



MINISTRY OF LAND TRANSPORT



ANNUAL REPORT ON PERFORMANCE

Financial Year 2024-2025

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List of Acronyms

BIEWF Bus Industry Employees Welfare Fund

MLT Ministry of Land Transport

MVIAC Motor Vehicle Insurance Arbitration Committee

NLTA National Land Transport Authority

NTC National Transport Corporation

TOWF Taxi Operators Welfare Fund

TMRSU Traffic Management and Road Safety Unit

About this Report

The Ministry of Land Transport is pleased to present its Annual Report for the Financial Year ended 30 June 2025. The report has been prepared according to the guidelines issued by the Ministry of Finance. It gives an insight of the major achievements of the Ministry, for the period 01 July 2024 to 30 June 2025, through the human and financial resources put at its disposal thus demonstrating our sense of accountability and transparency. This report has been approved by the Ministry on 31 October 2025.

GUIDE TO THIS REPORT

PART I: ABOUT THE MINISTRY

Part I sets out the vision, mission, overview of the Ministry, its roles and functions as well as its organisational structure.

PART II: MINISTRY/ DEPARTMENT ACHIEVEMENTS & CHALLENGES

Part II describes mainly the major achievements, status on the implementation of budget measures and a review of how the Ministry has performed during the previous year including the Key Actions and Performance Indicators. It also provides an insight of the actions and system put in place in relation to risk management, citizen oriented initiatives and good governance practice.

PART III: FINANCIAL PERFORMANCE

Part III provides the financial highlights for the previous year and an overview discussion of significant changes in financial results. It also includes statements of revenue and expenditure.

PART IV: WAY FORWARD

Part IV provides a situational analysis of the environment in which the Ministry operates and its impacts on its service delivery. It also includes the strategic directions to realise its vision, objectives and desired outcomes.

Message from the Minister



It is with great pleasure that I introduce this Annual Report of the Ministry of Land Transport for the 2024-2025 period — the first since I assumed the mantle of Minister on 22 November 2024 following the last General Elections.

This period under review spans both the concluding months of the previous Government's mandate and the launch of our new strategic direction. While our core objective — delivering better mobility and connectivity for Mauritius — remains unchanged, our new programme places emphasis on a modern, integrated and inclusive transport network, with enhanced infrastructure, digital innovation, road safety and sustainability at its heart.

This Report highlights our steadfast commitment to strengthening the efficiency, safety and sustainability of the land-transport system, fully aligned with the priorities set out in the Government Programme 2025-2029: *A Bridge to the Future*.

One of the first critical issues addressed by the Ministry was the regulation of the size of structures participating in religious processions, following tragic losses of life among young compatriots in the two preceding years. It was relieving to note that in 2025 there were no casualties in this regard, which I qualify as a major achievement in road safety.

During the 24-hour visit of UN Secretary General's Special Envoy on Road Safety, Jean Todt to Mauritius, Dr the Honourable Prime Minister reiterated the urgency of re-introducing the Penalty Points System, albeit in a more technological-driven form, for traffic enforcement. The legislative framework is being accordingly drafted.

From my own international exposure, I cannot possibly envisage a modern land-transport sector without the use of technology. Until now, Mauritius has lagged behind in this respect. That is changing; online payment of road tax is now a reality and functioning well — and our reforms will not stop there.

As part of a comprehensive re-thinking of the bus industry, my Ministry is working on transformative reforms to enhance the quality, reliability and sustainability of public-transport services. The forthcoming Bus Services Bill will establish a modern regulatory framework for the operation, management and monitoring of bus services in Mauritius. In parallel, technology-driven projects such as a Fleet Management System using GPS, passenger information system and a cashless fare-collection system will strengthen oversight, improve operational efficiency by route optimisation and real-time tracking, and deliver an enhanced passenger experience through extensive use of mobile applications. We are also exploring the possibility of coming up with a more technology-enabled model for parking reservations.

Furthermore, the National Land Transport Authority will be revamped via digitalisation of its major services. We are grateful to Government for allocating funds to the Ministry for implementation of these technology-related projects amidst the difficult financial situation.

All the above measures combined are expected to yield operational efficiencies which will justify the investment over time.

Admittedly, modern, efficient and sustainable transport infrastructure is essential to sustaining the continued growth and development of Mauritius. In that regard, the Ministry will formulate a 20-Year Land Transport Masterplan to define a long-term strategic vision for the sector. This Masterplan will promote a holistic and integrated mobility framework and serve as a blueprint to guide future investment, planning, and innovation across the transport ecosystem.

Despite being an unpopular measure, we have taken the bold step to revise the vehicle-taxation regime with the aim of addressing traffic congestion, pollution, road accidents, road rage and, very importantly, lessen our import bill.

The National Transport Corporation (NTC) and Metro Express Limited (MEL) remain at the forefront of public transport services in Mauritius. Fundamentally, both the NTC and MEL have been mandated to eliminate operational inefficiencies and reduce their dependence on public finances. The NTC is expanding its fleet-modernisation programme through the ultimate deployment of 105 electric buses by next year, with the aim of delivering a more reliable, comfortable and environmentally-friendly transport experience for commuters. We have approached the Indian authorities to secure support for installing photovoltaic panels as part of our transition to green energy. Meanwhile, MEL is equally committed to enhancing the commuter experience, with continued efforts to improve service quality, safety, efficiency and accessibility.

I also acknowledge the valuable contribution of the Bus Industry Employees Welfare Fund and the Taxi Operators Welfare Fund in improving the well-being of workers within the land-transport sector. Their ongoing efforts — supporting professional development, health and welfare initiatives — are vital to building a motivated and resilient workforce.

Looking ahead, the Ministry will continue to pursue innovative, inclusive and people-centred policies aligned with the broader national vision of a modern and sustainable transport system. With the dedication of our officers, collaboration with stakeholders and the support of the public, we are confident that the transformative changes underway will deliver lasting benefits for current and future generations.

I extend my sincere appreciation to all staff of the Ministry, our partners and stakeholders for their continued commitment, professionalism and shared vision in advancing the land-transport agenda of Mauritius. Together, let us make our roads safe, our transport system efficient — and our country resilient.



Hon Osman Mahomed
Minister

31 October 2025

Message from the Permanent Secretary

I am honoured to present the Annual Report on Performance of the Ministry of Land Transport for the Financial Year 2024–2025.

Although I was not serving at the Ministry during the period under review, I take great pride in presenting this report, which highlights the sustained efforts and achievements of the Ministry and provides a glimpse of the parastatal bodies operating under its purview. It should be acknowledged that, with the resources made available to them, they have worked diligently, together, to enhance our transport system, in alignment with the core objective of the Ministry.

As we look ahead, the Ministry remains steadfast in its commitment to improving service quality and addressing persistent challenges, particularly those related to traffic congestion and road safety. While significant progress has been made, we recognise that the demands placed on our transport system continue to evolve. This requires agility, innovation, and proactive strategies to effectively respond to new and emerging challenges.

Accordingly, the Ministry will continue to prioritise strategic interventions aimed at ensuring safer and more efficient mobility across the island. Our efforts will remain focused on meeting the growing demand for reliable public transport services and strengthening road safety initiatives.

While we take pride in the progress achieved during the past financial year, we acknowledge that there is still much room for improvement. The Ministry is, therefore, committed to continuously reviewing and refining its policies and operations to ensure alignment with the Government Programme 2025–2029 and to meet the rising expectations of our citizens. Despite the current economic challenges, we will persist in innovating and implementing solutions that enhance the overall public transport experience and contribute to sustainable mobility.

To conclude, I wish to express my sincere gratitude to the Honourable Minister for his steadfast support and guidance. I also extend my heartfelt appreciation to all officers and staff of the Ministry for their professionalism, dedication, and teamwork. Their unwavering commitment has been central to the achievements of the Ministry and will continue to drive our success in the years ahead.

We look forward to building on these accomplishments with renewed determination to deliver a safe, efficient, and modern land transport system that serves all commuters across the island.

Mrs R. Utim-Auckbaraullee
Permanent Secretary
31 October 2025

About The Ministry

The Ministry of Land Transport at a glance

The Ministry of Land Transport (known as the Ministry of Land Transport and Light Rail up to 22 November 2024) was administered by Mrs M Nathoo and Mr S Joomun, former Senior Chief Executive up to February 2025, and till the end of the Financial Year in reference, respectively. The core function of the Ministry is to devise and implement policies for land transport management (including light rail transit) and road safety whilst also acting as a regulator for the public transport industry, through the National Land Transport Authority, in line with the Road Traffic Act 1962, as subsequently amended, the National Land Transport Act 2019.

The [Traffic Management and Road Safety Unit](#) and the [National Land Transport Authority](#) are the executive bodies of the Ministry. The [National Transport Corporation](#), the [Bus Industry Employees Welfare Fund](#) and the [Taxi Operators Welfare Fund](#) are the statutory bodies operating under our aegis, and [Metro Express Ltd](#), which is a State-Owned Company, set up under the Companies Act.

Statutory Committees have also been set up at the Ministry to help it deliver on its mandate:

- **National Road Safety Council** - set up under section 178A of the Road Traffic Act is chaired by the Senior Chief Executive
- **Motor Vehicle Insurance Arbitration Committee** - set up by virtue of Section 68F of the Road Traffic Act
- **Traffic Impact Committee** is a technical Standing Committee chaired by the Director (Civil Engineering), Traffic Management and Road Safety Unit to give clearances in relation to traffic management and road safety issues associated with development projects.
- **Road Transport Advisory Board** - under section 178B of the Road Traffic Act (not constituted as of 30 June 2025).

