

**NATIONAL ASSEMBLY OF  
SEYCHELLES**

*Tuesday 02<sup>nd</sup> February, 2021*

*The Assembly met at 9am*

*National Anthem*

*Moment of Reflection*

*Mr Speaker in the Chair*

**MR SPEAKER**

Mersi. Bonzour tou Manm e bonzour nou lodyans an deor lasal. Nou ava pran Prezantasyon Dokiman. Avan nou al lo, mon demann Madanm Deputy Clerk, i annan enn de bann size, ti bann papye ki'n ganny mansyonnen yer swar dan Nouvel SBC, koman *item lo Order Paper* pou diskite par Lasanble.

Sa i serten sa bann keksoz in ganny mansyonnen i zis dokiman, ki nou pe met devan Lasanble la pou le moman, pou napa deba lo la. Nou'n anvoy en pti mo SBC pou montre zot, pou donn en pti rektifikasyon, si i pou annan deba bann Manm i kapab lev sa bann size lo la, pli tar.

Madanm Deputy,  
Prezantasyon Dokiman  
silvouple?

**MADAM DEPUTY CLERK**

Mersi Mr Speaker, bonzour tou Manm Onorab e tou dimoun a lekout. Prezantasyon Papye i *comme swivi*: -

*Annual Financial Statement for the Year Ended 31<sup>st</sup> December 2019.*

*Report on the Conduct of the 2020 Presidential and National Assembly Elections.*

*Special Audit Report on Land Deals and Transactions between the Government and the United Seychelles Political Party.*

*S.I.2 of 2021, Broadcasting and Telecommunications (Records of Customers of Prepaid Mobile Services by Operators of Public Land Mobile Network) (Amendment) Regulations, 2021.*

*S.I. 3 of 2021, 7% 3 year Treasury Bond Debt Order, 2021.*

*S.I. 4 of 2021, 8% 5 year Treasury Bond Debt Order, 2021.*

*S.I. 5 of 2021, 10% 7 year Treasury Bond Debt Order, 2021.*

*S.I. 6 of 2021, Value Added Tax (Amendment of First Schedule) Regulations, 2021.*

*S.I. 7 of 2021, Licences (Miscellaneous Services)*

(Amendment) Regulations, 2021.

S.I.8 of 2021, Environment Protection (Ozone) (Amendment) Regulations, 2021.

S.I.9 of 2021, Environment Protection (Environment Levies) (Amendment) Regulations, 2021.

Mersi Mr Speaker.

### **MR SPEAKER**

Mersi Madanm Deputy. An konsiltasyon avek *Leaders le de kote dan ABC*, mon'n deside sanz Lord Biznes dan nou Lasanble, pou ozordi e sa se pou permet nou pran size *Air Seychelles*, swivan lapel ki Prezidan Larepublik ti demande pou annan en deba Nasyonal lo la.

E mon santi ki Lasanble Nasyonal, i devret pran responsabilite pour al premye dan sa deba. Alor nou ti dakor pou met sa size, premye lo nou *order of business* pou sa semenn, avan leres *business* parey keston ki nou pou pran demen apre midi.

Alor pou nou entrodwir sa size, mon ava apel *Leader Business* Gouvernman dan Lasanble Onorab Georges. Yes, wi. Wi, Onorab Pillay.

### **HON SEBASTIEN PILLAY**

Mersi Mr Speaker. Mr Speaker avek ou permisyon avan ki nou

entrodwir sa size, mon oule *raise en matter of privilege* an relasyon avek Lartik 85 nou Konstitisyon. E en size ase serye ki pou vin devan nou Lasanble, akoz serten lanons ki'n fer par Prezidan Larepublik yer.

Premyerman, Mr Speaker mon *raise sa matter of privilege* akoz Lartik 85 i donn nou Lasanble pouvwar Lezislatif. Savedir pouvwar pou ou fer bann lamannman dan Lalwa e bann Lalwa i bezwen vin devan Lasanble.

Apré ki mon'n ekout Prezidan Larepublik yer Mr Speaker, i paret ki sa bann desizyon i pe fini ganny pran e ki Lasanble pou bezwen zis *endorse* sa bann desizyon, akoz mannyer Gouvernman pe propoz fer li, i pa'n koz li koman propozisyon, me in koz li koman desizyon ki'n fini ganny pran e aksepte.

E mon krwar Mr Speaker sa i en, dan mon lopinyon i mank respe pou nou Lasanble, akoz se nou Lasanble ki ti pou bezwen debat sa bann Prozedlwa.

E sa i fer ki akfer prezan nou pou annan en legzersis debat Prozedlwa, si lot kote latab avek Gouvernman in fini agree lo sa bann sanzman, san

menm ki sa bann Lalwa i vin devan nou Lasanble.

Akoz serten sa bann Lalwa pou demann sanzman legal, mazer, ki nou pou bezwen esansyelman bezwen fer en deba lo la.

Mon pa ti ava kontan Mr Speaker ki nou Lasanble i vin en *rubber stamp*. Me kot sa i kree en pli gro problem ankor Mr Speaker, set aköz ler nou regard nou Lalwa Bidze, nou *Appropriation Act*, nou *Appropriation Act* in fini montre dan sa bann *Heads* e sa bann *Heads* i egziste ozordi legalman anba en stati legal.

Pou mwan ilistre sa legzanp Mr Speaker annou pran par egzanp *STB*. Nou pe vot R142milyon pour *STB*, me esansyelman *STB* pou nepli egziste an Fevriye or Mars or dan sa dele letan sa *short time frame* ki la.

Sa i fer ki sa 142milyon pa pou ankor kapab, pa pou ganny mete anba *STB*. I bezwen ganny mete anba Minister Tourizm. Me Bidze en Minister Tourizm Mr Speaker, i bokou pli ba ki sa. E sa pou fer ki pozisyon konsolide finansyerman Minister Tourizm pou bezwen monte par 142milyon.

E sa pou mwan i montre Mr Speaker ki Gouvernman in

pran sa desizyon apre, menm ki'n anvoy Bidze kot Lasanble, aköz si sa desizyon ti'n ganny pran avan i ti ava pran konsiderasyon sanzman ki le fer. *STB* ti ava ganny larzan pou trwa mwan, e sa pozisyon konsolide finansyerman ti ava ganny mete anba Minister Tourizm.

Sa ki nou pou bezwen prezan fer, se ki nou pou bezwen annan en *amendment* to sa Bidze ki nou pe al prezante e sa i fer mwan demann mon lekor Mr Speaker *from* en pwennvi privez Lasanble, akfer prezan nou pou al debat Bidze aköz serten sa bann antite ki'n koz lo la pour disparet, zot pou nepli egziste e zot pou bezwen antre anba bann Minister ki sa bann Minister pozisyon bidzeter pou sanze?

E Konstitisyon i kler an relasyon avek bann *Heads* dan Bidze, ki mannyer sa i kapab ganny sanze. So, mon ti ava enplor lo lot kote lata pou diskit avek zot Gouvernman pou nou klarifye kwa egzaktman ki Gouvernman i anvi fer, avan ki nou *entame* en diskisyon dan Bidze ki pou mwan i pou vin en legzersis inital.

Akoz zisteman sa bann sanzman ki pe ganny propoze e

ki paret ki lot kote latab, zot in aksepte san menm vwar sa bann Lalwa vin devan Lasanble. Mon ti ava kontan Mr Speaker met sa lo latab ozordi e ki ou konsider sa koman en *attempt* lo privilez Lasanble. Mersi Mr Speaker.

### **MR SPEAKER**

Mersi, Onorab Pillay. Onorab Georges, ou anvi adres sa.

### **HON BERNARD GEORGES**

Wi, Mr Speaker. Ordinerman nou pa entervenir, napa deba lo en *matter of privilege*. Me mon krwar ki etandonnen ki Onorab *Leader* Lopozisyon in mansyonn, nou kote latab a plizyer repriz, i neseser ki mon fer en pwen lo sa ki in dir.

Premyerman, pa'n annan okenn konsiltasyon avek nou dan Lasanble, e sa i absoliman akoz nou pe viv dan en sistenm kot i annan separasyon pouvwar ant Egzekitiv avek Lezislatif.

Donk mwan parey Onorab *Leader* Lopozisyon. Mon'n tann Prezidan pou premye fwa yer lo televizyon, e se la kot mon'n aprann ki sa bann desizyon ki ladministrasyon, i propoze pou pran. Tel parey i zot manda akoz pouvwar Egzekitiv i dan zot lanmen, nou

annan pouvwar Lezislatif. Sa ti premye pwen.

Dezyenm keksoz ki mon krwar ki nou bezwen met lo latab, se ki dan lafason ki Onorab *Leader* Lopozisyon li menm li in donn en legzanp, i kler ki sa ki Egzekitiv pe fer, se i pe pran serten desizyon administrativ parey i bezwen fer. E i pe pran sa dan en konteks an deor diskisyon avek nou e an deor diskisyon avek Bidze.

A en nenport ki moman en ladministrasyon, i bezwen kapab pran desizyon pou sanz direksyon pei, pou sanz direksyon serten keksoz ki i pe fer. E an fonksyon sa, Lalwa i ava ganny sanze e Bidze i ava ganny *allocate*.

Donk i absoliman apropiye, ki Egzekitiv in fer, sa ki i pe fer, dan lafason ki i pe fer. E a plizyer repriz mwan mon'n ekout Prezidan in dir, sa pou nesesit en sanzman dan Lalwa.

E i kler donk ki si sa i nesesit en sanzman dan Lalwa, sa Lalwa i ava vin devan nou e nou ava deside si pou aprouve, si pa pou aprouve, e an fonksyon sa ki nou pou fer isi Egzekitiv i ava pran son desizyon.

Mon pa vwar ki privilez Lasanble in ganny afekte dan

okenn fason. Egzekitiv in pran son desizyon, e Lasanble prezan ava debat lo bann desizyon, kot Lalwa bezwen sanze, ler sa i vin devan nou.

E parey Onorab *Leader* Lopozisyon in dir, an atandan Bidze i ava kontinyen lo sistenm aktyel, e non pa lo sistenm e ki ladministrasyon in met devan nou koman bann sanzman yer. Mersi Mr Speaker.

### **MR SPEAKER**

Mersi. Onorab Pillay, wi.

### **HON SEBASTIEN PILLAY**

Mersi Mr Speaker. Mr Speaker mon krwar Onorab Georges ek mwan menm in ekout en totalman diferan Ladres.

Me sa ki bezwen ganny dir Mr Speaker Konstitisyon i prevwar pou ki Lasanble pa kapab *proceed* lo varyasyon en *Head* dan *Appropriation Act unless* sa i ganny sinifye par en *warrant* oubyen en laprouvasyon par Egzekitiv.

Nou'n ganny nou en Bidze, ki dir ek mwan par egzant ki SAA i sipoze ganny R68. 238milyon. Nou'n ganny dir par Prezidan Larepublik ki SAA pou vin, i pa'n dir en propozisyon, i dir i pou vin en departman oubyen en divizyon anba Departman Lagrikiltir.

Sa pou fer ki pozisyon konsolide Minister Lagrikiltir pou sanze e son Bidze pou ogmante otomatikman.

Sa ki mon pe met devan Lasanble, i se ki nou pe vot pou en Bidze, me sa bann sa bann *Heads* ki nou pe vot lo la pou nepli egziste an Fevriye ouswa an Mars.

Sa ki devret pe ganny fer e se ki Gouvernman pe devret komans mazin lo anmenn en *amended budget* - en keksoz ki lot kote ti dir pa kapab ganny fer ler zot ti sa kote latab. Akoz pour sa kapab vin pli prop Mr Speaker. Mon ti ava enplor ou, enplor ou osi pou fer, pou konsider e konsilte lezot lotorite lo nou Konstitisyon.

Akoz mon santi poudir sa aksyon ki nou pou pe fer koman en Lasanble, diskrit en Bidze e menm anmenn *STB* devan Lasanble, oubyen anmenn lezot antite devan Lasanble, i pou en legzersis ki pou vin inital oubyen *futile*. Mersi Mr Speaker.

### **MR SPEAKER**

*Ok*, mersi. Mersi Onorab Lopozisyon *ok*. *Leader* Lopozisyon. *Ok*, mon ava demann *Leader* Biznes Gouvernman dan Lasanble pou pran responsabilite pou li eklersi avek Gouvernman lekel

sa bann Lalwa, ki nou pou bezwen konsidere.

E osi eklersi avek Minister Finans, ki mannyer i pou prosede avek sa bann sanzman, ki pou neserer lo la. E antretan *Leader* Lopoziyon mon ava aksepte ou sizesyon, ki mon konsilte lezot *expert* konstitisyonnèl, pou regarde egzaktman kote nou *stand* dan sa sityasyon. Onorab Georges, ou anvi.

### **HON BERNARD GEORGES**

Wi, Mr Speaker mon ava fer sa ki ou'n demann mwan fer avek gran plezir. Me mon bezwen dir ki, sa ki Onorab *Leader* Lopoziyon pe fer, i pe met sa kales devan seval, e prezan kekfwa nou realize ki mannyer sa kales in arive pou li kas dan sa kantite. Mersi.

**(APPLAUSE)**

### **MR SPEAKER**

Ok. Mersi bokou. Nou ava kontinyen avek size ki mon ti'n leve. Onorab Georges ou pare pou entrodwir size dan Lasanble lo *Air Seychelles*?

### **HON BERNARD GEORGES**

Wi, Mr Speaker, mersi bokou. Mr Speaker ozordi nou Lasanble in ganny demande parey ou'n fek dir. Eskiz mwan

avan ki mon al pli devan. Les mwan salye ou Mr Speaker, salye bann Manm Lasanble e osi bann dimoun deor ki pe ekout nou.

Mr Speaker efektivman parey ou'n dir taler, ozordi nou Lasanble e demen ziska midi, nou pou regard sa size *Air Seychelles* ki Prezidan Larepiblik in demann nou regarde. E nou'n deside fer sa dan konteks en Mosyon ki mon pe anmennen ozordi e sa Mosyon i lir *comme* swivi:-

Swivan swe Prezidan Larepiblik ki Lasanble Nasyonal i konsider sityasyon *Air Seychelles*, e reaksyon bann Manm ki'n swiv, Lasanble i deside envit e ekout reprezantan *Management Air Seychelles*, *staff Air Seychelles*, Minister Finans e Minister Transpor Gouvernman, avek bi konpran bann defi ek loportinite sa lakonpanyen, e fer okenn reprezantasyon avek Gouvernman lo lavenir *Air Seychelles*.

Donk Mr Speaker sa Mosyon, sa ki sa Mosyon pe demande se ki nou, koman en Lasanble nou ekout bann reprezantan sa 4 seksyon ki mon'n mansyonnen;- *Management, Air Seychelles, Staff Air Seychelles*, Minister Finans ek Minister Transpor,

pour ki sa Lasanble i annan en apersi konplet, lo sityasyon *Air Seychelles*, lo son bann defi ki nou tann koz bokou lo la.

E lo son bann loportinite ki ankor enn fwa zot ava met devan nou ozordi. Dan en fason ki ansanm koman en Lasanble, nou ava kapab, anvoy kot Gouvernman, kot Egzekitiv ki pou bezwen pran en desizyon lo fitir *Air Seychelles*.

Otan lenformasyon ki nou kapab gannyen, otan lide ki nou kapab mont avek koman en Lasanble, akoz i nou rol fer sa, legzersis anmenn lide ansanm, pou ed Egzekitiv dan son desizyon.

Mon mazine ki Prezidan Larepiblik in anvi al dan en fason pridan, lo sa size *Air Seychelles*. Akoz vreman i en size ki emosyonnel. I en size ki tous nou popilasyon an antye. E bokou fanmir akoz zot annan lyen direk avek *Air Seychelles*, oubyen lyen endirek, me ki osi demann nou pou revwar dan konteks nou Lendistri Touris atraver *COVID*, ki pozisyon nou *airline* Nasyonal pou pran?

Eski i pou kontinyen mannyer i ete? Eski i pou kontinyen dan en lot fason, oubyen eski i pa pou kontinyen ditou? E mon krwar se sa bann defi ki devan, non selman

Gouvernman, me ki osi devan *Air Seychelles* ozordi.

E nou, nou'n ganny apele koman bann reprezantan Lepep, pou nou fer en sentez, tou sa bann defi, tou sa bann loportinite, tou sa bann diferan konsern ki diferan lazans, e diferan dimoun konsernen i annan.

E ariv a en pozisyon kot demen ler nou'n fini nou deba, nou ava annan en seri propozisyon ki nou kapab anmenn devan Gouvernman. Swa pou donn Gouvernman en direksyon, me se pa sa ki nou'n ganny demande pou fer. Swa zis pou etal devan Gouvernman, tou bann kart ki nou krwar koman en Lasanble, reprezantan Lepep Seselwa, tou bann kart ki nou krwar ki Gouvernman i bezwen pran konsiderasyon ler i pe arive fer son desizyon.

Mr Speaker, i annan plizyer fason pou debat sa Mosyon e pou ariv a en konklizyon. E nou'n sanse, dan *Assembly Business Committee* an diskisyon avek le de kote latab, anba ou *Chairmanship*, nou'n sanze ki nou kapab ariv lo en konsansis, lo lafason ki nou pou travay.

E sa ki nou'n deside fer Mr Speaker, se ozordi ekout parey Mosyon i demann nou fer, akoz

nou'n envit zot, ekout bann, sa reprezantan sa 4 brans, sa 4 lorganizasyon, sa 4 *areas*. E ler ki nou'n fini ekout zot ozordi, demen nou ava kapab kontinyen lo debat lo sa Mosyon e ariv a en konklizyon.

Mosyon li menm li, i pa konklir, akoz sel keksoz ki Mosyon i demann nou fer se pas atraver en legzersis. Envite, ekoute, e met ansanm reprezantasyon. Sa ki nou pou bezwen fer koman en Lasanble e mon mazine nou bezwen fer sa lo demen, se trouv en model lo ki mannyer, sa Lasanble pou anvoy sa bann reprezantasyon kot Gouvernman. Me mon krwar ki sa i arive *in due course*.

E mon pa vwar, ki annan okenn kontestasyon. Mon krwar ki koman en Lasanble nou ava tonm dakor lo lafason ki nou pou prezant sentez nou deba avek Egzekitiv.

E donk Mr Speaker, mon pa anvì monopoliz deba bomaten, akoz parey nou'n deside, parey mon fek dir deba pou vin demen bomaten. Ozordi i plito en sesyon *fact finding*.

E lafason nou pe propoze ki sa i ale, se ki enn par enn sa 4 seksyon ki nou'n demande, i ava vin devan nou Lasanble. E pandan en peryod letan, ki'n ki ou ava defini Mr Speaker. Nou

ava ekout zot e nou ava *interact* avek zot, dan en fason ki ler nou'n ariv lafen lazournen ozordi nou'n kapab *interact* avek tou le 4 sa brans.

E donn zot sakenn en letan egal, pou zot *interact* avek nou. Etandonnen ki se sa, nou fason ki nou'n prevwar ki nou pou travay Mr Speaker. Sa ki mon bezwen fer bomaten, se trouv en fason ki nou pou *postpone* sa deba. E antre dan en enteraksyon avek sa kat seksyon ki mon'n fek koz lo la.

E mon pe propoze donk Mr Speaker, ki mon ava fer sa osito ki Mosyon i ganny segonde, akoz nou pa kapab annan 2 Mosyon ki ouver *at the same time*. Osito ki Mosyon i ganny segonde mon ava fer en lot Mosyon pou, ki pou permet nou *interact* avek sa bann dimoun.

Donk pou le moman Mr Speaker, mon ti ava kontan zis fini avek en dikton Franse, ki mon krwar i tre apropiye dan sa letan ki nou ete lo *Air Seychelles* e sa dikton i dir "*du choc des idées jaillit la lumière*." Anmezir ki bann nide i konekte e i tap ek kanmarad lalimyer i sorti.

Donk mon krwar, se sa ki nou pe ganny apele pou fer ozordi, se anmenn tou lide, pa per pou pran en pozisyon pour



ou kont. Mon krwar se sa ki nou pe demande pou fer, dan en fason ki atraver sa lesanz lalimyer lo sityasyon *Air Seychelles*, ava sorti. Pa zis pou nou, me pou bann dimoun ki pou bezwen deside. Avek sa detrwa parol Mr Speaker, *I beg to move*.

### **MR SPEAKER**

Mersi Onorab Georges, mon krwar nou pa pou bezwen deba lo sa size. Me selman mon ava envit *Leader* Lopozisyon pou azout serten komanter si i ti ava kontan. Nou ava fer sa, avan nou segonde e vote, korek? *Ok*, Onorab Pillay.

### **HON SEBASTIEN PILLAY**

Mersi Mr Speaker e mersi pou donn mwan loportinite pou fer detrwa pti komanter, byen bref lo sa size ki pe vin devan nou Lasanble ozordi.

Mr Speaker, Onorab Georges i korek poudir ki ler nou ti zwen dan sa miting *ABC*, sa desizyon ki nou ti pran ti apre ki ti'n annan deba dan Lasanble Nasyonal lo sa size. Me sa ki'n tre dezapwentman pou mwan Mr Speaker, se ki apre ki Lasanble ti'n pran sa lapros pou nou travay an kolektivman, pou nou kapab ganny en solisyon, oubyen fer serten propozisyon, nou ti vwar

en *News Extra*, kot bann O Zofisye Gouvernman sirtou Minister Finans, ti vin devan e kareman koz lo en lapros ki *Air Seychelles* i en *loss cause*.

E sa Mr Speaker, malgre ki bann Manm lot kote latib i annan serten zot ki pe regard mwan, mon krwar pou nou i neser ki nou montre poudir i bezwen annan senserite dan sa ki nou pe fer.

Si nou pou angaz nou dan sa legzersis bomaten ki pou nou lo sa kote latib, i vreman enportan, nou ti ava kontan ki annan senserite, akoz nou anvi si nou partisip, dan sa proses. I pa vin zis en *charade* kot apre bann dimoun ki'n vin la i ava fer bann propozisyon, oubyen ava *pour their hearts out* parey Angle in dir e apre Gouvernman li in fini pran en desizyon.

Mon dir sa Mr Speaker, akoz i neser pou Gouvernman konpran ki koman en Lasanble nou pe pran en size serye, e nou pe anmenn dimoun devan nou Lasanble pou zot koz lo en size serye ki pou zot sa bann dimoun i tre serye, e i tre enportan.

E ki zot pe fer zot mye pou prezant ek nou *the best way forward*. *Ceci dit* Mr Speaker, mon ti'n osi ekrir ou Lofis pou demann ou pou konsidere envit Kaptenn David Savy ki'n enn

bann *former CEO Air Seychelles*.

E in enn bann personnalite ki'n toultan annan bann kestyon ganny demande, ki ti ava dan en pozisyon pou osi reponn serten kestyon. Mon pa konnen ki desizyon Lasanble ou menm ou Lasanble zot in pran lo la.

Me selman mwan mon krwar poudir *maximum input* ki nou kapab gannyen, pou nou fer tou fason pou nou sey sov, e la mwan mon dir nou pozisyon, sey sov nou *Air Seychelles*. I neser pou ed nou. E mon ti ava kontan met lo rikord Mr Speaker ki *Air Seychelles* pou nou Mr Speaker i parey en zwazo e ler ou anras li son lezel ki pou son konponan enternasyonal, ou pe anras li son laliberte.

Ler nou'n antre dan *lobby* deor nou'n vwar sa zoli, sa zoli montaz lo sa video, lo sa televizyon deor ki montre bann program Lasanble pou lazournen, ki montre *Air Seychelles* avek sa bann kouler vibran, bann kouler Seselwa, bann kouler Kreol.

Ki mon krwar nou bezwen regarde, nou bezwen konsider tou sa ki nou kapab fer pou nou propoz solisyon ki ed nou bouz devan.

So, Mr Speaker si nou fer sa legzersis an tout senserite e Gouvernman an tout senserite, i pare pou ekout sa ki Lasanble i fer. Mwan ek mon kote latab nou pare pou nou partisipe. Me si sa ki nou fer pou en legzersis dan *futility* Mr Speaker nou pou osi dir Gouvernman.

Mersi Mr Speaker e mon swete ki bomaten nou ava kapab annan en enteraksyon ki friktye, e ki bann dimoun ki vin devan Lasanble, i ava kapab met zot pwen devan, prezant bann loportinite, bann *challenges* e donn bann langazman, ki nou kapab fer pou nou kapab avans sa deba pli devan. Mersi Mr Speaker.

### **MR SPEAKER**

Mersi Onorab *Leader* Lopozisyon. Mon ava envit bann Manm pou nou, met a kote pou le moman bann deklarasyon ki Manm Gouvernman in kapab fer. Annou regard sa size *afresh* dan nou Lasanble. E avek sa mon ava demann segonnman sa Mosyon silvouple? Yes, Onorab Romain.

### **HON GEORGES ROMAIN**

Bonzour Mr Speaker. Bonzour tou bann Manm koleg Onorab. Mr Speaker mon segonn Mosyon.

**MR SPEAKER**

Mersi Onorab, eski nou ava vot lo Mosyon, tou bann ki an faver? Lev lanmen silvouple. Mersi okenn kont? Mon krwar, Mosyon in pase par sa. Mon ava lir rezilta. Les mwan anons sa 32 Manm in vot pour, 0 kont e 0 abstansyon, alor Mosyon in pase. Alor mon ava envit Onorab Georges pou kontinyen avek lafason ki nou pou prosede. Mersi.

**HON BERNARD GEORGES**

Mersi Mr Speaker. Annefe Mr Speaker nou'n vot lo premye parti sa Mosyon. E sa se ki nou pou envit sa bann dimoun vin devan nou Lasanble. E sa donk i anmenn mwan lo ki mannyer nou pou fer sa. Anba *Order 84* nou *Standing Orders*, mon pe *move* en Mosyon ki nou fer san ki okenn deba i ganny fer lo sa. *Motion Without Notice*, ki Lasanble ozordi ek, ozordi sirtou, i *resolve* son lekor dan en *Committee of the Whole Assembly* pou konsider sa size ki devan nou ozordi.

Donk mon Mosyon se en Mosyon *without question put*, ki sa Lasanble i *resolve* pou vin en Komite Lasanble. Sa ki ava permet nou prezan annan dimoun dan nou Lasanble ki pa Manm, e *interacts* avek zot. Mersi Mr Speaker.

**MR SPEAKER**

Mersi mon demande ki Mosyon i ganny segonde. Onorab Arissol.

**HON SANDY ARISSOL**

Mr Speaker bonzour. Bonzour tou bann Manm, tou dimoun ki a lekout. Mr Speaker mon ti a kontan segonn Mosyon anmennen par Onorab Georges, zisteman pou nou kapab ganny sa bann group dimoun deor, pou nou kapab ganny en pe lalimyer parey sa dikton Franse in dir lo size *Air Seychelles*. Mersi bokou.

**MR SPEAKER**

Mersi Onorab Arissol. Nou a vot lo Mosyon. Bann ki an faver silvouple lev lanmen. Mersi. Kont? Mosyon in aprouve avek 32 vot pour, 0 kont, 0 abstansyon.

Avek sa le moman in arive e mon a dir premye group partisipan ki nou pou annan dan Lasanble ozordi avek nou. I en group *Staff Air Seychelles*. Nou a demande ki zot ganny envite dan lasal.

Bon bonzour tou dimoun e byenveni dan Lasanble. Mersi pou zwenn nou ozordi. Mon pou entrodwir bann partisipan ki avek nou. E mon a demann zot, akoz mon pa tro familye avek

zot tou personnelman. Mon a demann zot pou lev lanmen letan mon apel zot.

Nou annan Mr Steve Khan, ki dan Departman Finans *Air Seychelles*. Lekel Mr Khan? Lev lanmen silvouple. Mersi.

Nou annan Mrs Juliette Pascal dan Departman *Cargo*. Mersi Madanm. Nou annan Mr Herve Morel, *Flight Operations Department*. Mersi. E Mr Antoine Francois, *Engineering Department*. Mersi.

Alor mannyer nou pou prosede se nou pou envit bann partisipan ki'n pare pou fer en prezantasyon ki zot oule. Nou demann zot gard li ase kourt. E apre sa lasal i a ouver pou kestyon avek komanter lo sa ki bann partisipan in prezante.

Mon pa pou set limit letan. Me selman mon a demann tou Manm ki demann kestyon oubyen fer komanter. Zis fer li direk kourt. Pou nou annan letan pou otan dimoun ki pare, ki anvì entervenir. *Panel* silvouple, lekel ki ti a kontan komanse? Lekel ki'n prepare pou komanse *please?* Yes, Mr Khan.

**STAFF** **AIR**  
**SEYCHELLES**

### **MR STEVEN KHAN**

Mersi Mr Speaker. Bonzour Mr Speaker, Clerk, Deputy Clerk, e tou bann Manm Onorab. Mersi pou resevwar bann *staff Air Seychelles* ozordi pou zis kit lavenir nou *National Airline*.

Mon apel Steven Khan e mon travay *Air Seychelles* depi 2017. Avan sa mon ti baze *Etihad Airways* dan en program *Air Seychelles, Etihad* pou en *Management Graduate program*.

Mon travay dan Departman Finans e mon travay avek Bidze e *forecasting* pou lakonpanyen.

Ler mon ti fek komanse avek *Air Seychelles* an 2017, nou ti *operate* 2 avyon *long haul*, e 2 avyon *short haul*. Sa 2 avyon *long haul* ti al bann larout Lerop, ki enkli *Paris* en *Dusseldorf*.

*Operating cost* pou sa bann A330 ti vreman o, e nou'n *experience* en *loss* press \$45milyon dan sa lannen. Sa pa ti *sustainable* pou en pti *airline* parey nou. Nou ti travay lo en *restructuring plan*. Letan nou ti tir sa bann A300 ki fer *long haul operations*, nou reveni ti redwir konsiderableman. Me nou *cost* ti desann bokou plis. Savedir, sa bann A300 ki ti pe kou nou plis ki sa *revenue* ki nou ti pe gannyen.

Letan nou ti tir sa bann avyon dan nou *operations*, nou ti pey *penalty*. Nenport avyon ki nou *lease*, ki nou anvi *terminate*, nou bezwen pey bokou dan penalti. Sa bann avyon ti kout nou an tou \$12.8 milyon pou nou tir zot dan nou *fleet*.

Nou ti osi fer *redundancy*. Nou *staff cost* ti *reduce* par 17 pousan. Ti en moman difisil pou tou *staff*. Nou ti revwar tou nou bann Kontra enkli bann Kontra *IT*, bann Kontra *Catering*, pou nou kapab fer *cost reductions*.

An 2018 li menm *Air Seychelles* ti fer en *loss of* \$42 milyon. En lot *restructuring* ti ganny met an plas kot nou bann vye avyon *A320* in ganny ranplase ek bann nouvo avyon pli efikas. E sa i bann *A320neos*.

Premye *A320neo* ti ariv an Out 2019 e dezyenm ti ariv an Mars 2020. An 2019, nou ti war rezilta nou bann *restructuring*. Nou *neo* ki i annan plis *seat*. Ti donn nou *fuel savings* 19 pousan pandan sa period Out ziska Desann 2019. Sa i lavalere \$765mil. Nou kou *maintenance* ti osi desann, vi ki sa bann avyon ti nouvo.

Antretan pou ede anmenn plis reveni. *Air Seychelles* ti deside fer larout *Tel Aviv*. Sa

larout ti vremen profitab pou nou. Nou *loss* ti sorti 42milyon dan 2018 e ariv \$4.6milyon an 2019. Sa i montre ki bann desizyon ki'n ganny pran an 2018 pou sa *restructuring*, ti pe marse.

An 2020 nou ti sipoze *breakeven* vi nou ti pou ganny nou dezyenm *A320neo*. *Tel Aviv* ti pe fer byen. E nou ti pou benefisye from sa bann *cost saving initiative* ki nou'n fer.

Nou *performance* an 2020, Zanvye e Fevriye ti bon. Selman *COVID* in tap nou. E Sesel antye i ganny afekte. Mon dakor ek sa *restructuring plan* ki *upper management* ti travay lo la an 2017, 2018. Mon'n war sa rezilta kot in arive.

Dan mon lopinyon, nou devret kit sa bout enternasyonal. *Air Seychelles* i mars koman en sel *entity*. En ta bann *cost* enternasyonal pou *still* reste e tonm lo *domestic*, kantmenm nou tir enternasyonal. I pou kout nou plis ler i pou tir sa bout.

Aprè osi i enportan pou note ki *Air Seychelles* i kontribye en ta dan lekonomi Sesel. sa i form par bann kontribisyon direk parey *Income Taxes*, *Airport Taxes*, *VAT*, *Pension Fund*. E bann antrepriz Gouvernman parey *SCAA*, e *SEYPEC*.

Nou osi kontribye bokou endirekteman. Parey bann biznes lokal, bann saler ki nou peye, bann touris ki nou anmennen Sesel. Kontribisyon total direk ek endirek i ariv apepre \$93milyon pou lannen 2019.

Alors a mon avi i tre enportan ki lavenir *Air Seychelles* in ganny mazine frofman. Mon ti a kontan remersi tou *staff Air Seychelles* pou zot travay. Mersi bokou.

**MR SPEAKER**

Mersi Mr Khan. Eski lezot Manm *panel* i annan entervansyon? Sinyal mwan silvouple. *Ok*, alors nou a pas lo entervansyon bann Manm. Wi Onorab Henrie.

**HON GERVAIS HENRIE**

Mersi Mr Speaker. Bonzour tou dimoun. Mr Speaker, mon prezimen i kestyon/repons la, seksyon ki nou ladan. Se sa? Kestyon/repons?

**MR SPEAKER**

Wi, i kestyon ou komanter ki ou anv i anmennen lo sa seksyon.

**HON GERVAIS HENRIE**

Wi. Mr Speaker, mon eskize, sa msye ki ti pe prezante i le sel dimoun lo *panel* ki mon pa'n sezi son non. Steven Khan.

**MR SPEAKER**

Wi, sa msye kote isi i Mr Steven Khan, e i sorti dan Departman Finans.

**HON GERVAIS HENRIE**

*Ok*. Mr Khan ou prezantasyon mersi. Onnetman, i en prezantasyon ki mon'n tande Sanmdi, ki *Management* in donn Lasanble. So mon'n war li in tro etnikman pwennvi *management as oppose* ki vremen pwennvi travayer lo ki manner zot pe resanti fas a tou bann lanons ki pe arive an se moman otour *Air Seychelles*.

E zot, zot dwat dan milye akoz risk pou zot perdi lanplwa, ouswa posibilite pou zot kontiny zot lanplwa. So, mon sel lenvitasyon ki mon ti ava kontan fer avek ou. Se vremen pou donn nou en pwennvi travayer li menm, ki manner zot pe santi, san sa bann sif ki i kapab ganny vwar koman, son persepsyon lo la in ganny byen *package* pou prezant en portre. Mon anv i plito santiman travayer fas a sa sityasyon. Mersi.

**MR SPEAKER**

Meri Onorab Henrie. Mon annan lenformasyon ki bann Manm dan - nou lodyans deor pe ganny en pe difikilte

konpran, akoz son i souvan en pe bourye. Mon a konnen avek permisyon Lasanble, mon a demann bann entervenman pou retir zot *mask* pou lokazyon ki zot pe koze. Mersi.

Wi, Mr Khan ou ti a kontan adres kestyon Mr Henrie *please?* Onorab Henrie. Mersi.

### **MR STEVEN KHAN**

Mersi Mr Speaker. Mersi Onorab. Mon departman kot mon travay nou fer en ta sa bann *forecasting*. So mon letan mon pe donn mon pwennvi i baze lo tou sa bann *facts*, tou sa bann statistik ki mon'n travay lo la.

Ou'n *refer to sa meeting* Sanmdi. Ki en ta sa bann *figures*, en ta sa bann *analysis* mon ti *actually* travay lo la *and* met lo sa papye pou Sanmdi. So, *it is normal* ki mon pe *refer back to sa*. *Because this is how I know Air Seychelles*.

*In terms of job security*, wi, i en konsern ant *many staff*. Akoz si nou tir sa bout enternasyonal, ou pou ganny apepre 130 keksoz *staff* ki pou ganny met *redundant*. So, *this is a fear of everyone*. *Right?*

Selman *generally* nou tou nou war kote sa *benefit international plays in terms of* nou bann *financials*. Ki

manner tou sa bann keksoz i mars ansanm.

So, *staff Air Seychelles generally* zot pe agree ki nou bezwen kit enternasyonal. Pa zis pou sa *job security*, me osi pou lekonomi *Seychelles*. Mersi.

### **MR SPEAKER**

Mersi Mr Khan. Onorab Waven William.

### **HON WAVEN WILLIAM**

Mersi Mr Speaker. Bonzour tou dimoun ki a lekout. Mon ti a kontan demann Mr Khan, si i kapab eksplik sa Lasanble e manm piblik ki pe ekoute, ozordi baze lo sa ki in dir lo lakonpannyen *Air Seychelles*, kwa egzaktaman ki pou Seselwa an term son bann lekipman? Akoz letan nou pe pran kont nivo det ki nou annan. E son bann *recurrent cost*. Si ou kapab eksplik Seselwa kwa egzaktaman ozordi ki pou Seselwa avek *Air Seychelles?* Mersi.

### **MR SPEAKER**

Mersi Onorab. Mr Khan.

