

AWARENESS

www.survive-miva.org Getting others back on the road to self-help

Missionary Vehicle Association - UK Registered Charity No. 268745



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AN AFFORDABLE WAY TO IMPROVE OUR EFFECTIVENESS

Kasana-Luweero Diocese, Uganda

Fr Bernard Suubi is Parish Priest of Kamira, one of the 21 parishes in this largely rural Diocese, which was erected in 1996. The current Bishop, the Rt Rev Lawrence Mukasa, tells us: "When I visited St Charles Lwanga parish in Kamira in 2023, I found that it really needed our help. The majority of the people are subsistence farmers who struggle to make ends meet."

Fr Suubi then contacted us to request a bicycle grant, as a small but very practical way to improve things. He wrote: "Kamira Parish has 44 catechists and 22 lay leaders who have to walk every time they go to their Church in the village areas to lead a service, and every day of the week they spend many hours walking to visit the members of their

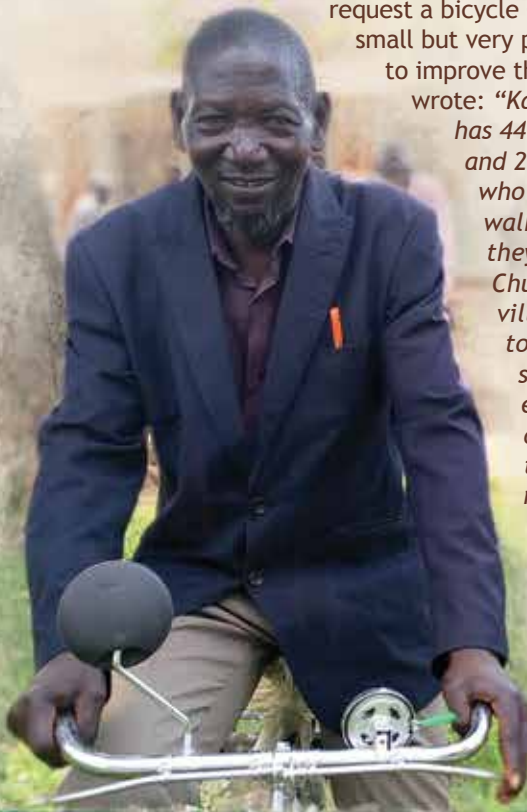
congregations. Kamira parish covers an area of 4,200 square miles overall, and is split over 22 sub-parishes. The distances that need to be travelled are large, and this journey is made more difficult in remote areas with very poor roads, leaving many places isolated and difficult to access."



Fr went on to give us more of the background circumstances that being a lay church worker entails: "Almost everywhere in Africa, catechists play a vital role in helping priests fulfil their ministry, providing invaluable pastoral support. With the aid of a bicycle, they are able to widen and plan their work of evangelization. In many geographically large parishes with numerous and far-flung villages, catechists are often the primary ones who actually instruct Catholics in the Faith, prepare them for reception of the Sacraments, and gather and lead them in prayer. The parish is the youngest of all the parishes of the Diocese, and was inaugurated in 2022. Being a new parish it has many challenges regarding its people spiritually, economically, and socially. The parish basically runs pastoral and social development activities among its people. In the education sector both formal and informal learning are addressed; the church owns 6 primary and one nursery school, but only 3 of these are government aided.

So much depends on the lay pastoral workers. They do not receive a salary, so for them, life is about survival on a daily basis. They are in desperate need of a means of transport, and the best form of transport is a bicycle. Bicycles here are very strong, and are often used to carry at least two adults, or one adult and several children. Each bicycle becomes a multi-purpose means of transporting people, and they are also used regularly for the transportation of produce to and from the markets.

Thanks to SURVIVE-MIVA supporters, the Association was able to provide a £6,600 grant, which covered the cost of purchase, transportation to Kamira from the supplier, and assembly of a bicycle for each of the 44 catechists, and for the 22 lay leaders based in every sub-parish or rural outstation.



Read on to see how your support is providing practical, everyday mobility to our beneficiaries overseas, and how your contributions bring hope to so many...

Who's who at...