Urban Transport Programme Secretariat

The TMRSU is also the designated secretariat for the **Urban Transport Programme** (UTP). The UTP ensures that no proposed residential/commercial development encroaches on ex-railway tracks.

Parking

Provision of Parking Bays, Reserved Parking Permits and Parking Coupons also fall under the ambit of the Ministry.

The Ministry is headquartered at Levels 10 and 12, Air Mauritius Centre, President John Kennedy Street, Port Louis.

During the period 1 July 2024 up to the General Elections on 10 November 2024, the Ministry focussed on measures stipulated in the Government Programme 2020–2024 which placed emphasis on promoting sustainable mobility through the introduction of a National Cycling Policy Framework, the modernisation of the public transport system with the deployment of electric buses, and targeted financial assistance to taxi operators. When the new Government took over, focus was geared towards the implementation of measures in the Government Programme 2025–2029 adopting a more strategic and long-term perspective in terms of the formulation of a 20-year Master Plan to guide the development of the land transport sector. It further integrates walkability and cycling within a cohesive national mobility framework, and strengthens road safety through enhanced regulation, enforcement, and education initiatives.

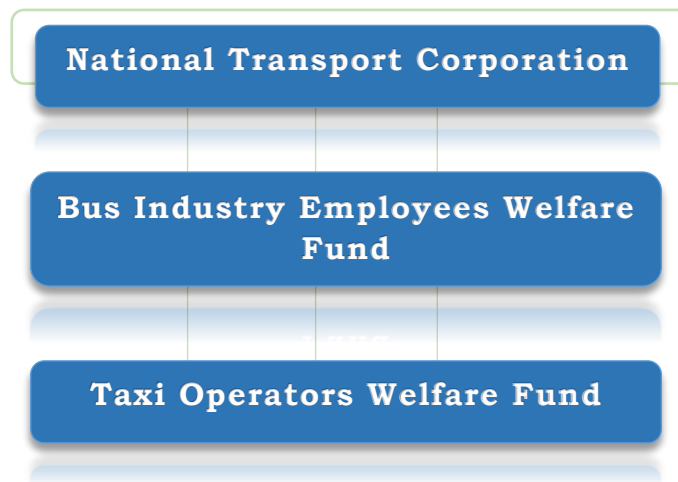


A snapshot of the Ministry...

Our Executive Bodies



Our Statutory Bodies



State-Owned Enterprise



OUR VISION

A user friendly, caring, intelligent and sustainable land transport system in a safe, modern and fluid traffic environment.

OUR MISSION

The Mission of the Ministry is to:



Our Core Values

We look forward to tomorrow with a spirit of leadership, innovation and pragmatism.



Integrity

We uphold honesty, fairness, and accountability in all our undertakings, ensuring that our actions and decisions reflect the ethical standards in the management of the land transport sector.

Team Work

We promote collaboration and mutual support among officers, departments, and stakeholders to achieve shared objectives and deliver effective and coordinated transport solutions.

Transparency

We ensure openness in our operations, policies, and decision-making processes, thereby strengthening public confidence and trust in the Ministry's services.

Customer Friendly

We place citizens at the heart of our service delivery, striving to provide accessible, responsive, and efficient solutions to meet their transport needs.

Equity

We strive to provide fair and inclusive access to transport services and infrastructure, ensuring that the needs of all segments of society are addressed without bias or discrimination.

Innovation

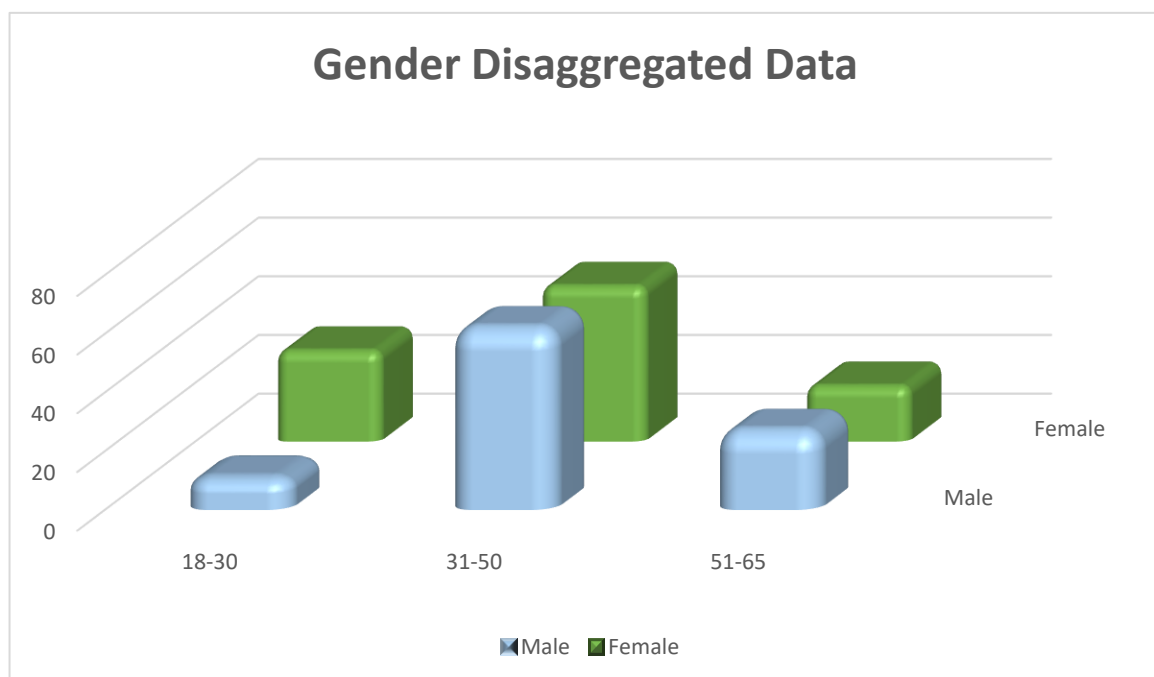
We embrace new ideas, technologies, and approaches to enhance road safety, improve transport efficiency, and promote sustainable mobility solutions.

Gender Policy Statement



The Ministry of Land Transport is to promoting gender equality and inclusivity in all aspects of our mission and vision. By fostering a user-friendly, modern, and sustainable transport system, we aim to create a safe, inclusive, and customer-focused environment that empowers all individuals, regardless of gender, to benefit from reliable, affordable, and efficient transport services. The increasing number of female bus crews and train captains is testimony to

an inclusive land transport sector.



About our People



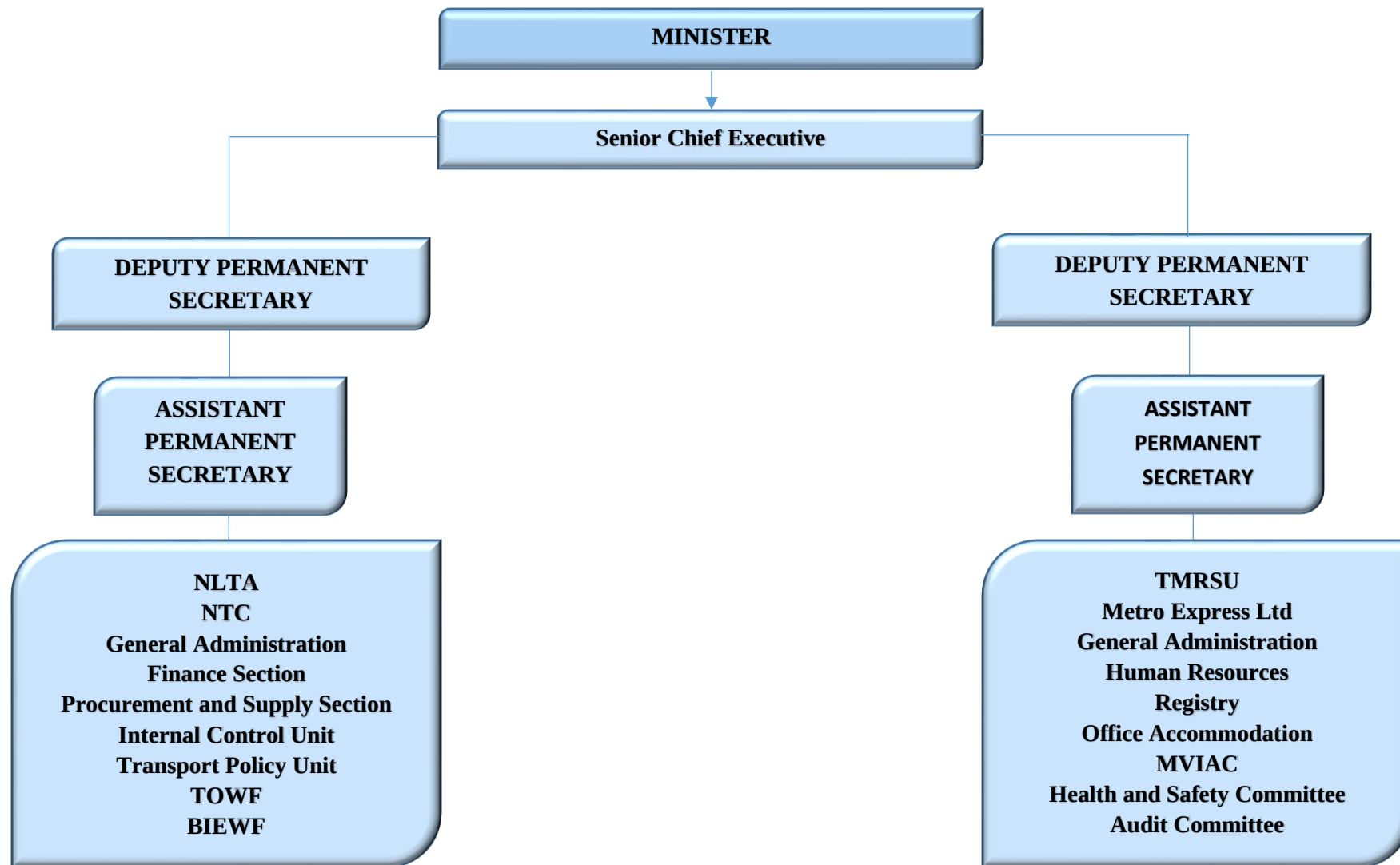
During the period under review, the Ministry of Land Transport comprises the general administration and the technical unit, the Traffic Management and Road Safety Unit (TMRSU), was headed by a [Senior Chief Executive](#) who was assisted by two [Deputy Permanent Secretaries](#) and four [Assistant Permanent Secretaries](#). The [Manager, Financial Operations](#), the [Manager Procurement and Supply](#) and the [Manager, Human Resources](#) together with officers in the General Services Cadre provided the necessary support and assistance.