### **MR STEVEN KHAN**

Mersi Mr Speaker. Mersi Onorab. Zis klarifye ou pe dir *like* kwa ki *Air Seychelles* i *own*

ki pou tonm pou *Air Seychelles*?  
*Belongs to Seychelles? Ok.*

*Most of parey bann gro assets parey bann avyon. Nou pe lease, sa i pa pou nou. So demen si nou bezwen frenmen nou bezwen pey penalti. Rann sa bann avyon.*

*Pou Air Seychelles nou currently annan 3 Twin Otter. Sa i pou nou. Apre nou annan nou bann ground handling equipments. Selman sa valer i pa tro o. Right? As a whole nou pe kontribye dan ekonomi parey mon'n dir, sa bann taxes. Right? Apre nou staff i pou nou, i pou Seychelles. Right?*

*Sa bann staff i pe benefisye letan i pe travay anba Air Seychelles. Nou pe kontribye dan lekonomi Sesel. I think mon'n reponn ou kestyon. mon pa tro asire. Thanks.*

### **MR SPEAKER**

*Wi Onorab William. Si ou le en leklersisman.*

### **HON WAVEN WILLIAM**

*Mersi Mr Chairman. Mr Chairman, zisteman lo sa bann gro avyon la. konbyen, dizon si Sesel ti pou, Gouvernman Sesel ti pou pran li ouswa aste. Konbyen ozordi son valer ti pou kout nou? Zis parey mon'n dir pou nou konnen egzaktaman kwa ki nou pe koze. E pou nou*

*vwar vremen sa realite vizavi sa lakonpanyen ki mannyer pe run? Mersi.*

### **MR SPEAKER**

*Mersi Onorab. Mr Khan.*

### **MR STEVEN KHAN**

*Mersi Mr Speaker. Mersi Onorab. Currently sa bann A320neo's zot ankor nef, nou'n fek ganny zot. So i reste 76 milyon zot valer currently la. Larestan zot lease.*

*Si nou ti pou get rid international, nou ti pou pey apepre 25poursan sa remaining amount of sa 76million. Sa i ariv apepre \$19milyon. Ok mersi.*

### **MR SPEAKER**

*Mersi. Mon a pas lo Onorab Clifford Andre.*

### **HON CLIFFORD ANDRE**

*Mersi Mr Speaker. Mr Speaker, mon kestyon ki mon ti a kontan demann Mr Khan, se ki kantite larzan Air Seychelles i dwa?*

*Dezyenm se, si international operations i fermen, eski sa larzan ki nou dwa pou ferm avek international operations? Konmsi i pou ale, it will go away?*

*E ki mannyer si international operations i ganny garde operational, i pou kapab kontribye oubyen pey sa bann*



det ki nou dwa prenon konsiderasyon sa leksplikasyon ki ou'n donn nou avek sa 2 nouvo *neo* 2019 ek 2020? Prenon konsiderasyon Izrael, parey ou'n dir i *profitable*. E 2020 *Air Seychelles* ti pou montre en profi, si ti napa sa det avek *COVID*.

So sey dir avek pep Seselwa, pou nou kapab konpran aköz ki nou bezwen kontinyen. Me zot, zot bezwen fer en zefor spesyal pou kontribye dan peyman. E si nou fermen sa det pa pou ale avek sa fermtir *international operations*? Mersi.

**MR SPEAKER**

Mersi Onorab. Mr Khan.

**MR STEVEN KHAN**

Mersi Mr Speaker. Mersi Onorab. *Currently* nou det ek *Etihad Airways* i tonm apepre \$69 milyon. Zot in donn nou en *discount* plis ki 60poursan. Mon napa sa *figure* ek mwan la. Selman i tonm apepre 11 milyon sa *discount*. *Right*?

*In terms of* sa bann *bond*, sa bann gro *loan* ki *currently due*. An tou i ariv \$71 million. *Right*? Kantmenm nou ferm enternasyonal sa bann det pa pou zis ale. Nou'n pran sa *loan* koman *Air Seychelles*. Par egzanp letan ou annan en

biznes, ou pa kapab met sa det zis lo e pti bout sa biznes, ou tir sa biznes. Sa det pou *still* reste la lo sa lakonpanyen. *So even though* nou frenm enternasyonal, sa det pou *still* egziste. Pou *still* ankor la lo sa bann bout ki *remain*. *Right*?

Ou dezyenm kestyon ti lo *Tel Aviv*, mon krwar lo bann *operations*? *Yes*.

**MR SPEAKER**

Wi Onorab Andre ou kapab eklersi.

**HON CLIFFORD ANDRE**

Mersi. Mon dezyenm kestyon sete si Gouvernman i decide permet *international operation* kontinyen anvole, ki mannyer i kapab kontribye dan sa det parey ou'n dir ki pa pou ale si nou ferm *international*?

So ou bezwen montre pep Seselwa e nou osi, ki mannyer zot koman en lakonpanyen, si nou donn zot ankor en loportinite pou ale pou ankor en serten peryod letan. Ki mannyer zot, zot pou kapab kontribye oubyen pey sa det?

Tir li lo Gouvernman, pey sa det avek en programm repeyman det. Mersi.

**MR SPEAKER**

Mersi. Mr Khan.

**MR STEVEN KHAN**

Mersi Mr Speaker. Mersi Onorab. Mon agree ki *currently* nou napa sa *funds* pou pey sa det, sa *21 million*. Nou pa kapab *afford* sa. Be nou pa dan lenpresyon ki nou pe al pey sa det antye *71*. Nou anvi re negosye ek bann *bondholders* ki *right now* zot in zis donn nou en *20* poursan *discount*. Ki *still* nou pa pe kapab *afford*. *Right?*

So nou pa pe *plan* pou nou pey sa dey. *Right?* Nou anvi *restructure* sa det ki ariv en nivo ki nou kapab *repay* li, ki Gouvernman i kapab *repay* li. *Right now*, ki nou pe *aim for*, i pou nou pey *maximum* \$20 milyon, pa plis.

Akoz letan ou gete si nou pou pey plis ki'n \$20milyon, i pa *worth it* pou nou kit *international* pou pey sa *whole debt of 71 million*. Gouvernman napa sa larzan. *Air Seychelles* napa sa larzan. *Right?*

Me *in the future* nou *5-year plan* ki nou ti'n fer ti pe marse. Zis aköz *COVID* in tape ki pa ti pe marse. Ki in kase tou keksoz in kase, e pa pe mars byen. *Right?*

*But in the future*, nou plan pou nou *rebuild Air Seychelles*. *Like we have always done*. *Right?* Pou nou'n *focus* lo bann *routes* parey *Tel Aviv*. Vin

*eventually* profitab, ki nou kapab *standalone*. Mersi.

**MR SPEAKER**

Mersi Mr Khan. Onorab Andre ou permet mwan pas kestyon? Ou le zis eklersi. Ale.

**HON CLIFFORD ANDRE**

Eskiz mwan Mr Speaker mersi. Parey ou dir, i annan sa program. Konbyen letan ou krwar zot kapab *achieve* sa ki ou pe dir la? Mersi.

**MR SPEAKER**

Wi mersi. Mr Khan.

**MR STEVEN KHAN**

Mersi pou ou kestyon. Nou pa ankor travay lo sa *new 5year plan*. *Actually, Ministry of Finance* in demann nou pou travay lo en *forecast*. Nou pe *actually* travay lo sa la. *And* nou pou fer *different scenarios*.

*From the worst case scenario to the best case scenario, which is our current budget*. So mon pa pou kapab donn ou en larepons *right now*. Mon pou bezwen plis letan pou travay lo sa. Mersi.

**MR SPEAKER**

Mersi. Mon annan plizyer Manm lo sa kote latab ki'n lev lanmen. Pasyante silvouple. Aköz mon le balans en pe le 2

kote. Mon ava apel Onorab Churchill Gill.

### **HON CHURCHILL GILL**

Mersi Mr Chair. Bonzour Mr Chair. Bonzour tou dimoun lo *panel*. Kestyon i *comme* swivan pou leklersisman, si konmela ou pou kit *Air Seychelles given* son kou loperasyon parey i ete la, son kou loperasyon, son det, ou kit tou son *staff*. An menm tan pran kont sityasyon touristik ki mannyer i ete dan lemonn ozordi, eski pou kapab soutenir, baze lo sa bann opsyon ki mon'n donn ou pou nou kite. E an menm tan ou'n fer nou konpran poudir ou pa ankor travay lo ou *best scenario*. Ki petet i en pe difisil pou nou kapab ganny en portre en pe pli kler.

Me selman i kler ki ou pou bezwen en pe lannen pou ou kapab vreman fer en diferans. E an menm tan i pou depan ki mannyer keksoz i amelyore enternasyonalman. Vi ki tou reveni *Air Seychelles* i annan keksoz pou fer avek *international*.

So petet mwan mon ti a, sa deba menm si nou pe fer sa deba ozordi, mon krwar i mank nou lenformasyon, pou nou kapab vreman konpran pli byen sityasyon. E mwan mon a sizere ki sa bann *scenario* i ganny fer,

akoz sa bann keksoz ki pou montre nou vre portre.

La menm si nou pou koze, nou pou fer deba, me selman nou pa pou vreman a lafen dizour sorti avek en keksoz konkret ki nou kapab pran desizyon lo la.

Me selman vi ki zot la, alors petet konbyen lannen ki ou krwar i pou pran zot, si tou sa keksoz i reste parey, pou zot santi ki vreman *Air Seychelles* pou kapab rebran son souf? E apre komans fer profi, ki ava soutenab pou son lekor. Mersi.

### **MR SPEAKER**

Mersi Onorab. Mr Khan.

### **MR STEVEN KHAN**

Mersi Mr Speaker. Mersi Onorab. *According* pou ek *IATA forecast, by 2024* nou'n keksoz pou *return back to 2019 level*. *Right?*

*And* dan nou *scenario* nou pou *assume* ki nou *reach normal operations in 2024*. Apre nou pou annan en *worst case scenario* ki *by 2026 maybe*, nou pou *assume normal operations*. *Right?*

Selman, *we still have to restructure sa debt*. Sa *debt* i *still* en problem, akoz sa i *due right now*. *Right?* Kantmenm nou fer nou bann *scenario* nou kapab montre ou kan nou pou

ariv *profitable*. The situation ki nou pe dil avek *right now* i sa *debt* ki *due* ek sa *bondholders*. Mersi Onorab.

**MR SPEAKER**

Wi Onorab Gill.

**HON CHURCHILL GILL**

Si mon'n konpran ou byen. *Basically, Air Seychelles* ti annan 2 *issue*. Enn, son loperasyon, pou kit son loperasyon *going*. Sa i en kote.

Aprè i annan son det ki en lot kote. Mannyèr ou ou'n eksplik mwan savedir ou pa pe met sa 2 *scenario* ansanm. Sa *forecast* ki ou'n donn mwan, eski ou pe dir nou poudir pa enkli repeyman sa det avan 2024? Mersi.

**MR SPEAKER**

Mersi Onorab. Wi Mr Khan.

**MR STEVEN KHAN**

Yes, sa sitasyon mon pe sey eksplike la, i nou pa pou re pey sa det *of \$71million*. *Right?* Selman nou pou bezwen *restructure* sa det pou rod en *discount* met en *bondholder* ki nou kapab *reduce* sa det *to much lower levels*. Ki nou kapab *repay* li, *because right now* sa det *of \$71million* nou pa pe kapab peye. *Right?*

*So definitely* mon pa pe *consider* sa *\$71million ... analysis*, selman nou pou plan pou nou *restructure* li, fer li desann. Gete ki Gouvernman i kapab fer pou nou. Mersi.

**MR SPEAKER**

Mersi Mr Khan. Onorab John Hoareau.

**HON JOHN HOAREAU**

Mersi Mr Speaker. Mr Speaker, parey nou dir an term biznes, napa en biznes ki annan en *crystal ball*. Me selman tou bann risk ki ou pran i bezwen bann risk kalkile. Alor, eski an 2017 ler zot ti *incur* en *loss* \$45 milyon, eski ti annan bann *market research* lo tou sa bann larout? Sirtou sa bann larout *long haul* kot zot in perdi bokou larzan lo la.

E dezyenmman, eski ti annan en letid a profon, en *forecast of sales* parey zot pe fer la an se moman, pou met bann diferan senaryo? Eski sa osi ti en *common practice*? Oubyen ti manke? Oubyen ti zis en *Board decision* kot avyon i al larout ki *Board* i deside?

Mr Speaker osi, trwazyenmman mon ti le profite pou demann sa keston, an vi ki mon la lo podyonm, bann *commissions* ki *Air Seychelles* ti pe peye lo *sales* tiket avek bann

diferan *DMCs* dan diferan pei osi. Eski ti annan en kontrol lo li ki kantite larzan *Air Seychelles* ti pe fer? E ki kantite *commissions* sa bann ti ete? Oubyen sa bann lakonpanyen ti pe zis *reap out* bann benefis ki *Air Seychelles* ti devret pe kolekte. Mersi.

**MR SPEAKER**

Mersi Onorab. Mr Khan.

**MR STEVEN KHAN**

Mersi Mr Speaker. Mersi Onorab. Konsernan sa 2017, bann *operations*. Mon pa tro asire ki mannyer nou ti'n deside pou fer sa bann larout. Mon pou bezwen al fer plis resers lo la. Akoz mon pa ti la *prior* to 2017 letan sa bann desizyon ti ganny fer. *But I can find out.*

*In terms of* sa bann *commissions currently* nou bezwen pey bann *commission to the travel agents across the world* ki vann nou tiket. Nou'n fer en ta *discussions* ek zot, nou'n *reduce* nou *cost considerably*.

*Even* sa bann sistenm ki nou pe fer nou bann *bookings* lo la. Ki sa bann *agents* pe fer sa bann *bookings* lo la, nou'n *actually manage* pou fer *big cost savings* lo sa bann sistenm. *Right.*

*So, overall* nou bann *commissions* ki nou pe peye, nou bann *cost of sales in reduce over the last two years*. Mersi.

**MR SPEAKER**

Mersi Mr Khan. Onorab Hoareau, fini? Mersi. Onorab Georges ou le en leklersisman?

**HON BERNARD GEORGES**

*Yes Mr Speaker*, mon pa pe anv *jump the gun* e mon konsyan ki Manm pou anv sezi loportinite ki Mr Khan i la pou demann serten kestyonn lo finans. Me mon pe demann mon lekor, akoz nou konnen ki *management* pe vin apre, e bann nou ki ti la Sanmdi dan sa prezantasyon, se sa lenformasyon ki nou ti gannyen.

Mon mazine ki *management* pou vin donn nou sa lenformasyon ankor. Mon ti a zis kontan, zis kekfwa demann bann Manm, profite ki *staff* i la e demann kestyon ki relye avek okenn *issues* ki *staff* i kapab annan.

Akoz nou pou ganny sa bann *financial assessments* taler *in any event* ler *management* i vini, selon mwan. *Unless* ki zot in programm keksoz dan en lot fason.

Me mon pa ti ava anv i vwar ki nou mank en loportinite

interact avek *staff* lo bann *issues* ki *staff* pe santi. Akoz nou pou ganny sans *interact* avek *management* taler. Mersi Mr Speaker.

**MR SPEAKER**

Mersi. Onorab Pillay.

**HON SEBASTIEN PILLAY**

Ou pe donn mwan sans demann kestyon, oubyen oule mon azout lo la?

**MR SPEAKER**

*Arh* non, mon ti krwar ou pe entervenir pou deba.

**HON SEBASTIEN PILLAY**

Wi sanmenm sa. Akoz ki pe arive Mr Speaker, menm ler Onorab William in komans demann kestyon, en kantite sa bann lenformasyon *regarding* bann restriktirasyon, bann larout eksetera e bann *assets*, ti ganny kouver dan sa prezantasyon ki ti ganny met devan nou.

E ki Mr Khan in koz lo preparasyon ki in fer. So mon krwar i fer sans ki nou *stick to* bann *issue staff*.

**MR SPEAKER**

Wi, sa ki mon ti a sizere se ki lezot Manm lo *panel*, si an mezir nou pe prosede, zot santi poudir i annan sa bann *issues*

*staff* ki prezizeman zot, zot kapab adrese, zot kapab lev lanmen e nou a rekonnet, e zot a kapab adrese.

Pou le moman nou a kontinyen. E avek sizesyon ki Onorab Georges in fer, gard sa antet. E mon a apel Onorab Aglae.

**HON EGBERT AGLAE**

Mersi Mr Speaker, bonzour delegasyon sorti kot *Air Seychelles*. Mon kestyon, eski zot kapab petet, akoz dimoun i anvi konnen sa en, kot i konsern zot *human resources, staffing*.

Enn, bann pwen serye ki ti ganny releve sirtou dan *meeting* Sanmdi, i konsern parey bann pilot, i konsern bann enzenyer, bann profesyonnel mon kapab dir. Ki si i ariv en pwen kot nou frenm loperasyon enternasyonal, a peryod letan, 6 mwan, dizon lan, zot perdi zot *license*.

E eski zot in fer en analiz, petet baze lo bann senaryo ki zot ti prezante osi lo *redundancy*, si nou pou, dizon nou pou perdi tan pilot, tan enzenyer, tan lot, lot.

Konbyen i riske kout pei li menm li, si prezan a lavenir *Air Seychelles* i deside rebran larout si dizon i arete pou *retrain* sa bann spesyalis? Mon

pou koz zot koman zot bann spesyalis dan lavyasyon, pilot, lot, lot.

Pou ki zot kapab reganny sertifye anba zot *license* respektif. Eski zot in antisyip bann, en senaryo ki ek *costing* pou pei kapab konpran? Mersi.

### **MR SPEAKER**

Mersi. Petet Mr Francois, mon krwar sa keston in vize en pe spesifikman ver bann profesyonnel teknik parey ou. Eski ou ti a kontan adres sa? Oubyen nou a les Mr Khan, zot, wi, Mr Francois.

### **MR HERVE MOREL**

Mr Speaker, Mr Morel, Herve Morel, bonzour a tous. Mon *Chief Pilot International* e mon osi en Kaptenn lo bann *airbus 320*.

Avan mon fer mon pti prezantasyon, mon a kapab reponn sa pou ou Onorab Aglae. I annan en *costing* ki pe aktyelman ganny fer, depi ler nou'n zwenn Sanmdi.

*Management* pe travay konzwentman avek *Training Department*. Pou dir egzaktman konbyen i pou koute, pou *retrain*, parey oubyen dir bann profesyonnel.

### **MR SPEAKER**

Mr Morel koz dan ou *micro silvouple*.

### **MR HERVE MOREL**

Wi, eskize Mr Speaker. I annan en analis ki pe ganny fer.

### **MR SPEAKER**

Mersi.

### **MR HERVE MOREL**

Pou kapab determinen ki kantite larzan, nou annan bann sif, me parey Onorab Georges in dir, bann dimoun ki pou pli kapab koz finans, larzan taler, zot ava prezant lekor.

Akoz tousala nou'n fini komans travay lo la depi ler nou'n zwenn Sanmdi. Me selman parey mon ti fer resorti, i pou pran bokou letan pou nou kapab rezwenn tou dimoun ansanm.

E ou'n dir en letan 6 mwan, parey mon ti fer resorti ankor, pou zis ale, sorti kit Sesel, rann ou kontra, al pran en lot kontra avek en lot pei deor i pa antyerman lo finans. I antyerman lo sa endividi osi, e ler ou'n al siny en kontra avek en lakonpanyen deor, ou annan komitman, non?

Kan ki ou kapab kas sa komitman, konbyen i koute pou ou fer li, ler ou'n tir ou fanmir Sesel ou'n anmenn deor e pou ou tir li deor pou ou retourn

avek Sesel, kekfwa ou kontra Sesel pou tournen, i pa toultan fasil.

I napa zis en kou finansye, me i annan en kou sosyal ki vin avek. Alors si ou permet nou, mon mazine nou bann reprezantan lo kote finans sirtou, i annan en program ki'n komans travay lo la, pou zot egzakteman konbyen i pou koute lo larzan. Mersi Mr Speaker.

**MR SPEAKER**

Mersi. Onorab Arissol ou annan en pwen pou ou sezi?

**HON SANDY ARISSOL**

Mr Speaker zis en pti pwen klarifikasyon, letan mon'n ekout Mr Morel, I paret zot ti annan en pti prezantasyon zot osi pou prezante? Si mon'n konpran li byen. Parske la nou'n komans avek Mr Khan prezan nou tou nou pe viz nou kestyon ver Mr Khan.

**MR SPEAKER**

Wi.

**HON SANDY ARISSOL**

Be mon mazine kekfwa si nou, a mon avi, mon pa konnen si mon korek. Kekfwa si nou ti les zot tou fer zot ti prezantasyon, sa kekfwa ti a ver

ki nou ti ava ouver kestyon en pti pe dan tou dimansyon.

**MR SPEAKER**

Zisteman wi. Si zot annan prezantasyon, akoz mon ti envit zot o komansman pou regarde si i annan lezot prezantasyon. Me mon toutafe dakor ki si bann lezot Manm *panel* i annan *statement* ki zot in prepare, la i le moman pou fer li. Ou a lev lanmen silvouple si zot annan? Wi Onorab Pillay.

**HON SEBASTIEN PILLAY**

Wi Mr Speaker. E mon ti a kontan demann Manm pa'n le pou sezi loportinite, la ki zot devan Lasanble, devan piblik Seselwa. La i pa en moman pou reste trankil la, i en moman pou zot koze!

Si zot annan en keksoz pou dir, mon krwar Speaker ou'n byen fer, vre ou'n envit zot. Koman Mr Khan ti fini pou demann zot si zot annan prezantasyon, e personn mon pa'n vwar, pa'n lev lanmen.

So ti ava bon la, annou sezi loportinite ki la, ki nou tou nou pe sey rod en fason pou nou bouz devan. Partisipe e koze. Mersi Mr Speaker.

**MR SPEAKER**

Mersi. Manm *panel* zot annan premye swa. Me selman



parey mon'n dir, antretan, si letan bann Manm pe demann kestyon, oubyen pe fer komanter, zot santi i le moman pou zot entervenir, lev lanmen e mon a rekonnet zot. *Ok?* Be nou a kontinyen avek bann Manm si zot pa ankor pare. Mon a demann Ms Pascal. Wi, silvouple.

### **MS JULIETTE PASCAL**

Mersi Mr Speaker. Mr Speaker, Clerk, Deputy Clerk, Manm Onorab bonzour. Mon apel Juliette Pascal e sa lannen i a fer 24an ki mon pe travay avek *Air Seychelles*, prensipalman kot *Cargo*.

Mon ti komans mon karyer koman en *cargo clerk*, ozordi mon pe okip pozisyon *Head of Cargo*. Dan mon profesyon mon osi en oditer pou *IOSA*, ki *IATA Operational Safety Audit* e osi enstriker pou *Dangerous Codes*.

Pou ariv sa zistans dan mon karyer, sete akoz mon'n ganny bokou *training*, led e lankourazman mon fanmir, zanmi e osi bann koleg travay. Pandan sa 24an ki mon'n travay avek *Air Seychelles*, mon'n war bokou sanzman.

Kot ti annan moman lazwa e moman lapenn, sirtou dan sa bann letan *redundancy*, kot ou war ou pe viv avek

lensertitid, ouswa ou war enn ou koleg travay pe ganny demande pou aret travay.

An 2017, en sanzman total ti ganny fer dan *Management Air Seychelles*, kot bann pozisyon kle ti ganny administre par Seselwa.

Mon kapab dir, apre sa sanzman dan *management*, byen boner 2018, mon'n vwar sa lakonpanyen vize ver latransparans, rann kont pou nou louvraz ki nou fer, e nou nide e propozisyon in osi ganny ekoute a plen tan.

Mon fyer pou dir ki koman en travayer *Air Seychelles*, pandan sa dernyen 3an nou'n fer bokou amelyorasyon prensipalman, lo ki mannyer pou redwir kou depans.

Re negosye bann kontra, sanz bann avyon ki ti pe met nou retar pou ganny sa ki pli efikas. Sanzman bann sistenm *IT* e rezervasyon, ki'n ganny fer antyerman par en tim Seselwa.

E menm *top management* pran en rediksyon dan zot saler pandan sa moman difisil. En lot linisyativ se netway nou prop avyon nou menm, pou nou redwir kou ki ganny peye avek en lot *supplier*.

E tou a louvraz ti komans byen boner lannen pase letan zis *Air Seychelles* ki ti pe *flight*

dan letan COVID, koman en fason pou protez nou reveni.

Mon oule fer note ki ler ti annan restriksyon lo vwayaz lannen pase, kot tou laliny aryen ti aret deservi Sesel, kot *Air Seychelles* nou pa ti pe asize.

O kontrer nou ti profite pou nou rod fason pou nou vin pli inovativ e efikas dan sa ki nou fer. E sa ti en gro travay, sirtou pou nou transform nou avyon koman en *full cargo flight* kot *cargo* ti pe ganny menm *load* ki dan *seat* avyon.

Mon fyer pou dir ki pandan sa letan, personn pa ti gete ki departman zot ti travay ladan. Akoz tou dimoun ti angaze koman en lekipe pou ede antreprann sa louvraz e *bear in mind* regilasyon.

Nou ti al sers *cargo* partou kote. *Dubai*, latizann dan Lenn, anmenn pwason *La Reunion* e fer bann vol repartasyon kot ti neser. *Maurice, Sri Lanka*, dan Lenn e menm Lerop pou al sov nou bann ser e frer Seselwa ki ti'n pri akoz COVID, zis pou nonm detrwa. Nou'n fer bokou e lalis i long.

E mon profite ozordi pou remersye tou sa *staff Air Seychelles* pou zot kouraz e determinasyon. Mon dir zot en gro mersi, ki mon krwar zot *deserve*.

Swivan lanons Prezidan mon rekonnèt ki pei pe pas atraver en moman difisil e nou bezwen vey tou nou depans.

Me mon konfidan ki nou *national airline* lo kote enternasyonal, i kapab zwe en pli gran rol dan sa moman difisil, la sirtou kot en kantite *airline* pe koup zot vol.

Dan mon domenn travay, mon'n menm remarke ki bann *airline* atraver lemond, e osi sa ki vin Sesel pe fer monte zot pri *cargo*, akoz i annan en gran *base* dan bann pasaze ki pe *travel*, akoz zot bezwen soutenir zot kou loperasyon.

Nou osi war dan larezyon tel ki parey *La Reunion, Madagascar*, an se moman kot pe donn priyorite biznes zot laliny nasyonal avan tou.

Mon santi ki nou bezwen zwe en pli gran rol pou protez nou *national airline* kot sa bann konpetasyon dan sa moman difisil. Pou terminen, mon reste optimis ki nou kapab fer li avek tou sipor e korperasyon Seselwa an zeneral.

E mon pran sa loportinite pou remersye bann Manm Onorab pou sa lenvitasyon, pou ekout nou ozordi. Mersi.

### **MR SPEAKER**

Mersi Madanm. Mon apel Onorab Georges Romain.

**HON GEORGES ROMAIN**

Mersi Mr Speaker. Ankor enn fwa bonzour tou bann Manm koleg Onorab. Mr Speaker. Ler mon'n tann *LGB* pli boner, in dir ki pou annan *Management Air Seychelles* pou vini pli tar.

Mon ti annan enn de kestyon pou zot, me selman pou sa *panel* ki la, mon ti a zis demann zot en kestyon, tan ki mon krwar nou pe koz en pti pe lo *human resources*. Mon ti a kontan demann zot, ki kantite etranze ki ankor annan dan *Air Seychelles*?

E lo kote akomodasyon. Ki kantite zot byensir ki pe servi akomodasyon, e konbyen pe ganny peye sa bann akomodasyon?

Apre mon dezyenm kestyon, mon ti a kontan demann zot sa *head office* ki Airport ki zot baze ladan. Si i vreman pou *Air Seychelles*. E si non eski zot pe lwe sa lofis?

E lekel sa bann dimoun ki dan sa batiman, lekel sa bann direkter dan sa lakonpanyen? Mersi bokou Mr Speaker.

**MR SPEAKER**

Mersi. Mon pa konnen si Mr Khan kekfwat ti a kapab adres sa kestyon.

**MR STEVEN KHAN**

Ok, mon krwar an tou nou annan 5 travayer etranze dan lakonpanyen. *In terms of* nou *head office*, sa i pou nou. Selman parey kot *ground office*, bann biro dan *Airport* nou rent ek *SCCA*. *In terms of* bann lakaz ki nou pe rent, *currently* pou 2 nou *chiefs*, *CEO* ek *CCO*. Nou pe rent *villa Eden Island*.

Mon pa tro asire *how much the rent is*, akoz an 2020 nou ti re negosye *for a rate cut* pou *Eden Island*. So mon pa tro asire, *but I can check the figures and let you know*.

**MR SPEAKER**

Mersi. Mon ava apel Onorab Conrad Gabriel e *next* apre pou Onorab Woodcock. Alor letan *panel* pe reponn, ou a kapab met nou pare pou al kot *micro*. Onorab Gabriel.

**HON CONRAD GABRIEL**

Mersi Mr Speaker. Bonzour tou Manm Onorab, bonzour tou dimoun ki a lekout. Mon a baz mon kestyon en pti pe pou Mr Khan lo laspe finans, *costing*, baze lo nou *Lease Agreement*.

Nou konpran poudir nou avyon nou pe *lease*. Lo laspe finans mon ti a kontan demann Mr Khan pou dir nou konbyen i pou kout *Air Seychelles* e pei an

zeneral *in the short term*, si Gouvernman i deside frenm *Air Seychelles*?

Vi ki nou konnen sa bann *Lease Agreement* i kout nou en pe ser, e pou re negosye li, i pou kapab en pe difikilte. Mon ti a kontan zis pou donn nou en pe plis detay silvouple. Mersi.

**MR SPEAKER**

Mersi. Mr Khan.

**MR STEVEN KHAN**

Mersi Mr Speaker, mersi Onorab. *Currently* sa bann *lease* pou bann *8020 neos* i reste nou \$76 milyon an tou. E si nou kennsel enternasyonal la, nou tire. Nou pou bezwen pey apepre 25poursan *estimated of* sa bann kontra, ki ariv \$19 milyon. Mersi.

**MR SPEAKER**

Mersi. Onorab Woodcock.

**HON WAVEL WOODCOCK**

Mersi Mr Speaker, bonzour tou Manm lo *panel*, tou koleg Onorab e tou dimoun i a lekout. Mon kestyon i *comme swivan*;-

Mon kestyon i plizoumwen konsern en pti pe ki pe arive *internally* kot i konsern bann *staff*. Mon konnen dan lepase, mon krwar 3 repriz *Air Seychelles* in fer *redundancy*,

mon konn byen soufrans *redundancy*.

Akoz mon madanm ti'n ganny fer *redundant* an 2012. Mon kestyon, eski bann *staff*, eski, *within Air Seychelles*, menm avan ki Prezidan i fer lanons e dan la dernyerman.

Eski ti annan kozri ant *management* avek bann *staff* ouswa ki i annan posibilite ki *redundancy* ti pou ganny fer *within Air Seychelles*? Kekfwa *as a mean* pou koup resours imen.

E eski bann *staff* in ganny demande pou fer en pe sakrifis, parey lo kote pran *pay cuts*? E eski menm lo nivo *senior management*, eski i annan bann sakrifis ki lo menm lo nivo *management* pe fer, kot i konsern *salary cuts* e osi menm o nivo en pti pe pli ba? Mersi.

**MR SPEAKER**

Mersi. Mon pa konnen lekel lo *panel* ki ti a kontan adres sa. Ms Pascal, wi.

**MS JULIETTE PASCAL**

Ok, mon, mersi pou ou kestyon. Mon kapab dir poudir lo *top management*, nou'n war nou pran en *salary cut* depi boner lannen pase.

E aköz Gouvernman in ed nou avek sa larzan pou pey lapey tou bann *staff* e nou pa'n

war nou sa nesesite pou nou fer *redundancy* depi *last year*. E mon kapab dir, poudir apre sa lanons, ti annan lensertitid, tou *staff* i enkyet, i per.

Akoz enn ler ou pe mazine, eski ou kouraz in al anven, sirtou ler ou get sa bann diskisyon ki pe *go on* lo *Facebook*, i rann ou dekouraze pou ou kouraz ki ou'n travay dir.

**MR SPEAKER**

Wi Onorab Woodcock.

**HON WAVEL WOODCOCK**

Kekfwa ti a bon pou nou en pti pe plis detay, en pti pe, koz en pti pe lo bann sakrifis ki bann *staff* in bezwen fer an se moman, an vi sityasyon ki ekonomik ki *Air Seychelles* pe fer fas avek. Mersi.

**MR SPEAKER**

Mersi. Ms Pascal.

**MS JULIETTE PASCAL**

Nou'n rod tou fason pou nou *reduce cost*, parey nou'n sey re negosye kontra. Parey mon'n dir ou avan, nou'n ganny en *salary cut*, tou *top management*. Sa i aplik pou pilot. E menm nou'n war nou pe netway nou avyon nou menm. Kot nou pa bezwen pey en *supplier* pou fer sa. E menm

lo kote *cargo*, mon kapab dir lo kote *printing*, nou bezwen kontrole ki kantite *printing* nou fer. So en bon pe keksoz, nou'n asize, nou'n mazine lo ki fason nou pou kapab redwir kou, nou'n fer bokou.

**MR SPEAKER**

Mersi Ms Pascal. Mr Khan ou ti annan keksoz pou azoute lo sa menm keksoz? Mon'n war ou ou'n lev lanmen.

**MR STEVEN KHAN**

Yes. Mon ti pou zis *elaborate* lo sa ki Ms Pascal ti dir. Ki en ta bann *upper management* wi, in pran *salary cuts and* en ta bann pilot ion ganny afekte. E osi i tou bann dimoun ki ti lo kontra tou, nou'n *terminate* kontra tou dimoun, nou'n met zot lo *continuous employment*, zis pou nou *save* sa kou of pey sa *end of term, end of year contract* tou le 2an. So sa en keksoz ki bann *staff* konmsi in pas ladan *in terms of the restructuring*. Mersi.

**MR SPEAKER**

Mersi. Onorab Sylvanne Lemiel.

**HON SYLVANNE LEMIEL**

Mersi Mr Speaker. Bonzour tou dimoun a lekout.

Mr Speaker mwan mon kestyon i plizoumwèn vize ver lo kote *management*.

Akoz mon ti anvi konn en pti pe plis, mon ti oule zot aprofondi en pti pe plis lo kote sa bann kontra li menm. Ki sa bann kontra egzakteman ki zot in al re negosye? Me selman mon panse taler sa i ava ganny reponn.

Par kont lo kote bann *staff*, mon ti a kontan konnen si eski a sa pwen la, in annan bann rankont ki zot in fini komans fer avek sirtou bann *staff* petet si zot pe mazine i kapab ganny afekte?

Akoz zot in dir nou si sa bout enternasyonal li menm i frenmen, a pepre 193 *staff*, mon krwar pou perdi son lanplwa *or* plis. So, eski in konmans annan bann koze avek sa group dimoun.

Ki bann laranzman ki pe ganny fer pou zot an term si wi zot pou bezwen ale, eski zot pou ganny peye sa parey mon krwar an 2018 ti fer? Kot ti donn zot en *off* avan zot ale, konmsi ti donn en ofer avan zot ale.

E eski i annan bann laranzman ki pe ganny fer avek bann lezot landrwa an deor petet bann negosyasyon ki pe ganny fer, petet pou kapab pran sa bann *staff Air Seychelles*,

sirtou bann ki tre, tre, tre eksperyanse? Mersi.

### **MR SPEAKER**

Mersi Onorab. Wi Mr Morel.

### **MR HERVE MOREL**

Mersi Mr Speaker, mersi Ms Lemiel pou ou kestyon. Mon pou komans en pe pli avanse avan ki sa dernyen deklarasyon lo *SONA*, depi ler *COVID* in konmans tap *airline*, lemond antye aktyelman.

*Management*, mon pou koz en pe lo size *management*. Akoz mon pirman *flat operations* koman en pilot, me selman mon form par ladministrasyon *management*.

Depi byen boner *management* in apros tou sa *staff Air Seychelles* e nou'n fer bann *departmental meeting*. E sa in konstaman *ongoing*, ki nou *CEO* li menm li lo *top management* in koz avek tou son *staff*.

Tou le semenn nou'n vwar tou dimoun pe ariv kot *headquarters*, pe regarde ki nou pou fer depi ler *COVID* in pran. Nou pa'n komans regard sa depi baze lo dernyen mesaz Prezidan nou. Nou pe regard sa byen, byen lwen de la.

E wi in annan bann koze ki'n ganny fer. I annan bann diskisyon ki si nou pou bezwen

*reduce* ankor. Nou'n koz *redundancy* ki pou arive avek nou *staff*.

E parey mon pe dir ou, *management*, bann *higher management* ava koz avek zot taler pou regarde, pou kapab reponn sa bann kestyon an zeneral, ki ou pe fer.

Me selman pou reponn ou, dir medya la, si depi ler nou'n ganny sa nouvel lo SONA, si nou fer bann *meeting* avek *staff*. Sak departman i responsab pou li partaz lenformasyon ki sorti kot *top management*.

E zot bezwen realize ki in, mon kapab apel li en sok, pou la mazorite travayer e menm pou *management*, mannyer keksoz in ganny prezante e *at the same time* i en *challenge* en.

I pa en defi pou nou *yet*, e nou pou kontinyen lager, i en sok, me selman nou'n join *management* poudir nou bezwen *share* lenformasyon.

Mon kapab koz ek ou lo mon kote, mon pilot, nou annan nou bann *forum* ki toulezour la an se moman nou an kontak e nou kit lenformasyon, nou kit latransparans, pou nou konnen egzaktaman.

E nou osi kapab sizer avek *management*, ki kapab ganny fer. Akoz nou pa anvil ale, me selman nou bezwen protez nou

fanmir nou osi. Vwar? Mersi Onorab. Mersi Mr Speaker.

### **MR SPEAKER**

Mersi Mr Morel. Bann lezot Manm *panel*, eski zot ti a kontan profit lokazyon pou ...? Wi Mr Francois.

### **MR ANTOINE FRANCOIS**

Mr Speaker, Clerk e Deputy Clerk, *Leader* Zafer Gouvernman, *Leader* Lopozisyon, tou bann Manm Onorab e tou bann dimoun ki a lekout bonzour.

Mon ti a kontan konmans par entrodwir mon lekor. Mon apel Antoine Francois e mon'n zwenn *Air Seychelles* an Septanm 2010, konman en *mechanic*.

An se moman avek plizyer *training*, mon pe mentenir pozisyon koman *line maintenance manager* pou enternasyonal. Sa in vin apre ki mon'n *understudy* mon predeseser ki ti en etranze.

Me par profesyon mon en enzenyer avyon. En kestyon ki'n ganny demande oparavan dan, par Mr Aglae, Ozordi mon kapab dir ki i pran apepre 6an, 6 a 7an pou konpletman kalifye koman en enzenyer avek privelez sertifikasyon.

Bokou *training*, me selman i pa fini la, akoz Sekter

Lavyasyon i enn ki tre dinamik e ganny dirize par bokou regilasyon. An rezilta koman en endividi dan sa sekter, nou war nou pe kontinyelman investir lenerzi e letan pou reste azour avek sa bann devlopman.

Prezan, ou kapab mazine ki kantite resours nou lakonpanyen *Air Seychelles* in investir dan son Seselwa. E i rann mon fyer poudir ozordi lekip *Air Seychelles technical* i konpri en tim Seselwa.

