (Gluckstad) camp: Many of the bridges constructed were in remote and isolated places, making working and living conditions on site very challenging. Facilities would be set up, including living quarters, a cooking area, site offices and ablutions and the majority of the site team would move into little wooden sheds for the duration of the contract. Cooking duty was on a rotation basis and some good planning and design meetings were held under the starry African skies.*



*The toilet/shower facility was nicknamed the "cold room". It was built of corrugated iron and in winter one did not spend more time than was necessary in these facilities!*