Staffing position as at 30 June 2025

Head office: 104

Traffic Management and Road Safety Unit: 107

ORGANIGRAM OF MINISTRY OF LAND TRANSPORT AS AT 30 JUNE 2025



TRAFFIC MANAGEMENT AND ROAD SAFETY UNIT



The TMRSU, which was set up in 2001, is headed by the Director (Civil Engineering). He is supported by a Deputy Director (Civil Engineering) and officers of the Civil Engineering, Technical as well as staff from the General Services cadres.

MAIN OBJECTIVES

- To improve the fluidity of traffic on our roads; and
- reduce the number and severity of road crashes to acceptable and manageable levels.

LEGISLATIVE FRAMEWORK

The Road Traffic Act

HEAD OF UNIT

Mr H. Sungker, Director
Supported by Mr J. Aukhez,
Deputy Director

Contact: Samlo Tower, Feillafe Street, Port Louis

Tel: 210 5419

Fax: 211 0075

Email: tmrsu@govmu.org



Services provided by the TMRSU

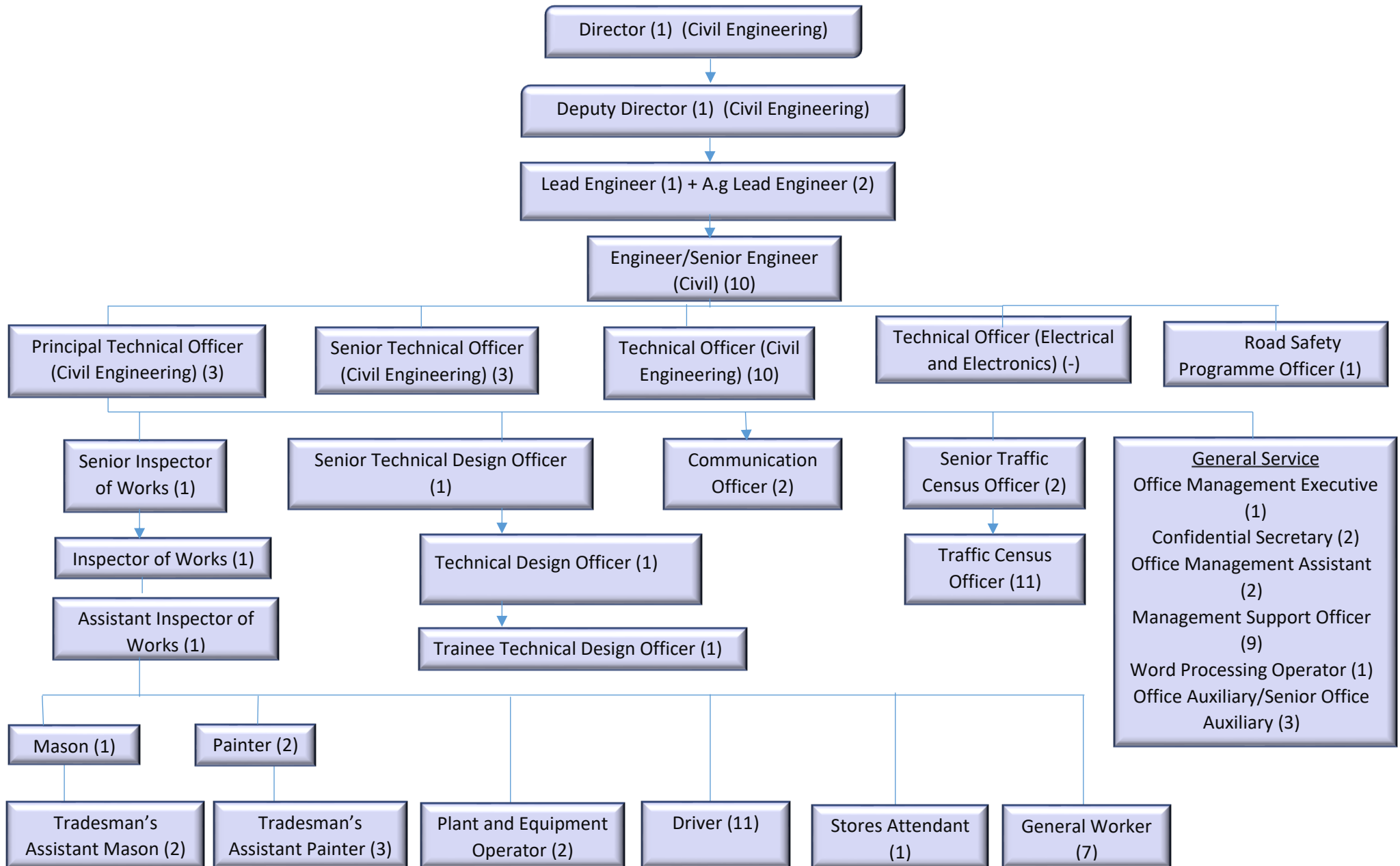
Traffic Management

- improvement of traffic flow;
- design, provision and maintenance of traffic lights;
- collection and management of data on traffic volumes and composition;
- junction Control Design;
- traffic study and analysis;
- design of traffic centres and parking areas;
- development Control/clearance for development permits;
- preparation of traffic management plans for urban areas; and
- implementation of road signage and road marking schemes.

Road Safety

- collection and analysis of road crash data,
- treatment of hazardous road segments,
- implementation of traffic calming measures, installation and maintenance of speed enforcement cameras,
- road safety assessment of classified Roads and remedial measures,
- five-stage Road Safety Audits along new road projects,
- review of road safety legislation,
- implementation of traffic schemes,
- road safety education in schools and colleges,
- sensitisation campaigns, and
- setting standards for driving instructors and driving schools.

ORGANIGRAM OF THE TMRSU



NATIONAL LAND TRANSPORT AUTHORITY

The National Land Transport Authority (NLTA) is a regulatory body for Land Transport. It was established under the Road Traffic Act 1980 and subsequently amended under the NLTA Act No. 16 of 2019.

In 2023, a Licensing Board was set up to replace the Licensing Committee. The Board is responsible for determining any application made for the issue, grant or transfer of a Public Service Vehicle License (PSVL), a certificate, a permit, an authorization, a clearance or a registration under the Road Traffic Act as the case may be.

The NLTA was headed by Dr K. Reesaul, Officer in Charge until 22 April 2025 and Mr M. A. Assot Ally, Principal Road Transport Inspector, was thereafter assigned the duties of Road Transport Commissioner and acted as the Accounting Officer of the authority.

Contact: MSI Building, Les Cassis

Tel: 202 2800

Fax: 212 9386

Email: NLTA@intnet.mu

Main Roles and Functions

The main roles and functions of the Authority are to:

- ensure the implementation of Government policies in respect to vehicle registration, licensing of public service vehicles and goods vehicles as well as petrol service stations; parking control, and road transport services.
- review the legal framework and procedures relating to vehicle registration, licensing and enforcement.
- enforce the provision of the Road Traffic Act and regulations made hereunder for the provision of satisfactory transport services and better compliance with safety requirements on our roads.
- take over new responsibilities with a view to acting as one-stop-shop for matters relating to vehicle registration and licensing.
- ensure that the standards of vehicle examination are improved and maintained.
- ensure that smoke and noise emission standards are complied with for a cleaner environment.
- exercise effective and strict control on on-street parking and ensure that the overall objectives of parking control are achieved.

- computerize records on motor vehicles in order to provide more comprehensive and expeditious services to customers and for better coordination within the department and with other institutions.
- plan transport services to respond to changes in demand patterns and to cope efficiently with the challenges lying ahead.
- maintain a friendly working environment among all stakeholders in the road transport sector with a view to setting a communication channel, solving operational problems and facilitating implementation of decisions.
- effect timely payment of compensation for the free travel scheme, subsidy on diesel to bus operators and issue of ID Cards for students and disabled children and adults.