Sa i enportan pou note, vi ki ti enn parmi bann lobzektif *Air Seychelles* dan son dernyen program transformasyon. E lo sa not mon war bokou benefis sa transformasyon in anmennen. Me bann kle, bann kle ki mon ti a voudre soulinyen, i sa 2 nouvo avyon ki ozordi nou tou nou rekonnent son lefikasite an term performans *technical* e son konsonmasyon *fuel*.

En lot lakonplisman se ki ozordi nou Departman *Technical* in travay, in nobou travay ansanm koman en tim pou reisi, pou kapab met an plas bann prosedir e resours, pou perform serten *check* isi Sesel li menm. Ki oparavan ti pe ganny fer par bann lezot lakonpanyen *maintenance* aletranze.

I pa'n en keksoz fasil, sirtou avek sa sityasyon *COVID-19*. Me avek sa tim devoue profesyonnel e konpetan, nou'n nobou fer li. Sa i demontre kapabilite nou bann Seselwa pou sirman difikilte e komitman pou travay dan zentere nou laliny aryen.

En lot legzanp ki montre rezilyans sa tim *Air Seychelles*, i pandan sa letan *COVID*, kot nou ti vwar tou dimoun pe zwenn ansanm pou vin avek bann nide inovativ e nabou fonksyonnen, e nabou kontinyen fonksyonn avek minimonm depans.

Personn pa ti ezite, menm si ti napa relevans avek zot profesyon. Si mon pou senplifye, ma zis senpleman dir ki sa tim *Air Seychelles* in prouve ki zot pare pou met prosperite zot lakonpanyen, avan zot prop lekor.

Mon oule osi azoute ki pandan sa dernyen 3an, mon'n obzerv en gran sanzman dan lapros *management* avek son langazman pou kontinyelman enkli bann travayer dan bann desizyon kle, pou bann proze ki nou pe travay lo la, la e bann fitir proze.

Pou terminen, mon a pran sa loportinite pou remersye Msye Prezidan Ramkalawan e son Gouvernman, pou donn tou



bann Manm Onorab sa loportinite pou antre an diskisyon avek nou *Air Seychelles*, anfen ki nou a nobou vin avek en solisyon ki pou asir kontinyite *Air Seychelles*, me osi mentenir zentere Sesel.

E finalman en gran mersi pou tou mon bann koleg *Air Seychelles* pou zot devosyon. Mersi.

### **MR SPEAKER**

Mon pou pas en dernyen kestyon oubyen komanter avan nou terminen pou la. Mon rekonnèt ki i annan plizyer Manm ki'n lev lanmen.

Me selman mon mazine poudir pou annan sans avek lezot *panel* pou zot lev kestyon ki kapab rele van avek sa ki zot ti anvi demande ozordi. Mon apel Onorab Sandy Arissol.

### **HON SANDY ARISSOL**

Bonzour Mr Speaker, bonzour tou Manm, bonzour bann Manm *panel*. Mr Speaker mon krwar i enportan pou nou, zis pou bann dimoun ki pe ekoute deor, pou nou *remind* zot poudir nou tou nou konsernen avek size *Air Seychelles*.

E si zisteman nou annan en group dimoun ozordi ki nou'n envite dan Lasanble

Nasyon se parske, nou tou dan en fason, en pti bout dan nou leker nou kontan nou *airline Air Seychelles*.

Nou bezwen rekonnèt sa. E mon osi dan distrik Bel Ombre, mon annan kantite dimoun, travayer ki'n *call* mwan an relasyon avek *Air Seychelles*, alor mon kestyon i vin lo sa laliny.

*Air Seychelles* toultan nou annan enn group ki nou apel zot bann *management*, apre nou annan bann *staff Air Seychelles*. *Staff Air Seychelles* i konpri bann ki travay dan *CIPVIP*, *ground handling*, bann *cabin crews* ek lezot travayer.

Si ozordi nou dan en sityasyon ekonomik, kestyon ki mon anvi demann avek zot devan bann *panel*, zot ki la ozordi, parey mon pou demann sa bann ki vin taler.

Zot ki konte anler, zot ki asiz dan biro ki kont sou. Zot ki vwar letan larzan pa pe antre, zot ki vwar letan sa bout pa pe azout ek sa bout.

Zot ki vwar poudir Sandy Arissol pe fer labi, be zot ki zot in fer koman *management*? Mon ti a kontan demann zot sa kestyon. Ki zot *management* zot in fer letan zot in vwar poudir sa bout pa'n aziste ek sa bout?

Akoz, letan sa bout pa aziste ek sa bout, ozordi nou

vwar nou dan sa sityasyon. Prezan ou konnen, letan sa bout pa azout ek sa bout ki nou fer, nou target sa *cabin crew*, nou target sa fiy ki travay dan *CIPVIP*, nou target bann travayer ki pa ni konnen kote sa sou in pase li.

Selman li ki ganny targete. Mon premye kestyon, ki zot, zot in fer koman *management*? Mon pe demann zot sa kestyon, akoz zot ki la ozordi, *ok*. Sa mon premye kestyon.

Mon dezyenm kestyon mon ti a kontan demann zot, taler mon pa'n tro *happy* letan Mr Khan in dir nou ou pa tro konnen konbyen zot pe pey lakaz laba *Eden Island*.

Si tou le mwan, ou Mr Khan ou annan en lalis ki ou peye, ou bezwen konnen *by now*, dan ou lespri, pandan 3an, poudir mon transpor pou li ranpli i pran R1500 *fuel*.

Mon bil elektrik dan lakour i ariv R300, i ariv R600, tou le mwan ou bezwen konnen sa. Alor Mr Khan, mon en pe pa kontan letan ou'n vini ou'n dir ek nou, ou pa konnen konbyen zot pe lwe lakaz *Eden Island!*

Ou bezwen dir nou ozordi, si nou anvi dan lespri sov *Air Seychelles*. Dir nou konbyen zot pe peye lakaz kot *Eden Island* silvouple? Lo sa

pwen mon ti a kontan demann en lot kestyon.

Par egzanp bann labi ki annan kot *Eden Island*, kot *Air Seychelles*. La mon aprann poudir i annan en pilot, i ganny li en gro, i ganny li en *housing allowance*, selman li i pe reste lo en bato *Eden Island* li. Eski zot okouran sa zot? Ki zot pe fer avek sa?

*Ok?* Par egzanp nou annan nou, nou bann avyon, bann ki anmenn *cargo* par egzanp, mon aprann poudir zot *aircraft*, *new aircraft cargo* li i zis 120 par 80 santimet.

Sa i fer ki bann biznessmenn Sesel pa kapab si zot annan larzan, fer zot *cargo* vin atraver nou avyon, pou zot ganny plis larzan ankor. Be i bezwen fer li vin atraver bato ki vin 3 mwan.

Konmsi mon ava aret la pou le moman, parske nou letan i kont nou. Be selman mon ti a kontan zot osi konnen ki zot *management* zot pe fer.

An relasyon avek labi, zis parey letan nou ti annan en zofisye *Air Seychelles* ki ti asiz lo *Board* ki ti en Sef. I ti pe lwe *Creole Spirit* anvil avek son fanmir e tousala in form par ki ozordi nou pe asize nou pe fer en diskisyon.

Anmas en pe kestyon pou taler bann ki a pe vini. Be la

mon ti a kontan zot donn mwan en larepons. Mersi bokou Mr Speaker.

**MR SPEAKER**

Mersi. Kekfwa Mr Khan ti a kontan adres kestyon.

**MR STEVEN KHAN**

Ok. Mon ava adres sa size *Eden Island*. So avan bann apartman, nou ti pe pey \$4mil par mwan pou 2 apartman, *each*.

So i pou tonm \$8mil an tou. La *currently* pou nou CEO, mon krwar *its still around* \$4 mil menm. Selman pou nou CEO, mon krwar ti annan en *rate reduction*, ki mon krwar CEO pe peye li menm *if I am not mistaken, right?*

*The issue is, Air Seychelles* nou bann depans i dan bann milyon, *right?* Nou annan en ta depans ki pe antre, en ta *invoices*. So *it's difficult* pou nou *keep track of individual invoices, right?*

So mon'n tyeke ek mon *team* la. *It's best* apre nou tyek ek *the management team* ki vini apre, *to confirm* si i vre CEO pe pey son *rent and how much it is*. *Thank you*.

**MR SPEAKER**

Mersi. Okenn lot Manm *panel* i annan okenn repons

spesifik lo bann kestyon Onorab Arissol? Ms Pascal wi.

**MS JULIETTE PASCAL**

Mersi pou ou kestyon. Lo kote *management* mon zis distre fer sorti poudir sa *management* ki la pou le moman i la depi 2017, e pa avan. So nou'n la, i *more or less* Seselwa, nou la 2017 pa avan.

E avan nou ti santi poudir nou lopinyon, nou sizesyon pa ti pe ganny konsidere. Me ek sa sanzman ki'n arive, nou'n war poudir la nou pe ganny ekoute e nou *part of a team* ki pe travay dir pou *Air Seychelles*.

**MR SPEAKER**

Onorab, wi. Mersi Ms Pascal. Mr Morel.

**MR HERVE MOREL**

Mersi Mr Speaker. Onorab Arissol, mersi, ou kestyon i tre pertinan. Mon kontan ou'n demande. Parey Ms Pascal in dir ek ou, sa tim ki la, mwan mon'n fek zwenn 2an pase. Mwens ki 2an pase annefe. Kestyon, akoz ki nou'n fer koman *management* pou adres bann keksoz parey bann size labi, parey ou'n klerman fer resorti, i en keksoz enteresan.

Akoz nou kot bokou pilot, nou'n ganny dir pran *pay cut*, oubyen dan lepase kot

nou'n vwar bokou viktimizasyon, nou'n ganny anvoye partou, nou'n al fer larout zil, *Falklands*, Assumption, Abu Dhabi, san ganny demande nanryen, san ganny demande nou lopinyon nanryen, *ok?*

E nou ti redemande sa kestasyon nou, be *management* ki pe fer, aköz ki *management* i *allow* bann keksoz koumsa pou arive ek nou. Nou annan fanmir nou osi, *ok?*

E pou reponn ou endirekteman, sa i en lafors ki'n fer nou Seselwa *join management*. I en benediksyon dan en kote kot ou war bokou sa bann etranze in ale. Parey nou bann siperyer in fer sorti ozordi, plis ki 99 poursan *staff management* i Seselwa. E nou'n fer sir ki nou antre dan sa, *comme* dir manrmay, dan sa *league management Air Seychelles*.

So i *funny* ler ou dir, i annan *management* apre i annan *staff*. Non. Tou *management* i osi *staff Air Seychelles*. *Ok?* E nou annan sa lakor parey mon pe dir, *ok*.

Bann size *Eden*, bann size depan labi e parey Ms Pascal in dir ou, sa i bokou bann *management* avan, me i pa lo nou *watch* la *right now*,

*ok?* I pa lo nou *watch*, sa nou kapab dir ou.

E pou reponn pou sa pilot ki li i deside reste *Eden*. Posibilite wi, me selman nou pa kapab fors en dimoun kote ki i pou reste li, *ok*. Nou kapab koze, me i annan pilot osi ki pe reste dan lakaz en fanmir avek 6, 7 dimoun.

Ou vwar, i annan 2 fason regard li. Me nou pa donn personn larzan an plis, nou pa donn pilot *housing allowance* pou li swazir kote i kapab reste.

Si li i annan son mwayen, kekfwa i annan en keksoz biznes prive, oubyen en keksoz, sa i konsern li. Me nou lo kote lakonpanyen pa nou tou ki parey. Mersi Mr Speaker.

### **MR SPEAKER**

Mersi Mr Morel. Nou pou termin, nou pou pran en *pause* la. Onorab Georges ou anvi. Wi.

### **HON BERNARD GEORGES**

Yes, Mr Speaker. Mon mazine ki ler nou pou retournen nou pou vin avek *management*.

### **MR SPEAKER**

Wi.

### **HON BERNARD GEORGES**

Me mon vwar ki, permet mwan, nou'n envit sa tim la e

nou'n manz en pti pe dan zot letan, par bann keksoz ki nou'n koze avan. Mon vwar ki Mr Morel i annan en prezantasyon.

Mon war sa aköz mon war son *laptop* devan mwan. Kekfwa nou ti ava donn li *at least* enn de minit pou li zis fer sa prezantasyon, pou li pa al san ki in ganny loportinite koz avek nou e manz en pti pe dan nou *break*. Mersi.

### **MR SPEAKER**

Mon'n envit Mr Morel plizyer fwa pou sinyal mwan. Mr Morel ou ti a kontan fer en *statement*?

### **MR HERVE MOREL**

Anfen Mr Speaker mersi, Mr Onorab Georges mersi. Anfen, mon ti pou zis *sum up* prensipalman ki mon bann koleg in dir. Mon pa pou pran bokou letan.

Mon pa pou repet mon lekor, mon Herve e mon osi mon en Cascade *boys* parey Onorab Monthy i ete. Mon'n avek *Air Seychelles* pou 15an.

Pandan sa 15an mon'n war bokou defi, me an plis ankor, parey mon pe dir, en lafors Seselwa, en lekip Seselwa deryer lakonpanyen pou sey fer li rantab kot i kapab. Pa'n toultan marse me nou ankor pe seye.

Plizyer lannen nou'n ganny dir *airline* pa pe fer byen. Me sa ki fodre note, nou travayer nou pa'n zanmen *give up*, en bon pe nou. Bann lannen kot nou'n bezwen restriktire, sanz lapros ki mannyer nou fer biznes, nou'n mars ansanm pou sey anmenn en reveni, swa pou pei oubyen pou *airline* li menm. Nou pa'n mazin zis nou lekor.

Bokou keksoz ki *Air Seychelles* in fer i pou peye. Ler nou regard devlopman nou *airline*, fodre fer resorti ki nou travayer *Air Seychelles* i plis ki 99poursan parey mon'n dir taler.

E sa i montre langazman ek lentere ki nou prop dimoun in fer pou *Air Seychelles* i en benefis pou Sesel.

Bann lobstak ki nou'n fer fas avek, pou nou anmenn de rediksyon lo laflot avyon, travayer ganny fer *redundant*, deplwayman dan Assumption, *Falklands*, Abu Dhabi parey mon'n dir Onorab Arissol.

Tousala in fer nou pli for. Nou rezilyans i bokou, ki kantmenm nou ptipti i fer nou pli for ki bokou laliny aryen deor laba.

Ou kapab dir tou sa lobstak in vin en benediksyon. Ozordi nou pe travay lo en bann masin avek bokou kompleksite e

i pa fasil. Lo nivo sekirite lavyasyon i a oter byen eleve.

Nou pe pas bann evalyasyon enpoze lo nou, par plizyer sosyete avek Lotorite Aryen parey Ms Pascal in nonm *IOSA* taler. Nou bezwen kit azour avek ki pe pase. E sa i donn nou plis valer lo nivo enternasyonal.

Kot bann *charters* i vremen enterese avek nou servis, zot annan konfyans dan nou. Sa rezilyans i fer nou vwar ki mannyer nou kapab readapte tre vit. Pandan *COVID*, byen boner nou'n deside ki nou bezwen nou misyon. Ler bokou bann gro *airline* in park zot bann avyon e nepli kapab servi larout Sesel.

Pandan sa moman lensertitid nou'n angaz nou avek lakonpanyen *airbus*, pou regarde ki mannyer nou pou bouz devan, target bann gro *cargo* menm repartasyon.

Bokou travay in ganny fer ek bann partner kle ki konpri lakor avek Lotorite Lavyasyon Sivil, an kolaborasyon ek Minister Lasante, kot nou kapab vwar en fason pou kontribye anver nou.

Nou'n ganny en pake diskisyon e menm Dr Gedeon parmi son bann lekip. Zot pa tro, tro kontan nou, me selman

zot vremen remarke louvraz ki nou'n fer.

Teknikman i pran bokou letan pou komans en loperasyon, dan nouvo destinasyon. Mon ti an kontan partaz tou mon bann traze avek zot, me selman parey nou dir, letan pa permet.

Me ozordi mon asiz tre fyer devan zot, pou anonse ki pandan sa moman tre difisil, *Air Seychelles* in nabou ariv dan 40 nouvo destinasyon pandan sa letan pandemik.

Sorti lo *lease* nou ti *schedule*, nou'n vwar lemonn antye, *pretty much*, i dir an Angle. E sa mon ti a kontan profite, pou remersye nou tim, tou nou *staff* ki'n devoue, ki'n travay, montre zot fidelite anver nou *airline*.

Mersi bokou mon bann *staff*. Eski *Air Seychelles* pou kapab pli rantab zis ek loperasyon *cargo*, *ground* oubyen domestik? Sa i en kestyon dan labous Seselwa e menm dan labous mon madanm tou.

Si ou retir ou seksyon enternasyonal dan loperasyon avyon, *ground domestic* oubyen *cargo*, pou antyerman depandan lo lezot lakonpanyen.

Son biznes model li *Air Seychelles* i fer ki son reveni i en

sel antyerite, *ok?* Enn i depan lo lot pou soutenir kanmarad.

Enternasyonal li menm i anmenn en kontribye deviz etranzer, son sistenm rezervasyon e peyman pou son pasaze i konekte direkteman avek domestik.

Si ou tir enternasyonal ou pou vin pli ser pou gard domestik li tousel vi ki pou napa sa sibvansyon pou ede pey sa sistenm parey enternasyonal ti pe ede peye.

Ou pou bezwen preske menm, kantite travayer dan bann Departman Lozistik, parey Finans, Sekirite, Konformite, pou kontinyen ou loperasyon domestik oubyen *ground cargo*.

Leksperyans in montre nou, si bann lezot *airline* i deside aret vini en sel kou, ou pa pou konnen ki pou fer ek sa 3 lezot departman, zot fouti.

Mazin kontribisyon direk ou endirekteman ki loperasyon enternasyonal i anmennen pou pei, kontribisyon lo *tax* saler par travayer, kantite nou depanse lo laboutik, depans ki poursantaz touris i fer dan pei, ki nou anmenn Sesel kontribisyon anver lezot sektè parey *SEYPEC*, *SCAA*, *Sky Chef*, *IOT*, nou kontribye.

Bann biznes prive ou eksportasyon ou lenportasyon,

kontribisyon ki bann Sidafriken i fer, ki zot, zot bezwen sa laliny direk sorti Sid Lafrik pou vin Sesel. E menm bann lakonpanyen konstriksyon sorti dan Lenn.

Sa i enn de ki mon'n nonmen e kot nou, nou bezwen *step in* dan letan *COVID* pou nou kapab ede. Mon zis demande si vreman bann lezot *airline* i deside aret fer larout Sesel, ki pou arive avek sa bann sektè ekonomik.

Pa zis mwan ki pou ganny afekte, pa zis mon bann pilot ki pou al dan lakour san en saler. Nou devret regard transformasyon ki deza konmanse pou restriktir sa lakonpanyen par nou bann Seselwa.

Bokou zefor in ganny mete dan plizyer domenn. E menm nou kot *flight operation*, en kantite keksoz in ganny fer, kantite kontra ki nou pa kapab reservi, tousala in ganny re negosye, oubyen nou rod pli bon marse pou nou kapab kontinyen *maintain* nou loperasyon.

Entrodwir lantrennman pou nou lekipaz lokalman. Be mon fyer pou dir, nou lekip Seselwa ki antrenn nou bann lekipaz an se moman. Bann keksoz ki nou kapab fer menm, nou pe fer.

Ozordi nou vwar nou prop travayer, parey Ms Pascal in dir, pilot, *cabin crew*, *office staff*, tou dimoun pe ede *load* avyon, met *cargo*, met bwat pwason dan avyon, pou ede netway en avyon, lav avyon.

Pou kit li prop wi, me pa zis pou lizye dan gete dimoun. Ler ou kit en avyon prop la, i fer li pli glise dan lezer ki i pa kale anler dan ler pou li konsonm plis karbiran. Sanmenm sa son *purpose*, *ok*.

Mon ti a kontan, mon ti a espere eskiz mwan, ki konsiderasyon i ganny pran dan tou laspe nou loperasyon. Travay kolektif i en rol enportan dan nenport ki devlopman.

Ti a byen si nou antre lo en platform avek Gouvernman, kot kekfw Minister Transpor i travay konzwentman avek Minister Touris an partenarya avek *Air Seychelles* pou vwar ki benefis sa *airline* i anmennen pou pei.

I ti a soulaz nou bann *staff* e fer Sesel an antye konnen kwa ki vreman nou fer. Nou ti travay, pa ti a tonm anven. Mersi Mr Speaker.

### **MR SPEAKER**

Mersi Mr Morel. Bon nou ava aret la pou sa sesyon. Nou a rebran travay 11. 10.

**(BREAK)**

### **AIR SEYCHELLES MANAGEMENT STAFF**

#### **MR SPEAKER**

Nou *panel* pou sa peryod i konpri *Staff Management Air Seychelles*. E avek nou isi nou annan Mr Jean Weeling-Lee *Chairman Board Air Seychelles*, Mr Michael Berlouis *Chief Finance Officer*, Mr Herve Morel ki ti avek nou bomaten e Mr Gustave Pragassen ki ansarz *Engineering*.

Mon a swet zot labyenveni e mon a dir zot mersi pou vin avek nou bomaten pou sa rankont, e mon ava envit bann manm *panel* ki'n pare avek en prezantasyon pou fer li pou konmanse. E lezot manm *panel* si zot anvi fer *statement* direkteman avan nou konmans kestyon, silvouple fer li annou profit lo letan konmansman, pou fer sir.

E antretan si letan nou pe ale zot santi zot bezwen fer en *statement* oubyen anmenn en leklersisman lo okenn pwen, silvouple lev lanmen e mon a rekonnnet zot. Alor la mon ava envit Mr Jean Weeling-Lee pou konmanse.



**CHAIRMAN AIR SEYCHELLES  
BOARD JEAN WEELING-LEE**

Mr Speaker, Madam Deputy Clerk, *Leader of Government Business, Leader of the Opposition* e tou bann Manm Onorab prezan e bann dimoun a lekout, bonzour. Mersi bokou pou sa lenvitasyon pou ganny sans pou kapab vin fer sa konversasyon avek zot.

Nou la pou klarifye plito pa pou defann ni *refute*, ni kontradir person. Lo la pou rod konverzans pou nou kapab bouz devan konman en konpanyen. Nou pwen depar ozordi alor e nou la pou rod en solisyon, pou sa problem *Air Seychelles* sa problem *international flying* ki enteres nou tou nasyonalman an zeneral.

Nou konnen *Air Seychelles* ozordi i dan problem. E son problem primordyal i sa problem det ki i annan ozordi. Sa i en topik tre enportan, me selman mon krwar ki annou fer manner bouz en pe pli devan nou a koz lo la lo en lot zour pou ganny diferan konversasyon. La ozordi nou pe rod solisyon pou *focus plito* lo problem ki devan nou *international flying*.

Problem avek *Air Seychelles* lavyasyon mon krwar nou tou nou konnen i en topik tre teknik, ou bezwen

*specialist knowledge* pou kapab konpran pa zis sa biznes, me solman sa ekosistem dan ki sa bann travayer *Air Seychelles* i operate ladan.

I kompleks i *demanding* e mwan mon'n fer 12an dan sa laliny mon ankor en etidyan akoz i annan bokou plis spesyalis dan tou sektor ki pli konnen ki mwan.

Mon bezwen apresye sa konman en pwen depar. Nou problem annan defwa i ki nou tou nou annan en lopinyon lo en topik ki telman pre avek mon leker sa i vre. Mon osi tou. E nou kapab koz lo en baz emosyonnel. Selman nou pa oule koz lo lemosyon ozordi, akoz mwan mon kapab dir ou lo baz emosyon mon kapab donn en bon largiman, akoz fodre nou fer tou nou posib pou sov nou pti konpanyen *Air Seychelles*.

Me sa pa en diskisyon ki nou pou fer ozordi. I tre emosyonnel. Ou konnen perspektiv annan defwa i donn ou diferan larepons en problem. Si ou get en *shift* nimer 9, perspektiv i 6, *we are both right*. Kote nou pe get sa problem. Se sa nou annan diverzans lo lopinyon.

Pa akoz nou napa *the right answer*. Nou pe get keksoz dan diferan pozisyon diferan

perspektiv. Se sa mon dir annou rod konverzans. Annou rod sa problemn *Air Seychelles* lo en baz otistik pli o ki nou e pou nou kapab pran en bon desizyon.

Mr Speaker se sa ozordi mon krwar ki ti a pli bon ki pou sa 30 minit nou pare nou dir nou *reset our mind*, nou *reboot*. Fer krwar nou pa konn nanryen dan lepase ki'n arive. Zis pou en moman. Annou *focus* lo *current* apre lefitir, zis pou en moman.

Parey nou dir annan de fwa ler nou lanmok i plen kantmenm ou vid delo ou pa pran plis, annou retir tou delo gard nou lanmok vid, annou konmans sa dyalog lo sa baz.

Dan mon parkour *Air Seychelles* toultan mon'n ganny dir, *Air Seychelles* pa dan biznes aeryen li. I dan biznes *tourism*. I la pou siport lekonomi Sesel prensipalman lendistri *tourism*.

Nou la pou fer sir ki desizyon ki nou pran pa toultan neserman dan lentere sa pti *airline*. Me annou get *the bigger picture*, nou Lendistri Tourizm. Se sa en kantite desizyon in ganny pran ki'n benefisyen lendistri tourizm e lekonomi, me i met nou konman *Air Seychelles*, dan en problemn.

Mon kapab koz en pe lo annou ouver bann *market* direk, parey *Paris*, parey *China*. Napa *business case* nou konnen, akoz napa *business case?* Akoz nou konman en *Air Seychelles* nou pa *the carrier* pou Sesel. Nou pa en *price setter*, nou en *price taker*.

Pri i ganny donneren marse nou bezwen *compete* lo sa baz pri ki'n donneren. Nou pa kapab dir nou *cost* i en Roupie met nou *market* 10sou vann ou servis R1.10. Sa *market* i sa *price* kantmenm nou pri i R1, pri i 50 sou. Si nou *fly* nou pou perdi larzan.

I annan defwa nou bezwen *fly* akoz benefis pou pei bokou pli gran. E se sa ki nou tonm dan sa bann problemn ki nou ladan. Me plis ki sa lo Polisi *Open Sky*, *Open Sky* i bon pou lekonomi i donn ou pli bon kolektivite e ranpli tou nou lasanm. Nou tou nou prospere. Me i pa bon pou *airline*.

Akoz ou konpetiter i bokou pli gran ki ou, i annan bann *predatory pricing* ki kapab fer, e i pou detri ou. E se sa ki'n arive dan lepase ki nou'n vwar nou en sityasyon dan en *price taker*, nou pa kontrol nou larout. Alor i *essentially we became a minority payer*, dan en sekter ki primordyalman i

pou nou. Sa nou bezwen fer kler osi.

Solman mon pa pe koz bokou lo pasyan ankor ki sa en *statement* mon'n fer. Mr Speaker si ou permet mwan, mon ti a kontan plito koz lo mon parkour ler mon ti vin *Chairman Air Seychelles* kan mon ti ganny apwente par Prezidan Faure Novanm 2016.

I ti en fardo lo mwan, akoz mon responsabilite mon ti annan pou pran sa fardo *Air Seychelles* e mon konnen i ti en sityasyon ase difisil osi. Mon ti konpran ki pe pase me selman akoz mon'n travay ek mon bann koleg mon'n deside osi pou pran sa *challenge* pou gete ki nou kapab fer. Pou nou kapab reform transform sa pti konpanyen, e fer li sirviv tou sa bann defi ki i ladan.

Nou ti dan en sityasyon det, apre nou bann *adventures* ki nou'n fer pa *adventures* me nou bann desizyon pou nou *fly long haul to open markets like Paris*, apre lezot konpetiter in antre, pou sey al *China* pou sey al *open sa market* ki nou pa'n *succeed in the end*.

E nou ti bezwen reget nou sityasyon ki mannyer nou kapab fer sa pti konpanyen vyab aprezan. Pa konman en konpanyen dan lendistri tourism, me konman en

konpanyen dan biznes lavyasyon. La nou bezwen get *put ourself first* konman *Air Seychelles*. Se son labaz ki *Board Management shareholders* kolektivman ti agree pou *reposition sa airline back again to original carrier*. Akoz zot ti dir nou fer sa?

Sa lepok Novanm 2017 ler nou ti pe finaliz sa plan, nou ti annan opsyon arete *international flying*. *Same discussion* nou ti annan ozordi ki dan *public domain*.

Me ladministrasyon se zour ti fer kler ek mwan, annou zanmen perdi sa kapasite pou kapab *fly long haul* si en *moment of need*. *Maintain sa kapasite to fly an international airline*, akoz i annan serten risk *geopolitical* si bann *airline* i *boycott* nou, zot *pull out*;- si i annan serten kriz dan *Middle East*, *whatever* annou mentenir sa kapasite *to fly internationally*.

E sa i fer nou, nou parkour vin difisil. Si ou dir mon aret *international flying*, mon garanti ou en profi e nou tou nou al dan lakour. Me nou problem i ki nou pa la zis pou *generate* en profi. Me pou donn en *sense of security* e stabilite pei. E se sa konmsi sa *back drop*.

E dan sa plan transformasyon ki nou ti'n fer i ti annan 2 konponan mon pou fer kler la. En konponan nou kapab met dan en bwat, en konponan pou *tackle* sa det ki nou annan. E sa napa naryen pou fer ek *Board* ek *management*. Ti en keksoz ki *shareholders* antre zot de ti pou *sort out*.

Dan *debts* nou tire. Nou konman *Board Management* nou *focus* i lo transformasyon *operational*. Ou bezwen fer sa konpanyen *operationally profitable or variable*. E si i fer en pti *loss*, i bezwen ant sa lapeti Gouvernman pou siporte. *Ya that was where we were*. E sa transformasyon operasyonnel ki nou ti bezwen fer, ti annan bokou *work scripts* ouswa linisyativ. Mon krwar bann koleg in eksplik zot en pe, be mwan mon ava detay tousala an pwen,

Premye linisyativ ki ti bezwen fer aret *long haul operation*. E sa i demann ki nou *exit* sa 2 gro avyon *wide-bodied Airbus A330* les li ale. Pou annan en kou ki nou pou bezwen les ale, nou pa kapab siport sa kou, sansan i ti pou asiz ater. Ti pli bonmarse.

Dezyenm pwen enportan nou pa kapab *run* sa 2 vye pti avyon *Airbus 320* ki nou ti

annan i ti pe kas kase i pa ti efikas.

Apre osi deza i ti preski plen 80poursan, *load factor* lo *original network*. Nou ti bezwen sanz sa 2 pti avyon, pran 2 avyon pli nouvo ki ti *still of the bann Airbus A320neo*. E nou pti tim ki ti *bring* sa *aircraft into service*, e li menm li i difisil, difisil sa prosesis i *complex as well*, Gustave son tim e lezot dimoun osi Sandy zot in kapab fer li, *more or less single handling* li avek siport avek *Etihad*. Me nou'n fer li.

Nou ti annan osi pou *right size* nou konpanyen. Ler ou ptipti ou napa kapasite siport gro sistenm ki tro lour pou ou, ki la akoz ou ti annan laspirasyon pou *fly internationally* pou annan pli bon prodiktivite.

Alor *passenger service system* ki nou ti lo la *Sabre* nou'n bezwen sorti ladan al enn pli bonmarse, pli leze ki apel *Hitit*. Sistenm *digital* ouswa *backbone* nou sistenm *IT, IBM*, i ti tro lour pou nou, tro ser. Bezwen sorti ladan al lo en sistenm pli bonmarse ki pou nou *stand alone as oppose to within the Etihad network*.

Nou ti annan pou nou koup kou. E sa bann linisyativ koup kou ti partou dan konpanyen lo *catering*, lo bann

*suppliers*, fer li pli bonmarse. *Get rid of all the flap*. Nou ti bezwen fer. E sa nou bann *staff* in *deliver* tou. Nou ti annan *2 right men*, re tyek tou pozisyon dan konpanyen, fer sir ki napa enn ki an plis, e bann kot nou kapab fer bann *multitasking combine roles together*, nou'n fer. Pou fer nou *leaner, more agile*.

E plis ki sa nou ti annan en lot rev. Sa rev pou retir tou bann fonksyon, ki nou ti pe depan lo *Etihad* anmenn li tou lokalman. *Upskill* nou bann dimoun. E ozordi mon fyer pou dir laplipar tou fonksyon apart ki en *few*, i dan lanmen bann zenn koleg Seselwa, ki'n travay dir pou fer sa posib.

Alor nou *almost free standing* konmela *as we speak*. Nou pa depan lo personn *as we speak*. Nou pa depan lo personn preski.

E plis ki sa nou kontinyen *invest* dan dimoun osi, *guard them, certify train safety* tousala in reste primordyal, e enportan pou nou. Zanmen nou'n *cut corners* lo la.

Se sa ozordi ler mon get *Air Seychelles* mon *measure the investment the Human Capital* ki annan, me i al dan milyon, Dolar bokou milyon.

En pilot konman Herve ankor 20an pou li kapab *fly*.

Son *human capital* i 3, 4 milyon Dolar deza. Nou annan en bon pe sa bann dimoun. Bann enzenyer, zenn ki avek nou. Sa ta *investment* dan *human capital* kantmenm nou'n depans larzan i reste dan nou pei. Si nou get li dan sa konteks koumsa.

Pou mwan *pandemic* en kote *COVID* in deray nou en pe. Se sa ozordi ki nou la. *Operationally* nou plan ki nou ti pe fer tre byen pou 2an, trwazyenm lannen nou'n ganny en pti bouverman, Zanvye Fevriye nou ti fer byen, Mars nou deraye ou kapab dir, e la nou problem. Me mwan mon vwar sa *COVID* en problem tanporer. *We will get out of it. Good times will follow*. Sa mon napa problemm avek sa.

Me solman nou bezwen sipor. Sipor tou dimoun kolektivman, akoz i en fe ki napa okenn lendistri ki pa'n ganny touse par *COVID*. Nou pa endiferan ek nenport lendistri, sa i vre.

Me solman *COVID* pou mon mon'n vwar en gro loportinite, en? E sa loportinite i ed nou adres pli gro problemm *Air Seychelles*. E sa problemm i det. 140milyon. Si ozordi nou fini *pandemic* det i ganny redwir sorti lo 140milyon, pou petet 50 milyon 45, 50milyon Dolar i

*means* ki ou'n fer en manman progre pou retourn sa konpanyen *back to solvency*.

Annefe si apre nou siny nou *deal* avek *Etihad*, nou fer nou en benefis \$60milyon dan *discount* nou det, i vin parey en *credit note* dan nou kont.

*Air Seychelles* 2021 i pou montre en profi *ok?* E si plis nou ganny en sans *strike en deal* ek bann *bondholder* det osi i redwir.

E si nou kapab ganny sa sans ozordi, sa *window* nou kapab *sort out* nou det *Air Seychelles*. Nou problemm *operational* i pa en gro problemm apre sa. Me solman fodre nou tou nou travay ansanm. Sezi sa loportinite. Pou nou kapab *restructure get the balance sheet right*, ki *Air Seychelles* i annan en sans pou li kapab anvole, san diplom anba li. Ki toultan ti dan son problemm

Mr Speaker en keksoz ki kler e ki sa en letan difisil pou lavyasyon lendistri an antye. Mon'n ganny dir par son *expert* ki i annan apepre 700 lakonpanyen aryen dan lemonn.

Ladan petet 30 ki pou kapab *survive* san *bail out*. Apre sa *pandemic* si i kontinyen persiste. Mon swe ki i annan en tranteen par 30 ki *Air*

*Seychelles* i sorti dan group, ki pa pou fer *international flying* i ganny met dan sa group ki pou kontinyen *survive*.

E se sa nou deba. Lo sa baz mon krwar mon'n ouver lasal mon krwar mon pou fer mon koleg Michael *take over* pou fer son prezantasyon, si Mr Speaker i permet.

### **MR SPEAKER**

Mersi Mr Weeling-Lee. Mon ava apel *panel* pou koz direkteman dan *mic* sirtou letan zot gard zot mas. Akoz nou touzour annan en pti problemm son i en pe bourye. Koz direkteman dan *mic* silvouple. E Mr Michael Berlouis.

### **MR MICHAEL BERLOUIS**

Bonzour Mr Speaker. Bonzour bann Manm Onorab Lasanble Nasyonal *sorry I am conscious of time so I gonna try shorten this*.

Premyerman lo tim *on behalf* tim *Air Seychelles* an antye mersi vreman pou tou sa letan ki bann Onorab in *spend* ek *staff* lo *call* avek nou Sanmdi *again* ozordi en zournen en zournen plen.

Nou konpran poudir sa letan i en letan Bidze e *your time is very stretched*, so *thank you very much* pou *spending* so *much time* pou konpran sa

problemm e sa sityasyon *Air Seychelles* an sitan o profon ki zot kapab fer sa desizyon.

Prezidan dan son diskour Leta Lanasyon, in *address* premyerman det *Air Seychelles*, e osi ki form *Air Seychelles* i devret pran pou lefitir.

Kot *Air Seychelles* nou vwar sa keston i *breakdown* dan 3 *statement* ouswa 3 keston ki Lasanble Nasyonal i bezwen konsidere.

Premyerman ki meyer fason pou fer fas avek sa det ki lo *balance sheet Air Seychelles*?

Dezyenman eski *Air Seychelles* i devret kontinyen *fly international* pou lefitir e pou *long term*?

Apré ki mannyer ou pou sorti dan sityasyon ki nou ete la e avek *COVID*, avek *very low tourism arrivals* pou nou ariv dan en sityasyon ki *Air Seychelles* pe debout lo li menm, e pe fer en profi e i *self-sustaining*?

Lo premye keston lo det;- Premye fakter ki bezwen ganny ranforsi, i ki *Air Seychelles* i en antite legal. Savedir tou biznes *unit Air Seychelles ground handling, launchers, domestic, cargo* ek *international*, i tonm anba sa menm lakonpanyen.

E osi sa det in ganny pran sa menm lakonpanyen. Savedir si menm si ou ti

enternasyonal ouswa ou ti domestik ouswa ou tir *planetary ground handling* ou *still* reste ek sa det. Sa det i toultan reste la, i bezwen ganny de *earth ways*. Savedir ou bezwen *either negotiate* en *discount*, ouswa ou bezwen peye.

