



SEVENTH NATIONAL ASSEMBLY

PARLIAMENTARY

DEBATES

(HANSARD)

FIRST SESSION

FRIDAY 08 DECEMBER 2023

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MAURITIUS

Seventh National Assembly

FIRST SESSION

Debate No. 33 of 2023

Sitting of Friday 08 December 2023

The Assembly met in the Assembly House, Port Louis, at 4.30 p.m.

The National Anthem was played

(Mr Speaker in the Chair)

PAPERS LAID

The Prime Minister: Mr Speaker, Sir, the Papers have been laid on the Table.

**A. Ministry of Housing and Land Use Planning
Ministry of Tourism**

The Annual Report and Report of the Director of Audit on the Financial Statements of the Tourism Authority for the year ended 30 June 2022. (In Original)

B. Ministry of Land Transport and Light Rail

The Annual Report and Report of the Director of Audit on the Financial Statements of the National Transport Corporation for the year ended 31 December 2014. (In Original)

C. Ministry of Finance, Economic Planning and Development

The Loan Agreement of the Convention de Crédit n° CMU 1107 01B dated 1st December 2023 between L'Agence Francaise de Developpement (AFD) and the Republic of Mauritius for the support to Mauritius and Rodrigues in the water sector including climate change resilience and preservation of bio-diversity. (In Original)

D. Ministry of Arts and Cultural Heritage

The Annual Report and Report of the Director of Audit on the Financial Statements of the Conservatoire National De Musique François Mitterrand Trust Fund for the year ended 30 June 2022.

PRIVATE MEMBERS' MOTION

ELECTRIC VEHICLES IN MAURITIUS

Order read for resuming adjourned debate on the following motion of the hon. Third Member for Port Louis North & Montagne Longue (Ms J. Tour) -

« This Assembly resolves that Government should continue its efforts to encourage the use of electric vehicles in Mauritius. »

Question again proposed.

Mr Speaker: Hon. Dhunoo!

(4.33 p.m.)

Mr S. Dhunoo (Third Member for Curepipe & Midlands): Thank you, Mr Speaker, Sir. Let me resume where I stopped during the last session, Mr Speaker, Sir.

Today, we are talking on the Motion that has been presented by hon. Ms Joanne Tour that “This Assembly resolves that Government should continue its efforts to encourage the use of electric vehicles in Mauritius” and it is at a time where we are having the COP28 in Dubai. We know that the Conference of the Parties happens simultaneously with the United Nations Convention on Climate Change. COP28 is being hosted in United Arab Emirates and it is taking place from 30 November to 12 December at Expo City Dubai in UAE.

As this is the world’s highest decision-making process on the climate issues, it is expected to host around 70,000 delegates including Head of States and world leaders to build consensus and facilitate progress on climate action among 197 countries, EU and thousands of non-governmental organisations, companies, youth groups and other stakeholders.

Mr Speaker, Sir, it is important that, as I have said previously, our Prime Minister and our Government have the vision to reduce gas emissions by 40% by 2030 and to become sustainable into green energy, and we are moving in this direction. Recently, we have seen, with the collaboration of the Government of India, in Henrietta, that we have had with the hon. Prime Minister and the hon. Minister Muraleedharan and hon. Minister Joe Lesjongard who came for inauguration of a PV Plant for, if I am not mistaken, 8 MW in Henrietta. We are going to have other solar farms that we are going to create. We are giving this opportunity so that we can have others from the private sector and increase the capacity. Through Small-Scale Development Scheme of the CEB, we are encouraging our people to have their own PV Solar and producing their own electricity. With incentives

given by the Minister of Finance, hon. Dr. Padayachy, of tax exemption when you are using PV Solar system, it is important that we have a new culture of the population on this issue.

And when we are talking about the electric vehicle, Mr Speaker, Sir, we have seen that we are encouraging many of our hon. Members also to buy an electric vehicle. We have, in the House, hon. Dr. Jagutpal who is amongst the first ones who bought an electric vehicle and then, there is the Minister of Energy, hon. Lesjongard who is also driving an electric vehicle. Mr Speaker, Sir, when I became PPS, I have changed my car and I opted for an electric vehicle but when you are using this car, it is important that we see what the pros and the cons are because it is not the same that you are using; a diesel vehicle or another type of vehicle, fuel engine one, because it has its complexity and we have to have many adaptions and we have to know how to drive this electric vehicle. And with new technologies now, we know that these electric vehicles, the way that you drive them, they can be recharged by themselves.

So, Mr Speaker, Sir, it is important that we start and we know that our Government is going in this direction, and we have to do an awareness campaign among the population. We know that most of the cars that are coming here in Mauritius now, most of them are hybrid and the Government of Mauritius, through our Minister of Finance and Prime Minister, has exempted tax on these cars. So, there are many incentives that are being given for you to have either an electric vehicle or a hybrid car.

Mr Speaker, Sir, if we are driving an electric vehicle, it is important that we see if we want to go with regard to COP and to the Paris Agreement, to see how we can reduce carbon dioxide gas emission. It is important that when charging the vehicle also, as it was mentioned by hon. Collendavelloo, that the electric vehicle for charging, it will be futile if you are going to charge it from fossil fuel electricity that is being produced at your house. It is better that you have your PV panels at your house. You are producing here and you are using this, and we can say that in some of the companies in Mauritius, we can see that there is the emergence of electric chargers in different places.

When you go abroad, Mr Speaker, Sir, for example in Belgium, you will see that many places in the car parking space, there are chargers that are being made available and the electricity is being produced by PV panels so that we are serious about how we are charging the electric vehicles, and we are obtaining what we want to do. Mr Speaker, Sir, like I said earlier, I was reading on the type of batteries that we need to have in these vehicles and how it is important and I have seen one of the companies which is doing very

good and which has been participating for more than 7 years in the COP Assembly when this has happened.

There is Sigma Lithium which is a pioneer in practicing, applying clean technology to develop net zero carbon and environmental and social sustainability in global-industrial supply chain, and we can say that it has been very interesting what they are doing. They are positioned at the forefront for decarbonisation of sustainable supply chain for electric vehicle because they are also a producer of Triple Zero Industrial Lithium Material. The company is in Brazil and their contribution to industrial decarbonisation has been vast.

