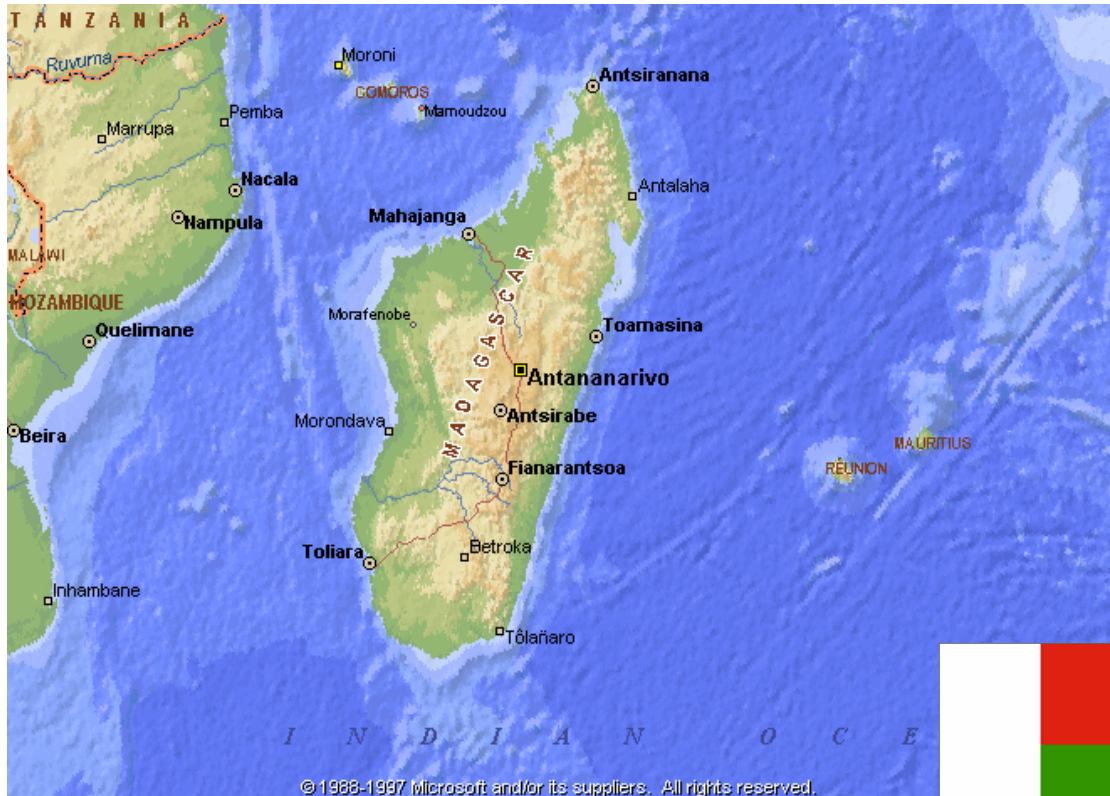


# Madagascar



(Information taken from *Hope Has Wings*, *Operation World*, *Microsoft Encarta*, Government sources etc)

## Country Information

### Geography

Fourth largest island in the world after Greenland, New Guinea & Borneo. 600 km from African coast - Mozambique. 587,000 sq km. 1600km (980m) North to South and averages 500 km (380m) East to West. Evidence that Indonesians settled there in 11<sup>th</sup> century. Discovered by Europeans in 16<sup>th</sup> century – Portuguese.

Dorsal ridge of mountains, 50kms wide and 1200kms long stretches N-S down east coast. Highest mountain in this range is 9,500' (2,900m) in the north. Country divided as follows: western savannah & plains; high interior area; eastern cliffs & tropical forests; northern wedge-like formations; semi desert plateaux of south & south-west; surrounding sea with outlying islands.

Capital is Antananarivo (Tana) on central plateau - 5,000' (1500m). Population 1'400,000 (2006).