SURVIVE-MIVA

Sr Rose Mary Harbinson RNDM, Trustee

Trustee, Liverpool



Sr Rose Mary is a returned missionary from Papua New Guinea where her ministry over 20 years included pastoral work with

Catechists in the Southern Highlands and lecturing in Liturgical and Sacramental Theology in the Catholic Theological Institute in Port Moresby, originally the Major Seminary for PNG/SI.

As a Sister of Our Lady of the Missions, her work is always related to Mission, so since her return she has volunteered many years of service with JRS (Jesuit Refuge Services) based in Wapping, London. Before COVID she weekly visited the detention centres of Heathrow - Harmondsworth and Colnbrook.

Each year she travels to the Philippines to offer courses to her sisters preparing for their missionary life and perpetual vows. Her work with SURVIVE-MIVA began in 2023.

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SURVIVE-MIVA is a Catholic Lay Association and a Registered Charity (No.268745) founded in Liverpool in 1974.

We exist to provide funding for essential transport for health outreach work in isolated rural areas, and for the Church's pastoral care in places of difficult access.

We have some 30 lay Speakers based across Britain who make appeals for funds in Catholic parishes via short lectern talks about those we do our best to help in a very practical way.

We are grateful to the Bishops of England, Wales, and Scotland for their support in our endeavours as the only UK-based charity to fund exclusively for transport.

WE URGENTLY NEED YOUR HELP

Could you join our group of volunteer Speakers?

Contact us at 5 Park Vale Road, Aintree, Liverpool, L9 2DG.

Tel: 0151 523 3878 E-mail: info@survive-miva.org

or visit us online www.survive-miva.org

CUTTING OUR CLOTH

Welcome back, dear Readers, to 2024/25, after our previous edition's trip back through time to celebrate our fiftieth year of operation. The last issue was fifty percent bigger, at 12 pages, than our habitual 8-page offering, and it seemed to strike a chord with a lot of you one way or another. Comments we have received include 'a wonderful look back', and 'a very emotive magazine', although one or two long-term supporters did say that it made them think how quickly time has passed. I know just the feeling!

Talking of time, I had originally thought that the putting together of lots of different 'blasts from the past' would be pretty straightforward, but in practice this proved far from the case. It seems that for all the technology at our fingertips today, trying to make the past flow smoothly into a modern publication throws up lots of compatibility 'challenges', as the euphemists say, instead of more accurately using words like 'headaches' and 'setbacks', 'hitches', 'glitches', and 'snags,' with one obstacle cropping up after another. This resulted in a delay in the production process and consequently the distribution, so for that reason it may not seem like five minutes since we last disturbed your letterboxes - do forgive us. We are now back on our usual 6-monthly cycle, and for battling her way through the litany of hindrances, I must express both my debt and my gratitude to Karen, our singularly resilient graphic designer, a perfectionist who refused to be dissuaded by the said challenges she herself decided to take on. Karen, *muchísimas gracias*, you really have surpassed yourself!

For those of you who may be new to our updates, you can see her work and find lots of previous editions on our website; just look for 'Awareness magazine' under the updates tab at the top of the homepage.

Of course, even though the anniversary edition was larger, there were still bits and bobs we would have liked to have included, such as the picture of the Sister here, originally an advertisement placed in the local press, and dating from March of 1981. What made me stop and think when I came across it in our archives was not so much the image, eye-catching though it is, I think you'll agree, but rather the headline that goes with it.

Not only does it start from the assumption that people know who we are and what we do, but also that the majority of the modes of transport we fund are 4x4s. In the early years, this may well have been the case, but the eighties saw a period in which we diversified, and widened the scope of the requests to which we responded, which is still very much the case in the 'twenty-twenties'.

These days, there is a greater variety of transport and an even bigger international variation in the cost, which, year on year, is becoming an ever more important consideration in our financial planning and as a result, in the ability we have, (or don't have), to respond positively to the many requests we receive.



All images in this edition provided by those you have made mobile.

The two biggest sources of these requests are sub-Saharan Africa - from Uganda and Tanzania especially - and the States that make up the southern cone of India, mainly Tamil Nadu and Andhra Pradesh. Over the decades, a pattern has emerged, which reflects both local and national markets and conditions. Vehicles in India, for example, are significantly less costly than in Africa, and the difference is sometimes stark. Whereas a relatively small (125 or 150cc) motorbike in Africa may cost between three and four thousand pounds, in India we rarely make grants for much over a thousand or twelve hundred pounds at the very most.