NLTA'S CUSTOMER CHARTER

- We are committed to providing the highest levels of services to our customers.
- We shall ensure that our staff are honest, friendly and courteous and treat all our customers as valued customers.
- We undertake to act professionally at all times and to provide quality services to match customers' expectations.
- We shall continuously enhance our services and aim at getting things done right first time every time.
- We shall interact with our customers to identify possible shortcomings in services and to provide innovative and timely solutions.
- We promise that suggestions and complaints made will be given due consideration for improving our services.
- We shall provide accurate and exhaustive information on all our services.
- We shall provide all required assistance to guide our customers towards the services they require.
- We shall ensure that our offices and reception areas are kept clean, tidy and environmentally friendly.
- We are available to answer any queries at all times during working hours from Monday to Friday.

NATIONAL TRANSPORT CORPORATION

Established in 1979, following the enactment of the National Transport Act, the NTC plays a key role in ensuring affordable public transport for around 150,000 passengers daily. The Corporation is administered by a board of directors. With a fleet of 540 buses operating along 97 routes across the island, and over 2,000 staff, the corporation is at the cross road of modernisation. The NTC continues to enhance public transport through fleet upgrades and technological innovation.



Chairman of the NTC Board

Mr A Jagannath, (*until December 2024*)

Replaced by **Mr I. N. N. Baig**
(Composition of Board as at Annex 1)

General Manager

Mr. Rao Ramah (*until November 2024*)



Contact: National Transport Corporation

Bonne-Terre, Vacoas, Mauritius

Tel: (230) 427 5000

Fax : 426 5489

Email: cnt.bus@intnet.mu

BUS INDUSTRY EMPLOYEES WELFARE FUND

The Bus Industry Employees Welfare Fund was established pursuant to the Bus Industry Employees Welfare Act 2002 and proclaimed on 01 November 2003. The legislation seeks to promote the welfare of employees of the bus industry and their families. The fund manages financial resources to provide support through various schemes such as loans and other forms of assistance. Funded by monthly contributions from both bus operators and employees, BIEWF also plays a role in addressing issues affecting workers, including cases of assault, while working to enhance their overall well-being.



Chairman of the Board

Mr S Sookun (*Until November 2024*)

Replaced by Mr B B Tandrayen

(*Composition of Board as at Annex 2*)

Administrative Head

Mrs R Gopal

Contact: Bus Industry Employees Welfare Fund

Helvetia, Moka

Telephone: (230) 433 5664

Fax : 433 5665

Email: <http://biewf.govmu.org>

TAXI OPERATORS WELFARE FUND

The Taxi Operators Welfare Fund was set up by an Act of Parliament on 25 May 2021 and relevant sections were proclaimed for the Fund to come into operations on 11 June 2021, with a view to promote the welfare of taxi operators and of their families. The Taxi Operators Welfare Fund operates under the purview of the Ministry of Land Transport.



VISION

To be the foremost organisation dedicated to the welfare of taxi operators and their families, meeting their diverse needs with efficiency and compassion.

MISSION

The mission of the Taxi Operators Welfare Fund is to enhance the social and economic well-being of taxi operators and their families through tailored support and services.

ROLES AND FUNCTIONS

By virtue of section 4 of the Taxi Operators Welfare Fund Act, the Fund shall do all such things as may be necessary and conducive for the advancement and promotion of the welfare of taxi operators and their families. In addition, the Fund shall, in the discharge of its functions, inter-alia,

- a) Manage and optimise its financial and other resources to further the social and economic welfare of taxi operators and their families;
- b) Set up and develop schemes, including loan schemes and other forms of financial assistance, for taxi operators and their families; and
- c) Develop and implement projects for the welfare of taxi operators and their families.

Chairman of the Board

Mr K. Y. Leung Tak Wan

(Composition of Board as at Annex 3)

Contact: Taxi Operators Welfare Fund

Level 5, The Celicourt Building

Telephone: (230) 213 6713

Email: towf@govmu.org

METRO EXPRESS LTD



The light rail transit is a major infrastructure project in Mauritius, designed to alleviate the growing challenges of traffic congestion, pollution, and urban mobility. Spanning over 26 kilometres with 22 light rail stations, the Metro Express connects key areas from Curepipe to Port Louis, featuring six interchanges at strategic locations: Immigration and Victoria Urban

Terminal in Port Louis, Rose Hill, Quatre Bornes, Vacoas, and Curepipe. MEL currently owns a fleet of 18 light rail vehicles (LRVs) to operate.

Chairman of the Board

Mr N K Ballah (Until November 2024)

Replaced by Dr P M K Soonarane

(Composition of Board as at Annex 4)

Contact: Richelieu Branch Road

Petite Riviere, 91304

Mauritius

Email: registry@metroexpressltd.org

Hours of Operation of Ticket Offices:

Curepipe Central and Rose Hill Central

Monday to Saturday: 08:00-17:00

Sunday: 08:00-12:00

Phoenix Mall:

Monday to Saturday: 09:30-20:30

Sunday: 09:30-17:00

SN	Months	Amount
1	July 2024	1,116,844
2	August 2024	1,063,515
3	September	996,951
4	October	1,027,628
5	November	976,919
6	December	1,127,310
7	January	960,876
8	February	805,099
9	March	1,007,324
10	April	987,529
11	May	1,040,924
12	June	1,000,885
	Total	12,111,804

Ridership for Financial Year 2024- 2025

MOTOR VEHICLE INSURANCE ARBITRATION COMMITTEE

The Motor Vehicle Insurance Arbitration Committee (MVIAC) was established by virtue of section 68F of the Road Traffic Act to determine disputes arising between two insurers or between a policy holder and an insurer in respect to their respective liabilities or in connection with the amount of compensation to be paid following road accidents not involving bodily injuries and where disputes cannot be resolved amicably between parties.

For the purpose of determining applications, the MVIAC sits in Four Divisions and operates like a quasi-judicial body.

2, 222 applications were determined in Financial Year 2024-2025.



Chairperson

Mr. Didier Dodin, Barrister at Law (until November 2024)
*Replaced by **Mr. Nadeem Hyderkhan**, Barrister at Law in May 2025*

Vice Chairperson

1.Mr. Ashvin Luximon, Barrister at Law (until November 2024)
*Replaced by **Mr. Nabil Kaufid**, Barrister at Law in May 2025*

2.Mr Ashvin Vishwanath Ramdhian, Barrister at Law

3. Vacant

*Contact : Level 2, Celicourt Building,
Sir Celicourt Antelme Street*

*Tel : 211 0339/ 211 0778
Email: mviac.secretariat@gmail.com*



The
Silent
Pandemic
on the
Road

Des millions
de vies
à sauver...
sur les routes
du monde

PART II

ACHIEVEMENTS AND CHALLENGES

THE MINISTRY AND THE TMRSU

Visit of Jean Todt for Road Safety Week

The United Nations system in Mauritius promotes road safety by supporting policies, infrastructure enhancements, and awareness campaigns. In April 2025, Jean Todt, the UN Secretary-General's Special Envoy for Road Safety, visited Mauritius to launch the **#MakeASafetyStatement** campaign, emphasizing the need to reduce road fatalities and reaffirming the country's dedication to the Decade of Action for Road Safety.

Soft Launch of online Motor Vehicle Licence (MVL) Platform



The government launched the online Motor Vehicle Licence (MVL) system in June 2025 to modernize services and improve access for 550,000 vehicle owners. Supported by MauPass registration and a three-tier help system, it aims to simplify declarations. Plans include digital driving licences and removing physical vehicle licence vignettes for better efficiency.

Communal Road Safety March for UN Road Safety Week

For the National Road Safety Week 2025, the Ministry of Land Transport and Rotary Club Rose Belle organised a communal road safety march and wreath-laying ceremony at Gandhi Square, Rose Belle on Monday 12 May 2025. The event featured a photo exhibition on the 50th anniversary of the Rose Belle accident and visits to Seegoolam Torul Government School and Sookdeo Bissoondoyal State College, highlighting the urgent need for safer roads.



A series of activities was organised under the theme chosen by the United Nations for this year, “Make Walking and Cycling Safe”.

The following activities were organised to mark the event:



- a) Wreath – Laying Ceremony at Gandhi Square, Rose Belle;
- b) Pacific March on Road Safety in Rose Belle;
- c) Activities at Seegolam Torul Government School, including Mobile Traffic Playground and Quiz Competition;
- d) Awareness Session at Sookdeo Bissoondoyal State College for Grade 12 and 13 students and demo on Post-Crash Care; and
- e) On Site assessment of blackspots around the island.

Drink and Drug Driving Campaign



During the festivity period in December 2024, a 3-week Road Safety Campaign starting from 24 December 2024 to 10 January 2025 was conducted on “LA ROUTE TUE SI SOFER NAPA RESPONSAB”.

Regulations on structures/objects used in processions

With a view to regulating the conveyance of oversized structures on public roads, the Road Traffic (Control of Structures and Objects During Procession) Regulations 2025 were promulgated on 20 January 2025 and gazetted on 22 January 2025.