Mr Speaker, Sir, now that we are actively talking because we are having the COP 28 conference right now when I am speaking to you in a global dialogue to limit global warming to 1.5% above preindustrial level while delivering a just transition and avoiding climate and humanitarian crisis because, Mauritius like said earlier, is among the least, as a Small Island Developing State, polluting the environment at a rate of 0.04%, and when the Prime Minister talked about the Damage and Loss, it is a Fund that we have with regard to climate change. I agree with him on this because we, as a Small Island Developing State, we are the least one polluting but we are the one that is being mostly affected when we see the flash flood, cyclones and other natural calamities that we have been facing.

Mr Speaker, Sir, it is also important that we see in the direction that we will need to think because there are new technologies that are being developed with regards to ours. I mentioned it previously about salt batteries because we are on an island and we are surrounded by the sea and this could be another thing that we can think about, developing salt batteries. It will be important that we think about it because the issue with electric cars is that you will need to have information and to see if we want to be serious about reducing global warming to 1.3%. We will need to do a campaign with regard to all the persons that are using their diesel car. Mr Speaker, Sir, we can also say that the decarbonisation of the supply chain in accelerating industrial transition is very important in this line of activity.

Mr Speaker, Sir, we know that during the COP 28 there will be many things that are going to be discussed with regard to the leverage on natural resources to build industrial capabilities so that we can enable decarbonisation and we know that the mining industry's role in enabling the energy transition will be very important. Mr Speaker, Sir, it will be very important for us as a State, and with regard to what has been discussed and what has been proposed by other Members, it is important that in this landscape of environmental consciousness, the road to sustainability is paved with innovation, and we

know that electric vehicles that are steering the automotive industry towards a greener future, it is important that the world grapples with the urgent need to reduce carbon emission. For this, Mr Speaker, Sir, one of the key challenges for the reduction of carbon emission to mitigate climate change, we can say that electric vehicles are playing a pivotal role in the endeavour by presenting a cleaner alternative to traditional internal combustion engine vehicles.

Unlike their fossil fuel counterparts, Mr Speaker, Sir, EV produces zero tailpipe emission, significantly curbing the carbon footprint associated with transportation. The shift to electric vehicles aligns seamlessly with the COP goals as they contribute to the reduction of greenhouse gas emissions which are major contributors to global warming. The widespread adoption of EVs has the potential to create a domino effect, Mr Speaker, Sir, significantly aiding nations in meeting their pledge emission reduction targets.

Mr Speaker, Sir, electric vehicles operate on the principle of electrification, utilising electric motors powered by rechargeable batteries and this fundamental shift from combustion engine has a direct and positive impact on the environment. As electric vehicles become more popular, the demand for traditional gasoline and diesel powered vehicles decreases, leading to a significant reduction in harmful emissions.

Mr Speaker, Sir, the carbon emission benefit extends beyond just the absence of tail pipe pollutants. Even when considering the environment impact of battery production and disposal, electric vehicles typically have lower total emission over their life cycle compared to conventional vehicles.

Even when considering the environment impact of battery production and disposal, electric vehicles typically have lower total emission over the life-cycle compared to conventional vehicles. The technological advancement in battery manufacturing and recycling process continues to improve the overall sustainability of electric vehicles. According to the International Energy Agency Report, transport is a major source of carbon emission, Mr Speaker, Sir. When we see the statistics in 2021, the transportation-related greenhouse gas emission accounted for around one-fourth worldwide energy consumption. Carbon emission with regard to transportation accounted to 76.1% of an overall transportation emission.

Mr Speaker, Sir, like I have said, the EV reshaping the automotive landscape and the rise of electric vehicle is not merely an environmental necessity; it is also a catalyst for reshaping the automotive industry. Auto makers are recognising the shift in consumer preferences and are investing heavily in the development and production of electric vehicles. The shift has created a ripple effect throughout the supply chain, influencing the

production of batteries, charging infrastructure and the urban planning, and as a result of EV adoption.

Mr Speaker, Sir, what is more important is that we will need to, with industries, see how we are charging ahead. The infrastructures should be the driving force for people to adopt electric vehicles. The critical aspect of the electric vehicle revolution is the development of charging infrastructure. Like I was saying earlier, Mr Speaker, Sir, when you go to the manufacturers or most of the car dealers here in Mauritius, there are some that are even using PV for charging the vehicles. They are using the PV panels to produce the electricity, even 22 kW for charging, and we know that the chargers differ at different places.

Mr Speaker, Sir, it is important that we know and have the right component to see how we are going to charge the electric vehicles and what are the infrastructures that will be needed. We know that the incentives have been put forward by the Government, like I have said earlier, for the Small-Scale Development Scheme, with regard to PV panels where you can produce your electricity at your place and you can even sell it on the grid with the CEB. There are incentives that are given by the CEB. If you charge your vehicle after 9.00 p.m., the price is different as compared to when you are charging at a different time. Usually, if you charge it with a charger, we can say not a 22 kW charger that is being sold on the market or the one which is at 7 kW, it will take you around 8 hours or less than 8 hours to charge your vehicle depending on how much the capacity of the vehicle is. When the vehicle is fully charged, you have autonomy of around more than 400 km that you can drive.

Mauritius being a Small Island Developing State, under the leadership of the Prime Minister, with hon. Hurreeram, the Minister of National Infrastructure, he has developed so many new roads, it is so easy to travel around in Mauritius now, Mr Speaker, Sir. You are not in traffic and you can go at a pace that pleases you and you respect the law. Mr Speaker, Sir, the battery is being recharged while you are driving and at a safe speed, you can go beyond that 400 km when you are charging your vehicle. It will depend, like I told you, Mr Speaker, Sir, how you drive your vehicle.

We have just launched the campaign on road safety and it is important, and with the Minister of Land Transport and Light Rail, we have another campaign with regard to using electric vehicle. Now we know that the Government is moving towards having for the national transport, for example, the NTC is going to buy electric buses and some are already on the road and they are going to come with more than 100 electric buses. So, Mr

Speaker, Sir, like we say, we, as a Government, we are serious about reducing our carbon emissions and contributing to less than 1.5% with regard to climate change.

Mr Speaker, Sir, we can say with the Minister also, hon. Ganoo, who is bringing the electric buses with the NTC, we will need to think about the charging station. We see that there is a shift/a trend on the fuel station also, you will see that you already have E-motion for EV, electric vehicle charger on some of the fuel stations, Mr Speaker, Sir. But you have a card, Mr Speaker, Sir, and it depends how much you are charging. For charging for four hours, it can cost you around Rs900. So, Mr Speaker, Sir, it depends how you are going to use the vehicle, like I was saying, but it is important that we fully harness the potential of the electric vehicles because a robust network of charging station is essential, Mr Speaker, Sir.