In our 'retro' issue, we included another ad with a picture of Pope John Paul II blessing a 4x4 ambulance back in 1979, and the price quoted was £15,000 - for a reconditioned UK-sourced one. Allowing for inflation, the web tells me that this would come to £71,760.50p today!

When I first came to SURVIVE-MIVA in the late 1990s, we would expect to pay maybe in the low to mid-twenties for a Toyota Hilux 4x4 in Africa, whereas now they cost well over 40. Some requests we receive from Africa would require 50 or even 60 thousand pounds to fund, which clearly is not just well beyond our means, but beyond those of anyone here, except, I would suggest, the very well off.

Additionally, we all know that there is a cost of living problem in the UK, that the number of food banks, for example, has never been higher, and that they are increasingly in use, often by those who are in employment. As a charity, we are far from immune to these economic conditions. In practical terms, what this means is that we are getting much less vehicular 'bang for our bucks' from our habitual fundraising such as parish appeals.

People have less disposable income, and so have less, if anything, to give. Mass attendance is down a third, I've heard, and we are not getting anything like the number of parish appeals that we might have expected pre-Covid.

We must therefore cut our cloth accordingly, but even with acres of cloth at our disposal, we could in no way justify spending *sixty thousand pounds on one vehicle* - in any circumstances *whatsoever* - you need have no fear of that!

Nonetheless, we do need to take a few moments and re-assess what we *can* consider a responsible investment of our funds.

The lowest-cost outlay of our donors' generosity is of course the humble bicycle. Ideal from a practical point of view - depending on the terrain, you can travel three or four times further on a bike than you can by walking - they are easy and inexpensive to maintain. For between sixty to a hundred pounds each, as you will have seen, they play a crucial role in the lives of so many of our beneficiaries in Africa. We have seen the relative costs of motorbikes, and three-wheeler 'tuk-tuks' as well as outboard motors also fall within our possibilities, when and where appropriate.

Turning to the market for four-wheelers, between sub-Saharan Africa and India, the latter 'wins' hands down, and the reason is simple. Africa has no real automotive industry to speak of, except for a few assembly plants in South Africa, and so vehicles have to be imported, hugely increasing costs at the dealerships.

In contrast, India has production facilities which make up to seven million Honda motorbikes annually, with plenty of other marques also being produced. The sub-continent also has a comparatively long-established history of the design and manufacture of its own all-terrain four-wheelers too, many of which have been represented in these pages over the years. Sturdy Mahindra and Tata models cost between 11 and 13 thousand pounds, which means that compared to Africa, for a similar grant, we can reach three or four times the number of potential beneficiaries, and in turn increase by the same proportion the total of those who benefit indirectly from the pastoral and medical help the former make available thanks to your support.

As we leave 2024 behind and launch our first edition of 2025, I hope you can see from the people and places mentioned here that our work is in essence continuing as it always has, despite the different circumstances the passing years have given rise to, and that with your help, the Association is bringing about essential, concrete improvements in the lives of so many.

This is the case wherever they may find themselves, and whatever the tailor-made type of transport best suits them, on land or water - but always within the length and breadth of our unique pattern, and of our single bolt of cloth.

God bless,
Simon Patrick Foran,
Director



Not all Survive Mobile Dispensaries have 4-wheel drive

SURVIVE outlay Mobile Dispensaries to Missions all over the World, which have to provide desperately needed medical services and also pastoral care. Efficient transport is ESSENTIAL whatever form it may take. For example, Sister Yolande Cunaan in Liberia, Sisters Marcellina, Mary Ward and Vera Fox in Ghana and Father Frank Moran in Nigeria, have all been supplied with mopeds, because of the rough terrain involved. These have proved to be the ideal choice!

SURVIVE have provided over FIFTY Ambulances and Vehicles to the Missions and hope to continue building at least one every three weeks at a cost of around £15,000 for each ambulance, to meet the ever increasing demand for mobile dispensaries.