Ozordi det *Air Seychelles* i *about a \$149millions* - 69.5 i avek *Etihad* pou bann *invoice* ki *Air Seychelles* pa'n kapab peye akoz zot pa pe fer ase larzan. 8 *million* i pou en *shareholder loan* pou aste 2 *Twin Otter*. 71.5 i pou bann *Bond*, ki ek bann *bondholders* ki *independent of Etihad*.

Parey zot ganny dir *Etihad* in ofer en *discount 79%* lo tou son bann det. *Including* sa *shareholder loan*. Savedir apre *discount* Gouvernman ouswa *Air Seychelles*, i pou bezwen rod \$15.3 milyon pou pey en det *69.5 plus 77 million*.

E sa pou pey sa \$15.3 milyon *Etihad* in agree pran \$11.7milyon *as a front payment* ki ti ganny ofer *last year*. Sa larestan i pou *offset against* 2 milyon *deposit* ki *Air Seychelles* i annan ek *Etihad*. Sa larestan larzan \$1.5milyon i pou ganny peye an morso, *over 18months*.

Savedir *\$89 thousand per month*, ki kapab ganny abzorbe dan *cash flow Air Seychelles*.

Savedir vremen pou Gouvernman retire sa debt \$69.5million of konmsi of invoices, plis sa loan 8milyon, Gouvernman i bezwen pey sa \$11.7million off-front. Larestan Air Seychelles pou take care of either through sa deposit ki pou ganny offset, ouswa through the payment plan over 18 months.

Vre problemm debt Air Seychelles i vin ek bondholders. Sa bondholders nou drwa zot 71.5million. Gouvernman in ofer en 72% discount, savedir en peyman \$20milyon. Bondholders li in ofer en discount 20poursan savedir en peyman \$57.2milyon, I don't need to elaborate pou dir well ni Gouvernman ouswa ni Air Seychelles napa \$57.2milyon pou pey sa bann bondholders.

Opsyon pou retire sa det aprezan vremen i annan 3 opsyon. Premye opsyon i pou Gouvernman pa fer nanryen, which is currently what we are doing.

Pou sa bann bondholders menm si zot annan sa det e sa Debt Agreement pou zot anforsi sa det avek lo Air Seychelles, zot bezwen premyerman al kot en Lakour Londres, letan zot in ganny sa ruling, zot pou bezwen vin kot Supreme Court Sesel pou zot fer sa ruling ganny rekonnnet Sesel. Depending si

Air Seychelles i appeal sa process, i pou kapab pran lan a 3an pou sa bann bondholders kapab ganny access avek asset Air Seychelles.

Apré 3an really zot pa pou kapab recover dan letan COVID ek asset Air Seychelles plis ki \$20milyon. Savedir i fer sans pou zot pran \$20milyon ki Gouvernman pe currently ofer zot. Selman zot investiser they - well zot pa pou tro annan en lentere lo Sesel zot pa pou annan lentere Air Seychelles, so zot anvi maximize ki kantite larzan zot pou gannyen pou sa bond si zot pran en discount.

Savedir ki zot pe sey fer right now, i zot pe al dan press zot pe dir pou zot pou konmans court action, selman zot pa'n konmans okenn court action, Zot still al dan kot bann newspapers, e sa i en taktik pou met presyon lo Air Seychelles ek Gouvernman poudir si i annan en pe plis larzan ki sa 20, pou sey ganny nou, met sa lofavek zot, pou zot kapab ganny en better return lo zot investment. So sa i premye opsyon.

Pa fer nanryen esper sa bondholders swa vremen konmans en proses legal, ouswa retourn kot Gouvernman ek en lot ki pli bon



ki sa *20% discount* ki zot *initially offer*.

Dezyenm opsyon i pou konmans negosye lanmenm la. Ki vedir ou retourn kot *bondholders* ou dir *ok* ou pa le pran *20millions* si ou kapab pran *25*? Problenm ek sa stratezi *is that the minute* Gouvernman i konmans dir poudir *ok* i kapab *afford* en pti git plis ki *20*, *bondholders* pou konnen poudir ou annan en pe plis larzan ki ou pe kit an rezerv, *whatever that might be*, e ou pou konmans en *process basically horse trading*, ki ou pou *endup* avek en nimero ki *between* sa *57* ki zot pe demande konmela, e sa *20* milyon ki zot pe ki Gouvernman ki pe ofer konmela.

Trwazyenm opsyon i ki pli agresiv i pou met *Air Seychelles* dan en prosesis administrasyon. Anba *Seychelles Insolvency Act*, *Board* avek Gouvernman i retenir posibilite met en lakonpanyen anba *administration*, si zot vwar i dan benefis tou bann *stakeholders*. E en *administrator* i kapab *restructure* sa lakonpanyen *restructure* det sa lakonpanyen, *to end up* avek en lakonpanyen ki pli *strong*, ki pli kapab *basically keep going as a going concern, ok?*

I annan defi ek sa prosedir *including* ki *once* en *administrator* i en apwente *both Board* avek Gouvernman, pou perdi tou kontrol lo sa *administrator*. Sa *administrator* pou *basically run Air Seychelles* ou pa pou kapab *take back* sa kontrol si ou pa kontan ki sa *administrator* pe fer.

*Bondholders* i osi kapab seye pou met zot prop *administrator in place instead of* sa *administrator* ki kekfwa *Board* ouswa Gouvernman in mete.

*Ok*, pou dezyenm kestyon lo eski *Air Seychelles* i devret kontinyen ek son bann vol enternasyonal pou long term? Pou fer sa desizyon nou krwar i enportan ki Gouvernman ek Lasanble Nasyonal i konsider tou benefis e tou kou *both direct* ek *indirect*, ki asosye avek vol enternasyonal.

*Air Seychelles* i admet poudir lo son *scale* enternasyonal toultan *as a business unit*, i pou perdi larzan. Dan en *study state*, kekfwa *2019 market* nou krwar i pou perdi *about 1.7*milyon.

*Domestic* i pou perdi *about* (pwen) *.5*milyon. Me sa bann *business ground handling, cargo, launch, FedEx* i pou fer *7.7* milyon. Savedir dan sa sityasyon *Air Seychelles*,

lakonpanyen *Air Seychelles* pou fer en profi. Selman si ou get anndan dan *Air Seychelles* sa bout *international flying* si ou get li, li tousel i pou *still* fer en loss.

*Now* nou admet e nou konpran largiman Minister Finans i dir, *well* si ou tir sa bout *international flying* i vedir ki swa ou'n *decrease* ou *loss*, ouswa ou pe *increase* ou profi par *\$1.7million*. E sa i en largiman ek (en) *completely legitimate* letan ou en *private investor*.

En investiser prive pou gete si ou annan en biznes ou pe vann *A, B and C*. Byensir pa fer larzan ou koup li ou fer zis *A*, ou fer plis larzan, *right?*

Me selman Gouvernman Sesel *as en shareholder should really consider* bann lot eleman direk ek ki zot pe gannnen *from international operations*, avan zot fer sa desizyon.

As Gouvernman zot *receive tax*. En *private investor* pa pou zanmen fer son biznes, pou li sey kontribye plis *to tax*. I pa pou zanmen konsider sa benefis *tax* ki pou donn Gouvernman *as part* lo son *business case*.

En *private entrepreneur* pa pou zanmen konpar konsey lenpak son biznes lo lanplwa. *Right?* Ki *right now* mon

konnen poudir avek *COVID an employment is an issue*. Ki *again* Gouvernman i bezwen konsider sa eleman letan i fer son desizyon lo *international*.

*Lastly* i *also* annan bann reveni ek benefis ekonomik ki sa *business unit* i anmennen pou Sesel. Ki *again* si ou en kontrakter ou pe fer en magazen, ou pa pou zanmen konsidere ki kantite profi sa magazen pou fer sa kont, ouswa si ou pou fer sa travay. Ou pe gete ki kantite larzan ou pou sarz sa dimoun pou fer en magazen, ki ou kou e si ou pe fer profi? *Which is fine*, si ou en *private individual*.

Me selman Gouvernman i annan en *direct benefit in terms of VAT and indirect benefit* lo size lekonomi Sesel, ki *as en* Gouvernman ki *is one of the things* ki i bezwen gete *as en* faktar pou fer son desizyon.

So letan nou, nou get bann *both direct and indirect benefits* lo *international*, nou vwar poudir si ou ferm *international*, wi Gouvernman pou benefisyé *through Air Seychelles* apepre *\$1.7milyon once you reached a study state*

Selman ou pou perdi *on the same breath* zis *through PIT* avek *Pension, (point) .9million*. Savedir sa gap i pa *1.7*. *It's*

*actually less. It's probably less to \$1 million, ok?*

Dezyenman ou pou perdi en par \$4.3milyon ki *Air Seychelles* i kontribye to *SCAA and SEYPEC every year. Which again funds Government dividends ok? Lastly* Gouvernman Sesel an antye pou perdi en parti sa bann touris ki *Air Seychelles* i carry. Akoz i pa clear ozordi si *Air Seychelles* i sorti, si larout *Sid Afrik / Sesel* san en feeder to *Mumbai* ouswa sa larout *Maurice/ Sesel* wi pou kontinyen.

E si ou get sa 41.3mil touris ki *Air Seychelles* in anmennen, en decrease 12poursan lo sa limero, i fini vedir pou sa *loss in VAT revenue plus PIT* i plis ki \$1.7 million. Ki vedir *Government* menm si i pe donn en sibvansyon *international of 1.7* i still annan plis reveni *loss by cutting it.*

*The counter largiman against that, is that Air Seychelles* pa *actually* kontribye touris Sesel. Si *Air Seychelles* pa la i annan en lot laliny ki pou vini *ok?* E pou anmenn sa menm touris e zot pa pou zot *the net effect* i zero *ok?*

Selman i pa i pa baze lo *statistic* Gouvernman menm. Si ou get menm parey *Tel Aviv,*

ki'n la depi 1979. *Airline* in la depi 1978, tou sa zan *Tel Aviv/ Sesel* in konnekte par zis *charter.* Sa bann *airlines* ti la sa. *The market was there.* Personn pa ti anvi *grow* sa *market,* personn pa'n anvi *take the risk to grow the market* san *Air Seychelles* la. Ou get peryod -*ok Air Seychelles,* ti konmans vol *Tel Aviv* Novanm lafen Novanm 2019. Ant si ou konpar Novanm Fevriye 2019, *versus 2020,* 2019 ti annan *1044 is really that came to Seychelles*

Ou get sa menm peryod *after Air Seychelles* i met son *flight* i 2783. Ou realize poudir tou sa *extra* touris ki sorti *Tel Aviv* i akoz *Air Seychelles* i met sa *direct flight.*

So i en, en pe difisil pou fer sa largiman poudir *Air Seychelles* met *direct flight* i napa okenn lenpak lo *tourism* Sesel. E sa lenpak *will go away with that international flight,* ki bezwen ganny konsidere dan matematik, letan ou pe get sa *subsidy.* Ou bezwen get tou son bann benefis ek tou son bann kou *ok?*

Dernyen *kestyon* i *basically* ki kantite larzan, e ki *manner* nou pou *get from* kot nou ete la dan sa peryod *COVID* ziska ki *Air Seychelles,* i kapab

*stands on its own two feet, it will be profitable.*

Premye keksoz i det, *ok?* *Air Seychelles Management* pou *admit*, pa kapab servi sa bann det. Sa bann *debt* in ganny *incurred* pou fer *international operations*. In ganny *incurred* letan lakonpanyen ti *much, much larger*. E sa ptipti lakonpanyen menm si i pli *efficient*, i pa kapab servis det en lakonpanyen ki ti *much bigger*.

So Gouvernman i bezwen fer en desizyon ki i pou fer ek det, e *how and if* i pou ed *Air Seychelles tackle* sa problem det.

Dezyenmman i pou bezwen en led la *during COVID* pou *probably 2021* ek *2022*, pou li kapab ariv en pwen ki kapab *generate sufficient cash* pou *sustain* son lekor.

Ki kantite larzan *Air Seychelles* pou bezwen? I depan lo 2 faktor *primary*. Premye faktor i *how fast recovery* i pran? *So how long does a recovery take? And then once recovery starts, how steep is the recovery?*

*Based on Tel Aviv we can see* - konmsi nou'n vwar i annan en ta *pent up demand*. Ki vedir i pou annan dimoun ki anvi *travel*. I annan dimoun

*Germany* ki *been stuck in the house* for 1an, ki anvi *travel*, so nou, nou mazinez poudir *demanding* once si nou pare once sa *recovery* i konmanse, once *L'Allemagne* e *L'Europe* i dir zot *citizen* i *safe* pou zot konmans *travel*, once Sesel i dir ou *ok* ou kapab *travel*, i kapab ariv *quite fast*. Me dan en *scenario* ki menm sa lannen ou vwar zis 50poursan touris pe vin Sesel konpare ek 2019, *Air Seychelles* son *cash burns*, son *cash requirement* i anba \$10 milyon, *ok?*

Mon konpran dan Bidze kekfwa i annan en *allotment* pou *salary support* about \$5 milyon. Nou kapab negosye ek bann *suppliers, primary* bann *lessors* ganny *further deferrals* ki nou ti gannyen *last year*. Nou pa konnen ki zot pou dir be kekfwa nou pou kapab ganny \$1 a \$2milyon *extra* from sa.

I pou reste en gap, \$3 to \$4million, ki *to me I would suggest* ki Lasanble i donn *management as a stretch*. Savedir *during the year, manager* pou bezwen *find a way* pou save en lot \$3 a \$4milyon *on top of what the budget is*.

Selman Lasanble Nasyonal i bezwen ou konnen ou bezwen konpran poudir, *it's a stretched budget*. Savedir *the*

*team will do their best to achieve it and in the past they have achieved it. Me selman it might - there is still a risk that it's not achieved.*

Aprè dezyenmman pou dir si *recovery* touris Sesel, *takes significantly longer that what we expect, right* i kapab ki *the funding Air Seychelles* i *increase. Obviously* si *recovery* i pli vit, *we won't even need* sa *salary support* ki *we are currently talking about.* Me selman i tou depan lo *how fast* ekonomi li menm i *recover. That's about it. Thank you.*

### **MR SPEAKER**

Mr Berlouis in fini? Mersi. Mr Pragassen ou ti a kontan antre?

### **MR GUSTAVE PRAGASSEN**

Mersi Mr Speaker. Mr Speaker bonzour. Bonzour benn Onorab. Mon responsab *engineering technical.* Mon le zis koz en pti git lo nou nouvo *restructure* ki'n ganny fer, dan *Air Seychelles and* nouvo avyon ki nou'n anmennen.

Mon koleg CFO in koz lo bann finans. E nou ki nou'n fer dan kote teknik, nou'n fer restriktirasyon ki nou'n retourn tou bann etranze e pou lemoman parey mon koleg in dir bomaten, nou tim i zis Seselwa. Nou'n retourn bann vye avyon

CEO, A320CEO ki ti pe kout nou en kantite larzan lo kote *maintenance.*

*Maintenance* i even bann *biggest cost centre* dan *airline.* E depi ler nou'n retourn avek ra de CEO nou'n pran 2 NEO nou'n ganny en bon pe *saving.*

Zis pou donn ou en *quick* legzanp lo bann *cost maintenance cost,* ki nou'n *incurred* dan lepase. 2017 avek sa 2 CEO, 2 pli vye ET20 *technical* in depans li \$42, 302 milyon.

2018 nou'n depans \$32, 117milyon. 2019 - \$18, 800milyon. E 2020 nou'n redwir sa pou \$13, 500milyon. E sa lannen nou pe *anticipate* apepre 9milyon. Sa i montre ou poudir nou'n fer en bann *saving* avek nouvo avyon, ki nou'n anmenn dan konpanyen.

E sa nouvo avyon li *plus* tou bann negosyasyon Kontra *maintenance* Kontra ki nou'n ki nou'n fer avek bann lezot konpanyen, nou'n nobou ariv en *maintenance cost block hour,* savedir sak erdtan sa avyon i *fly* i kout li i kout nou \$788. Konpare avek sa avyon avan ki ti pe kout nou \$1270 sa i en *big saving* ki konpanyen in anmennen, avek en nouvo avyon ki nou'n pran.

E sa nouvo avyon ankor i pli *reliable.* I donn nou en

*reliability of 99.6poursan* konpare avek 97 avek nouvo avyon avek vye avyon ki nou ti annan dan lepase.

E sa tousala i montre nou poudir konpannyen i *on the right road*, pou fer *saving* lo kote nou loperasyon, *big saving* nou kapab dir. Lo kote *fuel* i 20poursan *saving* lo sak vol ki nou'n fer.

E zis mon a fer zot konnen poudir bann vye avyon ki nou ti *operate*, sak fwa nou ler nou pe retourn zot ti kout nou 1.8 milyon zis pou retourn en vye avyon. E sa i vedir ki *Air Seychelles* avek sa nouvo avyon ki zot annan la, *we're on the right track* parey *CFO* i mansyonnen. *For us to get into profitable margin*.

E 2 *NEO* i en avyon ki ou kapab agrandi avek, nou'n Sanmdi nou'n fer deliberasyon ki nou pa anvi grandi avek plis ki de avyon, me selman ou kapab grandi avek kantite pasaze ki ou kapab anmennen. Si demen nou anvi anvol en pti pe pli lwen, nou kapab sanz sa *A320* nou pran en lot *A320LR*. I donn en pti pe pli zistans. Swa si nou anvi mont pli o ankor nou kapab pran *an XLR*. E nou pa bezwen sanz enzenyer, okenn pilot, okenn *cabin crew*. Sa i bann posibilite ki nou

kapab grandi nou *airline* avek zis 2 avyon. Mersi.

### **MR SPEAKER**

Mersi Mr Pragassen. Nou a pas lo entervansyon bann Manm. Onorab Georges.

### **HON BERNARD GEORGES**

Mersi Mr Chair. Mon rekonnèt ki annefe nou dan en Komite nou nepli dan Lasanble. Mr Chair mon ti a kontan demann mon - enn bann keksoz ki mon pe fer si mon pe *gather* en pe lenformasyon pou nou prepar en dokiman pou anvoy kot Gouvernman. Mon ti a kontan demann 4 keksoz silvouple avek *management* pou mon kapab met ladan.

Premyerman nou'n ganny dir ki i annan benefis endirek, ki *Air Seychelles* i anmennen, e bomaten *staff* in koz ek nou lo *wages tax* ki nou peye, *Skychef* bann lezot lakonpannyen eksetera. La *management* in dir nou *PIT*, *Pension 0.9*, 4.3milyon *SCAA* avek *SEYPEC* eksetera.

Eski zot annan en *figure* apepre konbyen sa *indirect benefit* dan lekonomi i vini par an, atraver loperasyon *Air Seychelles* silvouple dan tou sa bann sektor?

Dezyenm kestyon, se *subsidy* ki Gouvernman pe rode. Si mon konpran zot tre

byen, zot pe dir pou lemoman Gouvernman pou bezwen pey sa det. Setadir sa enn ki'n ganny negosye avek *Etihad* ek sa enn ki pou ganny negosye avek *bondholders*, mon mazinien.

Eskiz mwan si mon pa'n konpran, me zot Gouvernman i a bezwen *at least* peye oubyen *find a way of supporting* sa det.

E dezyenmman en *ongoing subsidy from Government* ziska ler *Air Seychelles* i vin prodiktif, *what am looking for is, cost of continuing international or cost of continuing Air Seychelles* mannyer i ete, konbyen ki zot pe krwar Gouvernman pou bezwen donner par an? E pou konbyen lannen? *Give us the worst case scenario*, konbyen par an e pou konbyen lannen zot pou bezwen sa?

Trwazyenm keksoz Minis Finans, Gouvernman presedan ti'n dir nou a en serten moman ki ti annan en *line of credit of* (R30milyon) \$30milyon ki Gouvernman ti probableman ti negosye e ki zot ti a kapab servi sa pou *pay-off* bann det, eski sa fasilite i ankor egziste? E eski i en fasilite soutenab?

E *finally* pou nou eksplor en lot *avenue*, ki *value* en *share* dan *Air Seychelles* ozordi? Ki apromatikman son valer en *share*? Mersi Mr Speaker.

### **MR SPEAKER**

Mersi Onorab. *Panel* Mr Weeling-Lee.

### **CHAIRMAN BOARD AIR SEYCHELLES JEAN WEELING-LEE**

En bon pe kestyon mon pou demann mon koleg Michael pou ed en pe lo bann *figures*. Me solman an term sa bann benefis endirek ki ou'n koz lo la Mr Onorab, Nou estimen baze lo bann *chiffres* 2019, ki nou'n anmenn dan lekonomi Sesel an total apepre \$63.4 milyon baze lo bann *chiffres* statistik *MIST* . \$63.4milyon, e lo sa sonm nou estimen Gouvernman nou anmas \$6.6milyon konman VAT direkteman. Sa i bann mon apel bann *desktop estimate* ki nou'n fer. E nou pa dir bann *figure* ki'n ganny odite par okenn spesyalis. Me selman i en *figure* nou kapab travay avek pou lemoman. *Contra figure* parey nou dir.

An term konbyen i pou kout nou an totalite *between now*, ziska ler nou siny en *recovery* dan loperasyon *Air Seychelles* kot nou apel nou *study state*, nivo 2019. I depan en kantite lo ki lasonpsyon nou pou servi. Si ou dir nou annou servi *worst case* e sa *worst case* ki nou, nou krwar i rezonnab

petet i pran nou 2an ou plis pou nou kapab *recover back to pre-COVID level*.

Definitivman sa *chiffre* Michael si ou kapab ed mon lo la, i ava donn sa *chiffre* en moman. I pa pou telman en *shift* ekstra ordinerman lour. Akoz ou bokou pli leze konman en konpanyen an se moman. Me solman sa problem i sa det. Sa solisyon det i avek nou sertennman i pa pou ale. Nou'n ganny nou 60 ekek milyon Dolar propoz *discount* avek *Etihad*, i ed nou en kantite pou redwir det *from 135, 150 down to essentially 90*. Sa 90million i la deza dan nou konpanyen, i pa nouvo det.

Annefe sa soulazman nou pe rode ek Gouvernman, annefe i en aksyon pou redwir det. Pa pou *increase* det, *right?* Si nou kapab *raise* sa \$11.7milyon pou pey *Etihad* demen, nou ganny en *discount* \$60milyon plis, otomatikman. Si nou kapab ganny se pa ankor en \$30 milyon nou pey bann *bondholder*, nou ganny ankor en \$42milyon si mon kapab dir *haircut*. Savedir tou problem i ki nou bezwen sa finansman *upfront*. E la i la *challenge* ki manner nou pou *raise* sa larzan?

Lo kestyon Onorab Georges in demande an term,

eski sa *credit line* nou ti pe negosye avek *to Development Bank* i ankor la? Mon pa pou telman kapab reponn ou ozordi. Me mon konnen ki i en posibilite ki finans ti pe travay lo la, pou ou asiste nou avan ki nou ti annan sa *deal* avek *Etihad*. Ki prezan i pare pou ganny sinyen pa ti ankor gannyen sa *deal* nou ti ankor pe negosye.

Bezwen fer resorti osi si ti napa pandemik, ti pou napa *discount* ki nou pe vwar ozordi. Ti pou napa en fason pou nou demann sa *discount*. Si nou ti kontinyen parey *business as usual* parey avan, ti napa okenn *COVID*, sa \$150 milyon pou dan sa konpanyen.

E sa 2 *shareholder* ti pou bezwen rod en solisyon pou *sort* sa *out ok?* Akoz parey mon ti dir avan dan mon pti prezantasyon, sa transformasyon plan ti annan 2 bwat. En bwat pou *deal* avek *balance sheet*, fer konman en *solvent* tir det lo la, rod en solisyon lo det fer sa konpanyen *operationally variable* koman en *composite entity*. Ek tou son bann fonksyon ansanm.

E nou konman *management* ek *Board*, nou annan tou konfyans dan nou kapasite, kapabilite ki nou ti



pou delivre lo sa transformasyon *operational*.

Me san sa problem det ganny rezourd i pou en posibil pou nou dir nou ti pou *survive*. *Right?* Akoz nou en *complete body* nou en *risk company*, e tou sa det ti pou tro lour.

Si ou mazin en dan le pase Gouvernman ti'n agree, konman *part* son kontribisyon dan sa plan pou met \$6 milyon tou le lannen dan konpanyen. Ou apel ti *part of the budget process*. Nou'n diskit en bon pe lo la. Sa \$6 milyon pa ti pou ed *Air Seychelles operationally*, i ti pou pey sa *final charge*, lenter en dan sa bann *loan*.

Se sa nou ti bezwen sa \$6 milyon pou 5an. Pou ou konpanyen kapab kontinyen pey sa *loan*. E dan mon sans mon kapab dir dan konviksyon ki pli tar ti pou annan en solisyon lo det. Ti pou annan en *rollover*, ouswa ti pou annan en negosyasyon. Ouswa ti pou annan en *recapitalization of the company*, pou tir sa det lo konpanyen.

Me la nou'n annan nou n lot dimansyon. Nou pa pe *recapitalize*, nou pe anfe rod en rediksyon det *to a haircut*, bann dimoun ki nou drwa, pe redwir zot det akoz zot pe realize zot pa fer li pa pou kapab pey zot toutfason.

Se sa en loportinite pou nou, rezourd nou det problem *Air Seychelles* dan en letan pandemik e kantmenm pandemik in afekte nou *operationally*, mon krwar globalman nou kapab sorti pli byen, pli for en? Mon pa konnen si mon'n fini reponn tou ou kestyon Onorab.

### **MR SPEAKER**

Eski Mr Berlouis ou anvi azout lo sa ki Mr Weeling-Lee in dir?

### **MR MICHAEL BERLOUIS**

Ok Mr Chairman. Parey mon'n dir pou Bidze 2021 nou vwar nou *cash burn base* lo sa *15% tourism recovery* i vin \$10 milyon. Tou bann *forecast* ki nou pe gete, i met en *full recovery, by 2024*. E nou, nou'n fini montre poudir *in 2024* letan nou *back to 2019 levels Air Seychelles* i fer en profi. So ou pa kapab 2024 *based on* lo sa bann *forecast*, nou pa pou bezwen larzan.

Me selman i en i vin en pwen *around 85% production* kot *Air Seychelles* i *breakeven*. So nou, nou pe anvizaze tap *85% production in 2023*, so nou pa pou fer profi 2023 *but hopefully* nou pa pou bezwen *additional funds from Government*.

E i pou *still* reste 2022 pou *bridge*, e *we expect* ki nou pou *somewhere between* sa 50poursan ki sa lannen e sa *85% recovery 2023* savedir i pou *in the region of 5million*.

*Savedir* larzan pou siport saler ek *actual operations regional*, i anviron \$15milyon *over 2 years*. *With* konmsi *the first year obviously being higher* 10milyon ek 5milyon *next year*.

Pri *share Air Seychelles* nou kapab fer en analis, me selman *really shares Air Seychelles napa* en gran valer. Senpleman akoz bann det ki ou annan i plis ki *assets*. E i sa ki en rezon akoz *Etihad* pe agree pou vann sa bann *shares* ki li in aste \$20milyon *back to* en Dolar.

Savedir ou kapab dir poudir ti 40poursan *Air Seychelles* i kapab en Dolar *ok*? *Obviously* Gouvernman i sa *control element of Air Seychelles* i kapab direk, *direct Air Seychelles* pou fer bann keksoz ki *national interest* i annan en valer, selman *financially the shares of Air Seychelles, is not actually worth a whole lot*.

Lot i *DB loan, like the Chairman mentioned, i probably* i pli bon i ganny adrese avek Minister Finans. *The last discussion that we had, i sa*

*loan i still, la as en facility* ki pa ankor ganny *draw down*.

E en difikilte ki nou ti pe gannyen avek sa *loan*, i pli difisil sa *loan ganny disburse* dan de bout. *And obviously* en bout i pey *Etihad* en bout pey pou bann *bondholders*. Me selman tan ki ou pa fer tou le de *deal* fini lo latab, ou pa kapab *disburse* sa *loan* an antye. E *DB* i kapab dir i kapab pe dir finans *well* mon pa tro anvi donn ou 10 milyon si mon pa konnen *how big* sa *bill from bondholders are going to be*. Me selman *again that's probably best left to Finance*. Wi *thank you*.

### **MR SPEAKER**

Mersi. Wi Onorab Georges.

### **HON BERNARD GEORGES**

Zis en pti *follow up*. Mr Chair mon pa anvi *monopolize* sa kestyon akoz mon bezwen ganny sa absoliman kler.

So si zot pou kontinyen avek *international operations*, zot pou bezwen \$15milyon lo sa 2an ki pe vini, e zot Gouvernman pou ganny sa.

E lekel...? E *assuming* ki ou kapab ganny en annou *take the best case scenario*, ki det *Air Seychelles* i ganny redwir, 11.7 milyon avek *Etihad* e i ganny redwir 20milyon avek bann *bondholders*, sa 31.7milyon

eski *Air Seychelles* ki pou pey sa *overtime*, oubyen eski ankor enn fwa zot pou rod lasistans avek Gouvernman, swa atraver en *credit facility*, swa atraver en *one-off payment*, la? *Thank you.*

**MR SPEAKER**

Mersi.

**CHAIRMAN BOARD AIR SEYCHELLES JEAN WEELING-LEE**

Mersi bokou Onorab. En bon kestyon. Nou konman *Board Management* annefe sa i vin konman en *shareholder decision* ki mannyer i ganny finanse, *right?*

E nou pa ankor annan sa diskisyon avek *shareholders* ki mannyer nou pou *tackle* sa \$30 milyon, \$40 milyon ki pou reste dan konpanyen.

Me si oule donn *Air Seychelles* en pli gran sans pou li kapab anvol lo son 2 lezel, i fodre nou tir sa det. Donn li en nouvo sans *clean sheet*. Gouvernman konman *shareholder* i prefere ki i pran sa det, tir dan konpanyen. Akoz sa det pou annan li en kou finans 3 milyon petet \$2.5milyon par lannen, ki pou senpleman met en lot fardo lo en pti avyon. *Unless* ki nou, dan sa kapasite pli tar pou

grandi *network* nou reveni i ogmant par 30, 40poursan. Pou donn nou sa posibilite pou *carry* sa kalite det.

E mwan mon analiz *given* ki nou en loperasyon ase *breakeven* pa telman en gro profi, en pti konpanyen aryen ki ou fer *small return* lo ou *capital employed*, i enportan nou pa *burden* sa pti konpanyen avek okenn det. E nou kontinyen zer li dan sa fason *as much as possible* en?

E osi pou konfor Lasanble e pei zeneral, *Air Seychelles* nepli pou annan sa posibilite san sipor pou li al fer ouver sa bann nouvo *market*, kot nou krwar ki i annan risk.

Ler nou ti al *Tel Aviv*, nou ti *pre-sold - pre-sell* laplipar sa bann sez pou fer sir ki tou kou loperasyon i fini ganny kouver. E sa se en model ki nou bezwen servi *going forward* pa pran okenn risk *unless* ki nou annan en *sponsor* ki pe peye - *commercial sponsor*. *Ya? Which means* ki nou pa pou kapab antre dan en sityasyon, kot nou pou annan nou *carry* nou en sityasyon kot nou'n pran risk kot nou *end up* avek bann *failed roots development* e ki nou pa kapab peye pli tar.

**MR SPEAKER**

Ok mersi. Mersi Mr Weeling-Lee. Mon pou donn en pti preferans bann Manm ki'n lev lanmen dan premye *Sitting* e osi la konmela zis pou en pti pe lazistis.

Mon pou pas Onorab Pillay e apre Onorab Terence Mondon, letan *panel* pe reponn met ou pare pou al lo *micro*. Onorab Pillay.

### **HON SEBASTIEN PILLAY**

Mersi Mr Speaker. Mr Speaker mon ti a kontan demann *panel* detrwa kestyon swivan an relasyon avek pozisyon ki nou lo sa kote latab nou krwar nou pou pran.

Premye kestyon i konsern si Gouvernman i aret sa konponan *international*, konbyen *staff* ki pou perdi zot lanplwa?

Mon dezyenm kestyon, mon ti a kontan Mr Pragassen i ed nou avek, bann *staff* ki travay dan sa domenn ki ou ladan e bann dimoun ki'n *train* dan domenn tre spesifik. Prenon kont sityasyon ki pei i ladan, *how easy* eski i pou ete pou zot kapab reganny en lanplwa o pli vit posibil?

Mon pe koz ou kad spesifik aköz zot in envesti en kantite dan zot *training*, dan zot devlopman e dan zot abilite. *How easy is it going to be?* Ou

ki konn sa sekter ou a kapab dir nou.

Anski konsern en lot size mon ti a kontan Mr Berlouis i klarifye pou nou, ler ou dir nou poudir zot in fer tou bann *cuts possible*, Mr Berlouis mon bezwen demann ou sa kestyon, aköz sa kestyon pe sirkile partou. Sa size pe flote partou.

I annan bann lakaz, size lakaz ki pe ganny lwe pou ou menm, ki pe lwe *Eden Island*. Eski ou kapab dir nou ki lorganizasyon pe fer pou redwir sa bann det sa bann kou? Aköz i menm annan travayer dan *Air Seychelles* ki pe koz lo la. Ki i annan en bon pe konfizyon ki zot pa konpran.

E Sanmdi ou'n koz lo bann keksoz ki zot menm dan *Air Seychelles* zot in fer, ki mwan mon vremen apresye ki zot in sey fer pou zot redwir bann kou. So sey eksplik nou en pti pe lo sa size.

Apre Mr Speaker, lo en dernyen pwen petet Mr Weeling i kapab eksplik nou. Apre Mr Berlouis in dir poudir pri nou bann *shares* i ba. *Ok?* I pa zis ba i, me son valer i vremen minim, aköz pozisyon ki lakonpanyen i ladan. Me eski zot in fer en analiz ki si baze lo sa *restructuring* ki zot in propoze.

E sa program ki zot in propoze kot nou, nou'n war poudir kantmenm la dan letan *COVID Air Seychelles* in *fly* pou plis destinasyon. E zot in kapab etablir en nouvo *business model* kot pa neserman *Air Seychelles* i vin Sesel. Me i transport pasaze, rod bann lezot larout, bann lezot *avenue*.

Ki manner sa i kapab sanz valer bann *shares* dan *Air Seychelles*? E ki manner *going forward* prezan nou kapab ankouraz Seselwa ki annan larzan pou fer li, pou investir dan *Air Seychelles* e form parti en nouvo revolisyon dan nou relasyon avek nou konpanyen aeryen?

E mon dernyen kestyon Mr Speaker, petet Mr Morel i a kapab ed nou pou eksplik sa. *Regarding* sa *Open Sky Policy*, eski tou pei i pratik li parey, an relasyon avek bann pei ki annan bann laliny aeryen Nasyonal?

Nou konnen i annan pei ki siport zot laliny aeryen Nasyonal. Eski i annan bann lezot pei ki *practice* serten eleman *protectionism*? E eski Sesel osi nou devret komans eksplor sa posibilite pou fer ki *Air Seychelles* e sa lot zanfan ki zwe dan sa menm *sand box*, SCAA, i kapab zwe pli byen ek kanmarad?

E ki parfwa nou tann tro bokou problem kot sa enn in pran mon zouzou, sa enn pa oule pret mwan son zouzou. So *just clarify* sa bann pwen pou mwan. Mersi Mr Speaker.

### **MR SPEAKER**

Mersi Onorab. Nou annan plizyer kestyon, Mr Berlouis ou ti a kontan komanse? Oubyen Mr Weeling?

### **CHAIRMAN BOARD AIR SEYCHELLES JEAN WEELING-LEE**

Mersi Mr Speaker. Zis mwan mon pou tous lo enn de pwen ki Mr Pillay in demande. Premye kestyon mon krwar ki mon pou koz lo la apre mon ava donn laparol mon bann koleg, se lo kestyon pri *share Air Seychelles*.

Ou konnen ler ou *value* en konpanyen, ou *value* li baze pa lo konbyen, ki groser son *asset base* i ete. Me selman plito lo ki son rantabilite, en? E problemm avek laplipar konpanni aeryen konmela avek letan *COVID, even before COVID*. Ou pou war zis en *few*, en detrwa dan sa gro ekosistem, ki ti vremen annan serten valer, valer materyel.

Akoz *flying* i *capital intensive*, ou servi manman lekipman, manman kapital. Me

selman ou ti ganny en pti *return* enn de poursan, konmsi ou devret *happy*. E toultan i ti annan bokou plis *investment avenue* ki pli rantab dan lemonn.

E rezon ki dimoun i kontan envestir dan lavyasyon, mon krwar i annan en pe lemosyon atase lo la osi. Bokou, akoz *risk i very high*.

An term ki valer *shares Air Seychelles*. Si en konpanni pe fer en *loss*, napa person ki pou enterese *invest*. Napa *dividend flow out*. *Ya?* Alor i annan, si ou valer li lo en *market value*, i pou napa valer. Si ou *value* li *inessentially* lo en *net asset value*, i kapab annan en valer. Me selman akfer pou *invest* dan en konpanyen ki napa en *return*? Alor i pou vin en problem.

Se sa pou lemoman mon krwar ki *by structure* sityasyon, *Air Seychelles* pou kontinyen reste en konpanyen Gouvernman. Akoz mon krwar pa *essentially* okenn bann envestiser pou annan sa kapasite pou *invest* ladan. Met sa kalite *investment*, ouswa pou ou ganny okenn en *return* si i met larzan ladan. Sa i enn.

Dezyenm pwen avan ki petet mon bann koleg i a ed mwan pou reponn sa. Lo kestyon *Open Sky Policy*. Mon'n

dir pli boner, *Open Sky Policy* i pa neseserman *the best thing* pou en *National Airline*. *Ok?* Akoz i met ou an konpetisyon avek bann konpetiter ki annan diferan fason *operate* an term *pricing*. *Right?*

Alor osi ki la pou lemoman nou konnen ki nou napa kapasite *fly* lo en *wide network*. E laplipar bann operater i pli gro ki nou, bokou pli efikas dan serten fason, *better skill economy*. E toultan i pou donn nou en *hard time* dan sa *game*.

Be solman, eski nou ti'n kapab *manage* nou *Open Sky Policy* dan en fason striktire ki ti pou benefis *co-existence* nou *airline* avek konpetisyon? Mon krwar ki sa en dimoun ti a pli bon etidye, pou kapab fer en bon analis, apre sorti avek en repons.