It should not only be the Government, Mr Speaker, Sir, like I have told you earlier, some of the private companies, car dealers are moving to see how they can contribute with regard to clean energy and green energy. We should also encourage businesses, Mr Speaker, Sir, in shopping malls, like we have in Belgium or in other countries so that the energy providers work collaboratively to establish an extensive charging infrastructure that supports the growing fleet of electric vehicles.

Mr Speaker, Sir, you will see that the widespread adoption of EVs is heavily influenced by the convenience and the accessibility of charging station. When I was driving a hybrid, Mr Speaker, Sir, I was thinking where I can charge the car. I do not have a charging station at my place, so, how can I charge the car? So, then I had to go and see on the internet if there is any facility where I can charge. At that time, it was in 2022, there were only two or three fuel stations and I had to drive more than 50 km before I get to a charging station. So, now, we can also encourage our local authorities, for example, the Municipalities can use one of their parking and have a charging station. It can be an incentive for them. For example, Mr Speaker, Sir, you can have it at the Municipality of Curepipe, near L'Hôtel de Ville, where you can come and charge your car during the day. It could be even at Plaza in Rose Hill or even in Port Louis, at Flacq District Council, at Moka District Council. We could use one of the parking so that people can come and charge their vehicles.

We could have this with the collaboration of the private sector like Shell or other companies like Total which are providing these chargers. But, Mr Speaker, Sir, we will need to see how we can also reduce the price because the challenge, like it has been mentioned by hon. Collendavelloo, is that, yes, electric vehicles, but not only electric cars, lorries also. They are to be normal features of Mauritius in the years to come. But there are

few points that we have to beckon on, like he said in his intervention, is that there is a massive investment which will take on the spares of these vehicles.

For instance, Mr Speaker, Sir, we will also need to think further on how we are going to train our mechanics on electric vehicles. This could be another point of where, we, as a country, as a futuristic country, can think about giving training through Polytechnics or IVTB, for our mechanics to come with new technologies because this is a new industry and this could bring new changes to the employment sector.

Mr Speaker, Sir, there is also the aspect that if your battery of the electric vehicle is damaged, this will cost you a lot. It is not like you are changing the battery of a normal gasoline car, it's not like going to buy a battery at Rs2,000 or Rs3,000, this will cost you more than Rs100,000 or Rs200,000.

So, Mr Speaker, Sir, we will need to have these information and we need to speak about how we can tap on these opportunities when we are developing this industry. Like we said earlier if we are having Charging Station, it should be with a PV because we were serious on the climate change and we want to provide cleaner and greener energy. And Mr Speaker, Sir, like I was saying there is a company in Brazil which is doing that Sigma Lithium and what is interesting about this company is that it has been a pioneer in developing Social System ID Industrial in Manual Supply Chain. And the company, Mr Speaker, Sir, what they do also is that they are participating in the COP, like I have said earlier and they are talking on how they are bringing the change and how they are using to make their own batteries through a renewable energy. The batteries are being made by renewable energy, Mr Speaker, Sir, because they are engaging directly with the world leaders in bilateral meetings, how to see, how to think about different types of batteries that they are going to use because most of the electric cars, the main component of the electric cars is the battery. Like I was saying earlier, we also as a Small Island Developing State, there is a technology of using salt batteries and how we use salt batteries, it could be someone, an investor coming. I remember one of the investor who wanted to come to Mauritius to do that, he wanted to use, you know the salt panel that we have at Tamarin, Mr Speaker, Sir, where people go and see how we are making salt but we can be using that place to making this salt batteries, Mr Speaker, Sir, and there could be exchanges and it will cost less to the user.

And Mr Speaker, Sir, we can use the collaboration of the Mauritius Research Council through hon. Balgobin who is doing a great job with regard to what has been done and everything, we see that today we have had satellite but why not the MRC through the leadership of hon. Balgobin think about developing salt batteries to be used in electric

vehicles? Mr Speaker, Sir, he is such a young and talented Minister, he can think about this with Professor Suddhoo and all the team of the University there, they can help him to think about that and we can have a collaboration with other companies.

And Mr Speaker, Sir, this is a big industry. When we are talking about Electric Vehicles, Mr Speaker, Sir, this can create big jobs for our youngsters and you know that youngsters are very conscious about climate change nowadays, so this could be another game changer for Mauritius.

Mr Speaker, Sir, like I was telling you earlier, the company that I was talking about was Sigma Lithium which has focused on supporting the energy transition by new mining practices governed by social and environmental sustainability. Mr Speaker, Sir, they have innovative Lithium Greentech Industrial Operation that they are doing in Brazil which demonstrates the magnitude that they can achieve when the public and private sector come together and align in the spirit of collaboration and transformation that bring prosperity to a region with reverberation across industrial supply change around the world.

Mr Speaker, Sir, here in Mauritius, we have already had this concept of collaborating with the private sector like you know. Even during our pre-budget consultation, we will usually consult our private sector representatives and they will have discussion with the Minister of Finance and with the representatives, they will come with new ideas and new incentives so that we can boost the economy. And as a country moving towards a high-income country, Mr Speaker, Sir, we can think about developing the light industry with regard to Electric Vehicles and there are batteries that I have said earlier, can be developed here in Mauritius.

Mr Speaker, Sir, it's also important that when we are talking about this, we have talked about the infrastructure, we have talked about the Charging Station we will also need to see the other challenges that we have, we can say the road blocks to this electric dominance. Despite we can say all the benefits that the Government is giving, all incentives that they are giving, all the benefits that we are going to have when using electric vehicles, Mr Speaker, Sir, the battery range, I spoke about 400 km earlier but it depends; different electric vehicles have different types of batteries. If you are using, for example, a KIA, it's different, you are using a BMW, it's different.

So, Mr Speaker, Sir, we will have to see this and I spoke about the charging time. The charging time and this widespread or adopting the electric vehicles, we will have to have a campaign and the campaign should not be done only by the Ministry of Transport. It should be a national campaign with the Minister of Energy, the Prime Minister's Office,

we can say a National Campaign to encourage the population to move towards the Electric Vehicle.

But like you know, Mr Speaker, Sir, innovation has been continuous in this field and under research and development, this year has been going so quickly and has been done very quickly and there it is, we can say very dynamic sector and there are many challenges like here, we can say, Mr Speaker, Sir, I am not making campaign for any vehicle but you will see BMW also is coming with their full electric vehicle. The Volvo is coming with full electric vehicle, you have KIA coming with full electric vehicles, you have also Porsche coming with full electric vehicles and hybrid cars are coming. We have new cars that we have seen that are coming on the market and like the BYD from China, different vehicles. There are vehicles, Mr Speaker, Sir, you just have to speak to them and they can make you see the stars.

