

Statement from the Chair

The Bus Project has struggled to make progress during the pandemic. Momentum was difficult before and now we have experienced periods where this has diminished to nil. Lockdowns and other regulations have exacerbated the difficulties in maintaining focus and contact with volunteers. Furthermore, given that the work to refurbish the bus, while highly desirable, cannot be described as essential, our progress has been minimal. Our youthworker support has also changed in that while still engaged with the project, their roles and employment have migrated to competing demands. 'Fusion' as a monthly youth church event has also ceased.

Even so, the need identified to justify the project has not diminished. The future operation of the project will need to be reviewed with sensitivity to public health and compliance with regulations that the project had obviously never contemplated at its inception, but the delivery of its objectives remain as relevant as ever.

The upside of continuing delay is the opportunity to procure better solutions and build a better project to extend existing Church-based youth work in our communities. This remains our focus. The loss of 'Fusion' as a monthly event may also present new opportunities to rebrand and / or link with similar projects elsewhere in Cornwall.

Since the beginning of the project we have received donations totaling £31,500 and we believe our balance of funding to be at least sufficient to see us through the capital expenditure phase of the project. Our account balance at the end of March 2021 stood at £23,650. Our expenditure in parts and labour has concentrated on restoration of the fuel system, exterior bodywork and interior fit-out, carpenter, electrician, upholsterer and graphics designer. The interior work is approximately 75% complete, but challenges remain regarding the good mechanical function of the vehicle.

As previously reported we particularly require professional assistance from HGV mechanics and vinyl wrappers. We have resolved most concerns regarding the availability of parts and believe we can confidently source what we need at a price we can afford. For the immediate future we will continue to bring the interior of the bus to near operational completion, complete the rust protection, wheel dressing and body panel assembly so that these external supplier works can be undertaken. There is a current impasse regarding access to professional HGV mechanical support, but when this is overcome, the vehicle will then need to be taken to a commercial garage for full overhaul of wearing parts, and pass an MOT test. Subsequently it will be taken to be liveried by professional vinyl wrappers.

As before, 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 requires a Covid-19 revision, but remains broadly as described in our ministry plan and mission statement. We need to develop and invigorate our network of volunteer supporters, both for the refurbishment of the bus and for the team that will be required when we enter the operational phase of the project.

Our continued thanks to the Alston family for the provision of space to work on the vehicle, for which the Trust now pays £1.00 per day. I am most thankful for the support of fellow trustees and others who have kept faith with the vision for the project in these unprecedented times.

Mark Bayliss – Chair of Fusion South Kerrier Trust

Fusion South Kerrier Trust
Accounts 2020-21

		£
Income		
	Donations	0
Expenditure		
	Administration	30
	Training	0
	Bus refit	433
		<u>463</u>
Surplus for the year		-463
Surplus brought forward		25,510
Surplus carried forward		<u>25,047</u>