Fransman mon pa pou kapab reponn sa, *at this point in time*. Eksepte pou dir ki si nou ti kapab fer pli byen an-term *managing Open Sky Policy*, pou *co-exist* avek *National Airline aspiration*. Wi, toultan i annan en posibilite, be solman mon pa pou kapab reponn sa kestyon direkteman.

*Whether what we have done is the best thing*. Solman mon kapab dir *Open Sky* i bon pou tourism. Sa mon kapab dir. I bon pou nou tourism. E pou

nou lekonomi an zeneral. Mersi Mr Speaker.

**MR SPEAKER**

Mersi. Mr Berlouis.

**MR MICHAEL BERLOUIS**

Mr Chairman. Lo kote Eden *housing*. Wi nou annan 2 lakaz ki nou *still* ganny *bill* Eden. Sa i pou *CEO* ek *CCO*. Pou mwan menm avek *CCO*, pou mwan menm *CFO* avek *CCO* nou *Etihad secondees*. Savedir nou pa ganny sa lapey direkteman sorti *Air Seychelles*, nou ganny *from Etihad*.

Selman *Air Seychelles* i *incur* sa *cost housing*. As *part of* nou *salary cut* nou'n deside nou pou tir sa *housing*. Pou mwan menm mwan, nou ti *serve notice* le 16 Mars, 2020.

Pou *CEO* in *still* reste dan sa landrwa Eden. Akoz son kontra i lo *Air Seychelles*. Savedir *Air Seychelles* i pey sa lakaz. E *through* en laranzman ek *HR, Air Seychelles* i *then bill* li, aprezan li i pey *Air Seychelles*. I donn sa *refund*.

Pou *CCO*, son *housing allowance* i *part of* son *Employment Contract*. I *part of* sa kalkilasyon ki *HR* in fer, pou fer sa *salary cut*. E mon konnen in ganny *discount* lo son *housing* ki mon krwar i ti komans \$4000 in desann

\$3000. E sa, sa kalkilasyon i *form part of* son *salary cut*.

*Ok?* E mon krwar *this is, it is an important point*. Ki *Air Seychelles* letan i fer son bann larout, letan i fer son desizyon, toultan in fer desizyon ki dan lentere lekonomi Sesel an antye.

So i pa'n *always* met son lentere komersyal avan tou bann lot konsiderasyon, akoz in konpran poudir nou, nou pe *operate* pou Sesel. E nou bezwen *balance* benefis komersyal *Air Seychelles* ek benefis pei an zeneral. E parey *Chairman* in mansyonnen. *That is why* annan de ler ou fer sa bann desizyon pou rod pli gro avyon ki ou marse, ki ou konnen ou kapab gannyen. I bezwen.

E ou sey devlop sa bann marse, me selman ou kapab fer pert. *Now, in terms of* kote nou ete ozordi, *we have a more commercial focus*. Sa bann *charters* ki nou pe fer i en ta, i pa tous Sesel ditou. Nou pran, par egzantp nou pran par egzantp nou'n pran *cricket team* Sid Afrik, nou anmenn zot *Pakistan*.

E lo *value Air Seychelles* si i napa det, e i *allow* osi pou *compete in the open market*, nou war poudir nou kapab *Air Seychelles* ozordi i *efficient*

*enough*, pou li kapab fer larzan lo en *charter*, i kouver tou son bann kou *including* son *cost of crew* ek *aircraft*. E ganny *charter* sorti *Maurice* pou *Reunion*, ki *Air Mauritius* i pli ser.

Nou ganny *charter* sorti Sid Afrik pou al *Pakistan* kan i annan *airline* Sid Afrik ki kapab fer. Selman nou prodwir e nou *price* i *competitive enough* pou nou kapab gannyen. Selman annan de ler ou war nou ganny *charters* sorti *Nairobi* pou al *Reunion*, bann lotorite i dir nou be non i annan en ... Menm Si ou pli bon marse, i annan en *carrier Nairobi*. I annan en *carrier Reunion*, ki kapab fer sa.

Menm si zot pli ser. E zot pou *deny* nou sa *right* pou nou fer sa *charter*. Menm si nou pli bon marse. So i annan eleman *in the region*, ki tou sa bann zil i annan zot prop *airline*. Zot lotorite pou sey *to a certain degree* protez zot, e protez sa bann *jobs*.

Selman nou, nou war *Air Seychelles* ozordi *i efficient enough* pou ... Vre nou pa pou kapab *compete* avek *Emirates*. Nou napa en 777 nou napa en 380s. Be selman dan en marse rezyonal, *we are competitive enough*, e nou *completive enough* pou nou tir en avyon Sesel anvoy li *Maurice*, al

*Reunion for a better price than Air Mauritius* i kapab fer *from Mauritius*. *Right?*

### **MR SPEAKER**

Mersi Mr Berlouis. Ti annan en bout kestyon ki ti'n ganny adrese avek Mr Morel. Eski ou le azout keksoz lo la? Oubyen? Wi Mr Morel.

### **MR HERVE MOREL**

Mersi Mr Speaker. Mon pou refer lo sa kestyon ki Onorab Pillay in demande. Mon krwar Mr Weeling in eksplik byen poudir *Open Sky Policy* i pa ... annefe mon pa pou kapab devwal antyerman si vreman Sesel i annan en *full Open Sky Policy*.

Mon garanti ki i annan serten limitasyon ki vin avek. E i pa en keksoz ki zot in desid *overnight*. Me selman refer plis dan ou size kot ou pe demande 2 lenfrastriktir, *Air Seychelles* avek SCAA. Ki mannyer pa partner avek kanmarad.

*Agree to disagree*. Resaman la dan bann letan difisil, nou'n vwar poudir in annan en kolaborasyon enorm ant SCAA avek *Air Seychelles* kot zot in ed nou en kantite, manti pa bon.

E bann profesyonnel ki travay dan SCAA, zot a bon kolaborasyon avek nou. Sirtou



kot *flight operations*, kot *technical*. E ou toultan war sa lakor kot nou avanse pou fer keksoz pase.

Me wi, i annan en kestyon pertinan ki ou'n demande. Akoz ki nou pa kapab travay avek kanmarad? Bout ki mon pou *disagree*, i se ki SCAA li i annan son keksoz kote dan son biro pou li bezwen veye. Mannyer li i fer son larzan. I konsern li. *Ok?*

Me par kont, vi ki ou'n demann sa, mon krwar ki *in* lentere pei antye tou dimoun, ki kekfwa nou devret regarde ki mannyer SCAA wi, i devret kapab ed son *National Airline Air Seychelles*.

E parey Mr Berlouis in fer resorti, ler nou sey pran *charter* avek bann lezot pei, bann lezot lakonpanyen ki *code* nou. Akoz nou servis parey bomaten mon'n dir, zot vreman an faver pou *Air Seychelles*, *charter Air Seychelles*.

I pa toultan fasil, *ok*. Otomatikman parey *La Reunion* i defann son pei, i pou dir be non, be ou, ou pa pou kapab sorti *Nairobi*, Sesel, al pran kargo *Nairobi* pou anmenn *La reunion*, kan mon annan mon *Air Austral* la.

Kekfwa nou ti devret komans regarde, e mon pe enplor zot bann Manm Lasanble pou regard lo nivo pei,

ki SCAA vreman i kapab fer. Eski nou konmans met en limitasyon prezan lo bann keksoz koumsa? Akoz ki nou pa kapab prezant sa menm kalite sans avek *Air Seychelles*. Pou ler zot bann gro, gro *airline* i antre i pe vin pran avek nou. Konpran? Si sa i a reponn ou kestyon Onorab Pillay. Mon a dir ou mersi.

### **MR SPEAKER**

Onorab Mondon. Les nou a kontinyen. Apre mon a revin lo ou. Lekel Mr Pragassen? Wi ale Mr Pragassen.

### **MR GUSTAVE PRAGASSEN**

Mersi Mr Speaker. Onorab bon kestyon. Si ou get dan la rezyon tou bann *airline* dan la rezyon pe *downsize*. And i annan ki deza *control administration*. Si nou bouz en pti pe pli lwen kote *Middle East*. Tou bann *airline Middle East* pe *downsize* zot osi.

E nou al pli lwen dan lemonn, Lerop partou, tou le semenn ou pe war *either* en *airline* pe *downsize*, ouswa en *airline* pe fermen. And pou reponn ou kestyon *it is very, very slim* pou enzenyer, apre 7an ki zot in etidye, zot in kalifye pou vin en enzenyer, pou ganny en lanplwa *at the moment, very, very slim*.

**MR SPEAKER**

Mersi Mr Pragassen. Onorab Mondon.

**HON TERENCE MONDON**

Meri Mr Speaker. Mr Speaker mon kestyon i al swivan. *Panel* in dir nou ki zot espekte baze lo sa prozeksyon ver *en full recovery 2024*. Be si demen Gouvernman i dir zot ki i donn zot 2an pou *turn around* lakonpanyen, eski baze lo zot senaryo zot pou kapab fer li?

Mon dezyenm kestyon i tous size lakantite *staff Air Seychelles*. 2017 ler zot ti pe komans transformasyon, zot ti fer *redundancy*. Apre pli tar nou ti war ki zot ti *recruit* ankor en bon pe travayer. Si ou kapab dir nou ki pozisyon zot ete la avek lakantite travayer par rapor avek avan 2017?

E ki lespas zot annan pou zot kapab redwir ankor kou *staff*, administrasyon *Air Seychelles*? E mon dernyen kestyon Mr Speaker, se bann lezot reveni ansiler, *ancillary revenues*. Eski zot in regarde lezot landrwa ankor ki zot kapab ogmant zot reveni? En fason ki i kapab ede anmenn sa *breakeven* en pe pli vit ki olye dan sa 4an parey zot in prozekte. Mersi Mr Speaker.

**MR SPEAKER**

Meri Onorab. *Panel*.

**MR MICHAEL BERLOUIS**

*Thank you for the question*. En kestyon ki nou pa ti'n reponn depi avan, i si ou ferm *international* apart *roughly 193*, so environ 200 *staff* nou pou bezwen fer *redundant*. E sa i lo en *total count of 684 staff currently*.

Pli gro problemn pou reponn kestyon, *how long* i pou pran pou *turn around Air Seychelles*? E konpare avek 2017 nou pa pe vreman fer en *turnaround plan*. I pa konmsi marse i stab, selman nou konnen kou i tro o, oubyen sa bann marse kot nou pe ale pa pe marse. E nou bezwen fer ki bann keksoz *internal* ki nou konnen ki nou kapab sanze. Be selman i pou pran 2an pou fer.

*Right now*, pli gro fakter ki afekte *profitability Air Seychelles*, i *how fast recovery tourism* i pran. E *right now IATA* pe dir nou i 4an, *until 2024*. Si nou ganny sipor pou 2an, mwan mon *fairly confident* pou dir nou kapab fer *Air Seychelles*, menm si nou pa pe *meet* tou sa bann *target economic growth, breakeven*. Ki nou pa bezwen lasistans Gouvernman, *as long* ki napa det apre 2an.

Selman sa ki Gouvernman i osi bezwen osi konsidere, I letan donn swa sa 5, swa sa 10 milyon sipor *especially* si i *salary support*, ki *other strings* ki *attached*. Par egzanp letan nou'n ganny *FA4JR last year*, *FA4JR* in ganny donner on *the basis* ki ou pa pe fer dimoun *redundant*. *Right?*

So letan Gouvernman, *let's say* nou ganny sa *approval for at least \$5 or \$10 million this year*. Ki Gouvernman pe also dir nou? Normalman i pou dir ou pa kapab fer *redundancy*. Akoz mon pe donn ou larzan pou mon *try and stabilize my labour market*. *Ok?*

Savedir bann keksoz ki nou kapab konsidere ki pou redwir kou *Air Seychelles*, i *limited redundancy*. So kekfwa nou fer 5 a 10 poursan dimoun *redundant*. *Try and fit* sa *organization to the current production level*.

Nou kapab *get Scheme* par egzanp ki mon konnen in deza ganny fer, *early retirement*. Si Gouvernman i kapab siport nou, pou dir 55 to 63 *potentially* nou kapab *absorb* dan *Pension Fund*. E sa bann dimoun i *remold from the labour market* nou kapab get sa.

Nou kapab konsider *furlough*. E i en enportan pou note sa, *I think it is R109 million*

i parey ki nou ti gannyen *last year for FA4JR*. I kouver 9 mwan. *Right?*

E i ti kouver saler *up to 30 thousand*. *Obviously, this year* nou pou bezwen *stretch* sa. Nou pa kapab vin fer 9 mwan. Nou bezwen fer li ariv 12 mwan. E dan en sironstans ki nou war sa *recovery* pa pe tap 50 poursan. Eski *Air Seychelles* i kapab dir tou *staff*, gete nou pou kapab bezwen koup saler, pa zis *30 thousand and above*. I kapab vin *20 thousand and above*. I kapab ki nou pou bezwen kekfwa pran en mwan *unpaid leave* tou *staff*. *Ok?*

E tousala i annan en eleman sosyal, *right?* Ki *obviously* Gouvernman i annan en *view* lo la. *Ok?* So Gouvernman li osi i bezwen deside letan i donn sa sipor, ki kalite keksoz ki *Air Seychelles* i *still* kapab fer si i pran sa sipor. *Verses* ki keksoz i pa kapab fer.

*Because* pou mwan si ou get sa bann *figures*. 50 poursan *recovery* ozordi, *hopefully* 85 percent by 2023. 100 percent by 2024. Si i pa arive, pou *Air Seychelles* kapab pa depann lo Gouvernman sitan, i pou bezwen *change* son bann *fixed cost*, fer li vin pli *variable*.

Savedir par egzanp parey letan nou'n koup saler nou'n dir poudir si reveni i antre, saler

pou remonte. Me i pou fer sa bann *Scheme* pli lonterm. Ki kekfwa plis *staff* i annan en eleman *variable* lo zot saler. Ki letan lakonpanyen i fer byen, zot benefisye. Me selman si vre avyon pa pe anvole, nou bezwen redwir sa *fixed cost*.

E kekfwa nou get bann lot *suppliers* pou gete poudir ki kantite eleman zot kapab fer zot Kontra vin, ki *fixed* ozordi, vin *variable*.

### **MR SPEAKER**

Mr Pragassen.

### **MR GUSTAVE PRAGASSEN**

Mersi Mr Speaker. Onorab pou reponn, enn bann defi ki nou'n gannyen dan *Air Seychelles* dan lefase, se *management stability*. Mon krwar ou ti osi dan *Air Seychelles* ou'n vwar poudir nou bann *CEO*, *CFO* in sanze souvan. Vwar?

E depi 2010 nou'n sanz 7 *CEO*, 7 *CFO* e sa stabilite in manke dan *Air Seychelles* bokou. E si ou get *around the world* tou bann *airline* ki pe fer profi, i bann *airline* ki zot bann *CEO*, *CFO*, bann *top management* i la *for years and years*. Ou war?

E sa nou'n manke bokou dan *Air Seychelles*. E enn bann *request* ki nou pou met ek *shareholders*. E *going forward*

fer sir nou annan en bon *management stability*. Pou fer sir poudir kit sa kontinyasyon dan *process*. Mersi.

### **MR SPEAKER**

Mersi. Mersi Mr Pragassen. Mon pou *extend* nou sesyon ziskan 1er mwen en kar. Avek risk ki nou perdi lantenn *SBC*, mon pa konnen ki zot pou soz. Mon a apel Onorab Phillip Arissol. E apre sa mon ava annan Onorab Michel Roucou. So ou a met ou pare pou al laba. Onorab Arissol.

### **HON PHILLIP ARISSOL**

Mersi Mr Speaker. Bonzour tou dimoun. Mr Speaker nou konnen ki *safety* i primordyal dan lavyasyon, e i koute. Vi ki *Air Seychelles* pe pas dan sa problemn finansyel, ki plan zot annan pou asire ki *safety Air Seychelles* pa ganny negligize si *Air Seychelles* i kontinyen anvole la an se moman? Mersi.

### **MR SPEAKER**

Mersi Onorab. *Panel*. Wi Mr Pragassen ale.

### **MR GUSTAVE PRAGASSEN**

Mersi Onorab. Lo kote *safety* nou enn bann lorganizasyon Sesel ki ganny pli *audited*. Ok? Nou ganny odite par tou sa bann *airline* ki vin *Sesel*

toulezan. Nou ganny odite par sa ki nou apel sa *EISA, European Aviation Safety Agency*, toulezan. SCAA i odit nou lorganizasyon, i *plus* i odit tou nou bann avyon ki nou *operate* ladan.

E pou garanti ou pou ki nou *airline, despite* nou *loss*, nou *airline* nou fer sir poudir *safety is always first*. Mersi.

**MR SPEAKER**

Mersi. Onorab Roucou.

**HON MICHEL ROUCOU**

Mersi Mr Speaker. Bonzour tou Manm Onorab. Bonzour tou zabitan Mont Fleuri. Tou bann ki a lekout. Mr Speaker, mon kestasyon i se ki, eski *panel* i kapab dir nou lekel bann *shareholder Air Seychelles?* Mon premye kestasyon.

Aprè si zot kapab dir nou, konbyen sa *allowance*, sa *housing allowance* ki zot pe gannnen la, ki zot dir konbyen i arive? E vi ki zot in koz bokou lo sakrifis, lo kote redwir kou. Eski zot pa krwar poudir la i en ler pou *CEO Air Seychelles* sorti *Eden Island* petet al rod en lot landrwa en pti pe pli meyer marse? Mersi.

**MR SPEAKER**

Mersi Onorab. *Panel*.

**HON MICHEL ROUCOU**

*Sorry* Mr Speaker. *Bondholders* en.

**MR SPEAKER**

Wi ale Mr Berlouis.

**MR MICHAEL BERLOUIS**

Bann, lekel ki *own* sa *bond*, nou pa konnen. Akoz i en *publicly traded security*, i vin parey *Microsoft*. Sa ki nou konnen, nou det i avek 2 lakonpanyen ki apel *EA Partners Bond B.V.*, i dan *Netherlands - EA Partners II B.V. EA being short for Etihad Airways*.

Li in *issue* sa *Bond* lo en *stock exchange*. Savedir menm si ou, ou ti anvi *own* sa *Bond* ou ti pou kapab al lo *stock exchange* aste en pe sa *Bond*. Ou al dan en *central register*. Nou'n deza demande pou ganny akse ek sa *register* pou nou kapab kominik ek *bondholders* direktman. Selman Lalwa laba i *prohibit* nou. Nou'n ganny dir nou pa kapab ganny akse direktman.

Nou konnen sa bann dimoun ki nou, nou pe negosye avek sa *Steering Committee*, zot *own at least* 15poursan, e zot annan ase sipor avek 25 poursan *Bondholders* pou zot pas en rezolisyon. E sa 3 *funds* ki nou pe dil avek i *own some of* sa *Bond*, nou'n fer en pe resers

lo zot. Zot bann *Distress Debt Manager*. Savedir zot, zot ale zot aste bann *Bond* ki'n fini *default*, zot pa pey tro bokou pou li. Apre zot, zot ale zot *try and recover* sa larzan.

Lo kou *Eden Island*, again akoz *CEO* i *refund* sa larzan *Air Seychelles*. Menm si i ti pou *move somewhere else* i pou kapab kekfwa i pou *save* li larzan. Selman *Air Seychelles* akoz i peye apre i ganny sa larzan *back once it is billed, and he pays*. I pa vreman fer en gran diferans.

### **MR SPEAKER**

Mersi. Onorab Roucou mon anvi *move on* avek lezot kestyon.

### **HON MICHEL ROUCOU**

Non, Mr Speaker, i pa'n reponn enn mon kestyon. An term sakrifis ki tou *staff* pe fer, eski zot pa krwar poudir la i sa letan ki petet *CEO* i al lwe en lakaz *Eden Island*, e rod lezot landrwa ki petet i a kout zot en pti pe meyer marse.

### **MR SPEAKER**

Ale Mr Berlouis oubyen Mr Weeling-Lee. Yes, adres li vitman silvouple.

### **CHAIRMAN BOARD AIR SEYCHELLES** **JEAN WEELING-LEE**

Mr Speaker, mersi pou sa kestyon Mr Onorab. Parey nou'n dir ki tou bann *Management Staff Air Seychelles* in fer sakrifis deza. *Including Senior management*. Problemm i ki nou'n koup son *package*, e li in deside kontinyen reste kot i ete par servi en pe son larzan saler, pou *subsidize* son *housing* ki nou, nou pe donn li.

*In other words*, ki kantmenm ou dir li demen, son swa, si ou donn li en *housing allowance* ki bokou pli ba. Si \$2000, €2000 *whatever it is*, li anvi reste dan enn \$4000, i vin son swa personnel. Be solman i *save less*, ou war? Se sa ki'n arive dan nou ka.

Ou bezwen get li an-term son *total package* ki *hair cut in take*, parey nenport *staff management*, akoz nou dan letan *COVID*. Si mon'n kapab reponn ou kestyon Mr Onorab. Mersi.

### **MR SPEAKER**

Mersi. Mon a bezwen pas Onorab Cosgrow kote laba. Akoz mon napa bokou zot lo lalis. Onorab.

### **HON WALLACE COSGROW**

Mersi Mr Speaker. Bonzour tou Manm Onorab. Bonzour Mr Speaker. Mr Speaker, problemn or sityasyon ki nou pe dil avek ozordi la se profitabilite *Air Seychelles*, kou lo *Air Seychelles* an relasyon avek sityasyon ekonomik ki nou ladan ozordi.

Zot in elabor en bon pe lo bann *cost savings* ki zot in fer partou, partou. E Mr Gustave in elabor en pti pe lo bann masin ki zot pe servi teknik. E i montre ki zot in koup en bon pe *cost*. Or en kantite *cost* i kapab ganny redwir lo la kalite masin ki zot pe servi.

Be mwan mon kestyon i en pti pe dan laliny, ki mannyer zot *grow the business from thereon?* Akoz dizon demen bomaten Gouvernman i dir nou pou *afford Air Seychelles* sa pti larzan pou kapab *clear* son bann det. Or i annan en plan.

Me *Air Seychelles* i bezwen montre nou osi ki mannyer i *grow the business*. Pou ki i pa vin depandan lo Gouvernman, lo *tax payers money* pou leternite.

So koz en ti pe lo atraver loportinite *grow the business* atraver cargo, atraver *charter*, atraver pa zis *point to point traffic*. Me osi *transit traffic*, parey zot ti pe fer en pti pe lo Sid Afrik/ Sesel, Sesel/ Lenn.

E osi en pti pe Mr Speaker, ki reperkisyon i kapab annan lo Sekter Touris e *Air Seychelles* sirtou la ki nou konnen poudir *Air Mauritius* pa pe *operate* ankor Sesel. Or posibleman *Air Mauritius operate* Sesel dan *near future* i vreman *slim*.

E lefe ki *South African Airway* osi i en laliny aeryen ki dan problemn e ki pa pou kapab petet si nou, nou aret al Sid Afrik, pa pou kapab vin Sesel. Ki posibilite la si nou, nou osi nou arete dan sa 2 *market*, ki posibilite ki kapab met *Air Seychelles* plis dan problemn ankor? So en pti pe dan sa laliny, *grow in the business* Mr Speaker.

### **MR SPEAKER**

Mersi Onorab. Wi Mr Weeling-Lee.

### **CHAIRMAN BOARD AIR SEYCHELLES** **JEAN WEELING-LEE**

Mersi. Onorab mersi bokou. *I think* ou bann kestyon i pertinan. Annou rekomans sa pti zistwar lo akoz nou ti swazir pou nou sanz sa bann vye avyon ki nou apel *Airbus 320 ceo* to bann *new Airbus 320neo*.

Primordyalman, akoz nou konnen ki i bokou pli efikas pou *operate*. Sa i enn. Me osi dan sa *fuselage*, dan sa *fuselage* avyon

i annan bokou plis kapasite. Nou pe anmenn nou, nou pe ogmant nou syez par avyon sorti lo 136 ziskan 168. Korek? Wi.

Me sa *increase dan capacity, when you fly operationally, actually* i plis. Akoz vye avyon si ou pe kit *Joburg high altitude* ou bezwen *carry bann extra fuel* pou *diversion*. Nou pa ti kapab mete 136 dimoun dan avyon. Annefe ou ti pe *carry* an mwayenn 115, 120. *Ya? Which means* ki sa 2 avyon *operationally* i donn nou 50 poursan plis kapasite.

Savedir 20poursan mwens kou. 50poursan plis potansyel pou *grow* dan ou menm *fuselage*. Ki parey konmsi ou ti annan 3 avyon, vye avyon. Sa i donn nou sa *winding edge* pou kapab fer sa konpanyen en pe bokou pli rantab. *In other words on a lower cost* ou kapab *grow within the same fuselage* 2 avyon.

Lo kestyon loportinite ki *outside network*. I depan ki manner nou *recover*. Si vreman nou *network* pe ganny servi *intensively*. Tou lede avyon pe ganny servi 10 a 12 erdtan par zour, son *maintenance*. Nou napa kapasite pou nou fer bokou bann *charter flights*. *Ya?*

E se sa defayans. Ler nou *recover fully* pou difisil, en swa difisil akoz napa kapasite, napa ase lekipman pou fer tou. Me solman lefe ozordi ki nou napa okenn *network* ki nou pe *fly*, avyon i disponib. Alor nou kapab fer tou sa bann, parey mon pe dir sa bann vol ki nou pe fer an deor nou teritwar. *Right?*

Be solman sa pa nou model. Nou pa en *charter operater per se*. Nou'n vin en *default charter operator*, akoz dan letan *COVID* ou kapab koup lo kou, ganny en pti reveni pou koup nou kou. Parey nou dir nou *fixed overhead*.

E sa akoz konmsi ki primordyalman nou ti a prefere ki nou *restore* nou *network flying*. Kot nou kapab *optimize* lo nou *growth*. Nou kapab *grow to revenue base*. Pran lavantaz lo *cost of operations*. Si sa i kler Onorab Cosgrow.

### **MR SPEAKER**

Mersi. Silvouple les mon kontinyen akoz letan pe kit nou. Mon annan en dimoun ki'n lev son lanmen 2 fwa tre boner. E sa se Onorab Kelly Samynadin. Alor mon a donn li laparol.

### **HON KELLY SAMYNADIN**



Mersi Mr Speaker. Bonzour tou bann koleg Onorab e tou dimoun a lekout. Mon premye keston, vi ki in ganny dir bomaten ki zot pa pe konsider ferm loperasyon enternasyonal, mon ti a kontan konnen ki degre profitab seksyon domestik ek *ground handling* pou ete, an ka si loperasyon enternasyonal ki fermen?

Mon dezyenm keston i al pou Mr Weeling. Ou'n afirmen ki *Air Seychelles* pa dan biznes aeryen, be plito dan biznes tourizm. Mon ti a kontan konnen ki poursantaz touris ki *Air Seychelles* in anmennen dan Sesel an 2018 e an 2019?

E *given* zot *fleet*, si *Air Seychelles* ti pou ganny lavantaz lo bann lezot *airlines*. Prenon kont sityasyon aktyel, eski i pou kapab *supply* pei avek *maximum* kantite touris par lannen? Mersi.

### **MR SPEAKER**

Mersi Onorab. Mr Berlouis.

### **MR MICHEAL BERLOUIS**

*Right, so ground handling* lo li tousel i dan *study state*, savedir dan 2019 avek tou bann sanzman ki nou'n fer. I kapab *generate \$7.7million annually*.

Domestik letan ou met li lo sa bout *ground handling* i perdi *half a million dollars*. Savedir i

redwir *basically* profi lakonpanyen *Air Seychelles* an antye. *From about 7.7 to 7.1 million*.

### **MR SPEAKER**

Mersi. Mr Weeling-Lee.

### **CHAIRMAN BOARD AIR SEYCHELLES JEAN WEELING-LEE**

Lo ou dezyenm keston Mrs Onorab. *Air Seychelles* 2019 ti anmenn apepre 41mil touris Sesel. Korek Michael? 41mil. Sertennman avek 2 pti avyon ki *fly regional*, ki napa okenn kapasite *reach major market* Lerop ouswa Lazi, *obviously* ki nou pa *dominant carrier* ki deservi Sesel an se moman. A zanmen nou pou ete.

Annefe parey mon ti pe dir pli boner, dan lepase nou ti'n ganny dir ki nou devret *fly long haul* anmenn bann touris Lerop. Ouswa *even from China* akoz nou pa ti dan sa biznes aeryen, nou to dan sa biznes tourism pou ed Sesel.

Larealite 2017, in montre nou, nou pa kapab deservi sa prensip. Akoz si nou fer sa pei pa kapab siport sa *loss*. Ki mon'n repete ankor ki nou nepli *dominant carrier*. *We don't set the fare out of Europe, out of any stations outside the region* kot

nou annan en kontrol lo sa *sector*. Parey Sid Afrik, *Maurice*.

*It means* ki nou bezwen aksepte nenport pri ki konpetisyon pe sarze. E fer mannyer *operate* anba sa pri. Si mon a donn zot en legzanp, pou anvol en gro avyon *Charles De Gaulle Paris*, 10 erdtan, 10 erdtan, i kout nou apepre \$200 mil koman en, ler nou ti annan sa gro avyon.

E kantmenm nou ranpli sa avyon preske plen, *maximum revenue* ki ou anmennen par sa avyon se \$100 ekek mil. Savedir sak *rotation* ou perdi larzan akoz sa pri ki nou bezwen sarze lo *market*, i bokou pli ba ki sa kou zis pou anvol sa gro avyon. Ki kout \$10mil par *block hour of flying*.

E se sa akoz i enposib pou *Air Seychelles* ozordi *compete* avek sa bann *legacy carrier*, ouswa bann *fee freedom carrier* parey *Emirates, Qatar*, lo bann *long haul route*. Zot *business model* ek *pricing* i diferan. *Right?* Nou, nou pe *fly direct* nou bezwen *bear* tou sa *cost*. Nou pa kapab *compete*. I enposib konmela.

### **MR SPEAKER**

Mersi Mr Weeling-Lee. E avek sa mon pou bezwen aret sa sesyon. Mon vreman regrete ki pa tou Manm ki'n ganny sans

poz zot kestyon. Me selman mon pe mazin zot, mon anvi komans nou apre midi 2er. E si nou al pli lontan ki sa zot pa pou ganny letan dezennen.

So alor nou a poz la, e nou a rezwenn 2er. Mersi bokou e mon a remersye *panel* pou zot prezans e zot partisipasyon. E mon swet zot tou de bon dan zot kontinyasyon dan sa bann problem ki zot pe fer fas avek. Mersi.

***(BREAK)***

## **MINISTRY OF FINANCE & PEMC**

### **MR SPEAKER**

Bonn apre midi tou dimoun e pou sa sesyon nou annan delegasyon Minister Finans. Sekreter D'Eta, Patrick Payet. Sekreter Prensipal, Damien Thesee e Mr Georges Tirant, Sef Egzekitiv *Public Enterprise Monitoring Board*. Byenveni dan lasal e mersi pou partaz sa letan avek nou. *Panel* nou a komans avek okenn prezantasyon, *statement* prepare e mon sipoze Sekreter D'Eta ou a *lead the way*.

### **SS PATRICK PAYET**

*Thank you* Mr Chair. *Leader Government Business, Leader*

Lopozisyon tou Manm Onorab, tou dimoun a lekout bonn apre midi.

Mr Chair, nou pou komans avek en prezantasyon, apre nou ava antre dan kestyon si bann Manm Onorab i annan. Nou prezantasyon ozordi nou pou *cover* en pe *restructuring plan* 2017 avek *Air Seychelles*. Apre osi *the viability assessment* ki ti fer an 2019 e osi larzan ki Gouvernman in *inject* dan *Air Seychelles* depi 2012. E osi nou pou kouver en pe lo kote fiskal, en pe nou *macroeconomic forecast* ki nou pe fer *in the next 3 to middium, over the medium term*.

So pou komanse Mr Chair, parey zot okouran, diskisyon avek *Air Seychelles*, an 2017 nou ti annan en *restructuring plan* ki nou ti diskite avek *Air Seychelles*. *The Board* ti aprouve, *the Board of Directors* ti aprouve e sa *restructuring plan* ti komans loperasyon 2018. E dan *forecast* ki zot ti fer pou *fiscal year* 2018, zot ti pou fini avek en *net loss* \$43.5 milyon *loss*, ki zot ti espekte akoz ti en *5 year forecast*. Zot ti espekte letan zot konplet 2022 fini avek en *net loss* \$2.5milyon. Sa travay ki ti ganny fer baze lo zot *restructuring plan*.

Lo kote *cash flow, next slide*. Lo kote zot *cash flow*.

*Fiscal year* 2018 ti pou annan en *defisit* dan zot *cash flow* ekivalan \$16.1 milyon. Me se pandan pou zot *fiscal year* letan zot pou fini 2022, baze lo sa travay ki nou ti fer 5an, zot ti pou fini avek en *cash flow* pozitiv \$2.2milyon.

Lo kote zot *balance sheet*. Parey zot okouran 2017 letan nou a pas en pe kekfwa zot bann *actual* performans, zot pou vwar ki nou annan en *negative equity* e parey zot kapab vwar lo sa *slide* sa in kontinyelman, menm si in redwir. A lafen 2022 sa ti pou reste. Me se pandan sa i akoz Gouvernman ti pe *inject* apepre \$6milyon par lannen baze lo negosyasyon ki nou ti ganny fer avek zot.

Lo kote zot *liabilities*, sa i ti pou *still* reste o. Total *equity, liabilities, fiscal year* 2018 zot ti komans en *forcast* \$102.5 milyon e zot ti pou fini avek \$99.5milyon. *Liability* i bann *loan*, senmen sa ki enkli sa *bond* ladan.

Dan negosyasyon ki nou ti fer avek *Etihad*, se en *Put Option Agreement* ki ti sinyen le 17 Novanm 2019. Sa Lagreman pa ti ganny sinyen menm si nou ti annan en *restructuring plan* dan loperasyon. Sa i akoz ti annan bann lezot eleman ;- par egzanzp zot konnen ki Lasanble

ti pe demann kestyon *regarding ground handing*, si nou ti pou pran li koman en garanti.

Me parey zot okouran, nou ti *go back to Etihad e Government* ki ti pou donn sa garanti. E dan diskisyon avek Etihad, en eleman se si annan *negative* devyasyon dan zot profi ki nou ti'n fer *forecast*, 25 poursan e zot ti pou *call* sa *put option*. Savedir nou ti pou bezwen pey zot sa \$30milyon.

En lot eleman ki nou ti diskite komansman 2018. Gouvernman ti bezwen *eject* \$6milyon tou le lannen pou 5an. Tou le lannen, Gouvernman i bezwen fer sir ki i *inject* sa kapital, pou fer sir ki *at least* i met ... Savedir menm si mon'n mansyonn lo sa *positive profit* baze lo zot restriktirasyon ki zot ti fer, sa i en *assumption* ki zot ti servi i se Gouvernman i bezwen *inject* \$6 milyon tou le lannen, komansman 2018 ziska 2022 - pou 5an.

En lot eleman se sa 30 milyon. Parey ki zot ti konnen ki si i annan \$34milyon ki Etihad ti *write-off* pou lannen 2017. Sa i bann *liabilities* ki *Air Seychelles* ti'n *accumulate over the years*. Me Etihad ti agree pou *right of* sa dan son *financial* 2017. Me se pandan ti annan en lot *liabilities* ki ekivalan \$30

milyon. Dan sa \$30 milyon Etihad sanmenm sa ki nou ti siny sa lagreman. Pou komansman 2022 apre 2022 pou *Air Seychelles* komans re pey li sa sonm tou le lannen pou en peryod 5 a 6an. Sanmenm sa ki i ti tret sa \$30 milyon koman *preferential shares*.

En lot eleman se *25 million capital injection*. Sa i en *loan* ki i en *capital facility* ki *Air Seychelles* ti bezwen al negosye pou pran. E ladan Gouvernman pou garanti \$12.5 milyon e osi *Etihad* pou garanti \$12.5milyon. Akoz letan nou ti regard son *cash flow* i ti pou bezwen annan plis kapital ki ganny enzekte dan son *cash flow*.

So, Gouvernman ti agree ki, konnen pou *guarantee by* Gouvernman ki annan 60 poursan *shares* e osi Etihad ki annan 40poursan e sa ti en total \$25 milyon.

Me sepandan letan nou negosye, baze lo sirkonstans lekonomi, Akoz sa *exercise* nou ti konplet li le 17 Novanm 2019, zot ti pe negosye avek bann labank e pou nou *assess* bann *term and facility*. En labank lokal ki zot ti pran, me letan in regard en pe bann opsyon mon krwar ki sa labank pa ti antre ladan. Sanmenm sa ki nou ti pe al antre en pe avek bann

lezot labank enternasyonal pou regarde si zot kapab donn sa \$25milyon *working capital facility*.

*The next one, se Gouvernman ti pou garanti \$2milyon pou financing of the A320neo deposit e sa Gouvernman ti pou garanti li purely.*

E osi parey zot konnen *Air Seychelles* pa pey *business tax* e en Lagreman ki nou ti agree avek *Etihad* se pou napa okenn *increase* dan *tax rate* letan nou siny sa Lagreman dan *restructuring plan*. Sa pou anpese ki i annan okenn lenpak si Gouvernman demen i decide annan en *business tax rate* lo *Air Seychelles* ki i detri li en pe plis, konpare avek son bann asanpsyon ki i ti servi letan i ti pe fer son *restructuring plan*.

*Finally* se the *Exclusivity* Lagreman, espesyalman *for ground handling*. Pou nou finalize e sa ti ganny finalize *between SCAA* avek Departman Lavyasyon avek *Air Seychelles*.

*Next Slide.*

### **MR SPEAKER**

*Stop, Mr Payet. Zis dir mwan ki nimeron slide ou'n arive please aköz mon pe ganny en pe difikilte swiv lo sa screen.*

### **SS PATRICK PAYET**

Nimero 6.

### **MR SPEAKER**

6, mersi bokou.

### **SS PATRICK PAYET**

*Yes, son actual* performans letan nou'n konpare, 2014 ziska 2019, letan ou pe regarde 2014 i ti annan en profi apepre \$3.1milyon. Me sa in *decrease slightly*. 2015, 2016. 2017 nou pou vwar in al dan *defisit*, en *loss* e 2018 nou ti vwar sa *huge loss* apepre \$42milyon.