So, I am telling you with the new technology that we are having, with the emergence of Artificial Intelligence in these cars, it's interesting that we see how this industry is evolving and we know that, Mr Speaker, Sir, when we talk about innovation which is needed along with addressing the economic implication for traditional automotive industries, the collaboration between governments and industries stakeholders is crucial to develop the balance policies in sensitising electric vehicles while managing the industry evolution impact on workers and economic stability for a sustainable future, Mr Speaker, Sir.

As electric vehicles continue to gain traction, Mr Speaker, Sir, they represent more than just a mode of transportation. They embody a commitment to a sustainable future and a paradigm shift that way we perceive and interact with mobility. The road to sustainability, Mr Speaker, Sir, is winding but electric vehicles are stirring us in the right direction, helping nation achieving their COP goals and transforming the automotive industry in a greener, more environmentally conscious landscape.

The journey, Mr Speaker, Sir, is not without challenges but with innovation, collaboration and collective commitment to change, the destination of sustainable future is within reach, but we need to continue our effort on this. And when we see what is being done in United Kingdom, the Transport Secretary from the United Kingdom announced that there will be a 70 million boost of pounds sterling for more rapid electric vehicle charger at COP 28 and EV Charging Point Pilot Scheme at Motorway Service Areas to support government vision to transition to electric vehicles.

So, like I was saying, Mr Speaker, Sir, when we see what is being done in the United Kingdom, we can say that here in Mauritius also we can go in this direction. The

Minister of Land Transport and Light Rail, hon. Ganoo, can look at the model that is being done in the United Kingdom for a trial to boost the number of ultra-rapid charging points at motorway services and spark private investment because when we do that, Mr Speaker, Sir, we will attract all sorts of foreign investors and it will attract FDI in the country.

This will portrait Mauritius differently towards investors who want to invest in greener technology, like hon. Mahen Seeruttun, the Minister of Financial Services and Good Governance, who is doing a very good job, Mr Speaker, Sir, on this forefront also. The first green bond has been introduced by CIM Finance and we know that investors could be interested in such projects where they want to invest in a greener and cleaner economy. With the green bond that has been presented in different spaces in the financial industry, Mr Speaker, Sir, we can say that this could also boost our financial services sector.

We know that the Minister is doing a great job on the ESG, so, with the collaboration of the Minister of Finance also, we can say that, Mr Speaker, Sir, we can be an example in the region. We have always been in the forefront and Mauritius has always been the early adopter in many different cases, Mr Speaker, Sir. So, this could also be like it has been done in the United Kingdom, Mr Speaker, Sir. For example, I was talking about the £70 million pilot scheme that was launched two days ago, Mr Speaker, Sir, on 06 December, which will power up the services in the United Kingdom to pave the way for ultra-rapid electric vehicle charging points. The Transport Secretary, Mark Harper, was speaking on COP28 on 06 December, two days ago, saying that they are planning up to 10 trial sites in England with boosted electrical network capacity and they are ensuring electric net worth capacity future-proof for at least 10 years up to 2025, Mr Speaker, Sir.

It is important, Mr Speaker, Sir, with COP28, to mark a pivotal movement in addressing climate change and big countries like the United Kingdom are making strong commitments at the COP28 to reduce the emission that they have pledged between 1990 to 2030, Mr Speaker, Sir.

Mr Speaker, Sir, when we talk about this rapid charging point announcement, they have created a fund in United Kingdom which is called the Rapid Charging Fund which covers a portion of the cost of upgrading the electricity grid at successful motorways service areas, ensuring that the private sector can continue to expand the charging network and providing consumers with more confidence to choose electric vehicles.

But here, in Mauritius, Mr Speaker, Sir, we can use photovoltaic panels and we can work in this direction. Mr Speaker, Sir, as I said earlier, the charging station would be the

drivers and working with the private sector to provide robust charging point infrastructure will be a good plan for people to adopt electric vehicles.

But, Mr Speaker, Sir, we can say that even the industry is investing wisely. When we see here in Mauritius how the trend is coming now with hybrid cars and now with the measures that have been proposed by the Government we are seeing that many people are buying many cars because there is no tax on these cars. But, the challenge is still the price of the fully electric cars but we are seeing that industries are developing different types of cars. Even in India they are using the small *Tuk-tuk*, Mr Speaker, Sir, which is fully electric. If you go to Tribeca, Mr Speaker, Sir, one exposed there and you can see how this is being used in India.

Mr Speaker, Sir, our next journey to net zero emissions demonstrates our Government's commitment to help private sectors expand on the charging network also. We have to encourage them, Mr Speaker, Sir, if we want to be leading in the region for zero emission vehicles mandate, because it is a big challenge, Mr Speaker, Sir. But like, I have said earlier, the transition between gasoline vehicles and electric vehicles – for people to switch to electric – there is a campaign that we have to do; there is an awareness that we have to do. We have to educate the drivers, Mr Speaker, Sir, we will have to form our mechanics and we can even come with specific courses for our young to develop in this industry.

The services on the motorway would be different; it would not be the same, Mr Speaker, Sir. For example, your car has no charge when you are driving, you will have to tow the car. For instance, this is the pros and cons as compared to when you are using a gasoline vehicle where when you are out of petrol, you can go at a petrol pump station, buy some petrol, come and put it in the car and drive it again. This is another challenge; that is why we say that because Mauritius is not that big, it is important that at strategic places we have charging stations, Mr Speaker, Sir. With the charging stations and the photovoltaic panels, this would be interesting, Mr Speaker, Sir. When you are travelling long distances, Mr Speaker, Sir, this will support the drivers and it will accelerate future EV purchases. As I said, Mr Speaker, Sir, this is among the incentives that a person who is driving an electric vehicle will think about when moving on the highways, and we need to see how we can go about it, Mr Speaker, Sir.

Mr Speaker, Sir, in UK they have teamed up with the United States to have a competition to develop greening and shipping corridors between both countries because the US is the UK's second largest direct partner of incomes to international maritime trade with over 4 million tonnes of maritime trade carried out last year with the United

Kingdom. Next year, the initiative is to build up the UK successful partnership with likes of Norway, Denmark, Netherlands so that they solidify the journey towards zero emission in shipping also, Mr Speaker, Sir. When we are talking about electric vehicles, like it has been mentioned by hon. Collendavelloo during his intervention, we need not think only about cars, we have to think about lorries, we have to think about different types of vehicles and we have to look into the maritime sector.