### People

Population 18 595 469 (July 2006 estimate)

98.6 % Malagasy –18 main groups of mixed African, Arab & Indonesian origin speaking a single Indonesian-related language, 1.4 % others.

Age structure:

0-14 years: 44.8% (male 4,171,821; female 4,158,288)

15-64 years: 52.2% (male 4,809,173/female 4,900,675)

65 years and over: 3% (male 249,414/female 306,098) (2006 est.)

Population growth: 3.03% (2006 est.)  
Death rate: 11.11 deaths/1000 population (2006 est.)  
Infant mortality rate:  
    *total*: 75.21 deaths/1,000 live births  
    *female*: 66.84 deaths/1,000 live births  
    *male*: 83.34 deaths/1,000 live births (2006 est.)

Life expectancy:  
    *total population*: 57.34 years  
    *male*: 54.93 years  
    *female*: 59.82 years (2006 est.)

Literacy:  
    *definition*: age 15 and over can read and write  
    *total population*: 68.9%  
    *male*: 75.5%  
    *female*: 62.5% (2003 est.)

Official Languages – Malagasy & French. More and more young people are learning English.

### ***Economy***

Natural resources: graphite, chromite, coal, bauxite, salt, quartz, tar sands, semiprecious stones, mica, fish, hydropower

Industries: meat processing, soap, breweries, tanneries, sugar, textiles, glassware, cement, paper, petroleum, tourism

Exports: coffee, vanilla, cloves, shrimps, litchis and sugar

Having discarded past socialist economic policies, Madagascar has since the mid 1990s followed a World Bank and IMF led policy of privatization and liberalization, which has placed the country on a slow and steady growth path. Agriculture, including fishing and forestry, is a mainstay of the economy, accounting for one-fourth of GDP and employing four-fifths of the population. Export earnings primarily are earned in the small industrial sector, which features textile manufacturing and agriculture processing. Deforestation and erosion, aggravated by the use of firewood as the primary source of fuel are serious concerns. The separatist political crisis of 2002 undermined macroeconomic stability, with the estimated drop in output being subject to a wide margin of error. Poverty reduction will be the centrepiece of economic policy for the next few years.

GDP-*per capita*: purchasing power parity - \$760 (2002 est.)  
GDP- composition by sector:  
    *agriculture*: 25%  
    *industry*: 12%  
    *services*: 63% (2001)

Population below poverty line: 71% (1999 est.)  
Inflation rate (consumer prices): 7.4% (2001 est.)  
Labour force: 7.3m (2000)  
Unemployment rate: 5.9% (1998)

Land use:  
    *arable land*: 4.41%  
    *permanent crops*: 0.93%  
    *other*: 94.66% (1998 est.)

Environmental issues: soil erosion results from deforestation and overgrazing; desertification; surface water contaminated with raw sewage and other organic wastes; several species of flora and fauna unique to the island are endangered.

### **Communications**

Radio Broadcast stations: AM 2 (plus repeater stations), FM 9, Shortwave 6 (2001)

Television broadcast stations: 1 (plus 36 repeaters) (2001)

Internet service providers: 4 (2004) Broadband 24/24 at the Office.

Telephone system:

*general assessment:* system is above average for the region

*domestic:* open-wire lines, coaxial cables, microwave radio relay, and tropospheric scatter links connect regions

*international:* submarine cable to Bahrain; satellite earth stations - 1 Intelsat (Indian Ocean) and 1 Intersputnik (Atlantic Ocean region)

Telephones (2000): Fixed line – 55,000; Mobile – 63,100

### **Climate**

Eastern part of country receives much rain from southeast tradewinds. Precipitation exceeds 305cm (120 inches) in places. Central plateau gets considerably less moisture, and arid areas in south and southwest receive less than 38cm (15 inches) per annum. Most rain falls from November to April. Coastal regions are generally hot throughout the year. The central plateau has a temperate climate with warm summers and cool winters. Outside high central plateau, November to March is hot and humid – up to 40°C while winter in mountains can be at 0°C during the night.