2019 sa ti redwir pou vin zis en *loss* \$4.1milyon. Letan ou regarde se 2018 ek 2019 i ankor *still* zot *accounts* pa ankor ganny sinyen, aköz i ankor *unaudited*. In konplete me se aköz sa bann Lagreman *between Etihad* avek Gouvernman ki pa ankor konplete ki sanmenm sa ki sa *financial* pa ankor kapab ganny sinyen.

Letan ou regard *total equity*, konpare 2014 e 2019 ou pou vwar ki i ti komans li pozitiv 9.3, me selman 2019 dan zot *unaudited accounts* i apepre *defisit* \$55.4milyon. *Total liabilities* 2014 i ti koman \$76 milyon e 2019 i ti'n ariv \$204 milyon. *Total liabilities* ki annan. *Long term* avek *short term*.

Parey zot okouran an 2019 letan *Air Seychelles* ti apros nou pou rod en pe finansman, nou ti komans diskisyon pou nou vwar bann opsyon *financing* ki kapab arive. E en opsyon se *why not* kekfwa *World Bank* i kapab asiste *the financing*. E letan nou ti apros *World Bank*, *World Bank* ti dir nou koumsa *ok*, i kapab get sa opsyon, me selman i bezwen fer en *variability assessment* lo *Air Seychelles*, avan i kapab *inject* kapital ladan. Menm si i pou annan en *Government guarantee* ki pe servi.

Me sa ti ganny konplete Out 2019. Ki nou'n vwar dan sa *assessment* ki'n ganny *share with the National Assembly Members*, larout *Maurice* i pe prodwi *good results*, me tandis ki *Joburg* avek *Mumbai* li i pe prodwi *negativ results*. Savedir dan zot *L3 contribution* zot ti vwar ki *revenue* pa ti kapab pe kouver zot *cost of the aircraft and crew cost*, an menm tan *the airplane as well*.

Prey zot vwar lo sa *slide*, *Joburg on average* i, 2017 i ti annan \$1milyon *loss* lo *L3* e 2019 *as at August* i ti apepre \$1 milyon. *Maurice* i ti pozitiv me tandis ki *Mumbai*, *Bombay*, sa i ti ankor *still* negativ. Ti'n ariv, ti annan en *slight* negativ.

Lot faktor, 2018 letan i ti fer *assessment Maurice* ti apepre 74poursan. *Joburg* 78 percent, *Mumbai* 73poursan.

E en lot eleman ki ti ganny vwar dan sa rapor se *the volume of passengers* ki sorti *international network*. Savedir bann *passengers* ki sorti lo *Air Seychelles*, enternasyonal ki pe al lo domestik i *very low* konpare avek bann lezot *airline*. So, sa *assessment* i demontre ou ki okenn eleman lo kote *international* i pa pou afekte *domestic significantly*, aköz sa mazorite son *volume* pe sorti kot bann lezot *airline*.

Parey mon'n mansyonnen pli boner, i annan en *return of equity* ki negativ, *almost 16 percent* e i ti annan li en *negativ death ratio of almost 42 percent*. E dan sa rapor osi ki'n ganny mansyonnen. Dan sa rapor letan zot in *assess* ki menm si ou *assume* ki tou sa touris, si tou sa touris ki sorti *Maurice*, *India*, *Joburg* i *fly* lo *Air Seychelles*, i montre ou ki *the tourism market* ki *Air Seychelles* pe anmennen Sesel baze lo *statistic* i zis 11poursan konpare avek bann lezot *airline*.

Sa rapor osi in demontre ki vre aköz dan nouvo *neo* ki'n arive *A320*, i pou *lower cost of* lopiesyon *by almost* li osi e i pou anmenn 28 poursan *more*

*seat capacity* dan son bann larout.

Konklizyon sa rapor in montre ki *at least* i annan 3 opsyon ki Gouvernman i kapab konsidere. Premye opsyon ki ti fer *assessment* lo la se *international flights*. Savedir sa si *Air Seychelles* i kontinyen al lo son bann larout parey kot i ti pe ale avan dan Lerop. *La Franse, Germany*, bann lezot landrwa, I montre ou sa *it's not profitable at all*. Savedir sa i pa pe *advise* pou *Air Seychelles* al *international*.

*The second option*, si *Air Seychelles* i al *domestic*. I al zis rezyonal, wi i pou bezwen en *capital injection* tou le an sorti kot Gouvernman. I montre ou e baze lo sa rapor in *assume* menm si *Air Seychelles* intake lo zot larout. *Zot passenger* i *increase by almost 30 percent*. I montre ou *still regional* pa profitab baze lo son bann *assumption* ki in servi.

*Model* nimeron 3 ki vwar ki profitab se sa *segment domestic* avek son *charter* si *Air Seychelles* i kouver *domestic, ground handling* avek *charter*. E sa pou li son *advice* ki *profitability* i egziste.

En lot eleman parey zot okouran nou annan sa *project box bond* ki egziste ozordi, *almost \$71.5million. 21.5*

premye *facility*, sa in fini *mature* me selman i pa ankor ganny peye. I ti ganny *mature* le 28 Septanm. Sa ki ekivalan \$21.5 milyon.

Dezyenm fasilite i lavalere \$50milyon e li i pou ganny *mature* le 01 Zen 2021. Parey zot okouran sa *box bonds* i ti ganny pran dan en *SPV, Special Post Vehicle* ki Etihad ti pran. Premye ti ekivalan \$700milyon an 2015 e dezyenm ti lavalere \$500milyon an 2016. Etihad in pran, letan ou gete total \$1.2 bilyon. *Air Seychelles* li ladan son ekivalan ti zis \$71.5 milyon konpare avek bann lezot *airline* par egzanp *Air Italia* avek *Air Berlin* apre pou Etihad osi.

Letan ou regard ki kantite ki Gouvernman in *inject* dan *Air Seychelles* depi 2012 ziska 2020, premye parey zot okouran, letan Lagreman an Etihad avek Gouvernman ti ganny sinyen an 2012, Gouvernman ti pran tou sa *liabilities* ki ti egziste dan *box Air Seychelles* an 2012. So, Gouvernman in siny lagreman avek Etihad, in dir be *ok*, mon ava donn en *clean sheet* ki ou pou napa *liabilities* ditou. Ki en lekivalan R593milyon ki ekivalan \$48milyon e sa Gouvernman in peye depi 2012 ziska 2018.

En lot eleman parey zot vwar lo sa *slide*, Gouvernman in kontinyen *inject capital through* son loperasyon ouswa *new* nouvo kapital, ki nou'n donneren ki ekivalan apepre R492.1 milyon ki apepre en total \$29.75milyon. So, an total depi 2012 ek 2020 letan ou regard ki kantite ki Gouvernman in *inject* apre ki kantite ki Gouvernman in *take over as liabilities* i en total apepre \$77.7milyon ki *almost R1 billion*. E tousala in bezwen ganny mete dan Bidze tou le lannen pou nou fer sir ki nou kapab *clear the books of Air Seychelles*.

Letan ou konpar kwa ki *Air Seychelles*, ki *Etihad* li in *inject* konpare avek Gouvernman. Premye dan lagreman ki ti ganny sinyen *Etihad* li i ti bezwen *inject* \$20 milyon apre dan sa \$30 milyon ki mon'n koz lo la *earlier*, ki sa *Put option* baze lo bann lendikater ki mon'n mansyonnen. Apre parey mon'n mansyonnen an 2017 ti annan *write-off of invoices almost* \$34milyon.

Letan ou konpar ek Gouvernman i annan bann, parey zot okouran, parey *Air Seychelles* in mansyonnen. I annan sa bann *total invoices* ki ankor *outstanding* avek *Etihad* ki en ekivalan \$65milyon, apre

i annan en *loan* \$8milyon ki *write-off* sorti kot *Etihad* ki ekivalan \$57.3milyon e Gouvernman li sa *injection* i 15.3. E ladan nou pe dir 11.7 Gouvernman pou peye direkteman an 2022. Apre sa balans i pou pe ganny peye *over the medium term*, baze dan Lagreman ki nou pou annan avek *Etihad*.

Apre letan parey dan *previous slide*, *the capital injection* ki ti annan 2012 ziska 2020, Gouvernman in *inject* \$77.7milyon. E negosyasyon ki nou pe koze avek *the bond holders* nou espekte pey zis sa \$20milyon konpare avek sa R71.5 milyon.

So, *Etihad* li endirekteman in *inject almost* \$141.3milyon konpare ek Gouvernman letan ou regarde letan sa *whole exercise* pou konplete. Li i pou'n *inject* \$113 milyon dan *Air Seychelles*.

Bidze 2021 ki *Air Seychelles* in soumet kot *PEMC*. *Air Seychelles* pe demann Gouvernman pou lannen 2021 parey zot in kapab vwar dan *budget book* ki'n ganny *circulate* avek zot. *Almost* \$15.2 milyon *from Government*. Me selman avek sirkonstans ki *PS* pou pas lo la apre, zot pou vwar ki nou napa sa kantite larzan pou nou



kapab *inject Air Seychelles further*.

Mr Chair *next slide*, e mon pou kapab pas laparol avek *PS* ki kapab donn zot en prozeksyon nou *Government fiscal* pozisyon pou lannen *medium term*. Mersi.

### **MR SPEAKER**

Mersi SS Payet. *PS*.

### **PS DAMIEN THESEE**

Bonn apre midi Mr Chair, tou Manm Onorab. Nou pe donn pozisyon fiskal petet ki enportan pou nou apresye presyon bann lantrepriz piblik ki pa lo *Central Government* i annan lo Bidze, e aköz sa i tre enportan ler nou konsider nou pozisyon fiskal. Savedir ler nou get nou reveni ek nou depans kwa ki nou annan pou en lannen. Ler nou get nou loperasyon *in terms of* ki manner nou finans sa Bidze. Savedir nou likidite, nou *cash*. E apre trwazyenman lefe ki annan lo nou det ki tre enportan pou nou soustenabilite pei.

So si nou get 2020, provizyerman nou pe espekte termin 2020 avek en *fiscal deficit* 15.3poursan. Sa i nou fiskal primer. Me *overall* i enkli tou nou bann lenterere. I pou fer en deficit 18.5poursan ki

ekivalan R3.9bilyon deficit ki vedir sa R3.9bilyon deficit nou'n bezwen finans li partikilyerman avek *bowerings* nou kapab dir.

Pou lannen 2021, parey nou'n soumet Bidze avek Lasanble. Nou pe prezant en Bidze pou en deficit 11.8poursan e son *overall deficit* si ou enkli son bann lenterere se 15.3poursan ki vedir en *deficit*, en *financing gap* R3.4bilyon ki nou bezwen rod finansman pour sa.

Konpare avek bann lannen avan, nou pe met plis lanfaz bann lannen ki pe vini la avek nou *overall deficit* konpare avek *the primary balance* ki tou kou nou met lanfaz lo la aköz plizoumwenn nou bezwen konsider sa bann lenterere ki nou annan pou peye e ki nou bezwen *borrow* pou peye, an vi ki Gouvernman pa pe zer ase reveni pou li kapab finans son prop depans. Ki fer ki sanmenm sa sityasyon i pli kritik pou nou.

E ler nou get bann prozeksyon mwayen term pou 2022, baze lo nou *current establishment*, si nou kit keksoz parey i ete la, nou'n fer en serten rediksyon kot i posibil. Nou pe vwar nou pou *still* annan en *deficit* 10.5 poursan *overall* an 2022 e 2023 en *deficit*

4.5 poursan. E sa nou pe estimen nou pou kontinyen fer en *deficit* posibleman ziska lannen 2025. E petet nou a vwar en *recovery* 2026 kot la nou ava komans ganny en tre ba *fiscal surplus*.

Prezan ki mannyer *basically* nou finans sa *defisit* ki nou pe fer. Si nou get lafen Desanm 2020, nou ti termin avek en kont balans dan nou 1401, mwens ki R15milyon. E se sa ki Prezidan ti met lanfaz lo la ler i ti dir koumsa i annan sok. Sete nou pa'n zanmen termin ek en tel *cash position ever* depi reform ekonomik.

E an 2020 an Desanm kot nou ti ganny difikilte pou ganny likidite, nou'n bezwen pret apepre R600milyon avek Labank Santral koman davans pou kapab komit bann depans Gouvernman ki nou ti annan an Desanm. Sa nou'n fini re peye.

Nou ti osi rapel nou ti bezwen *issue* en *bond* R1.5 bilyon an 2020 pou kapab soutyen sa *deficit* ki nou'n fer an 2020. E pou 2021 nou'n komans lannen e *so far* pandan Zanvyé li menm, nou'n pret R2.1bilyon avek Labank Santral zis pou kapab finans bann depans Gouvernman an Zanvyé ki ti annan. Me selman

sa nou'n kapab re pey antyerman an Zanvyé *so far*.

E la nou'n retourn dan en *positive cash position* e nou'n fek lans *treasury bonds last week*, semenn pase. Ki nou'n *issue* pou en valer R1.5 bilyon e *as of* yer nou ti ganny nou apepre R461 milyon *in terms* for siskripsyon, bann dimoun ki'n donner. So, savedir sa pe ed nou pou nou kapab annan sa *positive cash balance* ki nou annan.

Ki mannyer nou pou finans sa *defisit* R3.3bilyon an 2020 e pou sa *treasury bonds*, nou pou bezwen kontinyelman *borrow* lo en *short term basis* atraver *treasury bills*. Kot nou al kot *market* tou le semenn, pou plizoumwenn pou bann *short term securities*. E osi nou pou bezwen angaze avek nou bann partner multilateral, pou nou kapab rod sa ki nou apel bann *foreign budget support*.

Me sa i baze lo *achievements* serten target. Savedir Labank Mondyal, Fon Monneter Enternasyonal avek Labank Devlopman Afriken i pare pou pret nou serten larzan. Me selman i pou ranforsi ki Sesel i fer serten reform makroekonomik avek serten target. E ler nou atenn sa bann target, la kot i *disburse* sa larzan.

Savedir pou 2021, *even if* nou annan sa, sa bann larzan avek nou bann *foreign budget support* pou antre pli tar dan lannen. Ki vedir nou annan presyon plizoumwèn sa premye 9 mwan pou kapab soutyen sa bidze atraver rod finansman avek *short term securities* pou kapab fer depans Gouvernman.

So avek kontrent *Air Seychelles* ki vini e deza menm san *Air Seychelles* nou touzour konnen ki Gouvernman i annan li *challenge* tou le lannen, pou li priyoritiz son bann proze ek son bann program dan Bidze. Nou annan sa ki nou apel en *budget constraint*.

So, la ankor avek sityasyon *Air Seychelles* nou bezwen prezan get si Gouvernman i decide pou li soutyen *Air Seychelles*. Kwa ki nou pa finanse, kalite lenfrastruktir nou pa finanse, kalite program nou pa fer pou nou kapab donn sa finansman *Air Seychelles*. Sa ki enportan note, ki sa det *Air Seychelles* ki pe ganny me relevans avek, si *Air Seychelles* ti pou napa li nou ti pou fer en profi. I pa en keksoz korek ki nou petet apresye. Akoz *still* det *Air Seychelles* e se Gouvernman ki bezwen vini pou finans li.

Pou lannen 2021, si nou al lo lot *slide*, *so far* nou pa'n mete

okenn finansman adisyonnèl pou kouver sa bann det *Air Seychelles* ki annan avek Etihad ek *bondholders*. I ankor an deor. Nou'n zis *provide* R104 milyon *in terms of* lasistans saler.

Lot *slide* nou pou vwar an 2021 nou annan nou lavalè R5.7bilyon det ki nou bezwen re peye sa lannen e ladan 4.9 bilyon i bann det domestik. Savedir bann *treasury bills* ki pou *mature*, ki nou pou bezwen re peye. Sa natirelman prezan ou bezwen *borrow* plis pou ou kapab petet sa ki nou apel *roll over*.

E ou vwar si nou konpar 2017 ek 2020, si nou get kou pou nou *borrow on average*, an 2019 nou *external debt* ti pe kout nou *on average* 3.2 pour sa. E nou'n vwar 2020 avek sityasyon *COVID* nou bann det eksteryer in monte, savedir *on average* la in ariv 4.5 pousan, en logmantasyon 40 pousan dan nou bann pri det eksteryer. Nou ava rapel ki nou'n pran bokou *budget support* lannen pase avek *IMF*, *World Bank*, avek Labank Devlopman.

E pour det domestik an 2019 *on average* ti kout 1.6 pousan, pou nou *borrow* lokalman e 2020 ki nou'n vwar ki nou det domestik in monte pou ariv 262 pousan ki sa 5.8

poursan pou nou kapab finans bann det domestik.

Savedir plis, Gouvernman i bezwen *borrow* plis. Natirelman marse li prezan li i aziste, i vwar ou nesesite li pou sarz ou plis, pou fer en *return* lo la. Se koumsa ki nou vwar prezan nou *overall balance* pe *shoot up quite* alarman.

Nou lot *slide*. Sa i montre en pe nou soustenabilite date. Sa premye latab anler i montre nou prozeksyon e sa enn anba i sa ki *IMF* in fer e soumet ek nou. 2020 nou pou termin nou avek en det *to GDP* 99.4 poursan. Nou ava rapel target sete 50poursan *debt to GDP by* lannen 2021. Me parkont nou pou vwar ki lannen 2021 nou pou fini avek petet en prozeksyon 108.4 poursan *debt to GDP* e sa i pa enkli sa *loan* ki nou pe swadizan *rely* lo la avek *TDB*, \$41milyon ki ekivalan 7poursan *GDP* si nou azout lo la. Pou plizoumwèn re pey sa bann *loan Air Seychelles*.

Savedir si i annan zot 7 poursan avek 108, nou pou ganny nou 115 det *to GDP* pou 2021. Anba i montre *IMF* son bann prozeksyon ki in fer e in partaz avek nou. Bann diskisyon i annan sa bout kot i met son *sustainability scenario*. Sa *sustainability scenario* i plizoumwèn ki mannyer nou

asire ki nou redwir nou det dan mwayen term, pou nou tourn *back* lo en sitasyon kot prezan nou nepli pe depans plis ki nou pe zere.

Savedir kantmenm nou 2021 nou pe dir nou pou fini avek 108.4 poursan *debt to GDP* i deza pli o avek sa nouvo soutenab ki sipoze *at least* 100.8poursan. Nou deza zot sa baz soustenabilite.

So, pou bezwen annan plis zefor ki Gouvernman i bezwen fer, pou redwir depans lo son Bidze li menm pou kapab anmenn nou lo sa nivo soustenabilite. E si prezan nou azout sa bann presyon ki *Air Seychelles* pe demande an plis. Bomaten mon'n tann \$15 milyon pou lannen 2021 e 2022 natirelman sa i vin en presyon lo nou.

Lot *slide*. Tre brefman parey in ganny dir avan, nou vwar dapre rapor ki'n ganny fer ki lo larout enternasyonal ankor ki nou'n vwar, i pa en larout ki ou vwar pou fer okenn profi. E lo kote rezyonal prediksyon sete in vwar ki i pou en looperasyon ki pou kontinyen fer bann rezilta negativ, ler ou met an zwe son bann kou ladministratif avek son bann kou *marketing*

E pour konklir in ganny dir dan sa rapor ki si nou get

loperasyon *Air Seychelles* son *international flight* lo en kote endividyel, san okenn bann lezot *segment* kot i anmenn li reveni oubyen lasistans avek Gouvernman, *Government Grants*, sa loperasyon ki *Air Seychelles* pe propoze, savedir son *international segment*, pa pou petet zanmen ariv en nivo profitabilite *even if* nou annan bann senaryo optimistik ki pe ganny donnen.

So, posibleman i pou annan sa *loss*. E ler prezan nou pe get sitasyon *COVID* kot nou pe vwar *recovery* i dan 3an a 5an, sa prezan i met nou Gouvernman an pli gran risk *in terms of suitability debt* e osi dezyenman nou *challenge* fiskal. Savedir ki mannyer nou finans sa bann presyon adisyonel pou donn en *subvention* en parastatal kan nou *central Government* i deza dan problem li menm.

Menm si i pou fer tou son posib pou li *streamline, cut cost*, tir koripsyon, fer tou sa ki fodre. Mon annan sa gro *challenge* ki nou bezwen al dan *market, borrow* e ler nou *borrow*, aköz nou pa pe ganny sa kantite reveni pou nou kapab *meet* depans dan Gouvernman, *then* i fer ou kou loperasyon pli ser, aköz ou pe ganny bann lentere pli ser ankor.

So, pou sey donn serten stabilite dan *market*, Minister Finans avek Labank Santral in bezwen osi fer diskisyon avek bann Labank Komersyal pou donn zot sa lasirans ki Gouvernman *despise* sa bann *challenge*, nou pa pou *default* lo okenn det domestik ki nou annan.

Akoz dernyen keksoz ki nou anvi se si nou pa kapab oner nou bann det domestik ki nou pe *go on a market every week* pou rod *treasury bills* pou finans bann depans Gouvernman, plizoumwenn lo en *short term basis*. E son kou pe monte. Me nou bezwen *at the same time* kontinyen fer sa e donn langazman bann labank oubyen bann investiser pou kontinyen donn nou sa larzan. Mersi, Mr Chair.

#### **MR SPEAKER**

Mersi PS. SS Payet.

#### **SS PATRICK PAYET**

Yes, mersi Mr Chair. Mr Chair, kekfwa dernyen *slide* mon krwar enn de kestyon ki nou *as* Gouvernman, nou ankor pe demande, diskite pou vwar soustenabilite *of Air Seychelles* premyerman premye keksoz ki nou bezwen demande se konbyen Bidze i kapab *afford*, pou fer sir ki sa bout eleman

*international segment* i reste sa *Insurance Policy*.

Savedir konbyen *the Insurance Policy at this current climate* i pou kout pei par lannen, *in the next 5 years*. *Currently* parey PS in mansyonnen dan Bidze, nou annan zis loperasyon pou pey zis saler pou lannen 2021.

*Secondly, the debt* ki nou'n koz lo la pli boner. Sa 11.7 avek sa \$20 milyon ki kantite ki nou kapab *factor* anndan Bidze. Mon konnen diskisyon avek *Air Seychelles for Government to take over those debt*. Me selman tousala nou bezwen enkli li dan nou *macro framework*.

*Thirdly*, avek tou keksoz, sityasyon lekonomi ki pe arive enternasyonalman, eski Sid Afrique *as en market* i pou *pick up*? E tousala i bann analiz ki nou bezwen fer baze lo bann prozeksyon ki *available out there*.

*Thirdly*, eski si nou kontinyen avek bann lezot larout rezyonal e *Tel Aviv* nou konnen Desanm in fer vreman byen. Eski i pou kapab annan ase reveni ki pou antre ki pou *compensate the other losses* ant kekfwa *Mumbai* avek Sid Afrik. Sa i bann lezot kestyon ki nou bezwen analiz, *base analysis* lo la.

E osi nou konnen par egzantp si Gouvernman demen i deside pou zis al lo sa *domestic* avek *ground handling*, i annan lenpak lo bann kontra, bann *leases* ki'n ganny sinyen *existingly* lo sa bann *segment* enternasyonal. So, tousala nou bezwen kapab *cost* li pou vwar son eleman negosyasyon osi.

E en lot eleman, nou konnen par egzantp si i demen i deside an menm tan pran en lot desizyon pa kontinyen avek *the international segment*. Parey mon'n mansyonnen si sa 11 poursan ki pe vini par *Air Seychelles*, eski bann lezot *airline* pou *take onboard*? Eski bann touris pou *divert* dan bann lezot *airline*? Sa i bann kestyon, osi bann analiz ki nou bezwen fer.

Me selman mon konnen i annan 3 keksoz devan nou *as* Gouvernman. Premye ki nou pe finaliz negosyasyon, se Lagreman ki nou'n sinyen avek Etihad e sa i *almost on the completing phase*. Etihad in sinyen, me Gouvernman Sesel pa ankor sinyen, akoz zis pou nou, nou pe met sa eleman kan ki nou peye. Akoz letan nou pe regarde, pou sa lannen nou pa pe kapab pey sa \$11.7 milyon e nou, nou'n mete pou lannen. Nou pe prozekte pou nou pey li pou lannen 2022.

So, nou konplet sa legzersis avek Etihad e *Air Seychelles* i vin *100 percent own by the Government of Seychelles*. E dezyenman pou nou finaliz negosyasyon avek *bondholders* pou zot agree pou sa \$20milyon ki nou anvi *compensate* lo sa \$71.5 milyon.

E trwazyenm mwan pou Gouvernman pran en desizyon si nou pa kapab *afford* sa *other capital injection*, ki arive avek striktir *Air Seychelles*? Ki manner i pou *look like*. So, i sa 3 eleman ki mon krwar nou bezwen al *sequential*. Fini enn, me selman nou pou bezwen sa lannen kapab pran en desizyon pou re striktir *Air Seychelles*. Mersi Mr Chair.

### **MR SPEAKER**

Mersi SS. Wi, Onorab Churchill Gill.

### **HON CHURCHILL GILL**

Mersi, Mr Chair. Mr Chair, ler mon'n ekout *Management Air Seychelles* bomaten ek zot bann statistik ki zot in donn nou. Mon'n ekout Departman Minister Finans, bann lenformasyon ki zot in donn nou. Mon krwar en konklizyon ki kler se ki tou sa bann letan ki sa bann det ti pe ganny pran, sa bann *loan* ki ti pe ganny pran

i ti kler poudir *Air Seychelles* pa ti pou kapab peye sa.

I ti kler akoz bann lenformasyon ki zot in donn nou, toultan ler sa bann det i pe vin *due*, nou, nou dan en problem kot nou pa kapab peye. Savedir i ti kler poudir donner larout ki larout ki *Air Seychelles* pe fer, rezilta ki pe gannyen. Tou sa bann det nou ti pou zis pa kapab peye. Nou bezwen aksepté.

E prezan sa i napa naryen pou fer avek *staff Air Seychelles*. I annan keksoz pou fer avek desizyon ki *Management Air Seychelles* in pran avek bann *shareholders*. Akoz zot ki'n met sa bann komitman lo *Air Seychelles*.

An menm tan konnen osi ki nou pa pou kapab soutenir sa bann det. Mwan mon krwar i ti zis en *matter* kot nou ti pe pous sa pli lwen e la prezan nou'n ariv sa staz kot nou bezwen fer fas avek sa det.

So, a lafen dizour mon krwar nou bezwen seryezman konpran poudir wi i ti en sityasyon ki nou ti pou fer fas avek. Ti zis en *matter* ki son letan pa ti ankor arive.

Alors mon ti a demann *shareholder* ki Gouvernman e Minister Finans *acknowledge* ki sa ti le ka, nou ti konnen sa letan ler nou ti pe pran sa bann

komitman. E prezan annou tonm dakor baze lo nou sityasyon ekonomik ki vre, i serye. Me selman annou gete ki fason an term en sonm ki Bidze i kapab soutenir apre ki zot eksplor tou bann posibilite e prezan sa i ava ede pou en desizyon kapab ganny pran. Mersi, Mr Speaker.

### **MR SPEAKER**

Mersi Onorab Gill. *Panel. Yes SS Payet.*

### **SS PATRICK PAYET**

Mersi Mr Chair. Mersi Onorab. Mr Chair, parey nou prezantasyon nou'n met lanfaz lo la. Parey PS in dir, okenn desizyon ki ganny pran pou nou *inject* plis kapital lo *Air Seychelles*, si en desizyon demen Gouvernman i pran ki nou bezwen soutenir *Air Seychelles* lo sa *international segment*, nou pou bezwen kapab vwar lekel programm ouswa depans Gouvernman ki bezwen ganny redwir.

Akoz letan nou regard nou total lanvlop ki nou annan, soustenabilite *over the medium term of the fiscal*, e parey PS in mansyonnen, ki kante larzan ki *available* lo *market* pou nou kapab *borrow*. Nou bezwen kapab pran en desizyon *as a country, yes*. Si *Air Seychelles* i

reste *as international segment*, ki kante *injection of capital* ki i pou bezwen tou le lannen e lekel sa programm Gouvernman, ouswa depans Gouvernman ki nou bezwen retire ouswa si Gouvernman i decide pa fer sa, i bezwen kapab *inject* en lot kalite *tax* ki pou kapab *raise more revenue*.

So, *this is the desizyon as en Gouvernman ki nou bezwen assess*, vwar ki lenpak tou sa bann desizyon ki nou pran e ki *the bigger picture as en macroeconomic medium term forecast* ki nou pe fer.

So definitivman en desizyon parey nou'n dir i bezwen ganny pran sa lannen e pou nou kapab travay. E en keksoz ki par egzant letan nou'n *meet* avek *Air Seychelles yesterday*. Ki nou pe diskrit avek li, annou regard en pe sa bann model. Vre, zot in vin \$15 milyon sa lannen ki zot pe demande baze lo Bidze ki zot in soumet avek *PEMC*. Me si par egzant bann *assumption* ki nou pe servi si touris i *pick up*, ki *level* ki i *pick up*, ki lenpak sa i pou arive lo zot *financials*.

So, tou sa bann model ki nou pe diskrit avek zot ki nou espekte *in the next 2 weeks* pou zot kapab prezant *something* avek nou. Me selman nou letan nou, nou'n fer nou *assessment*



nou'n vwar definitivman avek sa *international segment* Gouvernman i bezwen *inject more capital*. *Thank you*.

**MR SPEAKER**

Mersi SS. Onorab Gervais Henrie.

**HON GERVAIS HENRIE**

Mersi Mr Chair. Bonn apre midi tou dimoun. Mon premye kestyon mon oule en senp wi ouswa non, selman mon rekonforte lo zot dernyen *slid* mon vwar i annan en bann kestyon ki pe ganny demande. Savedir mon kestyon ki mon oule larepons wi ouswa non. A sa moman ki nou pe koze, en desizyon ferm malgre serten lakizasyon, poudir desizyon pa ankor ganny fer pou ferm *Air Seychelles*. Wi ouswa non, sa i mon premye kestyon.

Mon dezyenm kestyon, i vin lo kantite larzan ki Gouvernman in met dan *Air Seychelles* depi 2012 e en sonm apepre R1bilyon in ganny *quote* depi 2012 ziska 2019. E vizavi lakantite larzan ki li *Air Seychelles* i dir i anmennen dan lekonomi direk ou endirek?

Letan nou balans le de eski nou kapab dir nou a kapab pran en kote dan sa deba baze lo depi 2012 ziska 2019 nou'n kontribye 1bilyon. Me li i pe dir

pa lannen i pe anmenn 66 milyon. So, si nou ti pou fer en kalkilasyon, si nou balans sa 2. Eski alors nou kapab dir be *ok*, nou kapab *take a chance* ankor lo *Air Seychelles*.

E finalman Mr Speaker, letan nou'n get, mon pe *get worse and best case scenario*. *Air Seychelles* nou konnen poudir i annan \$11.7milyon ki i bezwen pey Etihad. *Bond holders* i kapab 20, zot kapab dir non, nou pa oule 20, nou oule 30.

Apre i annan sa *capital injection* ki li i pe dir ek Gouvernman mete, la pou ozordi mon'n tann nonm 15, me selman Sanmdi zot ti pe dir nou i kapab ant 6 a 10 par an. So, *a good scenario* i tonm apepre \$26.7milyon, *the worst case scenario* i kapab tonm 51.7. Mon kestyon i se ki kote nou pou ganny sa larzan, e eski koman en pei nou kapab *afford* sa larzan san ki parey SS in eksplik nou byen, i bezwen annan 1, 2 ou 3 ou menm bokou plis program, servis e travay Seselwa i sibir en konsekans. Sa i en kestyon fran irespektiv ki degre fermal i fermal pou nou aksepte, me i pou bezwen leka. So, sa i mon 3 soumisyon. Mersi Mr Speaker.

**MR SPEAKER**

Mersi Onorab. *Panel.*

**SS PATRICK PAYET**

Mersi, Mr Chair. Mersi Onorab pou sa kestyon. Onorab premye kestyon non, en desizyon pa ankor ganny pran. Analis pe ganny fer.

Lo dezyenm kestyon, vre Gouvernman in *inject almost R1 billion* lo *Air Seychelles*, me en keksoz ki nou bezwen *assess*. Mon konnen *Air Seychelles* in vin avek en prezantasyon in dir kekfwa endirekteman konbyen par egzant sa bann touris ki zot pe anmennen, endirekteman konbyen sa bann touris pe al servi *Guest Houses*, *Lotel*. So i annan *VAT*, i annan landrwa ki zot pe peye. Me selman en kestyon ki nou demande, si sa bann touris ozordi ki pe vin *via Air Seychelles*, si demen en desizyon i ganny pran pou *Air Seychelles* arete vin dan sa *international segment*, eski sa 41mil touris ki *Air Seychelles* i anmennen pou arete vin Sesel?

So, *this is where the oportinite* kekfwa, *Air Seychelles* vre in dir pour lemoman i kontribye *so much*. Me selman eski sa bann touris baze lo sa marse ki egziste pou arete vini? So si i pou kontinyen vini, so nou pou kontinyen ganny sa *quantum*, pou mwan sa mon ti

pou tire dan sa *formula* letan mon ti pe fer prozeksyon kantite *Air Seychelles* i anmennen dan lekonomi Sesel.

So, pou nou definitivman, vre *Air Seychelles* i anmenn son kantite viziter, i annan kontribisyon dan lekonomi Sesel. Me selman letan ou regard *the* kou ki nou pe peye ozordi, kot nou pe vwar li ki pe *outweigh* zot kontribisyon baze lo *assumption* ki nou pe servi. Nou, nou pe *assume* ki vre i pou annan en tonbe si par egzant sa *international segment* i arive. Si tou bann dimoun ki pe *fly* direk, me selman touris dan sa bann marse pou *find* en solisyon pou zot ariv Sesel baze lo nou *marketing campaign* ki *STB* i servi.

En lot eleman kekfwa nou kapab mansyonnen se sa eleman par egzant letan ou get sa trafik *Joburg to Mumbai*. Zot vwar ki sa marse bokou Sid Afriken ouswa Endyen ki servi sa larout akoz i annan ki zis *transit* Sesel. So, *Air Seychelles* i kapab kekfwa pe benefisye li, me selman endirekteman *it's not* Sesel ki pe benefisye. Akoz i annan sa bann touris ki sorti *Joburg*, i *transit* Mahe, apre i al direk Mumbai.

Me en kestyon, nou konnen ozordi *South African Airways* ti dan problem, me si

demen *South African Airways* kekfwa son Gouvernen i decide pou *eject* plis *capital* ouswa demen i vwar en *partner* pou pran striktir sa *Airline*, si demen *Joburg* i annan en *flight* direk *from Joburg to Mumbai*, ki lenpak sa i arive lo sa *flight* ki ti pe vin Sesel ki sorti *Joburg, Mahe* i al *Mumbai*.

So tousala i bann analiz ki nou bezwen fer pou vwar *the probability of* sa sekter. So, i en pe bann analiz. Par egzanp, *secondly* parey avek nou *segment* Maurice ki ozordi pe donn nou plis larzan lo sa *international segment*. Me selman si i arive ki *Air Mauritius* i *beef up*, zot retourn Sesel, ki lenpak sa i arive lo *Air Seychelles*. So, i annan bann *assumption* ki nou bezwen servi letan nou pe fer en pe nou bann analiz.

Lo kote trwazyenm kestyon, vre pour lemoman nou napa sa larzan pou nou kapab *inject* plis dan *Air Seychelles*. Me ki arive, Gouvernman vre i nou'n annan diskisyon avek *Trade Development Bank*, depi ler senaryo, par egzanp *World Bank* li in dir nou i pa pou kapab soutenir, aköz li *World Bank* letan in fer son *assessment*, in dir li i pa kapab donn larzan Gouvernman pou ed *Air Seychelles* baze lo son

*assessment* ki in fer, *modeling* ki in fer, *viability* lo *Air Seychelles*.

Me nou pe diskite avek *Trade Development Bank*. *Tarde Development Bank* in dir nou non i pa pou kapab donn larzan *Air Seychelles*, me i pou bezwen donn larzan Gouvernman apre li Gouvernman i ava *inject* dan *Air Seychelles*. Me sa i en diskisyon ki nou pe ganny kontinyelman, aköz pou *TDB* kapab anmenn sa lo son *Board* pou regarde si vre i kapab ganny son *capital* nou bezwen kapab finaliz tou sa bann negosyasyon *between* Etihad ek *bondholders*. Me pour lemoman *bondholders* i *outstanding*. So *TDB* pa ankor kapab anmenn sa lo son board.

Me selman letan nou'n regarde, vre *any* larzan adisyonnèl ki nou bezwen *invest, inject* dan *Air Seychelles*, nou bezwen *forgo additional* striktir dan Gouvernman ,ouswa bann program, bann proze ki *currently* dan Bidze *medium term*. Mersi.

### **MR SPEAKER**

Mersi SS. Onorab Wavel Woodcock.

### **HON WAVEL WOODCOCK**

Mersi Mr Speaker. Bonn apre midi SS avek ou lekip. SS, dapre bann lenformasyon ki nou'n gannyen avek *Air Seychelles* ouswa avek ou, *ok*, *Etihad* in pare pou donn nou en *discount* 79 pousan ki nou pou pey selman \$11.7milyon. Me bann *bondholders* zot pe *hold out* pou 56.4 ou R57.2milyon me ki Gouvernman pe sey negosye sa det pou fer desann pou vin R20milyon. Me selman i napa okenn garanti ki sa bann *bondholders* pou aksepte pou desann pou vin \$20milyon. *Now*, si *in the event* ki bann *bondholders* i *still* ensiste ki Gouvernman i pey sa 56 an montan milyon Dolar, ki opsyon ki Gouvernman i annan?

Eski pa antre dan ladministrasyon, i pa pou *save* Gouvernman bokou plis larzan ki nou, olye nou bezwen pey tou sa bann gran det ki nou annan. E SS ou'n osi mansyonn en keksoz vreman enteresan, akoz *Air Seychelles* zot, zot pe dir *ok* lo kote bann *long haul flight* dan lepase nou pa'n profitab, e ou'n eksplik nou klerman ki bann *long haul flight* pa'n profitab dan lepase, ki ozordi *Air Seychelles* pe konsantre lo rezyonal.

Me an menm tan nou bezwen demann nou lekor sa kestyon, eski an vi sa pandemik

*COVID-19* ki nou pe fas avek, eski sa bann larout rezyonal pou profitab? Sid Afrique nou annan sa *issue* sa nouvo *strain*. E eski an vi sityasyon pandemik, eski sa bann larout i pou *open up* pou nou? Eski i pou vreman profitab pou nou? Eski i annan bann lezot alternativ? Gouvernman koman bann *shareholders*, *based* lo bann analiz ki zot fer, eski pou profitab?