We think that with the Minister, hon. Maudhoo, who is doing a good job, can also think about this. Like I have said earlier, Mr Speaker, Sir, when talking about electric vehicles, it is not only the Ministry of Energy and the Ministry of Land Transport which are concerned, it is for the whole Government to be concerned. As I said earlier, even the Opposition, the private sector and the parastatal bodies should be concerned about it because we are talking about our planet.

Mr Speaker, Sir, today, we can say that we have seen that there is an emergency for electric vehicles adoption between users and consumers. Even manufacturers and car dealers are seeing that there is an increased demand. We can see on billboards, many electric vehicles are being mentioned and canvassed, even on social media. We can say that we, as a country, we can see the change that is happening.

But, Mr Speaker, Sir, like we have said earlier the decarbonisation is very important. When I was reading on the launch of the world first Global Zero Emission Vehicles Transition Roadmap that was announced in COP events, it is important, Mr Speaker, Sir, that we, as a Small Island Developing State, we have our strategy, and our own strategy in this sector will bring us to develop cleaner and greener energy. Why am I saying that, Mr Speaker, Sir? Because, if we decrease the percentage of emission by cars, by transport, this will have a big impact on the climate, Mr Speaker, Sir, but for us to commit to an annual update, we say a roadmap, we can say for transition to cleaner travel on a global scale and ensure that no country like other countries, is not left behind, no one is left behind, Mr Speaker, Sir. We have to look at it in a global way, Mr Speaker, Sir.

Mr Speaker, Sir, I would also suggest that when we are going in this direction, where I support the proposal made by hon. Joanne Tour, we will need to see if we can collaborate with other countries. We have already Car Expo at SVICC for example, Mr Speaker, Sir, now that at Bagatelle, we have the Motor City, it would be important that we have an Expo City on a different day on electric vehicles so that we can create this awareness among the users. And, like we are saying, Mr Speaker, Sir, it is important that we come with a right strategy with regard to this, and like we say, this project can be

turned into a blueprint for how to create a successful green corridor here in Mauritius with regards to electric vehicles, Mr Speaker, Sir.

Mr Speaker, Sir, we are also focusing to use the electric vehicle. It will be important for us, as I said earlier, we have to tackle deforestation. We have talked about green finance because to endorse the New Global Finance Framework, Mr Speaker, Sir, to champion reform of international financial institutions to make them bigger, better, and fairer, and pledging for loss and damage, it is important that a new fund is ensured that finance can flow to the poorest like we have pledged in COP 28 for climate change.

Like I was saying, Mr Speaker, Sir, during the first part of my intervention, it was important that we have to pledge in front of the United Nations, at the COP 28 about the fund that has to be created with regard to loss and damage because we have been affected. Our country has been affected, Mr Speaker, Sir, and we are a country with the least gas-emission and still, we have been affected by climate change. But, now that we go in the electric vehicle sector, I would say that we can also go in the right direction by encouraging people to adopt electric vehicles, Mr Speaker, Sir. And how we will do it with all the incentives that we are giving?

Mr Speaker, Sir, it is important that we go as per our mandate to see what are the pros and cons again in the electric vehicles sector and the adoption, because I told you earlier that the transition is very important and we have a zero electric vehicle mandate, Mr Speaker, Sir, which causes zero emissions. And, Mr Speaker, Sir, I am going to vote in favour of this Motion and I support the Motion as well as the intervention made by other interveners who have spoken in favour of that Motion. But, I hope, Mr Speaker, Sir, one day, we will see the price of the electric vehicles go down and we, as a country, why not manufacturing our first electric vehicles or why not having our first electric battery for electric vehicles that have been like we say in the light industry and we have the potential, Mr Speaker, Sir, to go in this direction. I would say, Mr Speaker, Sir, we have to find imaginative solutions to see how we can introduce and I say, Mr Speaker, Sir, on this, I will end to say that I support this Motion, Mr Speaker, Sir. I think that this Motion will greatly contribute to tackle climate change, limit emission and to halt global warming.

Thank you, Mr Speaker, Sir.

Mr Speaker: Hon. Members, at this stage, I will suspend the Sitting for half an hour.

At 5.24 p.m., the Sitting was suspended.

On resuming at 6.11 p.m. with Mr Speaker in the Chair.

Mr Speaker: Hon. Abbas Mamode!

Mr S. Abbas Mamode (Second Member for Port Louis Maritime & Port Louis East): Thank you, Mr Speaker, Sir. Let me, first of all, congratulate the young MP, hon. Ms Joanne Tour, for having brought this motion to the National Assembly. You would agree with me, Mr Speaker, Sir, this is a very important issue. We are talking to have a greener Mauritius. Yes, the promotion of electric vehicles is a must.

In her speech, I can remember well, she had highlighted that it would be time for implementing same. The young MP pointed out that such type of vehicle is our future. Here, Mr Speaker, Sir, the promotion of electric vehicles is a must. I can rightly say, or rather, we can rightly say that hon. Ms Joanne Tour, a young, promising MP, is really the person to congratulate for having brought this motion to our august Assembly.

Mr Speaker, Sir, as we stand at the crossroad of environmental sustainability and economic progress, the imperative to transition towards cleaner and greener transportation solution has never been more pressing. The Government of Mauritius has taken commendable strides in fostering an environment conducive to the adoption of electric vehicles (EVs). I would like to provide Members of this august Assembly with a comprehensive understanding of the reason to endorse a resolution urging the Government to persist in its efforts to encourage the use of electric vehicles in Mauritius.

The environmental imperative for electric vehicles adoption in Mauritius: the global call for environmental sustainability has thrust electric vehicles, EVs, into the spotlight as a transformative solution to mitigate the adverse impact of traditional transportation on the environment. As Mauritius navigates the delicate balance between economic progress and ecological responsibility, the environmental imperative for embracing EVs becomes increasingly evident.

Tackling air pollution and greenhouse gas emission: the transport sector in Mauritius stands as a significant contributor to air pollution and greenhouse gas emissions. Combustion engine vehicles release pollutants such as nitrogen oxide, particulate matter and carbon monoxide, which have detrimental effects on air quality and public health. In contrast, electric vehicles produce zero tailpipe emission during operation, thus presenting a direct and impactful strategy for reducing the environmental footprint of the transport sector.