Tana – Summer (November to March) is rainy season. June, July, August is winter – dryer, cooler, nights down to 3°C.

Natural hazards: periodic cyclones

### **Transport**

Highways:

*total:* 49,837 km

*paved:* 5,781 km

*unpaved:* 44,056 km (1996)

Only 28% negotiable all year round.

Railways: 732kms narrow gauge – the railroad from Tana to coast is particularly important, but currently dysfunctional. However, this is currently being rebuilt by South African Investor.

Airports - paved:

*total:* 29

*over 3,047 m:* 1

*2,438 to 3,047 m:* 2

*1,524 to 2,437 m:* 4

*914 to 1,523 m:* 20

*under 914 m:* 2 (2006)

Airports – unpaved:

*total:* 118

*1,524 to 2,437 m:* 2

*914 to 1,523 m:* 46

*under 914 m:* rest (2006)

Air Madagascar has a comprehensive network throughout the island using Boeing 737, ATR42, and Twin Otter aircraft. They also operate the Boeing 767 between Tana, Africa & Europe. The internal network has been reduced over the years. Many people do not use Air Madagascar for the more remote places due to the infrequency of the service. There are about 8 charter operators using a variety of aircraft including 3 Cessna Caravan.

## **Politics**

Madagascar was annexed by France in 1896 but regained independence in 1960. A coup in 1972 led to experimentation in Marxism, which was a disaster for the whole country. Protests were suppressed violently.

During 1992-93, free presidential and National Assembly elections were held, ending 17 years of single-party rule. In 1997, in the second presidential race, Didier Ratsiraka, the leader during the 1970s and 1980s, was returned to the presidency.

The 2001 presidential election was contested between the followers of Didier Ratsiraka and Marc Ravalomanana, nearly causing secession of half of the country. In April 2002, the High Constitutional Court announced Ravalomanana the winner. The new president has introduced sweeping reforms and vowed to weed out corruption and reduce the poverty of the people.

## **Religion**

-Traditional [Indonesian] beliefs – 44.7%. Ancestor worship plays major role.

-Muslim 7%. Chinese religions 0.07%. Baha'i 0.12%. Non-religious 0.41%

-Christian 47.6% Bible in Malagasy for more than 170 years. First 'successful' missionaries arrived under London Missionary Society in 1818.

Roman Catholic 26%

Protestant 26% (c. 3,000,000)

- Denominations 28.
- Evangelicals 8.8% of population
- Missionaries: *to* Madagascar c.222 *from* Madagascar c.96
- "Shepherd movements" in 1895, 1941, 1948, 1991- revival within denominations. Emphasis on healings and exorcisms.
- Majority of congregations exhibit deadness rather than revival. Ancient forms of worship remain embedded – ancestor worship & witchcraft
- Martyrs: 1837, woman by name of Rasalama was executed by the Empress for her refusal to deny her Christian faith. Further nine martyrs suffered the same fate on 9 July 1840. The anniversaries of the martyrdoms are very significant dates in the church calendar.

## **MAF Information**

### **History**

Responding to requests from missionaries in Madagascar, the first MAF survey was conducted in 1975. It identified a great need for MAF services but the Marxist political climate made it impossible to respond at that time.

Following an easing of the political climate, a second survey was conducted in July 1985 at the direct request of the American Lutheran Mission who envisaged using MAF to assist the medical work of the Lutheran church.

The survey identified a real need for the plane since travel was very difficult. However, several of the missions did not see the need to use a plane because they were used to spending 2 or 3 weeks travelling to destinations that would normally be visited in one day by plane! (However, once the plane arrived, people saw how the plane could help to make them more efficient and save great amounts of time and effort.)

