

Statement from the Chair

The Bus Project we are working on is not yet live, and it has been a difficult year for progress, but progress has been made. The complexity of finding mechanical support remains and we have not grown the team. The pandemic experiences of 2020 have so far had particular challenges in distraction from the project and review of operational practise. But we remain optimistic, that delay enables us to refine our plans and achievements to procure better solutions and build a better project to extend existing Church-based youth work in our communities.

We believe we still have sufficient capital to complete the preparation of our Optare Solo M920 FP02XMC for service in the project as envisaged. Our account balance at the end of March 2020 stood at £24,673. Our expenditure in parts and labour has continued to be concentrated on restoration of exterior bodywork and interior fit-out, including professional engagement of electrician, , carpenter, upholsterer and graphics designer.

As reported last year there remains much to do and mainly the same things still to do. We still require professional assistance from HGV mechanics and vinyl wrappers. A host of replacement parts and the suppliers have been identified to get the vehicle through its MOT test. The vehicle will need to be taken to a commercial garage for full overhaul of wearing parts, but we are considering off-vehicle full engine and gearbox reconditioning to enable us to move the vehicle for further work. In the meantime we will continue to bring the interior of the bus to near operational completion, so that these external supplier works can be undertaken. Within this work at least two things remain important; first, that we take all prudent measures to reduce the risk of a breakdown when the bus is in service and second, that we continue to develop within the team sufficient operational knowledge to be good stewards of the asset.

Our current operations remain legally correct in terms of our policies and insurance. We continue to be supported by Scripture Union, for which we are most grateful. Our operational programme is described in our ministry plan and mission statement and we are working to develop our network of volunteer supporters that will be required come the operational phase of the bus. This will be further developed and risk assessed to be Covid-19 regulation compliant, for as long as such requirements remain.

I repeat last year's closing statement. That is, our continued thanks to the Alston family for the provision of space to work on the vehicle. I am most thankful for the support of fellow trustees and others who have put and those who have kept their shoulder to the wheel to maintain their commitment to this project. Notwithstanding the absence of an operational bus, clearly our youth work and evangelism continue in various forms and our dependency remains in God's provision, while we remain committed to making the facility of our bus project available to our communities.

Mark Bayliss – Chair of Fusion South Kerrier Trust

Fusion South Kerrier Trust

Accounts 2019-20

		£
Income		
	Donations	0
Expenditure		
	Administration	30
	Training	0
	Bus refit	1,714
		<u>1,744</u>
Surplus for the year		-1,744
Surplus brought forward		25,973
Surplus carried forward		<u>24,229</u>