Mitigating climate change: Mauritius, like the rest of the world, grapples with the far-reaching consequences of climate change. The burning of fossil fuel for transportation not only degrades air quality, but also contributes to the accumulation of greenhouse gas in

the atmosphere. Electric vehicles powered by electricity, generated from renewable sources, offer a cleaner alternative, reducing the reliance on fossil fuel and playing a crucial role in the global fight against climate change.

Preserving biodiversity and ecosystems: the environmental benefits of electric vehicles extend beyond urban areas. The reduction in air and noise pollution associated with EVs positively impacts biodiversity and ecosystems. Less pollution means healthier ecosystems, safeguarding the diverse flora and fauna that call Mauritius home. As an island nation, with unique and fragile ecosystems, the preservation of biodiversity is paramount and the shift to electric vehicles aligns with this conservation imperative.

Now addressing urban heat islands, urbanisation brings about the phenomenon of urban heat island where build-up areas experience higher temperature than their rural surrounding. Combustion engine vehicles contribute to this by releasing heat during operation. Electric vehicles being more energy-efficient generate less heat during operation, thereby mitigating the heat island effect. This is particularly relevant for urban planning in Mauritius where sustainable urban development is a growing priority.

Improving public health, the correlation between air pollution and adverse health effect is well-documented. By reducing the emissions of harmful pollutant, electric vehicle contribute to improve air quality, subsequently leading to enhance public health. The respiratory and cardio vascular benefit of breathing cleaner air cannot be overstated, making the adoption of EVs a pivotal step in promoting the well-being of Mauritians.

Future-proofing against resource depletion: fossil fuels, the traditional backbone of the transport sector, are finite resources. As global concern over resource depletion rise, transitioning to electric vehicles which can be powered by diverse and renewable energy sources become strategically imperative for Mauritius. This move, Mr Speaker, Sir, not only ensure a sustainable future but also positions the nation favourably in the global shift towards cleaner energy alternatives.

The environmental imperative for the adoption of electric vehicles in Mauritius is a multi-facet and compelling of human. From addressing air pollution and mitigating climate change to preserving bio-diversity and improving public health, the benefit of transitioning to EVs extend far beyond individual vehicle ownership. By prioritising the environmental imperative, Mauritius not only contributes to the global fight against climate change but also lays the foundation for a more sustainable and resilient future. Embracing electric vehicle is not just a choice, it's an investment in the well-being of the planet and its people.

Now coming to the economic advantages of electric vehicle adoption in Mauritius, in the pursuit of a sustainable and economically vibrant future, Mauritius has strategically positioned itself at the forefront of electric vehicle adoption. The Government's decisive measures such as abolition of excise duties for vehicles below 180 KW engine power and the reduction of duty on hybrid motor cars underscore a commitment to making EVs an accessible and economically viable choice for the Mauritian people.

Let's delve into the economic advantage of embracing electric vehicles, highlighting how these measures have paved the way for a thriving electric mobility market. Let's come to affordability and accessibility. The cornerstone of our government's approach to promoting electric vehicles lies in making them affordable for the average Mauritian citizen. The abolition of excise duties for EVs with engine power below 180 KW is a testament to this commitment, Mr Speaker, Sir. This move not only significantly lowers the upfront cost of electric vehicles but also positions them as financially viable option for a broader demography. By reducing the financial barrier to entry, the Government ensures that more Mauritians can actively participate in the transition to sustainable and clean transportation.

Let's talk a bit about duty reduction on hybrid motor cars. The reduction in duty on hybrid motor cars further amplifies the economic advantages of choosing electric and hybrid vehicle. This targeted incentive encourages the adoption of more environmentally friendly options without compromising the benefit of hybrid technology. By strategically reducing duties on hybrid, the Government acknowledges the role of these transitional technologies in the broader shift towards a greener transportation eco-system. This approach, Mr Speaker, Sir, not only promotes fuel efficiency but also creates a more diverse market for eco-conscious consumers.

Lower maintenance cost – beyond the initial cost saving electric vehicle bore significantly lower maintenance cost compared to their traditional combustion engine counterparts. This simplicity of electric drive trains which have fewer moving parts translates into reduced wear and tear. With fewer components prone to failure, electric vehicles require less frequent visit to the mechanic leading to long term cost saving for vehicles owners. The Government's continued support for EV adoption ensures that Mauritians can reap this economic benefit fostering a positive economic impact for individual consumers and the nation as a whole.

Increase energy efficiency, electric vehicles are surely more energy efficient than their fossil-fuel powered counterparts. The conversion of electric energy to mechanical power in electrical vehicle is more direct and efficient, resulting in better energy

utilisation. This translates into cost saving for consumers who benefit from lower energy consumption per km travel. The Government's commitment to electric mobility aligns with the nation's broader energy efficiency goals, contributing to a more sustainable and cost-effective transportation sector.

Let's talk on fostering a thriving electric mobility market. Continued Government efforts to encourage the use of electric vehicles extend beyond individual incentives. By creating an environment that supports the growth of the electric mobility market, Mauritius positions itself as a hub for sustainable transportation solutions. The economic advantages offered by electric vehicles coupled with Government's support, attract investment, stimulate innovation and create employment opportunities in the electric mobility sector. This virtuous circle contributes not only to individual's economic well-being, but also to the overall economic prosperity of Mauritius.

The economic advantages, Mr Speaker, Sir, of adopting electric vehicles in Mauritius extend far beyond individual ownership. The Government's strategic measures including the abolition of excise duties and duty reduction on hybrid motor cars have not only made living more affordable, but also set the stage for a flourishing electric mobility market. Lower maintenance cost, increased energy efficiency and a supportive policy to the environment collectively contribute to a sustainable and prosperous future for Mauritius. As the nation continues its journey towards green and economically resilient future, the economic advantages of electric vehicles adoption will play a pivotal role in shaping the trajectory of sustainable transportation in Mauritius.

The crucial role of infrastructure development in Mauritius, electric vehicles revolution: as Mauritius propels itself into a future powered by sustainable transportation, the Government's unwavering commitment to charging infrastructure development emerge as an linchpin in the success of the electric vehicle revolution. Let's get deeper into the significance of charging infrastructure. The Government's strategic initiative and why Members of Parliament should continue to champion its development for a seamless transition to electric mobility.

Charging infrastructure is a cornerstone of electric mobility. Charging infrastructure is the lifeblood of electric mobility ensuring that EV users have convenient and reliable access to charging facilities. Recognising this, the Government has embarked on a mission to establish a robust charging network across the island. This addresses one of the primary concerns inhibiting widespread EV adoption which erase range anxiety and the fear of running out of battery power before reaching a charging station. Here, we can encourage big malls, supermarkets, shopping centres to install these charging facilities.