Finalman i annan sa largiman ki'n ganny anmennen pli boner lo *Open Sky* Polisi ki largiman ki *Air Seychelles* in anmennen, pou ed zot pou en pe sirmont bann konpetisyon, bann konpetiter ki annan la deor. Se ki nou bezwen restrikte lakantite bann vol ki bann lezot lakonpanyen *airline* i fer Sesel. Eski sa ou krwar i pou fer sans? E eski i pa pou annan en lenpak ekonomik lo nou pei an term lakantite viziter ki pou antre Sesel, si nou restriktir lakantite bann vol bann lezot *airline* ki fer Sesel? Mersi.

### **MR SPEAKER**

Mersi Onorab. *Panel*, SS.

### **SS PATRICK PAYET**

Mersi Mr Chair. Mersi Onorab. Onorab premye kestyon, ki opsyon ki nou annan lo kote

*bondholders?* Si i arive ki i annan sa presyon avek *bond holders* pou nou pey zot sa total \$71.5milyon e nou Gouvernman ki nou'n dir zot nou annan zis \$20milyon, so, definitivman en opsyon se *go into administration*. *Air Seychelles* pou bezwen al *go into administration*. Sanmenm sa ki nou, nou pe negosye avek *Etihad* pou nou finaliz lagreman. Savedir tou sa bann det ki *Etihad* ozordi i annan, sa i pou *take onboard* by Gouvernman.

Savedir Gouvernman pou dir be *ok*, nou'n negosye, nou'n pran det *Etihad*. So, nou pou kapab nou osi negosye dan sa *package* letan nou al dan administrasyon. So, sa lobzektif ki nou pe fer finaliz avek *Etihad*, apre al lager avek *bondholders*.

*Once* ki nou *out go into administrasyon*, nou'n vwar ki *the* maksimonm ki nou kapab pey tou bann *liabilities* ki egziste i apepre \$20milyon.

So, *bondholders* pou nou letan nou regard li e diskisyon avek *Air Seychelles*, pou zot i dan zot lavantaz pou zot aksepte sa \$20milyon ozordi, konpare si nou al dan administrasyon, Gouvernman pou annan en *say* dan sa \$20 milyon. Akoz letan nou'n

regarde, zis \$20 milyon, *liquidator* i a vini. Prosedir pou ganny *follow* dan administrasyon e zis \$20 milyon ki pou ganny peye pou bann *liabilities* ki *Air Seychelles* e Gouvernman i kapab annan en *bigger say* akoz in *take over*.

So, sa i en *last huddles* ki nou bezwen al ladan si i arive al lo la. Nou letan nou'n regard bann *assessment* ki nou'n fer baze, lo en pe bann pei kot *Air Seychelles* i al ladan, baze lo zot bann *market* rezyonal, nou'n vwar ki i annan bokou *assumption* ki nou bezwen servi me en marse mon krwar ki'n ganny afekte se Sid Afrik. Me en lot marse se, *yes India* kekfwa ou kapab *penetrate the market* me selman *already* zot ti pe fer *loss making in the past 2 years*.

Me selman en *argument* ki *Air Seychelles* i servi avek nou se zot *neo* ki zot in vini i pli *cost effective*. So sa i bann *assessment* ki *Air Seychelles* i bezwen fer. *Yes*, si par egzanzp avek 28poursan adisyonnal *capacity* ki zot kapab pran, si i arive i annan plis *Indian* touris ki pou vin Sesel, sa *market* ki son lenpak i annan dan sa *probability*.

Me selman enn ki nou'n vwar ki dan problem se Sid Afrik. *Maurice* se en eleman ki

nou'n fer assessment. I kapab, me selman profi i kapab diminyen. So lo son totalite baze lo sa *viability modeling* ki ti ganny fer ki'n pran prenon kont en pe bann *assumption* menm si ou ti pou annan *increase* lot faktor. Sa *regional segment* pou *still run at a loss*.

So, tousala sa madanm letan in fer son *assessment*, sa *aviation expert* in vwar ki i pa *profitab over the medium term*.

Trwazyenmman lo *Open Sky* Polisi, mon krwar kestyon osi mon krwar *PS Renaud* letan i vini pli boner i kapab reponn en pe lo la. Me selman en keksoz letan nou regarde, nou bezwen regard keksoz pou pei. Vre nou bezwen regard en pe nou *SOPs*. Me selman nou bezwen pran an kont pei *as a whole*. Benefis ki annan pou pei e benefis pou touris ki vin Sesel. Nou pa kapab get li dan izolasyon.

Letan ou regard par egzanp letan ou ti konman bann marse 2012/2013. I ti *still*, menm si i pa ti tro *open*, 2009 ou ti kapab dir bann letan *previously*, i ti *loss making*. So, Gouvernman in pran tou sa *liabilities* 2012. So menm si kekfwa sa *Open Sky Policy* kekfwa ti en pe pli fermen pandan sa bann letan, nou ti vwar ki *Air Seychelles* ti *still* pe

fer *at a loss*, menm si i ti pe *subsidies* avek par *ground handling* avek domestik. *Thank you*.

### **MR SPEAKER**

Wi *PS*. Mersi *SS*.

### **PS DAMIEN THESEE**

Mersi Mr Chair. Lo trwazyenm kestyon, ki nou'n *comes across* osi, se ki nou bezwen realize ki sa bann lezot *airline* i deza annan en prodwi pli siperyer ki sa ki pou nou. E konmela nou annan bann *hubs*, sa bann *gulf carriers* i kree bann *hubs* e zot kapab servi zot *networks basically* pou kapab anmenn plis, plizoumwenn touris kot nou, ki nou napa sa lavantaz.

So mon krwar sa i en keksoz ki nou bezwen tre konsyan parski *even if* nou annan *Open Skies*, *still* ou bezwen demann permisyon avan sa bann *carriers* i ogmant lakantite vol ki zot fer isi. So zot pa totalman *over* e *Air Seychelles* li annan zis 11 poursan viziter ki kontribye dan tou sa bann viziter ki arive dan en lannen. E sa i kapab annan petet en lefe en pe advers lo lekonomi ler nou pou perdi sa bann *hubs* oubyen sa bann landrwa, ki li i kapab servi son lavantaz pou *market* plis. E *even* parey nou konnen avek

serten *airline, even if* son larout i *loss making. Even if* i fer 2 vol par zour pou li petet sa i pe *subsidize* avek lezot son bann *market*.

So nou, nou napa okenn lezot *market* pou *subsidize* sa larout ki nou pe fer. Nou pe servi *ground handling* me selman i pase lo li menm. Mersi.

### **MR SPEAKER**

Mersi. Onorab Clifford Andre.

### **HON CLIFFORD ANDRE**

Mersi Mr Speaker. Bonn apre midi SS avek ou delegasyon. SS premye kestyon ki mon ti a kontan demande si sa *aviation expert* ki ou'n dir la. In fer sa resers prenon konsiderasyon sa *model neo* ki Sesel in gannyen an 2019? Akoz lenformasyon ki mwan mon annan *PS* i dir poudir ki sa 3 larout ki ou'n dir pa *profitable*, i lekotrer.

Prenon kont sa nouvo avyon. Annefe *Joburg* in fer profi environ \$185mil, *Maurice* in fer en profi \$701mil. E *Tel Aviv* in fer \$232mil. So in montre ki sa *neo* avek sa *model* i annan sa profitabilite ki *Air Seychelles* i kapab pas atraver. Sa i premye kestyon. So kan, lekel ki'n fer, ki konpanyen ki'n fer sa, si in pran konsiderasyon sa bann faktor.

Dezyenm dokiman ki nou, nou'n gannyen sorti kot *Air Seychelles*, in montre ki *Air Seychelles* in fer en kontribisyon dan lekonomi Sesel, dan lekonomi Sesel *annually of 93.3million US Dollars*. E sa ti an 2019, *ok*.

So eski Gouvernman letan i gete, Minister Finans i pa balans sa ki *Air Seychelles* i fer, i anmennen? Akoz i annan dan *Airport Tax, PIP, VAT, Pension Fund* e diferan milyon Dolar sa en.

So letan ou pe pran en desizyon, eski zot get *holistically* sa bann kontribisyon ki sa *Airline*? Sa i nou *national pride* sa. Bokou nou, mon pa krwar i annan enn nou isi anndan. Menm ou menm Mr Speaker ki pa'n deza voyaz lo *Air Seychelles*.

E mwan mon pou toultan dir ki sa servis ki mon'n gannyen lo *Air Seychelles* i ekselan. Kekfwa annandler ler i apoze, letan i pez fren ou santi sa tapaz ki i pe fer, ou dir be kekfwa i annan en pti keksoz pa bon. Me selman apard sa tou son *staff was welcoming* ekselan servis.

Alors mon krwar mwan koman en Seselwa mon pou lager ziska mon dernyen gout disan pou mon sey ede, pou fer *Air Seychelles* kontinyen

anvole. E mon krwar i kapab fer sa. Nou bezwen donn li sa loportinite avek sa bann nouvo *cuts* ki in fer, nouvo *airline* ki in fer, e i kapab *survive*. Mersi.

### **MR SPEAKER**

Mersi Onorab. Wi *panel*.

### **SS PATRICK PAYET**

Mersi Mr Chair. Mr Chair kekfwa nou a komans lo sa *aviation expert*. *Aviation expert* ti ganny *outsource* parey mon'n dir pli boner. Nou ti demann *World Bank* si i kapab finansman en *loan* lo *Air Seychelles*. E definitivman parey ou konnen ler ou al kot en labank, en labank i bezwen fer sonm *due diligence process*.

I bezwen regarde par egzanzp demen mon annan en biznes mon dir avek sa labank, mon kapab ganny en *loan* avek ou. Labank pou dir ou donn mon ou *business plan* e fer en *assessment*.

E tou sa bann lenformasyon ki nou'n mansyonnen ozordi i dan sa rapor, e mazorite baze i pa bann lenformasyon 2019. Me selman avan baze lenformasyon ki ti *available at that time*. E tou sa bann lenformasyon in ganny donner par *Air Seychelles*.

So sa madanm ti vin isi Sesel e osi i ti pe kontinyen

ganny lenformasyon i ti fer en *desktop review* parey nou apel li. So *Air Seychelles* ti soumet tou son lenformasyon avek li *online*, e Gouvernman ti soumet tou son lenformasyon.

E apre i ti desann Sesel pou diskite en pe bann *assessment* ki in fer, e si pou kapab *allow Air Seychelles* kapab fer get en pe zot bann model *online* ki bann model ki zot fer.

Me en keksoz ki'n fer sorti dan rapor, *yes* sa madanm in rekonnèt ki definitivman *neo yes* pou annan sa *cost element* ki pou redwir kou. Me menm i pou redwir sa kou, li i pa pe war li i pou pli profitab dan sa larout letan i fer son *assessment*.

So in fer en pe sa bann *assessment*. Si i annan en pe sa bann lenformasyon kekfwa Onorab ou'n gannyen sorti kot *Air Seychelles*, nou ti a kontan ganny sa bann lenformasyon ki nou ti kapab diskite ankor avek *Air Seychelles*, pou nou vwar en pe sa bann asonpsyon ki zot in servi.

Akoz pou nou tou lenformasyon, menm *Air Seychelles* in soumet menm 2020. Zis 2 mwan kekfwa an 2020 ki zot in kapab servi sa avyon avan *COVID*. Mon konnen kekfwa 2020 avek sa *assumption* ki nou pe servi aköz



ti annan COVID, e kekfwa *load* fakter ti diferan.

Me nou kapab kekfwa ganny en pe lenformasyon avek ou, baze lo bann lenformasyon ki *Air Seychelles* in soumet pou nou kapab diskit avek zot, pou vwar en pe bann *assumptions* ki zot in servi.

Me selman nou letan nou regarde bann diferan senaryo. letan nou dir bann senaryo ki *Air Seychelles* in soumet *through the Board of Directors*. Zot in soumet *through the Board of Directors* i pa lenformasyon ki nou Minister Finans nou'n baze en pe lo zot lenformasyon ki zot in soumet.

*Secondly* lo sa *holistic approach* definitivman Gouvernman letan espesyalman Minister Finans letan i regard keksoz, i regard li dan son evantyalite. So kekfwa la en pe plis detay lo la.

Definitivman *Air Seychelles* in dir direktman zot in kontribye *either through Income Tax, VAT Payment, Pension, Government Enterprise*, ouswa *Airport Taxes almost \$9.5million*.

So definitivman i annan sa eleman. Si i arive demen son bout *international segment* i sorti, eski sa bann travayer ki ozordi pe travay *Air Seychelles* nou pe *assume* ki i pa pou

ganny en travay demen? Savedir i pa pou anploye *elsewhere* ki i pou kontinyen pey *income tax* ek *pension*?

So tousala i bann balans ki ler ou pe fer en desizyon ou balanse. Ou fer ou bann *assumption* ou dir i kapab arive kekfwa zot saler i redwir. Ouswa si demen sa travayer demen i anvi al en biznes, kekfwa i pou pey *business tax* *I don't know*.

So tousala i bann *assumptions* ki nou bezwen asize analize, baze lo kekfwa keksoz ki kapab per dir se sa *Government Enterprise*.

Selman *SEYPEC* avek *SCAA*, letan ou regarde *fuel, domestic* i pou kontinyen annan sa bout enternasyonal i redwir. So i bann *assessment* ki pou ganny fer. Letan ou regard endirekteman parey Onorab Henrie in demann sa kestyon taler, endirekteman in dir ki i kontribye \$83.8milyon.

Eski en *assessment* ki letan nou pou fer, sa bann touris ki pe vin *via Air Seychelles* i pa pou vini lo son bann lezot *airline*? Si sa touris i kontinyen vin lezot *airlines*, savedir definitivman nou pa kapab pronons sa endirekteman *as* en eleman. Akoz definitivman sa pou kontinyen. I pour balanse, i

pour annan en *net effect*. So tousala i ban *assessment* ki letan nou diskrit avek *Air Seychelles* nou fer. Nou vwar nou *the cost* pou le moman i *outweigh* reveni ki nou ekspekte gannyan dan lefitir. Mersi.

### **MR SPEAKER**

Wi Mr Tirant.

### **CEO PEMC GEORGE TIRANT**

Mersi Mr Chair. Mon krwar zis pou azoute Onorab. Bonn apre midi bann Manm. Wi letan sa madanm sa eksper ti vini, aköz i ti travay tre pros avek nou *neo* pa ti ankor ariv dan pei, me i ti'n fini fer bann negosyasyon, bann Lagreman.

Me selman i ti pran, aköz i ti travay definitivman avek *airbus* osi pou ganny bann lenformasyon i ti *assess* plizyer faktor e menm *neo*, pou kapab kontribye parey ou war i pou redwir en pe lo *fuel cost*.

Me selman li osi i ti pe poz kestyon lo desizyon *the Board for that type of neo*. Par egzanz sa *neo* si mon pa tronpe i ariv apepre son *flight hours* i apepre 5erdan edmi. Prezan si prezan ou pe dir nou ou lasirans pou nou pei demen, kot nou bann *main market* ou pou bezwen *stopover* avan ou ariv Lerop.

I enn bann kestyon ki i ti pe met devan. Apre osi en

kestyon ki i ti posib osi demande sa *lease* ki zot ion sinyen. Son *timeframe* menm si ou pe benefisye lo *fuel*, selman ou annan en *long timeframe*, ki dan *market* enternasyonal normalman ou siny en pe pli kourt.

Akoz demen *God forbid*, nou konnen ki sityasyon, me en desizyon pe ganny fer ou pa pou ganny fer, me si i arive, i pou annan ankor en det lo pei pou bann *liabilities* sa *lease* pou anmennen. Sa i bann keksoz ki i enportan.

Mon krwar ou'n byen dir. Mon krwar i napa personn dan sa lasal, dan Lasanble isi ozordi e bokou nou bann frer ek ser Seselwa ki pa kontan *Air Seychelles*. Tou dimoun i kontan war sa avyon, me *at the end of the day* menm si *this is beyond my duties*.

*Air Seychelles* i belong to pep Seselwa e Gouvernman *is the owner, majority owner on behalf of the people*. Mon krwar desizyon ki pou devan tou dimoun, se ou annan en *enterprise* ozordi ki malerezman, *ok* ou kapab dir erezman i pe viv dan en *competitive market, ok*.

E ou konn byen letan nou dan en *competitive market* bann ki pli efektiv petet i pou elimin bann ki pli feb. Prezan se ki si

nou anvi kit li, nou pou bezwen *bear*, Gouvernman pou bezwen trouv sa larzan, sakrifye lezot landrwa. Akoz ozordi dapre mon bann *figures* ki nou annan, an 2019 i ti pe anploy 727 travayer.

E mon krwar osi i en bon kestyon ki si Gouvernman i pran desizyon pou kit li se ki son *Board* i vin *accountable*, nou pran bann desizyon enportan. Lenformasyon i ganny donnen letan in ganny demande. E apre avan nou fer bann gran *investment* i annan bann *proper analysis*, ki pou evite ki nou retourn ankor. Par egzamp letan ou pe dir nou refer *restructuring*, en pe letan apre ou war nou pran ankor *staff*.

Nou'n depanse pou *compensate* bann *redundancy* apre nou'n rebran. So i bann keksoz ki mon krwar e Gouvernman *as shareholder* i bezwen plis. Pa zis anver li me atraver *lezot public enterprises*.

Annan bann *directors* bann *Board Members* ki zwe zot rol e ki osi donn resours son *monitoring entity*, pou kapab *ensure* ki bann desizyon ki ganny pran i pa bann desizyon ki pi afekte *national budget* a lonterm.

E ou a krwar i enportan osi letan ou regard byen letan nou ti pe fer sa rapor enn ki sa

eksper ti dir se ki si i ariv e i annan en lepidemi. E ti an 2019, nou pa ti konnen ki dan en pe mwan apre nou ti pou al fer fas ek en lepidemi ki ti pou afekte nou lekonomi an antye.

E sa mon krwar i enportan note.

### **MR SPEAKER**

Mersi Mr Tirant. Onorab Georges.

### **HON BERNARD GEORGES**

Mersi Mr Chair. Mr Chairman mon krwar i kler ki si ozordi deba sete eski Sesel i devret annan en laliny aeryen, nou ti pou pe dir non, nou pa krwar ki letan i apropiye.

Me se pa sa deba. Sa pti fiy i ansent li, pa vo lapenn nou regard deryer pou demande akoz nou'n fer li ansent, akoz lekel ki, ou konbran? I ansent li e ou bezwen dil avek. Pti baba pou ne byento, en nou bezwen dil avek. E se la kot nou ete. E donk mon krwar ki nou devret regard sa keksoz dan sa konteks.

Mwan mon pa pou, mon pa partizan retourn an aryer e regard bann move desizyon ki'n ganny pran. Akoz in annan en kantite move desizyon ki'n ganny pran. Mon pa krwar ki nou pou ariv okenn par ler nou regard larzan ki nou'n depanse

depi 2012 ziska ozordi, apard zis pou nou reflexir ki ou'n depans en kantite larzan ki'n kekfwa nou ti ava'n kapab fer en lot keksoz avek.

Sa in ganny fer, *and we have to live with it*. Nou problem ozordi se, ki mannyer nou pou *handle* sa sityasyon ki nou trouv nou lekor ladan? E *obviously* ozordi *Air Seychelles* bomaten in argiye en pwen *basically*.

Apard tou sa bann problem depi 2017, nou'n restriktir lakonpanyen. *Give us another chance* e nou ava fer li profitab. E apre midi la mon, parey nou ti ekspekte, Minister Finans in vin devan nou pou dir tousala i byen. Me i pa profitab, i pa rantab e nou pa kapab *afford*.

Se la kot Prezidan avek son *Cabinet* i trouv zot lekor ozordi, zot bezwen pran en desizyon ki ekstrememan difisil e ki napa en laliny direk. Mon pa partizan, eskiz mwan pou dir SS Payet ek Mr Thesee, mon pa partizan enn sa bann largiman ki pe trouv tou keksoz ki negativ avek *Air Seychelles*.

Wi i posib ki lezot laliny aeryen i ava anmenn sa bann touris sa 11poursan, me i posib ki zot pa pou anmennen. Nou pa kapab dir kategorikman *yes or no*. I posib ki tou bann *staff*

*Air Seychelles* si *Air Seychelles* i fermen, *Air Seychelles International* pou fermen pou ganny en lanplwa. Me i osi posib ki en bon pe zot pa pou ganny en lanplwa.

Alor nou pa kapab dir dan en fason kategorik ki si nou ferm *Air Seychelles International*, pa pou annan okenn tonbe negativ lo nou pei. Pou annan. Mon krwar ki nou bezwen aksepte sa. E donk lo sa baz prezan nou kapab bouz devan e regarde kisisa vremen ki devan nou.

Mon kontan sa ki Mr Tirant fek dir, ki avek en *Board* ki ganny byen sipervize. *For goodness sake*, eski tou bann *Board* pa devret ganny sipervize? Eski nou pe ozordi ki nou fek leve bomaten e *find out* ki bann *Board* i bezwen travay konsyansyezman e pa pran risk ki pa nesaser?

Sa ki fodre arive, sa ki fodre arive se annan, si Minis Finans pe ganny demande pou zot anmenn larzan Gouvernman e met dan en *airline* ki pou ganny restriktire, zot bezwen annan enn zot dimoun lo sa *Board* ki pa pe zis asiz lo en *Board* pou dir ki i pe asiz lo en *Board*, me ki pou leve 3er bomaten avek en latet fermal akoz i responsab avek en

gran desizyon. Mon krwar se sa, *you've got to own the problem!*

E kekfwa danm leparse *when the going was good*, nou pa ti *own the problem*. Nou ti konnen ki si i fer en profi *fair and fine*, e si i pa fer en profi Gouvernman ava trouv en larzan. Menm i ava al *UAE* i ava al rod son finansman kot i ete. Nou pei in sanze.

E donk mon vin Mr Speaker, Mr Chair lo pwen ki Onorab Gervais Henrie ti fer, i annan, avek Onorab Andre in fer. I annan serten keksoz ki nou konnen ki *Air Seychelles* i kontribye dan lekonomi.

I kontribye lanplwa, son anplwaye i pey taks, i pey SCAA en gro sonm larzan 4.3milyon, en ou'n aprann bomaten e li pli gro kontribiter avek SCAA. Tousala nou konnen se bann keksoz ki pe arive. Me *issue* se sa, *financially* ozordi *Air Seychelles* i drwa li \$1.7milyon avek *Etihad*, apre ki zot in aranz zot *haircut*. Annou *assume* akoz mwan, mon partizan ki *bondholders* pou aksepte 20milyon.

Donk i dwa 20milyon. E si nou ferm *international sector* nou bezwen rann sa 2 avyon. E nou'n ganny dir bomaten ki i pou kout nou apepre 10milyon ankor.

Donk Gouvernman si i pou ferm *Air Seychelles International* demen i pou war li avek en det apepre \$50milyon ki i pou bezwen trouve. *Without* en *Air Seychelles International* ki pe amenn okenn reveni. Si *on the other hand* i pou kontinyen avek, ou pou *still* annan 11.7milyon avek *Etihad*.

Ou pou *still* annan 20milyon avek *bondholders* e ou pou annan en sibvansyon ki ou pou bezwen fer avek *Air Seychelles to keep it operational*, so zot, zot in dir nou zot bezwen 15milyon pou sa 2 lannen ki pe vini, ki pou fer apepre menm sonm.

So si ou pou depans sa larzan *in any event*, e rezilta enn se ki ou pa pou annan en *airline*, e rezilta lot se ki ou pou annan selon mwan, selon mwan. E kekfwa mon bet e ou a eskiz mwan Mr Speaker si mon i annan en keksoz ki mon pa pe war.

Be reste avek sa ki ou annan nou pa pe al rod enn, nou pa pe al rod en *airline* la nou. Nou pe rod sov enn ki nou annan ki pou kout nou menm kantite larzan ki si nou pou ferm, sa ki nou annan, *for me it's a no brainer*.

Mon ti a kontan donk met sa devan *panel* e regarde kote mon'n al mal dan mon

konklizyon. Akoz mon krwar ki avek sa ki Mr Tirant in dir, avek en lenzeksyon ki nou pou bezwen fer *in any event*. E avek bann posibilite ki *HM* in met devan nou bomaten, i annan en posibilite reel ki Gouvernman pou son depans ki i pou al fer. Mon konpran ki i napa larzan lo bezwen fer sir kote nou met nou larzan.

Me i annan en posibilite reel ki nou kapab *end up* san bezwen *close down international* pou menm pri ki i pou kout nou si nou fer li.

Si *international* ti pou kout nou en sonm 6milyon a 10milyon toulezan *for the foreseeable future*. La mon ti ava dakor avek zot. I konpletman ensoutenab e nou pa kapab kontinyelman depans larzan. E la nou ti a bezwen fer en balans ant sa ki *Air Seychelles* i anmennen ek sa ki nou kout *Air Seychelles* e gete lekel ki si enn i balans lot *or not*.

Me *as it is* ozordi, koriz mwan si mon'n fer en fot, e pandan ki ou pe fer sa SS Payet kekfwa eksplik nou en pti pe si sa \$30milyon *line of credit* ki *TBA*, *TDB* par egzanp, *TDB* ti'n propoze pou ed nou pey sa det?

Eski sa i *still available*? *And if so*, ki mannyer nou pou re-pey sa? Ki mannyer Gouvernman pou re-pey sa?

Eski i annan okenn lespwar ki *Air Seychelles* i ava kapab kontribye pou re-pey sa lo en peryod letan? Mersi.

### **MR SPEAKER**

Mersi Onorab. SS Payet.

### **SS PATRICK PAYET**

*Thank you* Mr Chair. E mersi Onorab. Onorab mon krwar en keksoz ki devan nou ozordi i pa zis Gouvernman Sesel. Me selman Gouvernman mondyal, i sa lensertitid ki egziste dan lemonn ozordi.

Vre letan nou, nou pe fer nou bann *assessment*, nou met bokou bann asonpsyon en pe pou nou vwar ki mannyer bann *forecast for the next three to five years* i ete. I kapab arive ki baze lo sa *forecast* par egzanp ki nou'n fer sa lannen ki i dir nou pe ekspekte 115mil viziter pou sa lannen 2021. Nou kapab arive pou ganny 200mil viziter ouswa i kapab arive *worst case scenario* nou ganny zis 60mil viziter, baze lo sironstans ki pei mondyal, tou ban pei mondyal pe fer fas avek.

So i bokou bann lensertitid ki devan nou ki bann *unknown* ki nou kapab apel li. anler ki nou pa ankor konn *the worse scenario* ouswa *the best scenario*. Par egzanp letan nou ti diskit avek *Air Seychelles* yer,

zot ti pe dir nou ki *the worst scenario*, i kapab arive ki zot bezwen apepre \$19milyon konpare avek sa \$15milyon. I kapab en pe plis.

I kapab arive vre en asonpsyon dan analiz ki nou pe fer, dan lemondn touris i kapab arive vre ou annan ou en *more intake of* touris sa lannen, *because* tou dimoun in anvi sorti dan lemondn antye aköz zot in dan *lockdown*.

Me selman ariv 2022, 2023 *because of the purchasing power* ki bann endividi i annan dan lemondn, ki kekfwa bokou zot ion perdi zot louvraz, ki zot pou napa sa likidite pou zot *travel* parey zot ti ete avan. So tousala i bann *assumption* ki vre, i kapab en *big shoot up* en sel kou sa lannen. Apre 2022 i redwir aköz likidite ki endividi ki pou annan dan lemondn pou zot kapab *travel*.

Aköz as en endividi ou pou regard ou bann *basic necessity*, kwa ki ou annan pou depanse aköz *travel* i en *luxury*. So i en desizyon ki bann endividi pou pran. E nou, nou bezwen revwar en pe bann endikater kwa ki pe dir nou e bokou *unknown* i ladan.

Me selman letan nou, nou assess bokou bann *unknown*, nou vwar vre i kapab arive ki *in the next 2 years, Air Seychelles*

i *ok*, i pa pou bezwen larzan ek Gouvernman. Be i kapab arive sa kantite larzan ki nou'n prozekte i bezwen plis.

E nou, nou regarde kwa ki nou annan e kwa ki ou kapab tire dan ou Bidze pou le moman. Kwa ki ou kapab donn *Air Seychelles*. So tousala i bann desizyon ki Gouvernman i kapab balanse. Si vre demen i decide yes *Air Seychelles* annou *inject* ankor pou 2an regarde ki sityasyon i ete. Me selman kote sa larzan i vini sa lannen? Vre ou kapab al negosye avek *TDB* pou ganny larzan. Me selman i bezwen annan en eleman dan ou Bidze, en *expenditure* ki ou bezwen retire pou ou kapab ed *Air Seychelles*.

So tousala i bann *assessment* ki as en Gouvernman nou bezwen fer. E *at the end of the day* pran en desizyon pou benefis Sesel. *Not just*, nou pa promet ozordi ouswa demen, me selman *medium term* baze lo lensertitid ki egziste.

Lo kote *TDB* zot pa ankor kapab donn nou en endikasyon zot bann *terms*, aköz zot pa ankor kapab soumet sa devan zot Komite. Pou le moman zot in ganny dokiman sorti kot *Etihad*, the Lagreman ki *Etihad* in sinyen, nou'n soumet avek zot.

Be selman si zot pa ankor ganny en lendikasyon si *bondholders* pou aksepte, so zot pa ankor kapab soumet en *whole package*, akoz kekfwa mon kapab konpran zot koman en labank. Zot bezwen tir son totalite ki lenpak sa i pou annan demen letan zot pe demann en *loan* avek, letan Gouvernman pe demann zot en *loan*.

So *hopefully* letan nou'n analiz kekfwa negosyasyon, kekfwa nou'n preski finalize, nou kapab donn zot en lendikasyon vre, *the bondholders* pe aksepte lala bann dokiman. Prezan zot kapab soumet ek lo *Board* e definitivman nou, nou pou bezwen negosye en bon *package*.

Me selman i *still available* me selman tou le 2 semenn nou bezwen kapab *advice* zot, kote negosyasyon i ete, ki pe arive avek *Air Seychelles*. So i bann lendikasyon ki nou donn zot *every 2 weeks*. Mersi Mr Chair.

### **MR SPEAKER**

Mersi. Onorab Pillay.

### **HON SEBASTIEN PILLAY**

Mersi Mr Speaker. Mr Speaker depi bomaten nou pe fer en dialog vreman enteresan. E parfwa lenformasyon i vin en

pri pe *conflicting from* bann diferan sours, e i enportan ki nou met en lord e etabli egzaktaman kot nou pe ale.

Mwan mon konsern primordyal i pour tou sa bann travayer, ki si nou pran en desizyon dan en fason, lefe ki Gouvernman pe retir *URS*. E Gouvernman pe retir *FA4JR* Gouvernman pe ozordi demann avek *graduates* pou al dan bann *areas* parey *teaching* pou zot ganny en lapey R16mil ki nou konnen i pa *straight forward*. I pa zis R16mil. Ki nou pou fer ek sa bann dimoun ankor ki perdi zot lanplwa ler sa i arive? Sa i mon konsern primordyal mwan.

Prezan mon pran bann lenformasyon ki mwan mon annan, pou mwan sey ganny en konpran. Dan Bidze ki devan nou, (ou pou war Onorab Henrie mon pe al dir ou kot mon'n gannyen la) ou Gouvernman ki'n donn mwan me i pa'n donn ou,

Dan Bidze ki devan nou R133milyon, R330 in ganny bidzete pou *Air Seychelles*. And *then* Prezidan in fer en ladres dan Lasanble Bidze in vini. E mon pa oule *preempt* deba, me i paret poudir nou pou aprouv sa Bidze ek sa larzan ki ladan. *Which means* ki sa larzan pou al pour *Air Seychelles*.



So mon kestyon pou ou san ki mon *preempt* deba. Eski sa larzan pe al ver zisteman siport sa restriktirasyon ki *management Air Seychelles* in prezant nou, ki ava fer ki okenn bann travayer ki travay dan sa sekter spesifik, seksyon spesifik, pa pe perdi zot lanplwa la pou 2021, akoz mon war ou'n *forecast 2022*, 262milyon.

Me mon pa pe koz 2022 nou pou koz la. So eski sa pou al ver siport sa lakonpanyen sa lannen? Eski i annan sa siport sa lannen? Si sa i leka alors, *then* parey Mr Tirant ki en gran zanmi depi lanfans in dir, i ava annan *monitoring* lo *Board* e la *Air Seychelles* i ava *stick to the game plan* ki in prepare.

So PS e SS, i annan en kantite travayer *Air Seychelles* la ki pe anvoy mesaz pou mwan, pe anvoy mesaz pou bann manm lo lot kote. Menm serten zot pa oule dil ek sa bann mesaz byen, oubyen demann sa bann kestyon, me lo zot par mon ava demann sa bann kestyon.

Annou fer tou pou nou protez lanplwa, sa lanplwa sa bann travayer e reasir nou ki Gouvernman i pa'n pran en desizyon. E ki relman i annan en loportinite pou salve sityasyon.

E parey Onorab Georges in dir pou nou trouv en

solisyon, *going forward* la ki nou pe apros en ler oubyen en moman ki nou pou al pran en desizyon byento. Mersi Mr Speaker.

### **MR SPEAKER**

Mersi Onorab. SS Payet.

### **SS PATRICK PAYET**

Mersi Mr Chair. Mr Chair parey Onorab in dir dan Bidze ki'n ganny soumet e pibliye. I annan R133.3milyon pou *Air Seychelles*. E sa ki dan Bidze, dan *Budget Book* ozordi, ladan i annan en sonm ki parey zot konnen *in the past 5 years* ki annan en lagreman ki Gouvernman ti *take onboard liability*, almost \$1.1milyon, ki ti annan *liability* Ki nou ti bezwen peye toulezan.

E sa in *forecast* sa eleman. Apre *secondly* zot saler pou bann travayer. Par egzant pou mwan *Zanvyé Air Seychelles payroll* ki zot in soumet kot Gouvernman, ki en total apepre 716 *staff*, i pou en total R14.4 milyon.

E Gouvernman in pey R11.7milyon akoz i annan sa *capping*, 30mil. E *Air Seychelles* li i *find* sa solisyon, sa diferans. So i annan sa eleman ki nou'n peye pou mwan *Zanvyé*. Me *however* i annan diskisyon par egzant yer letan nou'n diskite

avek *the Board*, diferan senaryo ki zot pe travay lo la pou soumet avek nou pou nou vwar lenpak. Si i arive ki Gouvernman i pran en desizyon, ki kantite travayer ki zot bezwen *layoff* e kote sa bann travayer dan ki seksyon i sorti?

E menm par egzanp en keksoz ki zot in met en konsern devan nou ozordi, *yesterday* letan nou ti pe diskite, se, letan zot in regard baze lo lekonomi ki manner pe *recover*, i pa zis enternasyonal ki pe ganny afekte la. I annan domestik avek *ground handling*, aköz parey avan sa kantite *airline* ki pe vini.

Sa i en diskisyon ki nou ti pe diskite avek zot ki *at least* zot fer en *total assessment* pou regard ki lenpak baze lo endikater ekonomi e osi *the number of passengers* ki pe vin Sesel, sa bann *airline* ki pe vin Sesel, ki lenpak i ete *the whole network*.

I pa zis kekfwa *international* ki pou ganny afekte, baze lo prozeksyon nou'n vwar ki definitivman zot lekonomi dan *domestic* avek *ground handling* in redwir. Me *however* zis pou direkteman reponn ou kestyon, i annan 2 eleman dan Bidze, saler avek sa Lagreman ki nou'n sinyen. Mersi.

### **MR SPEAKER**

Vitman silvouple.

### **HON SEBASTIEN PILLAY**

Ok, mersi bokou Mr Speaker. So mon oule zis konfirman avek SS ki sa prezantasyon ki nou, nou'n gannyen. E program restriktirasyon ki *Board* in koz lo la, Minister Finans in osi *sitting* lo sa bann miting e zot in ganny *appraise* sa sityasyon dan laliny ki Onorab Georges ti pe anmennen taler? Zis pou konfirm sa.

### **MR SPEAKER**

SS.

### **SS PATRICK PAYET**

Non, Mr Chair kekfwa i annan 2. Mon konnen bomaten kekfwa Minister Finans nou'n vremen dan miting kekfwa nou pa'n ekout deba *as a whole*. Nou ti dan miting Bidze pou preparasyon diskour pou Mardi.

Me selman n eleman ki nou ti diskite *yesterday* avek *between tourism*, Lavyasyon *Department*, Minister Finans avek *Air Seychelles*. Nou ti pe diskite avek zot baze lo edikater ki nou pe gannyen avek, dan en *European market*.

Si par egzanp *European market*, sityasyon ki manner i

ete Lerop *still the*, dan bann touris i *still* redwir baze lo *lockdown* ki pe arive. Ki manner zot kapab *beef up the original network* ki ava anmenn touris isi *in the next six months*, pandan sa 6 mwan?

Kekfwa avek endikater, kekfwa *European Market* pour vin plis dan *second half of the year*, so pandan sa 3 mwan ki nou fer, pandan sa 6 mwan. E i en *assessment* ki *Air Seychelles* ti pe al fer par egzanp *Tel Aviv* pou regarde par egzanp.

Si zot pou *fly* zot pou *price* zot *product* kekfwa *at en level* si zot pou kapab atrakte sa *market* baze lo avek vaksinasyon ki pe arive Sesel, e osi *Tel Aviv*. So sa i diskisyon ki nou ti gannyen avek zot.

Me *however* diskisyon lo kote *medium term*, lo kote son profitabilite, nou'n dir avek *Air Seychelles* pou fer son *assessment* e nou ekspekte in *the next 2 weeks* kekfwa. Baze, akoz nou nou'n donn li en tel endikater fason nou *micro framework* ki kantite touris ki nou'n mete ki nou ekspekte *in the next 5 years*.

So li i pou bezwen re vin avek nou baze lo son bann *assumption* ki i pou servi, konbyen son *international segment*, kote son profitabilite pou ete. So sa i bann travay ki

zot bezwen al fer retourn *back*. Selman en desizyon pa ti'n ganny fer *yesterday* dan sa diskisyon. Mersi.