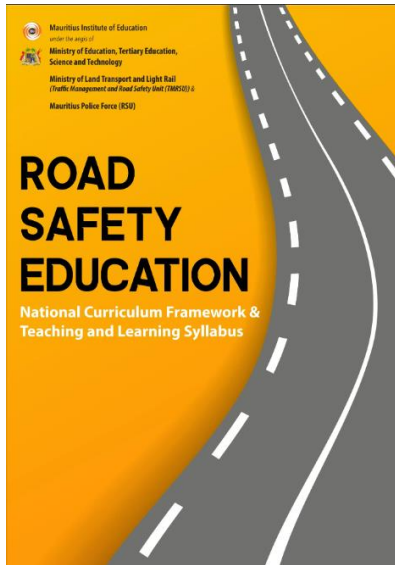
The salient features of the Regulations were as follows:

- a) Conduct of procession on a road;
- b) Dimension of structures/objects;
- c) Electrical Installations;
- d) Light Rail Vehicle tracks and level inter-sections; and
- e) Penalties.



Continuum of Road Safety Education

Curriculum Development including teacher's Guide and pupils' Activity Book Grade 1 – 6 for Continuum of Road Safety Education by MIE in collaboration with the MPF and TMRSU.



a) Training on the practical part of Continuum of Road Safety Education have been dispensed by MIE & Officers from TMRSU to 45 Primary School Educators in non-core subjects.

b) Training on the theoretical and practical part of Continuum of Road Safety Education have been dispensed by MIE & Officers from TMRSU to 47 Fee paying private Primary School Educators.

c) Digitization of Road Safety Curriculum Materials by MIE, MFDC and TMRSU including the development of pupil's digital interactive activities in form of drag drop, quiz, games etc. where 26 widgets have been developed and 26 video clips in English for Grade 3 have been produced.

d) Digitization of Road Safety Curriculum Materials by MIE, MFDC and TMRSU including the development of pupil's digital interactive activities in form of dropdown, quiz, games etc. where 52 widgets have been developed and the production of video clips in English, French & Creole for Grade 1- 28 Lessons /Videos and Grade 2- 20 lessons/videos.

e) Launching of Road Safety Education books (Teacher's guide and pupil's books) on July 2024 for Grade 1 to Grade 6.

National Land Transport Authority



1. MVL Online Enhanced

The system has enabled the citizens to pay and renew road tax declaration online for both Private and Licensed vehicles which includes A-Carrier, B-Carrier, Contract Car, Contract Bus from their home.

2. Online Purchase of Registration Marks

Provide an online platform for citizens to reserve or purchase their Registration Marks instantly.

3. Interbank Payment System (IPS) (BOM /Treasury Office)

This has enabled the citizens to have a wider range of payment modes such as Scan & Pay via Juice, Blink, MyT-money, bank transfer and others for the online payment of MVL and purchase of Registration Marks.

4. Online First Registration system for Motor Dealers

The system has provided major Motor Vehicle Dealers with a platform to process First Registration of New and Imported Second-hand Vehicles from their Offices. These Dealers are able to issue Horse-power without the need to attend the NLTA's Office.



5. Online registration of vehicles between individual and individual

Vehicle owners no longer have to attend NLTA office to be issued with a "Certificat de Gage". The RGD, in collaboration with the NLTA has implemented an online service 24/7 for registration of vehicles.

Metro Express Limited

1. Additional Trains and increased Frequency during Peak Hours

Since the start of the operations up to mid-June 2025, over 40 million passengers commuted aboard the light rail vehicles. Two additional trains were deployed during peak hours. While ridership numbers remained stable, the passenger experience had enhanced in terms of the following:



- i. shorter waiting times during peak hours, with a reduced headway of 8-10 minutes, compared to the previous 10-12 minutes;
- ii. increased capacity and reduced overcrowding in LRVs while improving comfort inside trains; and
- iii. reduced overcrowding at stations.

2. Strengthening Fare Evasion Control

MEL intensified efforts to combat fare evasion and unrecorded travels by passengers, a matter of serious concern, through the following measures:

- i. redeployment of stewards as ticket inspectors, in collaboration with the police, MEL is now able to carry out more frequent inspections and targeted operations;
- ii. a new public awareness campaign titled "To Froder, To Taser" in partnership with the Ministry to educate commuters and reinforce a culture of compliance and fairness among commuters; and
- iii. for the Financial Year 2024-2025, 3,384 fare evaders were contravened.

Motor Vehicle Insurance Arbitration Committee

- Number of cases lodged with the Secretariat - 825
- Number of rulings issued by the Committees - 398
- Number of cases in process - 2,222

Taxi Operators Welfare Fund

Types of Applications received:

- a) Hardship Case (Medical Grant) - 7 cases – Rs 217, 350.00
- b) Hardship Case (Total Loss -accident) - 1 Case – Rs 24, 150.00
- c) Cyclone Belal Relief Scheme - 3 cases – Rs 36,225.00

Bus Industry Employees Welfare Fund

Blood Donation Campaign at the St. Pierre Market Fair

The BIEWF organised the 3rd edition of its Blood Donation Campaign on 12 February 2025 at the St. Pierre Market Fair. A total of 35 pints were collected at the end of the day.



KEY PERFORMANCE AREAS AND KEY PERFORMANCE INDICATORS 2024-2025

Status on Implementation of Budget Measures - Financial Year 2024-25			
S/N	Budget Para.	Budget Measure	Status
1	276 (a)	To maintain the price of bus fare, Government is going to pay the compensation for the additional remuneration 2024 for the bus industry	Completed
2	276 (b)	Extension of the Bus Modernisation Scheme for the purchase of buses up to June 2025.	Completed
3	278	Taxi owners will be able to form a company for the transfer of their license to their heirs and the process for temporary drivers will be streamlined	Kept in abeyance
4	B.1(a)	Improving the Doing Business Environment - The National Land Transport Authority will be fully digitalised by June 2025 and its services, including the 'Gage sans déplacement', for motor vehicles, will be available online.	Work-In-Progress
5	C.52(a)	The Road Traffic Act will be amended to define a "classic or vintage motor car" as a car aged 40 years or more from its date of original registration in or outside Mauritius	Completed
6	C.52(b)	The Road Traffic Act will be amended to allow for the licensing of Electric Vehicle Charging Station.	Completed

STATUS ON IMPLEMENTATION OF KEY ACTIONS FY 2024-2025					
Outcome		Outcome Indicator	Target 2024-25	2024-25 (Prov.)	Achievements as at 30 June 2025
A reliable and efficient land transport system improving traffic fluidity and safety		Fatality rate of road traffic accidents (per 100,000 population)	< 8	11.2	10.4
Delivery Unit	Main Service	Key Performance Indicator	Target 2024-25	2024-25 (Prov.)	Achievements as at 30 June 2025
Ministry of Land Transport	Provide a strategic direction for the development of land transport	Land Transport Master Plan developed	Mar-25		Project at Conceptual Stage
National Land Transport Authority	Regulate and oversee the land transport system	Access to online NLTA services facilitated	Apr-25		Completed
Traffic Management and Road Safety Unit	Implement Road Safety measures	Length of roads made safe through installation of road safety devices (km)	45		30.1

RISK MANAGEMENT, CITIZEN ORIENTED INITIATIVES AND GOOD GOVERNANCE



In the domain of risk management committees, the Ministry, with the technical assistance of the Internal Control Unit of the Ministry of Finance, is persistently enhancing its Risk Management Framework. This initiative has allowed the Ministry to systematically recognize potential risks, implement preventive strategies, and improve decision-making processes, thus ensuring effective financial management and operational efficiency.

However, the Risk Management Committee, as mandated by Circular No. 8 of 2021 from the Ministry of Finance, had not been established as of 30 June 2025 due to the heavy workload and competing operational priorities.

With a view to better managing risk, Citizen Oriented Initiatives and Good Governance, the Ministry has put in place the following initiatives:

1. Internal Control

10 Reports have been prepared but 9 have been issued with 1 Report carried forward to FY 2025-2026.

The percentage of work completed, along with the remaining plan to be covered as of 30 June 2025:

Percentage Completion: 78 %

Remaining plan to be covered include:

- (i) TMRSU-HR Technical (Carried forward to AIAP 2025-2026)
- (ii) TMRSU- Project Management (Carried forward to AIAP 2025-2026 and covered under Contract Management for Framework Agreement)

2. Office of the Public Sector Governance (OPSG)

Metro Express Ltd (MEL)

- In December 2024, Government agreed that the Office of the Public Sector Governance (OPSG) would undertake a financial and governance audit of Metro Express Ltd.
- The OPSG was assisted by the Ministry of Public Service and Administrative Reforms for the Human Resource Audit and by international experts in the field of light rail operations. The services of Crossrail International, a UK Government-owned company, which specialises in strategic consultancy in significant metro and rail projects globally, provided technical assistance to the OPSG.

- The Consolidated draft report on ‘Governance and Financial Audit at Metro Express Ltd’ was submitted to the MEL in March 2025, for its review. Once finalised, the report would be brought to the attention of the Government.

3. CSU Portal

Status on complaints, suggestions and general enquiries received through CSU Portal.

Based on statistics submitted by the CSU, it is noted that since the launching of the CSP in April 2017 and up to June 2025, **9,390** tickets have been received at this Ministry, out of which **4.2 %** with status “resolved”, **79.1 %** were closed, **16.6 %** is still under consideration with status “open” and **0.1 %** has been rejected.

For Financial Year 2024-2025, **982** tickets had been received at the Ministry.