Thus, somebody going to the supermarket can safely leave his vehicle where he can charge his vehicle or his battery power.

This has been a major psychological barrier for potential EV owners. By investing in charging infrastructure, the Government is actively dismantling this barrier and fostering an environment conducive to the widespread adoption of electric vehicles.

Addressing range anxiety concerns: range anxiety is a legitimate concern for individuals considering the switch to electric vehicle. The fear of being stranded with a depleted battery has dissuaded many from embracing the benefit of cleaner and more sustainable transportation. The Government's commitment to developing a comprehensive charging infrastructure addresses this concern head on. Strategic placement of charging station at key locations, including urban areas, commercial centres, as I mentioned earlier, highways and tourist destinations ensure that EV users can confidently embark on journeys without fearing a lack of charging options. This not only boosts consumer confidence, Mr Speaker, Sir, but also encourages long distance travel and tourists contributing to economic growth.

Enabling seamless access to charging facilities: seamless access to charging facilities is pivotal for the success of the Government's electric mobility initiative. Members of Parliament should recognise that the widespread adoption of electric vehicles relies on the ease with which individuals can charge their cars. The establishment of public charging stations in urban centres enhances accessibility for residents while strategically placing charging infrastructure along highways facilitates intercity travel.

Moreover, Mr Speaker, Sir, ensuring compatibility and interoperability among charging networks is crucial to providing a hassle-free experience for electric vehicle users regardless of the charging station operator.

Supporting Government initiatives: Members of Parliament play a pivotal role in supporting and advancing the Government's initiative for charging infrastructure development. Continued investment in this critical component of the electric vehicle ecosystem is essential, Mr Speaker, Sir, essential for achieving the nation sustainability goals. By allocating resources to expand the charging network and embracing innovating technologies, the Government can contribute to the realisation of a comprehensive and future-proof charging infrastructure.

Economic and environmental impact: the development of charging infrastructure not only facilitates the adoption of electric vehicles, but also stimulates economic growth. It creates opportunities for investment, job creation and the emergence of new businesses

in the electric mobility sector. Furthermore, by reducing the reliance on fossil fuel, the widespread adoption of electric vehicle contributes to a cleaner environment aligning with Mauritius' commitment to sustainability and climate action.

Mr Speaker, Sir, the Government's commitment to charging infrastructure development is a cornerstone in Mauritius' transition to electric mobility. Members of Parliament should recognise the brittle role that charging infrastructure plays in addressing range anxiety concern, fostering widespread adoption and supporting the Government's broader sustainability initiatives. By continuing to invest in this critical component, the Government not only paves the way for a greener future, but also contributes to economic development and innovation in the rapidly evolving landscape of electric transportation.

As Mauritius powers forward, a robust charging infrastructure will serve as a backbone of a cleaner, more efficient and economically vibrant transportation ecosystem.

The paradigm shift in Mauritius public transportation: in the grand tapestry of sustainable development, the commitment by the National Transport Corporation (NTC) to procure 200 electric buses marks a defining moment for Mauritius. This ambitious initiative not only underscores a commitment to transforming public transportation but also serves as a catalyst for broader shift towards a greener Mauritius.

Let us go into the depth of this transition, Mr Speaker, Sir, exploring its nuances and the profound impact it promises for our Nation, reducing emission, paving the way for a greener tomorrow. At the heart of the NTC's endeavour, lies a fundamental recognition of the environmental challenges posed by traditional fossil fuel powered public transportation. The move towards electric buses signifies a departure from carbon intensive practices, presenting an immediate and tangible solution to reduce harmful emission, Mr Speaker, Sir.

As we are in a transition to a fleet of electric buses, we embark on a journey towards cleaner air, healthier communities and a greener future for Mauritius, a precedent for sustainable public transportation system. The NTC's commitment is not merely about updating its fleet; it is about setting a precedent. By adopting electric buses, the NTC and those who are employing other buses companies are sending a powerful message to the Nation and perhaps to the world, a message that declares our intent to embrace sustainable alternatives. This precedent is crucial in reshaping public perception, encouraging other transport entities to follow same and gradually phasing out conventional environmentally taxing mode of transportation.

Pragmatic step towards holistic transition: encouraging the use of electric vehicles in public fleets is more than an eco-friendly gesture. It is a pragmatic step towards achieving a holistic transition in the transport sector. Electric buses with their reduced carbon footprint and operational efficiency are not just a futuristic concept; they are a present day solution to the challenges posed by climate change and environmental degradation. The NTC's initiative aligns seamlessly with global effort to create smarter, more sustainable urban mobility solutions.

Economic efficiency and operational sustainability: beyond environmental benefit, the adoption of electric buses brings economic advantages and operational sustainability to the forefront while the initial investment may seem significant, the long term gains in reduced maintenance cost and operational efficiency make electric buses a financially prudent choice. The NTC's commitment reflects a strategic understanding of the economic viability of electric transportation, contributing to the long term fiscal help of our public transportation system.

Community health and quality of life: as we transition towards an electric bus fleet, the positive impact on community health and overall quality of life cannot be overstated. Traditional buses emit pollutants that have direct consequence on respiratory health and overall wellbeing. Electric buses with zero tail pipe emission ensure that our streets are not just conduit or transit but contributors to a healthier living environment. This shift is an investment in the wellbeing of every Mauritian, making our cities healthier and more vibrant.

Parliament's role in upholding the vision: as Members of Parliament, our role in upholding and endorsing this visionary move by the NTC is pivotal. Our support is not just a thought; it is an affirmation of a future where public transportation aligns seamlessly with the principles of sustainability and environmental stewardship. Through your advocacy and backing, the NTC's initiative can serve as a blueprint for other sectors, fostering a comprehensive shift towards sustainable practices in Mauritius. The NTC's commitment to acquire 200 electric buses signifies a transformation phase in Mauritius public transportation narrative. It is a narrative, Mr Speaker, Sir, that transcends the realm of more logistic, it is a story of progress, it is a story of responsibility, it is a story of a collective commitment to shaping a future where our public transportation system is a source of pride and wellbeing for all Mauritians.

International best practices: in the pursuit of a sustainable and environmentally conscious future, Mauritius has set its sight on becoming a regional leader in sustainable transportation. At the core of this vision, lies the Ten Year Electric Vehicle Integration

Roadmap unveiled in January 2020. This roadmap not only reflects a deep understanding of the global challenges posed by traditional transportation system but also aligns Mauritius with international best practices in fostering a paradigm shift towards electric mobility.