The survey found that, even though over 50% of the people used the name 'Christian', they were very nominal in their beliefs, which were frequently entangled with their traditional religion of ancestor worship.

However, a small revival had begun in the late 1940s within the largest churches, Lutheran and French Reformed, which showed promising signs for the future. This revival movement began under the ministry of a Malagasy woman and centred on healing and the casting out of evil spirits. Such dramatic activity by Christians proved to be particularly relevant to the Malagasy situation of a powerless meaningless church closely aligned to ancestor worship and many joined the church.

During a number of subsequent visits, various options and possibilities were examined for obtaining permission for MAF to become established in Madagascar but finally, it was decided to apply to the government under a contract with the Malagasy Lutheran Church.

The Government gave permission for a flight operation in summer 1988 and the first pilot arrived in August of that year. The original flight permit issued by the government to MAF permitted flight operations for other mission and church organisations besides the Lutheran church as well as a limited number of non-government organisations (NGOs). In the past three years MAF has registered as an NGO in its own right.

The arrival of MAF in Madagascar was very timely in that MAF was well positioned to serve at a critical time for the development of the country.

A very small number of groups, such as American Lutheran Mission, Norwegian Mission Society, Scripture Union, CBI, GBU and AIM, were working in Madagascar prior to 1985 but since MAF began flight operations, several other organisations have entered the country. There is now an expanding ministry both through the existing churches and amongst those who previously have not been served.

Due to restrictions on the operation of single-engine aircraft along routes to the northeast and across other mountainous areas, it was decided to bring in a Partenavia P68C twin-engined aircraft. (Single-engined aircraft were not permitted to fly across the mountains but had to route via the coastline. This restriction has since been lifted for approved turbine-single-engined aircraft such as the Cessna 208)

The Partenavia arrived in early 1989 but sadly, the first flight ended in a fatal crash killing one of the passengers. The accident had an understandably negative effect upon the credibility of MAF and, when the replacement aircraft arrived, it took a considerable time before the church and mission community felt confident enough to use MAF on a regular basis.

The second pilot family arrived in early 1991 to replace the first pilot who left in June of that year. As confidence in MAF's service increased, the flying increased by 200% during the next 5 years and it became necessary to add an additional aircraft.

The supply of Avgas (petrol) for the Partenavia had been a problem since the beginning and required MAF to place its own stocks at various airports throughout the island. The long flights to the south and north required lengthy refuelling stops en route. It was decided that the new aircraft should be a turbine twin since jet fuel is available at a number of key airports. In 1996 a Partenavia Viator was purchased and flight hours increased accordingly.

### ***Current Activities***

MAF currently flies for a number of mission and church organisations in support of projects in the following areas:

- Church activities
- Medical: Primary health care, eye care, general surgery, hospitals, spiritual healing
- Agriculture & forest conservation
- Education
- Natural disasters relief: Extensive assistance following the annual cyclones that hit the towns along the east coast. Locust infestations in the south
- Search & rescue.

MAF also flies for a number of NGOs and various government departments supporting various aspects of development.

In addition to the flight operation, MAF also operates a Logistics Service and Car Maintenance Programme for its clients.

### ***Aircraft Fleet***

In 2003 it was decided to concentrate on turbine aircraft only. The P68C was replaced by a Cessna Caravan 208 in October. The hangar has been altered to accommodate the larger aircraft. The aircraft were originally operated on the FAA register but are being re-registered under Malagasy registration.

The fleet currently comprises:

1 Cessna Caravan 208

Fundraising for a second Cessna Caravan has started late 2005.

### ***Staff***

One Malagasy staff member who was originally employed as a hangar assistant has been sponsored for engineer licence training overseas.

Current staff is:

- 1 Pilot & Programme Manager
- 2 Pilots
- 1 Finance Manager
- 1 Car Maintenance Facility Manager
- 1 Chief Engineer
- 1 Logistics Manager

Current vacancies include:

None

June 2006