The distribution of tickets is as follows:

SN	Department/Division	Total	Resolved	Closed	Open	Rejected
1.	NLTA	372	2	387	-19	2
2.	BIEWF	0	0	0	0	0
3.	NTC	8	1	60	60	0
4.	MEL	18	2	7	7	0
5.	TMRSU-Black River	20	-64	-121	-121	1
6.	TMRSU-Curepipe/Grand Port/Savanne	61	2	30	30	0
7.	TMRSU-Moka/Flacq	59	28	4	4	0
8.	TMRSU- Pamplemousses/ Rivière du Rempart	38	2	-10	-10	0
9.	TMRSU-Port Louis	32	0	-1	-1	0
10.	TMRSU-Quatre Bornes/Beau Bassin/Rose Hill	80	-7	-18	18	0
11.	TMRSU-Vacoas/Phoenix	-71	0	-71	-71	0

4. Implementation Plan- Director of Audit Report

SN	Findings	Recommendations	How were recommendations addressed?
Speed Camera System – Not Being Efficient and Effective (Page 155)			
1	Drivers violating Speed Limits not fined - 56 per cent For the financial year 2023-24, the speed cameras captured a total of 92,291 images. Of these, 30,977 images (33 per cent) were exempted and 20,949 images (23 per cent) were rejected due to technical reasons.	The speed camera system to be reviewed by the Ministry to make it more efficient and effective.	Consultancy was completed for reviewing the speed camera system. Safe City Camera system being considered for speed enforcements.
2	PEDN issued Not Paid - 45 per cent PEDU initiates criminal proceedings in case the offender fails to pay the specified fine within 28 days of the date of the Notice. The Contravention Case Files (CCFs) are then sent to the Police Service for investigation and follow-up. PEDNs were issued to 40,365 drivers violating speed limits. Payments were received for only 22,177 PEDNs within the required delay, that is, 55 per cent. 18,188 PEDN amounting to Rs 45.5 million, that is 45 per cent, issued during the financial year 2023-24, were not yet paid within the legal limit of 28 days.	The PEDU to explore the possibility of making use of data/reports from the computerised system for a more efficient and effective process.	
3	Delay in preparation of Contravention Case Files For unpaid PEDN issued during the financial year 2023-24, the preparation of 18,188 CCFs have been delayed. Of the above, some 6,581 CCFs were ready as of November 2024 to be submitted to the Police Service for prosecution. There was no proper computerised monitoring system in place to follow up cases of unpaid fines.	The Ministry to consider having a proper computerised accounting system in place for revenue management, automated sending of reminders, automated online payment.	An online platform being developed by the Judiciary in consultation with the Police Department.

Deficiencies in Management of National Cycle Network Project (Page 157)			
4	Delay in Project Implementation and Risk of Nugatory Payments <i>There were considerable delays in the implementation of the National Cycling Network Project.</i> (i) The detailed design of the Cycle Network Plan of the 4 towns/villages was completed in February 2021 but the contract for construction works for Rose Hill Cycle Network was awarded only in December 2022, that is 22 months after; and (ii) As of December 2024, the contract for the construction works for the projects at Vacoas, Grand Baie and Flacq had not yet been awarded though the Consultant had already submitted the design reports more than 3 years back. Due to the non-implementation of the project, so far, at the three sites relating to Vacoas, Grand Baie and Flacq, there is risk of a nugatory expenditure of Rs 10 million.	For changes in scope of work prior approval of Accounting Officer should be obtained and financial implications thereof should be determined.	Mechanism being worked out to ensure compliance with procedures and for proper contract management.
5	Lapses in Management of Construction Works for Rose Hill Cycle Network - Officers of NAO were informed during a site visit in August 2024 that part of the project from Camp Levieux to Rose-Hill, that is, for a distance of some 2 km was not implemented. This was a significant change in the scope of works for which the approval of the Accounting Officer of the Ministry and the financial implications were not available. - The completion of the project had already been delayed by some 8 months as of September 2024. The Contractor did not submit an updated program of works. - The Contractor submitted an insurance cover which expired on 13 October 2023. However, the Contractor did not submit its renewed insurance cover to the Ministry.	Extension of insurance cover should be requested from the Contractor.	Matter being dealt with by the TMRSU with the Contractor.

Governance Issues – Non-Compliance with Legislation (Page 159)			
6	Non-Submission of Financial Statements for Audit The Statutory Bodies (Accounts and Audit) Act requires the Chief Executive Officer of a statutory body to submit the annual report, including the financial statements, to the auditor not later than four months after the end of every financial year. As of 31 December 2024, the following statutory bodies falling under the purview of Ministry of Land Transport, had not submitted their financial statements for audit. 1 National Transport Corporation for financial years 2020-21 to 2023-24 2 Taxi Operators Welfare Fund for financial years 2022-23 to 2023-24	Exercise control over statutory bodies and other entities operating under its aegis to ensure that they comply with their statutory responsibilities regarding the preparation of financial statements and their submission for audit; and Lay a copy of the annual report and audited financial statements before the National Assembly.	Action being taken at the level of the NTC for the preparation of the outstanding Financial Statements. The Taxi Operators Welfare Fund Board being reconstituted.

Safety and Health



The Ministry of Land Transport continues to prioritise safety and health across its operations. During the year under review, a Safety and Health Officer from the Ministry of Public Service and Administrative Reforms was assigned to the Ministry and stationed on-site once a week. This arrangement allowed for routine workplace inspections, compliance checks, and advisory support on safety measures together with the Office Management Executives. While progress is

ongoing, the officer's presence contributed to reinforcing the Ministry's efforts to maintain and monitor occupational safety and health standards, ensuring alignment with our requirements.

Energy Saving Measures

During the Financial Year, the energy strategy shifted focus towards maximising efficiency through enhanced operational discipline and maintenance. A core measure involved switching off lights and equipment when not in use to reduce phantom load. Additional measures included maintaining air conditioners at energy-efficient temperature settings, unplugging chargers and devices when not required, and placing reminder stickers near switches to promote energy-conscious behaviour.



PART III

FINANCIAL PERFORMANCE

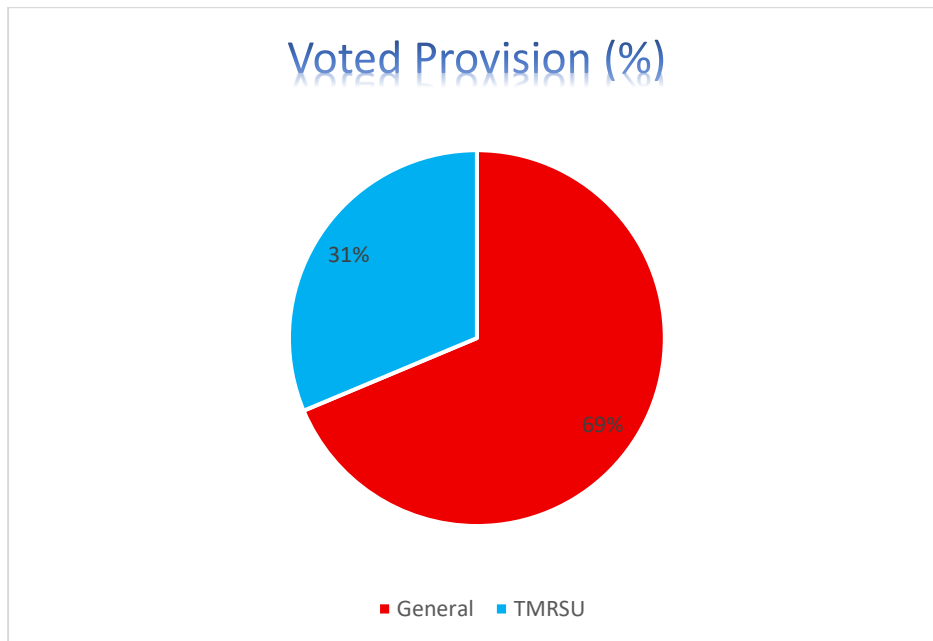
An amount of Rs 1,433 million was appropriated to the Ministry's Vote for the Financial Year 2024-2025.

The Vote sub-heads are as hereunder:

Sub-Head 6-101: General

Sub-Head 6-102: Traffic Management and Road Safety Unit

As such, appropriation of funds is made through the Vote. The budget of Rs 1,433 million allocated to the Ministry for Financial Year 2024-2025 is represented in the diagram below:



Analysis of Major Changes

For Financial Year 2023-2024, the Ministry was allocated a budget of Rs 580 million as compared to Rs 1,433 million for Financial Year 2024-2025, representing a 59.5% increase.

(i) Compensation of Employees

Funds allocated were insufficient to meet payment of allowances, salary compensation, overtime, travelling and transport. Additional funds had to be reallocated from savings of other items of expenditure within the Ministry's sub-heads.

(ii) **Goods and Services**

Funds allocated under the different items of expenditure for Vote General as well as for Vote Traffic Management and Road Safety had all been utilised. The table below shows the percentage level of expenditure.

Vote	Estimates (after Virement) Rs	Actual Expenditure Rs	Percentage Used
6-101- General	31,175,600	28,501,696	91%
6-102 TMRSU	140,677,000	137,055,376	97%

(iii) **Capital Expenditure**

Funds allocated for Capital Expenditure under Vote General consisted mainly of loan to Metro Express amounting to Rs 900 million out of which Rs 892,964,470 had been disbursed to Metro Express Ltd.