Let us come to charging infrastructure, a corner stone of global success, Mr Speaker, Sir. One of the primary pillars of the roadmap is the emphasis on charging infrastructure, an aspect widely recognised as critical in the successful integration of EVs. Global leaders in sustainable transportation such as Norway and the Netherlands have demonstrated the pivotal role of a well-developed charging network in encouraging mass electric vehicle adoption. By incorporating this best practice, Mauritius is laying the ground work for seamless electric vehicle use, ensuring citizens can confidently transition to electric vehicles without concerns about charging accessibility.

Suitable vehicles: learning from global pioneers. The roadmap strategically focuses on battery electric vehicles, BVs, aligning Mauritius with countries like China and Germany that have prioritised BVs in the sustainable transportation initiative. Learning from the experiences of these global pioneers ensures that Mauritius adopts a vehicle fleet that not only meets environmental standards but also aligns with the preferences and needs of its citizens. Mr Speaker, Sir, this approach is crucial in creating a sustainable transportation system that resonates with the local context while adhering to international benchmarks.

Incentives – scaling up responsibility, international success stories in the electric mobility sector highlight the importance of a phased and targeted approach to incentives. By aligning incentives with specific target groups such as taxis, corporate entities and Government agencies, Mauritius is following the footsteps of countries like the United States and the United Kingdom, Mr Speaker, Sir. This targeted strategy ensures that its incentives maximise where they can have the most significant impact, contributing to the responsible and sustainable growth of the electric vehicle market.

Awareness and knowledge sharing - a global community of practice. The roadmap recognises the power of community building and knowledge sharing in driving the success of sustainable transportation. Countries like Sweden and Singapore have excelled in creating platforms for collaboration among government, industry and academia. By fostering a community of practice, Mauritius aims to tap into global expertise, leveraging shared knowledge and experiences to refine its approach continually.

Clean power – a global trend towards sustainability. The global shift towards clean power for electric vehicles is a trend that Mauritius is keenly embracing, Mr Speaker, Sir. Countries like Iceland and Costa Rica have demonstrated the potential of clean energy.

Sources for EV charging - through a stimulation programme focused on clean power, Mauritius seeks not only to reduce emission but also to create economic opportunities tied to renewable energy. This approach, Mr Speaker, Sir, positions Mauritius at the forefront of a global movement towards sustainable and clean energy adoption in the transportation sector.

Strategic framework for leadership: Mauritius Electric Vehicle Integration Roadmap is not just a localised strategy. It is a strategic framework designed to position the country as a leader in sustainable transportation in the region. By aligning with global best practices, Mauritius is not merely adopting a set of guidelines, Mr Speaker, Sir, it is actively participating in a global movement towards a greener, cleaner and more sustainable future. The 10 Year Electric Vehicle Integration Roadmap for Mauritius is more than a document; it is a commitment to international best practices that has proven successful in leading the transition to sustainable transportation. As Mauritius charts its course towards this future, it does so not in isolation but as an active participant in the global community, striving for a cleaner, greener and more sustainable world.

The social and health benefit on embracing electric vehicles in Mauritius. In the pursuit of a sustainable and healthier future, Mauritius stands at a crossroad where the adoption of electric vehicles emerges not only as an environmental imperative, but as a catalyst for profound social and health benefit. As the Government continues its efforts to encourage the use of electric vehicles, it is crucial to recognise the comprehensive advantages that extend beyond economic and environmental consideration.

Noise reduction for tranquil urban living – a more peaceful living. Urban life often resonates with a constant hum of combustion and engine vehicles contributing to elevated noise level and a less than ideal living environment. Electric vehicles, characterised by their whisper quiet operation, present a transformative solution to this long-standing issue. Mr Speaker, Sir, as Mauritius aims for a more sustainable and serene urban landscape, the transition to electric vehicles becomes a key contributor to noise reduction. More quiet streets promote a more peaceful coexistence and enhance the overall well-being of residents, fostering a sense of tranquillity in urban spaces.

Improved air quality – some fresh air! The health implications of air pollution are profound. Affecting health and overall well-being, this traditional combustion releases a cocktail of pollutants, including particulate matter and nitrogen oxide thus contributing to

a very poor quality of air. Whereas electric vehicles produce no nitrogen and thus, we will have more fresh air, a better living environment. And we have a Government which is more and more encouraging Mauritians to move to electric vehicles.

Now, I will talk a bit about public health dividends. Yes, public health dividends, a healthier population. The social benefits of embracing electric vehicles extend to broader public health dividends. A reduction in air pollution directly correlates with a decrease, as I said earlier, in respiratory illness, cardiovascular diseases and other health issues associated with poor air quality.

A healthier population, Mr Speaker, Sir, is a more productive one with reduced health care cost and an improved quality of life, fewer absences, less sick leaves. And doctors will have more time when we have fewer patients with poor air quality. So, we will have public health dividend among the population. Therefore, this becomes a strategic investment in the wellbeing of the nation and - *ça va contribuer dans la longéité, donc les gens vont vivre encore mieux et encore plus* - vitality of its citizens.

As electric vehicle gains prominence, urban planning can undergo a shift towards human centric design. With reduced reliance on traditional parking infrastructure and petrol station, urban spaces can be repurposed for community park, recreational areas and pedestrian friendly zone. This transformation fosters social cohesion, encourages physical activity and promotes mental wellbeing as citizens interact in revitalised and people friendly urban environment.

Forward thinking policies – a legacy for future generation. I don't know if I get some time or I will have to come back.

Mr Speaker: It's almost time!

Mr Abbas Mamode: It's almost time.

Mr Speaker: It is 7 p.m. I have to interrupt you here.

Mr Abbas Mamode: Okay, I will continue next time with pleasure, Mr Speaker, Sir. I thank you for your attention.

Debate adjourned accordingly.

Mr Speaker: Adjournment of the House!

ADJOURNMENT

The Deputy Prime Minister: Mr Speaker, Sir, I beg to move that this Assembly do now adjourn to Tuesday 12 December 2023 at 11.30 a.m.

Mrs Jeewa-Daureeawoo seconded.

Question put and agreed to.

Mr Speaker: The House stands adjourned! Any adjournment matter?

At 7.00 p.m., the Assembly was, on its rising, adjourned to Tuesday 12 December 2023 at 11.30 a.m.