Please accept my donation of £..... to help provide all kinds of Mobile Dispensaries. Please send me further information Please tick

Name _____

Address _____

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SURVIVE-MIVA
Send to: Survive Miva, Mount Pleasant, Liverpool L69 3HL, Tel: 031-708 7250



NEWS FROM OVERSEAS

Each issue we do our best to keep you up to date with the progress being made by those you have supported. Whilst we recognise that there are no easy or quick solutions to the problems our beneficiaries face each day, we do know that being mobile does enable them to tackle jobs they would otherwise have great difficulties doing.

We aim to provide a practical means for people with skills and experience to share what they have with the people in isolated places around them, and so here we present some of the latest 'investments' made possible by your generosity:

TANZANIA

St Remigius Parish, Diocese of Kigoma

Kigoma Catholic Diocese is located in the western part of Tanzania, bordering the country of Burundi in the northwest, and the vast Lake Tanganyika, the world's longest freshwater lake, along a large part of the south west. The lake is the second largest by volume in the world, the deepest in Africa, and holds the greatest volume of fresh water on the entire continent, accounting in itself for fully 16% of the world's available fresh water. The Diocese, meanwhile, has a total of 34 Parishes, a quarter of which have been created in the last ten years, according to Fr Victor Nzaro, parish priest of one of them, St Remigius.

He tells us: "St. Remigius Parish, in Kagunga, was established in 2018 and has 5 outstations. The parishioners are engaged

in farming, fishing and keeping animals, but all of these are done on a small subsistence scale, so the population is still living in a very incarnate poverty which renders difficulties to contribute enough funds for the parish and for their personal and family expenditure.



St Remigius is comprised of a considerable number of Christian faithful who are to be ministered on different pastoral, spiritual and social activities in the parish setting.

The need is great, as Kagunga has neither hospitals nor health centres, and the two primary schools present have insufficient teaching Staff with no access to training."

It is clear that the area suffers from a problem which is widespread in less economically productive regions - the ability to attract and retain those with skills. Fr continues: "Many learned professionals fail to reside in this area because of the absence of any means of transport and social services like a health service for which the local population has to travel to neighbouring Burundi to access health care."



Getting others back on the road to self-help



Due to its geographical location and proximity to the shoreline, along which the population has settled, Fr Victor requested funding for a fibreglass launch, small enough to be easily handled and safe enough to manoeuvre close to the coast. *“The type of the boat we request is a 25 ft GRP [glass reinforced plastic] boat hull only, with the use of a 40-horsepower engine. This is the best suited boat to maintain with our resources, and is the best type of mobility to apply. It will be the first in our parish, although all other travellers to the area use watercraft. It is a fact that all the social services, health centres, dispensaries, markets, shops for building items and other consumable goods have to be brought in from the neighbouring country, Burundi, so the presence of this water-going means of transport is of great demand to ease transportation and increase contact in many aspects of daily life.”*



He emphasises the impact such a boat will have, adding: *“It will be shared by different parish groups and will bring many benefits; the boat will be for community outreach. It is expected to enhance access to pastoral and social services. It is expected to strengthen community connections between dispersed rural communities and outstations by providing transportation for social needs and pastoral gatherings like the youth and children associations. The health and agricultural specialists will be able to move easily to reach the community for training seminars and community awareness in health*

and economic issues such as agriculture, animal husbandry and small enterprises.

It is vital in our aim to relieve the community from the current poor and local means of movement for healthcare in Burundi where people are being transferred using local and hand-made boats, which are unreliable and not safe. By investing in this vehicle for pastoral and social works, we expect to succeed in long term benefits like improved community development, economic capacitation, women’s empowerment, connectivity, and social well-being. We also aim to respond to come to people’s rescue in case of emergencies.

The vehicle is expected to support quick attendance to the sick who cannot arrive at the health centre in Burundi in time. In that way, the boat will act as an ambulance to take sick people from their homes to the health centre. It will lead to a reduction of death rates and incidents of expectant mothers and sick children who die because of a long distance to reach the hospital in Burundi; incidents which are due to the absence of an immediate means of transport. We can demonstrate that the grant of this means of transport is very urgent to solve the existing challenges and limitations we face due to the lack of transport at our disposition. For example, at the end of the year 2022, we lost two expectant mothers at the point of giving birth because we had no quick means of transport to Burundi where health services are obtained. We do believe that if there were reliable and quick means of transport, we would have rushed them to the health centre and possibly, rescued their lives and that of their unborn babies. These incidences are not uncommon in this area. We hope to at least solve or limit their occurrences.”