A sum of Rs 262 million had been allocated to Vote 6-102 under Capital Expenditure, as follows:

Expenditure	Amount (Rs)
Construction of Traffic Centres	43 m
Road Safety Programme	183 m
Other Machinery and Equipment	36 m
Total	262 m

Statements of Revenue and Expenditure

The Ministry raised revenue from user mainly in the form of Parking Fees and deposited into the Consolidated Fund. Parking Fees consist of Reserve Parking Permit and Parking Coupon. Fees are charged zone wise.

Rate of Fees

Description	Zone I	Zone II
Reserve Parking Permit	Rs 50,000	Rs 40,000
Parking Coupon	Rs 10.00	Rs 20.00

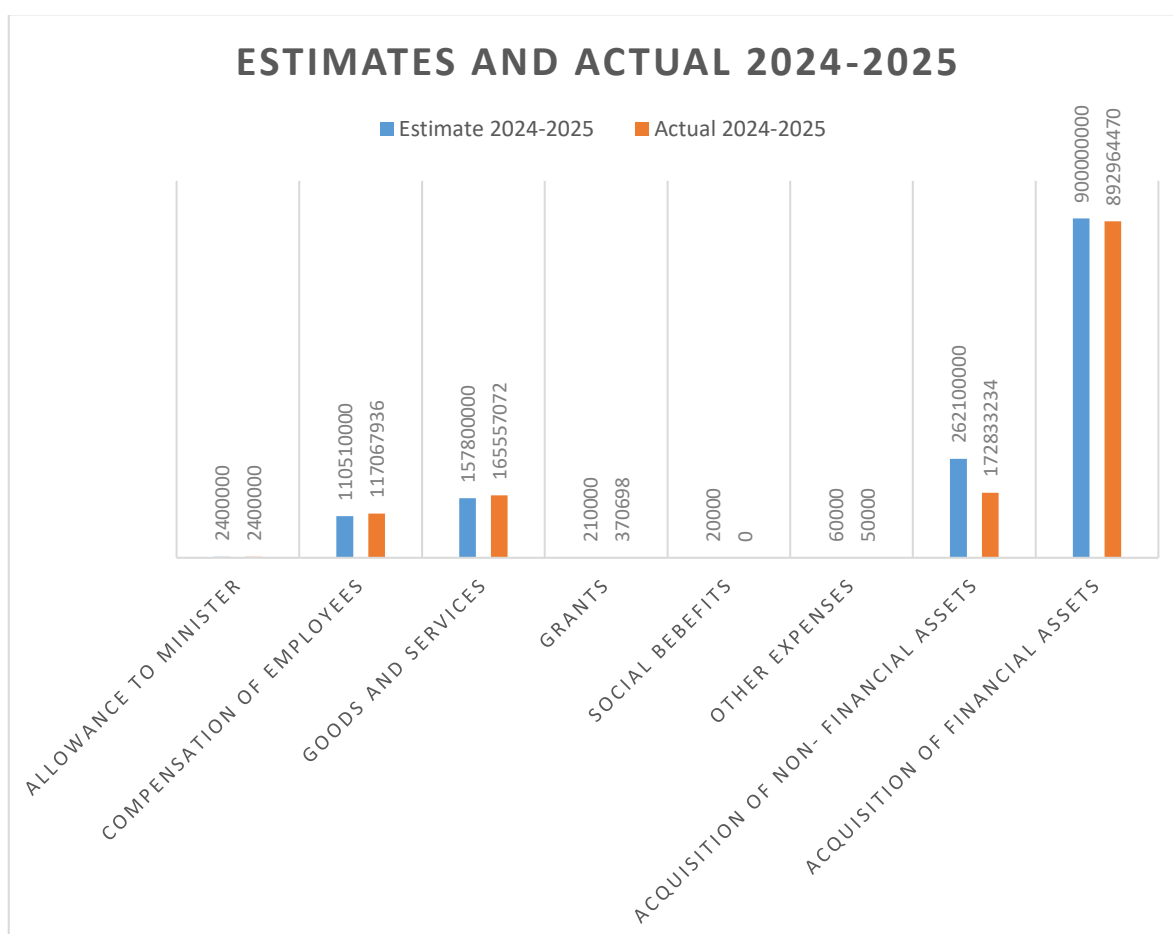
Statement of Revenue

Revenue Rs million	2023-2024 Actual	2024-2025 Estimates	2024-2025 Actual
Property Income			
Sales of Goods and Services (Parking Fees)	52,377,300	62,000,000	55,220,682.00
Fines, Penalties and Forfeits			
Miscellaneous Revenues	4,059,000	4,000,000	2,946,069.61
Total Revenue from Property Income, User Fees and other Sources	56,436,300	66,000,000	58,166,751.61

Statement of Expenditure

The actual expenditure at the end of Financial Year 2024-2025 was Rs 1,351,433,410 representing 94.30% of the voted provision of Rs 1,433 million.

Head/Sub-Head of Expenditure (Rs million)	2023-2024 Actual	2024-2025 Estimates	2024-2025 Actual
Allowance to Minister	2,400,000	2,400,000	2,400,000
Compensation of Employees	104,410,000	110,510,000	117,067,936
Goods and Services	150,387,497	157,800,000	165,557,072
Subsidies	-	-	-
Grants (Contribution to International Organisation)	359,047	210,000	370,698
Social Benefits (Funeral Grants)	0	20,000	0
Other Expenses	50,000	60,000	50,000
Acquisition of Non-Financial Assets	236,459,983	262,100,000	172,833,234
Acquisition of Financial Assets (Loan to Metro Express Ltd)	62,730,000	900,000,000	892,964,470
Total	556,796,527	1,433,100,000	1,351,443,410



Shaping the Future of Services...

The Ministry of Land Transport operates within a dynamic environment influenced by both internal and external factors that continuously shape how its services are delivered.

We are launching a bold transformation of our land transport system, designed to make it faster, safer and more sustainable for everyone. Here's how we're doing it:

- A state-of-the-art Fleet Management System will monitor our public buses in real time and ensure they operate at peak performance.
- Our Land Transport Master Plan will map out a forward-looking vision, integrating cutting-edge technologies and emerging mobility trends to reshape how we move in Mauritius.
- We shall leverage on technology and digitise the services at the NLTA so that processes are streamlined, citizen engagement is seamless and transactions happen quickly.
- With Safe-City cameras tracking traffic offences and the re-introduction of a Penalty Point System, we will be reinforcing responsible driving and increasing road safety.
- We are working on the draft Bus Services Bill which seeks to regulate and elevate public transport services, and introduce a cashless fare-collection system to make commute more convenient.
- A turnaround plan for the NTC will boost operational efficiency and service reliability, while MEL is exploring fresh ways to make public transit safer, more comfortable and more user-friendly.
- We will keep educating our students and engaging citizens on road safety, because safety is a shared responsibility.
- The BIEWF and the TOWF will continue their vital work in supporting beneficiaries and maintaining welfare standards across the transport sector.

Together, the above initiatives reflect our unwavering commitment to building a modern, efficient and safe transport system—one that truly meets the evolving needs of our commuters and a modern Mauritius!

Situational Analysis

SWOT Analysis

STRENGTHS

- Teamwork – The Ministry benefits from a cohesive and dedicated team that works collaboratively to achieve strategic objectives.
- Robust Legislative Framework – Well-established laws and regulations provide a strong foundation for policy implementation and enforcement.
- Political Will – Strong government buy-in ensures support for reforms, funding, and continuity of land transport projects.
- High-Quality Road Infrastructure – Existing infrastructure is well-developed and provides a solid base for improving connectivity and road safety.
- Qualified Professionals – The TMRSU is staffed with skilled professionals who possess technical expertise and are capable of bringing innovative solutions to road safety and transport management.
- Technological Advancement – Several technology-driven projects in pipeline.

WEAKNESSES

- Increase in road accidents due to the behaviour of drivers and road users.
- Acute shortage of staff at the Ministry and the NLTA at administration level, and insufficient manpower for enforcement at the NLTA.
- Increasing number of complaints regarding land transport services.
- Lack of coordination among public bodies.
- Registered delay in adopting technological advancements.
- The absence of Transport Analyst (technical grade for the Ministry) in post. (unfunded vacancy).
- Shortage of bus crews being experienced by bus operators.