A grant of just eight thousand pounds has provided both the outboard motor pictured as well as the boat itself, which parishioners have named, ‘Nyota ya Bahari’ in Swahili, or ‘Star of the Sea’.





KENYA

Mercy Mission Dispensary, Diocese of Machakos

In the previous anniversary edition of our magazine, we noted that not only do we now receive requests which are almost entirely from indigenous priests and Sisters, which we attributed to the reduction in those who travelled from the former 'sending' countries, but also that we are receiving increasing numbers of requests from the 'new' missionary countries, such as those from Indian religious living and working in Africa. What follows is one such request, from a Congregation which began in Kerala, in the west of the southern cone of the country. Sister Jancy Manavalan FCC writes:

"Greetings from Mercy Mission Medical Centre Dispensary, here in Kiongwani. We are the Sisters of the Franciscan Clarist Congregation (FCC), a Kerala-based pontifical Congregation, now spread in most of the continents including Africa. We started our service here in Kenya from 1989 onwards. Our objectives are mainly to bear witness to the poor humble and crucified Christ, through various apostolic activities like the care of the physically and mentally challenged, education, religious formation, care of the sick and aged, pastoral work and social services, and we do this by promoting the spiritual and socioeconomic development of the people."

Sister Jancy tells us: *"Our Dispensary is situated along the Nairobi-Mombasa highway, a distance of one hour's drive from Machakos town. We initiated our services after getting the invitation of the Bishop of Machakos Diocese, and we operate in an area that is covered by thirty villages which are so remote and*

interior. The area is hilly, and the roads are all mud roads. The main transport facilities are bicycles and motorcycles, and no public vehicle goes to these interior places. This means that many of our patients are without access to healthcare except for what we can provide. The community in this area is very much in need of medical assistance. According to our observation, the people need education on health and hygiene. The lack of finance to seek medical aid and the poor transport facilities lead to delays in reaching health facilities, which makes acute conditions which can be caused by infections, viruses, injuries, or drug misuse, and dealt with promptly, into critical ones, which can be, and often are, life-threatening, and then require weeks of care."



Sister described the work she felt was not being done as a result of one single factor - the lack of transport:

"We have a great desire to start mobile clinics so that we can extend the medical services to the poor people of the remote areas. We lack the finance to buy an ambulance of our own to go to the distant villages where we can provide assistance for the less fortunate ones, and so turn to you for your help"

A grant of £26,000 was sufficient to acquire the vehicle pictured, and in a later message, Sister Jancy said: *"Today we met the local people and set our programme of visits to begin on August 20th, so please remember us in your prayers. We have no words to express our happiness, but God will reward you abundantly. Thank you so much."*



Getting others back on the road to self-help

ALWAYS ON THE MOVE...



In common with previous issues, in this edition of our magazine, the initiatives featured below all have the same basic, defining characteristics, and involve projects and plans which are about as small-scale and localised as can be. We wish to continue to play our targeted part in supporting the indigenous Church's health and pastoral work overseas, whilst keeping things as clear-cut and simple as possible.

This means that the health camps and outreach journeys carried out are designed exclusively for the benefit of others *by those who live in the same community* as their people, and who speak their language. Once more, and as always, we are grateful for any help you can continue to give to support a variety of dedicated 'key' workers, some of whom are quoted here:

CHALLENGING INJUSTICE FACED BY DALIT COMMUNITIES IN TAMIL NADU

"Dalit Community people are economically very poor. All are landless labourers who go for a daily wage in vast farmlands owned by the high Caste people. They do not get paid enough wages for their hard labour. For rupees 80 (Euro 1) they have to work for a whole day. Most of the people have only one perhaps two basic meals a day.