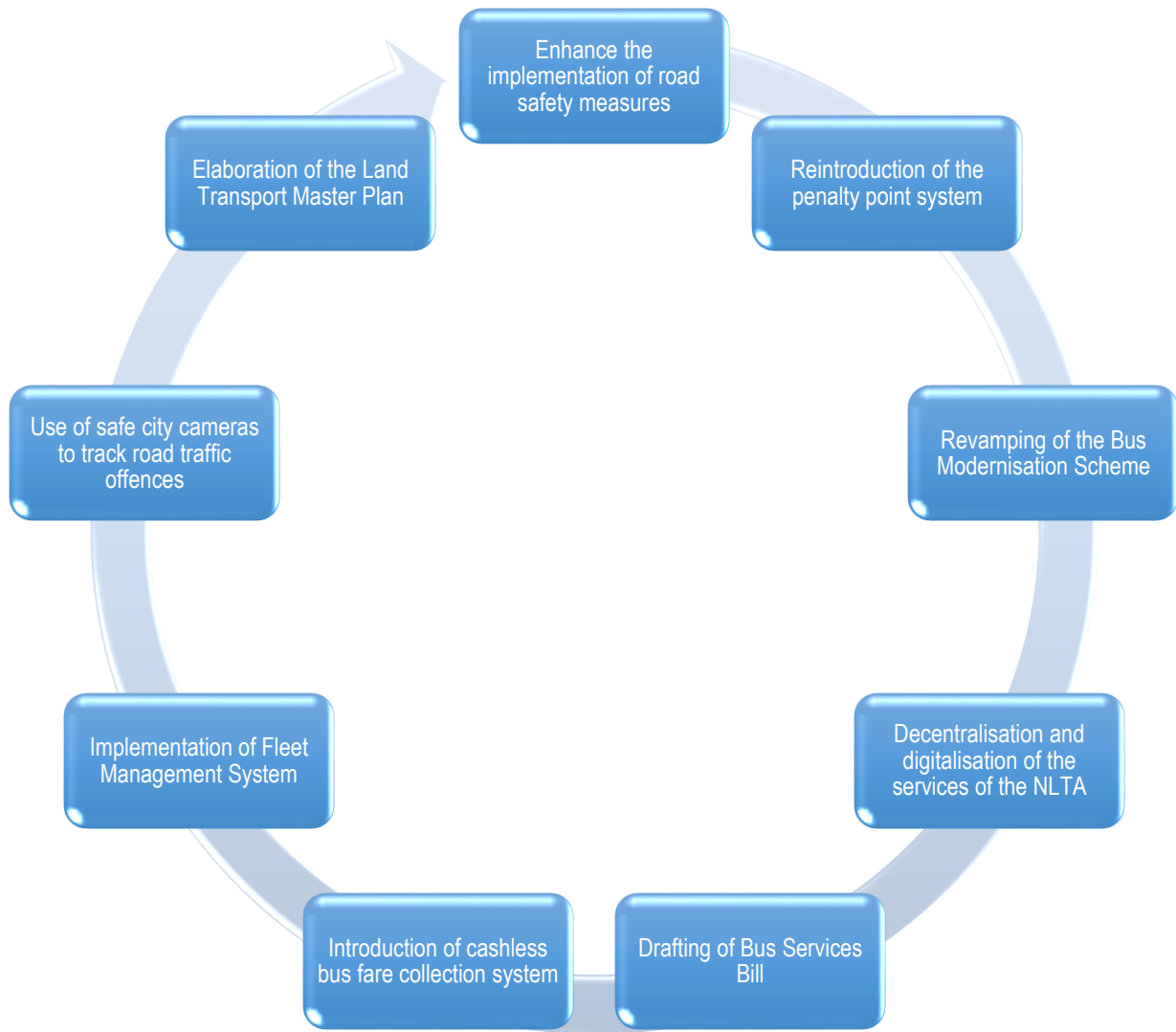
OPPORTUNITY

- International Engagement and Collaboration:– Participation in the International Summits such as the Fourth Ministerial Conference on Road Safety in Morocco; the Safer-In-Action and Bloomberg Initiative for Global Road Safety (BIGRS) in Ghana; and the Developing Industry-led TVET for a Greener Future by the British Council.
- Electric buses under Foreign Aid – Donation of five electric buses from the People's Republic of China.
- Potential International Fundings and Technical Assistance: – Potential support from international development agencies such as Global Environment Facility (GEF) of the United Nations Development Programme, Agence Française de Développement and the World Bank.
- Employment of Foreign Labour - Employment of foreign labour for bus industry to address the shortage of bus crews faced by bus operators.

THREATS

- Climate Change and Natural Disasters- those could disrupt the devices the Ministry and pose road safety hazards.
- Technology Disruption-Cybersecurity threats, especially as systems become more digitised.
- Budget Constraints – The Ministry may face financial limitations that affect its ability to pursue investment in the modernisation of the land transport sector.
- Human behaviours and attitudes on roads - pose a major challenge to road safety and traffic management. Reckless driving, lack of awareness, non-compliance with traffic rules, and poor pedestrian habits often lead to accidents.
- Increase in the Vehicular Fleet – Increasing number of vehicles on our roads leading to huge traffic snarls on our roads especially during peak hours.
- Change in Government policy- Changes in government policy can disrupt long-term transport planning and project implementation.
- Increasing reliance on foreign labour (bus crews).

Strategic Direction



Annexures

Annex 1

COMPOSITION OF THE NATIONAL TRANSPORT CORPORATION BOARD AS AT 30 JUNE 2025

Statutory Bodies/Government Owned Companies		Appointing Authority
Chairman, appointed by the Minister	Mr Nishad BAIG, Head of Debtors and Internal Control at C-Care (Mauritius) Ltd	Membership in accordance with section 5(2) of the National Transport Corporation Act
Representative of the Prime Minister's Office	Representatives of the Prime Minister's Office	
	Mr S. Curpen NAIK Assistant Permanent Secretary	
Representative of the Ministry responsible for the subject of finance	Representative of the Ministry of Finance	
	Mr Hemnish URDHIN Lead Analyst	
Representative of the Ministry responsible for economic planning and development	Representatives of the Ministry of Financial Services and Economic Development	
	Miss Khema Deepti BEESOON Lead Analyst, Financial Services Unit	
Representative of the Ministry responsible for the subject of land transport	Mr Rakesh Emrith Deputy. Permanent Secretary	
Representative of the Ministry responsible for the subject of labour	Mr N. A Fokeerbux Assistant Permanent Secretary	
Representative of the workers of the Corporation	Mr Poomendra Letchanna Worker's Director	
2 persons with wide knowledge and experience in the fields of transport, business or management, and appointed by the Minister.	Mr. Jasreem Roshan Balgobin Non-Remunerative Director HR Sphere Ltd	
	Mr Mohit Dhoorundhur, Independent Board Director PNL (Leal Group)	

COMPOSITION OF THE METRO EXPRESS LTD AS AT 30 JUNE 2025

Chairperson**Dr Pradeep Mahesh Kumar Soonarane****Members**

1. Mr Eddy Marc Jolicoeur, Human Resources and Leadership Development Consultant
2. Mr Luvevesh Sharma Kowlessur, Associate Manager-Regulatory and Compliance, Ocorian Corporate Services (Mauritius) Ltd
3. Mr. Allan Paul, Project Manager, GIBB (Mauritius) Ltd
4. Mrs. Priya Ramjeeawon-Varma, Assistant Solicitor General, Attorney General's Office
5. Mr Nishad Baig, Head of Debtors & Internal Control at C-Care (Mauritius) Ltd
6. Mr.Hemnish Ram Urdhin, Lead Analyst, Ministry of Finance
7. Mr M.S.Joomun, Senior Chief Executive, Ministry of Land Transport.

Chief Executive Officer**Mr Rishikesh Brojmohun**

COMPOSITION OF THE BUS INDUSTRY EMPLOYEES WELFARE FUND BOARD AS AT 30 JUNE 2025

CHAIRPERSON
Mr S. Sookun – (Sept 2020 – October 2024)
Mrs M. Nathoo – (Nov 2024 – February 2024)
Mr M. S. F. Joomun – (March 2025 – April 2025)
Mr B. B. Tandrayen – (As from May 2025)
MEMBERS
Mrs S. D. Soborun – Deputy Permanent Secretary, Ministry of Land Transport (August 2024)
Mr R. Emrith, Deputy Permanent Secretary, Ministry of Land Transport (As from May 2025)
Mr S. Dhalladoo – Acting Transport Controller (April 2023 – Oct 2024)
Mr S. M. A. Assot Ally, Principal Road Transport Inspector, National Land Transport Authority (Nov 2024)
Mrs S. B. W. Heetun, Assistant Director, Ministry of Labour, Industrial Relations, Employment and Training (Nov 2021)
Miss M. Beeharry – Assistant Permanent Secretary, Ministry of Finance and Economic Development (May 2024 – Dec 2024)
Mr V. Munoosingh, Assistant Permanent Secretary, Ministry of Finance and Economic Development (As from Jan 2025)
Mr I. S. Abbass, Representative of employees (terminated Nov 2024)
Mr A. Dowlut, Representative of employees (As from May 2025)
Mr P. Moocheet, Representative of employees (Terminated Nov 2024)
Mr K. Gobin, Representative of Employees (As from May 2025)
Mr J. A. V. Kistnen, Representative of Employees
Mrs J. B. Frivet Representative of employees (Terminated Nov 2024)
Mr V. J. Lochun, Representative of employees (As from May 2025)
Mr S. Choychoo, Representative of Employers (Terminated Nov 2024)
Mr A. D. Seeburrun, Representative of Employers (As from May 2025)
Mr Y. Sairally, Representative of Employers (Terminated Nov 2024)
Mr K. Auckburally, Representative of Employers (As from May 2025)

COMPOSITION OF THE TAXI OPERATORS WELFARE FUND BOARD AS AT 30 JUNE 2025

SN	COMPOSITION	DESIGNATION
1	Mr K. Y. Leung Tak Wan	Chairperson
2	Mrs. A. D. Ramasamy Representative of Ministry of Land Transport	Member
3	Mr L. Alipon Representative of Ministry of Labour	Member
4	Ms. N. S. Gopal Representative of the Ministry of Finance,	Member
5	Mr. S. M. A. Assot Ally Representative of the National Land Transport Authority	Member
6	Mr. C. Rajapundit Representative of Taxi Operators	Member
7	Mr. I. Oojeeraully Representative of Taxi Operators	Member
8	Mr. M. S. Romjon Representative of Taxi Operators	Member
9	Mr. I. Mungee Representative of Taxi Operators	Member