In these areas mostly people being to lower class of society. Three quarters of the population in my parish belong to Dalit Community. Based on caste these people are discriminated humiliated and separated from the main villages. Their human rights and social acceptance are denied to Dalits by high caste Hindus. According to the high caste people, Dalits are basically polluted people, so they cannot attend any common village functions, cannot fetch drinking water from the common well or bore wells.

Religious freedom in India is in danger today due to religious fundamentalists who are interfering in all walks of civil life and disturbing the peaceful practice of religion. Yet the eagerness of the people to know Christ and to practice the Christian or human values brings in new responsibilities on the part of the Church to empower them, and provide them a better living condition and a measure of self-sufficiency."

Fr Jesu Prabhv, Diocese of Vellore

INCREASING CONTACT NOW POSSIBLE IN TABORA, TANZANIA

"I am the Parish Priest of St. John Paul II Parish, Mwanzugwi. The Parish is about 220 kilometres from Tabora town, the seat of the Archdiocese. Currently, the Parish has 24 outstations found in thirty villages. The nearest outstation is about 19 kilometres to the west, while the furthest one is 72 kilometres away. The Parish offers spiritual, economic, and social services to both Christians and non-Christians

basing on the fact that human being is both body and soul.

St. John Paul II Parish is the farthest and the poorest parish in the Archdiocese of Tabora. Despite being the largest geographically, there is one priest who resides and offer services in the parish. He depends on the parish motorcycle, which is in use every Sunday and other weekdays to visit the surrounding communities. Our parish is characterised by rough roads, and sandy and slippery soil, especially during rainy seasons. Thus, the geographical location of our parish, as well as the long distances which need to be covered for pastoral and social services mean a form of transport is essential for us to continue."

Fr Eradius Rwegoshora PP

PROVIDING A DISPENSARY WITH ITS MISSING INGREDIENT

"I would like to introduce myself. I am Sr. Suchita Kerketta a Religious Sister of Sant Joseph Sevika Sanstha. I work in Sambalpur Diocese of Odisha, in one of the interior missions among tribals. The literacy rates are very poor and people live in the midst of the forest. They have a little bit of land where they cultivate rice in the monsoon season. We Sisters have a dispensary under the care of a doctor who comes every two weeks of the month for checkups on the locals - the dispensary is very busy the whole day. However, there are villages situated in the far distance from the dispensary, they find it difficult to come for treatment. People from faraway places invite us to treat the sick persons in the village. Yes, we try to go to give them treatment but find it very difficult. If we could have a vehicle, it would be very helpful for us to take care of them and even to carry them to the big hospitals at the right time for the right treatment. Due to poverty, they remain at home without going to the hospital because they are not able to pay for the hired vehicle from outside." In October of 2023, the Sisters were the recipients of our seven thousand-two hundred-and-fifteenth vehicle.

Could you join our group of volunteer Speakers? **WE URGENTLY NEED YOUR HELP**



www.survive-miva.org

END OF THE ROAD?



We hope you found this issue of 'Awareness' informative, and you have enjoyed reading about those your donations help. We also hope that we have managed to illustrate just how important mobility is for those who work so hard for others. We are the only UK-based Catholic charity which funds exclusively for all different modes of transport. Making a donation will help ensure this is not the end of the road for the aspirations of so many people.

CAN YOU HELP? You can contribute to our work in any of the following ways:

- Ask us to send you a Standing Order form to make a small regular payment
- Donate via bank transfer:
PLEASE USE YOUR POSTCODE as your reference.
Sort Code 08-92-99 Account Number: 65628977
- Donate online by visiting www.survive-miva.org
- Remember us in your Will by leaving a legacy
- Represent us by becoming a volunteer and giving a short talk in parishes in your area - contact us for information and full guidance on this.
- Add my contact details to your mailing list to receive the 'Awareness' magazine - just twice a year.

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Please detach this page if needed and send to SURVIVE-MIVA, 5 Park Vale Road, Aintree, L9 2DG

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NB: Please let us know if your name, address, or tax status changes, or of you would like to cancel this declaration, so that we can update our records.

For more information on what we do please visit us at www.survive-miva.org

Our goal is to provide you with as much information as possible about what we do, and make browsing and supporting us much easier. Let us know what you think - we will be very grateful for your feedback and suggestions for improvements.