### **MR SPEAKER**

Mersi SS. Nou pou prolonz sa entervansyon pou ankor 15minit, vi ki sa i en size telman kritik. Me selman mon bezwen fer kler ki nou pa pou arive tou dimoun ki lo mon lalis.

Bon mon pou pran ankor enn de e mon pe esey reste dan lord ki zot in lev zot lanmen. Mon a demann Onorab Aglae, e apre mon a demann Onorab Richard Labrosse pou met li pare pou ler i fini avek sa. Onorab Aglae.

### **HON EGBERT AGLAE**

Mersi Mr Speaker. Mon krwar nou'n, bokou in ganny dir bomaten. E mon pe ekout Finans osi dan sa bann senaryo ki zot on prezante. Mwan mon annan en senp kestyon ki mon ti a kontan premyerman demann Minister Finans li menm li, an vi, delegasyon Finans.

An vi ki mon war poudir zot in preske fini kondann *Air Seychelles* finansyerman zot, *ok?* Dizon *Air Seychelles* li menm parey dan lepase in annan bann Lakonpanyen Paraetatik, parey *SEYPEC* kot

zot in bezwen antre pou ede pour tir, pou met zot alaflot.

Si *Air Seychelles* ti enn nou pilye kot nou pa ti pe kapab ekonomikman viv san li, ki ou koman Departman Finans zot ti pou sey fer pou sey sov *Air Seychelles*? Sa i enn. E bomaten *Air Seychelles* in prezant bann senaryo *ok*, bann *figures*, bann *data*.

E bokou bann *data* ki'n montre nou poudir zot ti pe fer konparezon lo sa vye model avyon, lo sa *non-economic* ki zot ti pe ganny servi. E ki disi la 2an pase ki zot ti ganny bann nouvo avyon, pou fer loperasyon, zot ti pe montre bann siny parey lo kote *maintenance* pe desann, kou loperasyon in desann.

E zot ti pe antre lo bann larout profitab. Alors akoz zot pa pou donn li en peryod letan la pou dir be *ok* zot in prezant bann senaryo ziska mon krwar 2024 ziska 2025 pos-COVID.

Espere ki keksoz i a vin byen. Akoz, zot pa pou donn li sa letan osi poudir be vwala nou pou donn ou ankor 3 an sepa 4an, avek sa nouvo rezim ki zot pe vin avek. Sa *restructuring* ki zot pe vin avek. Nou pe war poudir nouvo laliny parey *Tel Aviv* zot ti antre pe vin profitab, zot pe menm mazin al Maldiv, *Maurice* pe fer byen.

E petet kennsel *Mumbai* ki pa ti pe fer byen avek nouvo avyon. Akoz zot pa sey donn li sa letan pou li kapab petet vini, vwar, prouv son lekor, *Board* fer son travay parey in ganny dir, e la nou ava dir si pa marse *by* 2025, la nou ava dir be *ok* mon krwar nou'n donn ou ase letan la nou bezwen ferm ou? Mon ti kontan en pti pe zot lopinyon lo sa 2 kestyon. Mersi.

### **MR SPEAKER**

Mersi Onorab. SS, or PS *yes*.

### **PS DAMIEN THESEE**

Mersi Mr Chair. Mr Chair mon krwar i fer katriyenm fwa nou fer sa konversasyon avek *Air Seychelles* lo son *issue* soustenabilite. I annan 2012 kot i ti *collapse*, ler i ti bezwen *write-off* sa det ki i ti dwa. An 2017 avek son plan *restructuring* e la 2021 avek *challenge* COVID-19.

So nou pou touzour la, si nou pou kontinyen annan sa santiman petet esey sov *Air Seychelles*. San ki nou pe pran kont en pe pli serye, dilenm finansyel ki pei i ladan, e ki *opportunity cost* ki nou pe les ale ler nou pe kontinyelman donn larzan *Air Seychelles*.

Onorab *Government Business* in dir ou bezwen *own the problem*, e akoz pa nou pa

donn *Air Seychelles* sa larzan e kontinyen, dan plas zis donn li i fermen. Ler nou pe donn li larzan, nou bezwen napa swa an vi ki pei son souvrennte nou dwa en dimoun, en lakonpanyen. Nou bezwen antere pou sov lentegrite. nou bezwen peye sa det lo son par, nou napa swa.

Me selman apre ler nou pou fini pey sa det, eski nou pou kontinyelman mon kapab dir bril larzan, kot nou pou kontinyen donn li larzan pou li kapab soutenir son lekor. Kot kantmenm ou pou donn li, i pa pou fer sa profi ki nou pe dir 2025. I pou fer senkyenm fwa. Si nou bann sikseser le 25 i vin la, i ava gete si i pou demann ankor en larzan, oubyen si vre i pou'n soutenir sa.

Akoz ki nou kapab realize, se ki tou sa bann larzan ki *Air Seychelles* in demande, nou bezwen fer sakrifis lo Bidze. Nou ava apel en letan nou ti annan *strike* ek ners pou zot *Scheme*. Petet si nou kontinyen donn larzan *Air Seychelles*, nou ti kapab donn sa bann ners en R15milyon an plis Minister Lasante, pou finans *Scheme* Ners ki petet ozordi ners ti ava pli satisfè.

So nou bezwen *struggle* pou *contain* sa bann *spendings* *essentially*, pou nou kapab

finans *Air Seychelles*. So nou pou bezwen *bear in mind* ekonomikman ek finansyerman. I kler ki bann lezot *airline* i kapab antre e bous sa trou ki *Air Seychelles* pou koze, akoz i pa pou ale kot nou *main market*.

*Air Seychelles* pe kouver plis Seselwa ki al *Maurice* e plis endyen e Sid Afrik ki servi li pou *transit from* Sid Afrik, Sesel pou al dan *L'Inde*. So nou napa vremen en *market* ek Morisyen ki vin Sesel. Son lenpak parkont ki nou konsyan i sanmenm sa ki'n en dilenm pou Gouvernman.

Akoz Gouvernman in touzour konnen sa probleman zot, i pa en keksoz nouvo. Son lenpak sosyal, son lenpak kot nou pou perdi louvraz. Nou pou bezwen fer tranzisyon kote nou pou met sa bann dimoun. E petet si nou bezwen *retrain* zot.

Akoz i pa pou zis dir zot al rod en lot louvraz, i annan bokou zot ou pou bezwen *retrain*. So son *social impact* i for ki sanmenm sa ki mon krwar desizyon i pe *rely* lo la. Me solman *the bottom line*, nou napa sa larzan pou nou kapab kontinyelman donner.

Me selman si desizyon in pran, *then* konnen pou bezwen annan bann gro, gro sakrifis lo *Central Government* e deza lo

Bidze ler nou pou vini nou pou anonse, par egzanp en serten kad kot en peryod letan personn pa pou al ganny okenn logmantasyon saler.

Savedir nou pou bezwen fer li pli pir prezan, kot si nou pare pou tenir *Air Seychelles*, son laliny enternasyonal, *then* nou tou nou pou bezwen pey pou sa. Mersi.

### **MR SPEAKER**

Mersi. Onorab Labrosse.

### **HON RICHARD LABROSSE**

Bonn apre midi Mr Speaker. Bonn apre midi tou dimoun ki a lekout. Minis, *I mean* Finans ozordi nou pe koz lo lavenir *Air Seychelles*. Me selman mon ti a kontan osi fer resorti ki i annan menm bann *staff* ki laba ozordi ki annan bann serten dout, bann serten kestyon ki napa larepons parey zot pe dir.

Par egzanp la mon'n vwar dan Bidze 2021 ki'n kouver lamazorite lapey travayer pou sa lannen. Me selman bann ki'n kekfwa ki annan en pti pe plis letan servis laba, zot pe demann en pe kestyon lo zot tann servis ki pou arive. Kekfwa la ou ti a kapab donn en pe lenformasyon kot zot ti ava tande.

Apre osi bomaten in annan serten keksoz ki'n fer sorti, sa mon ti a kontan SS

Payet ti ava kapab reponn sa, akoz mon konnen i en pti pe *sharp* lo bann zafer regilater. Nou ti pe koz lo SCAA pou vin ed *Air Seychelles*. Nou tou nou konnen ki SCAA i en regilater anba Lalwa son prop *Act*.

So ki ou *advice* lo sa laliny? Eski ou krwar ki sa i en bon nide pou Gouvernman ankouraz zot? Mon ti a kontan tann ou pwennvi lo la.

E apre osi i annan bokou dimoun deor pe koz lo sa *bond* ki *Etihad* ek *Air Seychelles* zot in angaze ladan. E lenformasyon kekfwa si zot ti annan ti ava bon pou Lepep Seselwa konnen lekel sa bann dimoun ki'n *involve* dan sa bann *bond*, lekel zot? E sirtou konmela nou konnen ki nou koz for Sesel lo *KYC*, mon krwar sa osi ti ava enportan pou dimoun konnen.

E apre en lot keksoz osi ki mon ti a kontan vi ki zot ti lo *Board* zot osi koman reprezantan Minister Finans. E en keksoz ki bokou dimoun in demann kestyon lo la, i sa Lagreman *Air Seychelles* avek *Etihad*.

Me selman ki bokou dimoun ti pe vwar se ki *Etihad* ti an konpetisyon avek *Air Seychelles*. Sa nou ti vwar toulezour, si *Etihad* ti vin

bomaten, *Air Seychelles* ti vin apre midi.

Me sa ki sagrinan avek sa konpetisyon, *Etihad* ti vin ek en avyon byen plen e *Air Seychelles* laplipar di tan nou ti vwar for bann travayer Gouvernman sa letan, ki ti pe aste tiket pou servi *Air Seychelles*.

So la kekfwa ou ti kapab donn nou en pe plis, zot, ki desizyon zot ti pran la ler zot ti lo *Board* eksetera? E apre lot kestyon osi ki sa enn ...

### **MR SPEAKER**

... Onorab mersi, mon krwar ou'n ase kestyon.

### **HON RICHARD LABROSSE**

Mr Speaker dernyen sa enn silvouple. Dernyen sa enn *please*. Mr Speaker sa mon bezwen demande akoz bann travayer menm dan mon distrik in met devan mwan.

Ankor mon pou adres bann reprezantan Minis Finans ankor, lo ki zot bann *ground*, ki bann desizyon ki zot pran ler zot ti lo *Board* konsernan *redundancy* ki nou'n vwar sa in vin parey en yoyo parey nou'n dir.

Kot en ler *redundancy* apre souvandfwa letan eleksyon pres pou vini ou war zot re *advertise* ankor bann gro, gro

*post*. So kekfwa nou ti ganny en pe plis lenformasyon. Mersi Mr Speaker.

### **MR SPEAKER**

Mersi Onorab. Wi *panel*. SS Payet, wi.

### **SS PATRICK PAYET**

Mr Chair mersi. Mersi Onorab. Wi Mr Chair mon konnen nou tou lede nou de *PS Thesee* nou'n deza lo *Board Air Seychelles*. E mon konnen mwan mon ti lo *Board 2008/2009* mon pa ti fer bokou letan.

En desizyon ti ganny pran pou nou sorti. *PS* ti lo *Board* apre mwan, e i ti ganny tire lo *Board* zis apre ki letan zot ti pe pran desizyon pou met *Etihad*. *So it was just en short time frame* ki nou ti ganny mete lo *Board*. Me selman pandan sa bann lannen 2012 an montan nou pa'n antre, nou pa ti lo *Board Air Seychelles*.

Lo kote premye kestyon dan Bidze ki nou'n mete nou se saler. Akoz desizyon pa ankor ganny pran ki nou pou fer avek sa *international segment*. Me se pandan nou bezwen fer *assessment* si i arive par egzantp i annan *redundancy*.

Konbyen pou koute, si i annan, petet si demen Gouvernman i decide i annan sa *international segment* pou

fermen, ki pou arive, ki kantite konpansasyon bann eleman tousala i bezwen *cost*.

E apre nou bezwen regarde ki mannyer nou pou *finance* tou sa bann *cost*. So sa i en *second phase of the exercise*. Letan nou konplet, sa i en *third phase*, letan nou konplet premye siny i en lagreman avek *Etihad*.

Dezyenm finaliz bann *bondholders* apre la nou ava regard, baze lo bann *assessment* ki nou pe fer avek *Air Seychelles* pran en desizyon, lo ki bann *additional cost* si *Air Seychelles* ek *additional segment* i reste.

Konbyen Gouvernman i bezwen *inject* ankor dan Bidze. Lekel bann lezot eleman ki bezwen sorti pou kapab *meet Air Seychelles*. Si desizyon i ganny pran ki gouvernman pa pou kapab soutenir *Air Seychelles*, si i arive i annan *redundancy* konbyen sa pou koute. E tousala i bezwen *cost* li *properly once* ki sa 2 senaryo i ganny fer *assessment*.

*Secondly in regards to SCAA*. SCAA osi baze lo endikater touris ki pe antre, kantite vol ki pe antre, definitivman son rezerv ki i ti annan pe ganny *depleted*.

Mazorite bann SOEs ki dil avek pou sa lannen ki parey zot

pou vwar, baze lo *assessment* ki zot in soumet zot Bidze. Mazorite zot pou dan en *loss*, sa lannen. Eksepte kekfwa ou pou ganny *SEYPEC financial service authority*, enn de zot *SFA*.

Me selman mazorite bann lezot SOEs bann *big one* zot pou *rent a loss this year* baze lo kantite endikater ki nou'n *forecast for tourism arrival*.

So definitivman SCAA pa pou kapab kekfwa *subsidize Air Seychelles* baze lo *other current* rezerv ki pe ganny *depleted*. Mon konnen dan negosyasyon letan SCAA lannen pase, *during* dan COVID letan, i ti ofer detrwa *discount* son bann dimoun ki ti pe servi en pe son bann *services*.

Par egzanp mon konnen bann dimoun ki ti pe *rent*, i ti don detrwa *discount*. Me nou konnen par egzanp, en keksoz ki ou ti kapab fer, se *during the restructuring plan* ki nou ti annan pou lannen 2017, nou ti kapab finaliz lagreman *of between SCAA* avek *Air Seychelles*.

Akoz avan ti napa en Lagreman ki ti egziste ki pou fer ki *the ground handling operation*, i bezwen annan bann *target*. Akoz si par egzanp ou pe *operate*. Me selman ou napa bann *performance target*.



E tousala nou'n fer sir ki dan Lagreman *at least* in annan en lendikasyon ki bann performans *oriented* ki egziste. E sa nou'n kapab fer ki *at the end of the day* ou bann kliyan, i pa zis *Air Seychelles* pe donn servis bann lezot *airline*, ki bann lezot *airline* osi i satisfè avèk sa servis ki *ground handling* pe donner.

So sa nou'n kapab finalize 2019. Ou'n koz lo kote *bond KYC*, nou pa konnen lekel sa *bondholders*. Me selman en keksoz ki nou konnen se la mazorite zot potansyelman i kapab bann *UAE residents*. Sa i endikater ki nou'n gannyen, me selman nou pa konn an detay lekel ki *own*.

Akoz parey mon'n mansyonnen *previously*, i ti en *total bond of \$1.2billion*. E *Air Seychelles* li i ti ganny zis sa \$71.5milyon. An total ti 1.2, e i ti al pou bann lezot *airline* ki enkli *Etihad*, apre pou *Air Seychelles* ti zis sa eleman.

So kekfwa i pou en pe difisil, me selman nou ava sey regarde letan nou pe diskite. Akoz parey mon konnen i annan 3 endividi ki pe dapre zot, zot sipoze pe reprezant dan *bondholders* ki dan negosyasyon avèk *Air Seychelles*.

Me selman totalite nou pa konnen lekel bann lezot. E ki kantite poursantaz sa bann endividi ki dan negosyasyon, zot *overall* dan zot *total* portfolyo. Sa nou napa lenformasyon, be en diskisyon nou kapab kontinyen avèk *Air Seychelles* pou rod en pe.

Mon pa konnen kekfwa mon mank en pe bann kestyon, ti sitan bokou. Mon pa konnen si mon'n mank ankor en pe.

### **MR SPEAKER**

Mersi. SCAA?

### **SS PATRICK PAYET**

SCAA? Lo kote SCAA parey mon'n mansyonnen *regulator* i pou en pe difisil avèk zot *cash flow issue* ki zot annan zot osi.

Non, par egzanp si ou pe regard kekfwa lo parey sa eleman ki nou'n diskite *Open Sky Policy*. Sa i lo kote kekfwa desizyon *at the Policy level* i bann reveni ki kekfwa letan ou regard li dan son totalite.

Be selman letan ou regard zis direktman avèk SCAA, ki mannyer SCAA i kapab ed *Air Seychelles*. Parey mon'n dir i dan sa eleman ki nou'n siny sa Lagreman *between SCAA, at least* i fer sir ki *the ground handling services*, i pour *Air Seychelles* ki *Air Seychelles* i ofer.

Me tandis kekfwa napa bann lezot eleman ki kekfwa *anyway*, nou a demann *Air Seychelles* kwa ki endirekteman ki zot ti pe mansyonnen. Ki kekfwa *PS Renaud* i kapab kekfwa diskite, revwar si *SCAA* i kapab *assist adisyonnèl*.

Sa i bann diskisyon ki nou kapab gannyen avek *Air Seychelles* dan *next meeting* ki nou annan avek zot. Mersi.

### **MR SPEAKER**

Mersi SS. Mon vremen regrete bann Manm ki pa'n ganny sans entervenir, poz zot kestyon oubyen fer zot komanter. Me nou annan en lot delegasyon pe atann nou, e nou bezwen donn zot en pe latansyon.

Alor mon a dir zot mersi bokou, e mersi bokou *panel*, SS Payet, *PS Thesee* e Mr Tirant pou zot partisipasyon avek nou. E mon a swet zot bonn rantre. Mon konnen zot annan en kantite travay osi pou kontinyen avek lo Bidze. Alor nou a rebran 4.30. Mersi.

***(BREAK)***

### **MINISTRY OF TRANSPORT**

### **MR SPEAKER**

Bonn apre midi nou nouvo *panel*. Nou annan en delegasyon sorti Minister Transpor, spesifikman Minister *Civil Aviation Ports and Marine*. E avek nou annan Mr Alan Renaud, son Sekreter Prensipal e osi madanm Magallie Essack, Direkter Polisi.

Byenveni e mersi pou zwenn nou sa apre midi. Mon ava envit *panel* pou fer okenn *statement* oubyen prezantasyon, ki zot ti ava kontan demar avek. Mr Renaud ou ava komanse.

### **PS ALAN RENAUD**

*Mr Speaker, Leader of the Government Business, Leader of the Opposition. Honorable Members, members of the public watching us today, thank you.*

*My colleagues and I are today representing the Ministry of Transport and we are the parent ministry of Air Seychelles. And we are here to talk about our plans for Air Seychelles and our support for our national airline, the wonder that is Air Seychelles.*

*As Mr Speaker mentioned, we will begin first with my colleague, The Director of Policy and Strategy who have an opening statement, following which I will do a presentation talking about the 2021.*

*(Interruption)*

**MR SPEAKER**

*Mr Renaud, ah sorry I am not hearing you well, can you speak closer to the micro, and straight into it, because of the mask. You have to make a little bit more of a voice effort.*

**PS ALAN RENAUD**

*Ok, Is this better? Uhm I could but I think your public maybe more confused, if i do it in Creole versus saying it in English. Unfortunately, I'm one of those people that find it difficult to learn languages and I left Seychelles when I was three years old.*

*I've always loved my country and my parents taught us to speak English at home because they're afraid, we wouldn't learn English, so they spoke English.*

*But I've always had a never ending love for Seychelles which is why I am back. I am contributing to our country and I do apologize for being one of these individuals.*

**MR SPEAKER**

*Thank you, please, please proceed.*

**PS ALAN RENAUD**

*Ok, and so I will start with a statement from my colleagues Magallie, in Creole on the position of our ministry.*

**MR SPEAKER**

*Thank you. Madanm Essack.*

**MRS MAGALLIE ESSACK**

*Mr Speaker, Leader of the Government Business, Leader of the Opposition. Manm Onorab e piblik a lekout, bonn apre midi.*

*Parey PS in fer resorti nou pe reprezant Minister Transport. E statement ki nou anvi dir ozordi, se ki Air Seychelles pou sa lannen 2021 anba nou Minister, nou rekonnèt poudir ki i annan en rol enportan pou li zwe.*

*Air Seychelles, i en lakonpanyen Gouvernman, Gouvernman i annan plis stake ladan. E i en lakonpanyen ki raport direktman avek nou Minister Transpor i tonm anba nou Departman.*

*Sa manda ki nou'n donn Air Seychelles pou lannen 2021, se ki Air Seychelles li menm i pou demontre, i bezwen demontre avek Gouvernman, e espesyalman avek Minister konmkwa i kapab fer en biznes profitab.*

*E okenn desizyon ki pou ganny pran lo ki pou arive ek Air Seychelles, i pou reste en*

desizyon ki nou Minis pou pran. Minis pou Transpor, Minis Anthony Derjacques e sa i pou ganny pran par en *Cabinet decision*, ki pou anmenn devan manm *Cabinet* pou met lo nou analis ki nou pe fer entern.

E parey nou'n fer resorti i annan sa plan biznes sa *business plan*, ki nou pe demann *Air Seychelles* pou vini, pour prezant avek Minister pou nou kapab aprouve e donn li en direktiv, lo kote i pou ale.

Sa model, parey mon'n eksplike oparavan, i bezwen montre poudir ki i pou en loperasyon ki pou vyab, e en loperasyon ki pou soutenab pou li menm *as* en biznes. I vre ki lavyasyon pandan sa letan ki nou ete, i pa vreman serten. *It is very uncertain*, sityasyon *COVID* i pa pe, ed li menm koman en laliny aeryen.

Me parkont bann program vaksinyasyon ki pe ganny met an plas par bann pei e osi par Sesel, nou pe prezimen poudir ki *Air Seychelles* i pou kapab tap dan bann *market* parey i ti pe fer dan lepase, sirtou avek Izrael ki'n fer li vreman byen dan mwan Desanm.

Parey Minister Finans in vin devan zot in vin zistifye, *Air Seychelles* in ganny li en Bidze R133milyon, ki'n ganny mete e

sa i vedir ki saler bann *staff Air Seychelles* pou sa lannen i asire.

Pou sa lannen 2021 *provided* zot aprouv sa Bidze. Savedir lo nou kote Minister nou pa pe prevwar poudir ki pou annan okenn *staff* kekfw ki pou perdi zot lanplwa direkteman.

Me parkont parey mon'n fer resorti, se performans sa laliny aeryen ki pou annan sa desizyon lo kwa ki pou arive.

E parey zot in tann bokou koze i annan bann negosyasyon avek bann *bondholders*, bann *shareholders* e sa i en negosyasyon ki ankor *ongoing*. I annan en lekip teknik ki *involve*, ki enkli Minister Finans. Nou Minister nou menm, *Attorney Zeneral*, kot sa bann diskisyon i ankor pe deroule.

Mon anvi fer resorti ankor poudir ki, lo kote Minister nou pa ankor aprouv okenn plan, biznes *Air Seychelles*. Okenn sa plan ki kekfw ki zot pe panse in ganny aprouve, nou pa ankor donn en final aprouvasyon.

I en keksoz ki'n vin devan nou e Minister lo kote Minister i pou asize ansanm avek bann teknisyen. E Minis, nou Minis pou *lead* sa. E pandan lannen apre *again* letan nou reouver *fully* apre le 15 Mars, nou pou

ekspekte ki *Air Seychelles* pou vyab. I pou demontre son kapasite koman en laliny aeryen.

Me *again*, mon anvi fer resorti poudir lo kote Minister okenn desizyon final pa ankor ganny pran, e sa i pou ganny pran par nou Minis ki pou anmenn sa devan *Cabinet* pou en *final decision*. Mersi.

**MR SPEAKER**

Mersi. A se pwen Mr Renaud oule re pran prezantasyon oubyen kwa?

**PS ALAN RENAUD**

*Thank you, Mr Speaker. What I will do next is I will talk about how we see aviation growing in 2021, and where Air Seychelles fits within that framework along with the other airline.*

*Here is my opening statement, and I will take you through the logic and the reasoning and this will provide the Members some assurance about where Air Seychelles business plan is expected to fall. Next.*

**MR SPEAKER**

*Thank you.*

**PS ALAN RENAUD**

*The first thing we need to understand, is we are in the middle of a pandemic. COVID - 19 is not the worst pandemic the world has ever seen.*

*I'm not showing here is pneumonic plague where 200million people died in the Spanish flu.*

*However, next, we have never in the entire history of aviation had a crisis like this.*

*This graph starts at 1945. Aviation has grown and gone through many, many crisis over the years. We have had oil crisis, gulf crisis, Asian crisis SARS, 9/11 but none have ever left aviation the way it's done. Minus 60 percent decline in world total passengers in 2020.*

*Next, neither has our civil aviation ever seen anything like this. What you were seeing on the screen, the red line is the number of flights operated by Air Seychelles, the blue line is the number of flights operated by Emirates and the grey lines shows the cumulated total of all flights by other airlines.*

*At the far right is when we shut down the Airport in 2020. If I take the graph all the back way to the beginning of aviation in Seychelles, you'll had the same story as globally.*

*So this crisis we are seeing with Air Seychelles and civil*

*aviation is unprecedented in our history. You will see a little bump at the end and I will talk about that later.*

*Next, this is like final snapping, and all we can do is start over. Next, when you start over, we are starting from scratch. First principles, whatever happened in the past doesn't mean it's going to be what's happened next. And we are gonna have to fight, because we are fighting against a pandemic, and we are fighting against all manner of challenges. But what we will do is whatever it takes.*

*Near term outlook;- I am going to describe to you four paths. This is ICAO. ICAO publishes data for all members states. It talks about pairs, traffic pairs between different regions and talks about their projected economic development.*

*And they have some of the world's best economist and airlines involved, IATA to come forward and what they tell all members of the Governments to do is to look at four paths forward.*

*And they provide the data and we are going to show you how we applied for the Seychelles case, to give you an*

*idea of what we think is going to happen 2021.*

*Next, the four shapes are, we have a "V" shape recovery. When things pop back up very quickly the way up, we know that this is not going to have happened, we've missed that.*

*A "U" shaped recovery is we stay down for a long time and then suddenly grow very quick near the end.*

*An "L" shape is the worst thing we can think of. In that we have a protracted long term, down turn. It's an "L" down and we stay down, which means we will suffer for many, many months.*

*And then we have a "W" which is a double dip- recession, when we go up, come down, go up, come down. Right now, we are sort of in the middle of the "W".*

*And then there is an Nike swoosh which was mentioned by some economist.*

*Those were the four shapes that we are going to model, for our Tourism Industry. It depends on a lot of different factors, none of it is done under our control. What happens in England, what happens in France in terms mutant COVID viruses, all are things that are outside our control.*

*But next, there are things that are in our control. Here, we have different version of it and a lot of it will depend on us as an island and our response. How we control the virus and how we are ready for it.*

*I am very happy with the March, with the vaccination program and this will provide us a very firm base for us to grow, from March onward.*

*So hopefully this will help us get into a "V" shape recovery but i will show you four different ranges, and this will show you were we going to be. And this will be very important because our 2021 Budget assumes that we will have 115 thousand passengers, tourist this year. I will show you that there is a very reasonable estimate.*

*Next, if we look at previous pandemics, it has been very "V" shaped. In the earlier graph that I have showed you, over nearly 80 years of aviation, we've never had anything like COVID.*

*What that mean is aviation is remarkably resilient, I can tell you that for a fact, with our new Travirosy system I could see the people who are applying, and even though we are in the middle of the pandemic people still want to travel.*

*So the history of aviation is showing that people will still*

*want to travel. There is no indication that travel will end. It's just that there are complications for that.*

*How long will take us to recover? Six months was the worse we've seen before, obviously ours is going to be much longer.*

*Here is why we have very good reasons to hope.*

*Next, thank, you stay there. This is why we are very hopeful about what will happen in 2021. What i have done here in this graph is I've zoomed in on that little bump at the end of first track that I've showed you.*

*What you are seeing before you, are the number of tourists that have come to our country by week, since September 15<sup>th</sup> when we started tracking the data.*

*In the weeks of October and November, and December we saw Edelweiss come, we saw British Airways come and we saw of course the Israel market opened up.*

*And Israel was an interesting case because it was a category 1, it was right next door, and we had direct flight by Air Seychelles which I will talk about later, plus other airlines.*

*So the demand is there. What we find out is a lot people did not want to come, because of*

*the complexities of our rules, and I will emphasize this a bit more.*

*At the moment as you can see in week four of 2021 we are very low level. We have not closed our airport, but then in fact it is closed because people are not coming.*

*Mostly because there is a ranging pandemic in their own homes, in their own countries, and also, we have our own, were we're being very strict with quarantine on arrival.*

*Such policies would prevent tourism from arriving. These are things under our control.*

*Next, let us show you now how we will calculate the number of tourist we see this year, and in these calculations I will show you were Air Seychelles would hunt.*

*Next, we cannot used what airlines have scheduled. What happened is, in 2020 half of plan flights were cancelled, so you have Emirates putting seven flights a week, but when it gets closer to the day they're cancelling, cancelling, cancelling.*

*So, we cannot say, "oh well things are looking rosy, because Turkish Airlines has put so many flights, and Air*

*France have put so many flights." No.*

*What we have to do, is do the basics, which is go back to the markets, which is the ICAO data which I've showed you at the very beginning that we going to do.*

*Let's frame it, for the entire world, Europe and Asia, Pacific accounts for over 70percent of international traffic. Thank you.*

*Europe alone accounts for 890million international passengers in 2019 per year. Asia, Pacific 517, not all that is coming to Seychelles is going all over the world.*

*North America is next, Middle East, Latin America, Caribbean and Africa down below at 7million. What does it look like for Seychelles in 2019? Next, what did Seychelles have?*

*In Seychelles, Europe traditionally has accounted for Europe not just Europe, Europe, North America, Oceania such as Australia such as South America and Asia, all of these markets have accounted for almost 73.6percent of our international traffic.*

*As you can see by the very strong first line, Europe has been our dominant market. In the previous scribe I've shown you Europe is one of the biggest. Regional network, those within*



*as I would show you Air Seychelles which is only 26.4 percent of that market.*

*However, that's what's it was like before the snap and past performance is not indicative of future results.*

*Next, let us look at what has happened since September 2020. Who has actually come to Seychelles? Has it followed our traditional pattern? No, the orange lines are in fact regional markets, market that are reachable by Air Seychelles.*

*At number one market since Q3 2020 has been the Middle East and of course the majority of this is Israel, which I'm including in the Middle East category.*

*Next has been Europe our traditional market its still there, though now Israel is number one. This is the kind of things that happened after a snap.*

*Africa is number three, no longer at the bottom of the list. And then we had the Indian Sub-Continent of course Asia, Indian Ocean and so forth.*

*One point I want to make, about the Middle East is the Middle East is available to Air Seychelles, but they also have a lot of competition in the Middle East because we have Qatar and we have Emirates and other airlines Etihad and Turkish.*

*So next, one brilliant thing is that those countries that have a lot intra-region traffic. When I say intra am talking within their region, that is a sign that they will grow very fast.*

*We've seen domestic flights grow very quickly and so we see two of our market Europe and Asia, have very strong domestic market which means that local economies are still feeling strong which means those countries still have a lot of disposable income.*

*Next, that's a good sign, here are and you don't need to get into the details but here how I did it. So, here we have four of those markets, the expected four scenarios. In the top left Asia Pacific, in the top right Europe, in the top right bottom left Middle East and in the bottom, right Africa.*

*International, IATA, go back please. What ICAO is done with IATA and all the rest, is made predictions. Best case, worse case about the amount of international travel from any of these destinations.*

*There's no need for us to get down into the details because it's very high level. In this case Asia Pacific will be down 60 to 80 percent. In the first half of the year Europe 40*

to 75percent middle 55 to 75 Africa 35 to 60.

Next, and then we have smaller markets to Seychelles, we have North American, Latin America which contributed traditionally very small 45 to 70 down 35 to 55.

Now this is only showing what's going to happened in the next six months. Where were going open up our airport after vaccination where we opened up the whole world in March.

We have already lost some months, and it's going to take sometime for vaccination certificate to become standardized.

It's going to be complicated because you have PCR, plus vaccination. All those together, we have decided as the conservative estimate is even though these percentages are for the next six months we're going say that they apply for the entire year, if I'm wrong it means will go fastest. So, this is the worst case, most pessimistic scenario that I'm going to show you.

Next, i will have to show you all the calculations but we've done it, and for the interested reader at home you can follow my calculation by going to NBS and doing all the calculating yourself. But based on our analysis of following the

formulas produce by ICAO for members states, our prediction for Seychelles in 2021,

in worst case, we will see 95,000 tourist this year, and if we are very lucky and things turn around very quickly, vaccination certificates. We may see as high as 207 thousand tourists by the end of the year.

Sherin, and her team thought it was 189 thousand i told the Minister I think it's going to be between 75 and 150 and all of our calculation now that we have done it properly, have come correctly.

We did the same calculation in May of 2020 and we were spot on, by what was going to happened in 2020, whether this works this year I don't know, but I am very confident in these results.

Now this wide range of 95thousand to 207 thousand means a lot of it is dependent on us.

What ways of we going to have policies? Are we going to have simplified rules by which we allow people to stay? Are we going to have category 1, category 2 hotels, ten days, five days all of those, all of that complexity is what going damp and demand and it's for us to think about.

*Next, go back one I think i will skip the key, go back ok that it go next one. Yes, now we talk about Air Seychelles, that green circle there is Air Seychelles hunting grounds.*

*Is roughly speaking the range of the 8020neo. As you can see what Air Seychelles can hunt represent 26.4percent of all of the potential in 2019.*

*Outside of that sphere is 73.6percent of where traditional tourists used to come from. This one is going to come from likes of Emirates, Etihad and Turkish and all the rest.*

*I will tell you this, Emirates on 2020 only stop flying for two weeks, and have been flying continuously since then.*

*With the numbers that I have showed on the from the previous screen I'm very confident, that the airlines will come in but what is interesting as I showed you in Q3 of 2020 we had a different mix. Israel was at the top , we had a lot of Africa we had a lot of regional traffic, which means that Air Seychelles hunting ground in the first half of this year is going to be very futile.*

*Even though it represents 26.4percent of the potential there is opportunities for Air Seychelles in theory.*

*The only problem with this graph is a large part of the 26.4 percent is the Middle East and there is a lot of competition, so Air Seychelles will have to fight for market share with El-Al and Arkia in Israel.*

*If they decide to go to Dubai they will have to fight with Emirates, and if they go Abu Dhabi, they'll be fighting with Etihad.*

*As an example, when Air Seychelles was going to Tel Aviv last year, they had the whole market until El-Al and Arkia enter the chart and the market share went from down to 30percent of the total number of tourists. But there is still an opportunity for Air Seychelles.*

*Next, based on that analysis in going country by country, we are able to establish tourism targets, which we will share with Tourism Industry and with Air Seychelles.*

*Based on our numbers, Europe market, we will see between 67 thousand, 500 and 159thousand number tourists this year from Europe and beyond.*

*And the total market size that the Air Seychelles we think can bite, can eat ranges from 27 thousand 600, to 48,400 and so is in there that Air Seychelles would be producing for us a*

*business strategy. On which destinations, how frequently they going to move and what they're going to do to get those tourists to come here.*

*The opportunity is there, and we as Magallie has said are providing the full support of our Ministry of Transport for that plan.*

*But I hope you can see the total context. And when, as travel begin to blossom again, so we have to think about Air Seychelles business model. As Europe and beyond market start to grow this increases Air Seychelles ground handling revenue, because that revenue is dependable on the others.*

*So the more the other airlines flies, the stronger the Air Seychelles becomes, as well the more other airlines come contributing more tourist, we will have more flights to Praslin and on our domestic route.*

*And depending on how that develops again Air Seychelles will strengthen based on how the other airlines are doing, so Air Seychelles future is dependent on the whole destination succeeding.*

*But alone on its own, Air Seychelles has a place for it to find its place and this is the challenge that we have put to our management, and to the*

*team there and I think they'll talk in great detail about that and we won't be into that, the detail of their business plan.*

*But we already know, we will know if they are succeeding or if they are failing or exceeding their targets.*

*Now, I want to say again about one of the key success factors for us to be closer to the 207 thousand value versus, the 95 thousand value.*

*We have COVID ... have been a terrible, terrible disease and now we have new mutants strains running around the world in Brazil, in England, in South Africa and almost certainly we will see more terrible things happened with this virus and let's hope that the vaccine that we have will be strong.*

*What has been very difficult for us to start the engine again for our Tourism Industry, has been towards the policies that we have had.*

*And we thank the doctors very much. In fact we are all safe here today because of that. But it's something for us to bear in mind that once we pass March and we have the vaccination policies. We need to think very carefully if we are running out of money, how we simplified that message.*

*Whether we can organize ourselves, to make it simple for people that travel Seychelles and that the rules are easy for travel agencies to sell, because the demand is there. And I thank you very much.*

**MR SPEAKER**

Mersi Mr Renaud. Madanm Essack ou annan okenn kontinyasyon, okenn keksoz pou azoute a se pwen.

**MRS MAGALLIE ESSACK**

Non, non, non mon napa okenn kestyon.

**MR SPEAKER**

Mr Renaud, *are you comfortable with questions in Creole?*

**PS ALAN RENAUD**

Yes.

**MR SPEAKER**

*Ok. Thank you.* Bon be nou ava envit bann Manm pou enterakte. Wi, Onorab Pillay.

**HON SEBASTIEN PILLAY**

Mersi Mr Speaker, e mersi Mr Renaud avek Miss Magallie pour prezantasyon.

Mon ti ava kontan demann zot baze lo lefe ki nou'n ganny en kantite lenformasyon depi bomaten e sorti kot *staff Air Seychelles, management Air*

*Seychelles* Minister Finans e la zot menm Departman Transpor.

So, mon ti ava kontan demann zot en kestyon baze lo sa ki *Air Seychelles* in prezant avek nou. E mon asire ki zot osi zot *aware* ki plan *Air Seychelles* i annan, eski koman Minister oubyen Departman Gouvernman ki sipoze annan *oversight* lo *Air Seychelles*, zot konfidan ki sa plan ki *Air Seychelles* in prezante, e baze lo sa bann lenformasyon ki Mr Renaud in met devan nou Lasanble ki *Air Seychelles*, pou kapab avek sa model biznes an partikilye, i pou kapab *overcome* serten bann difikilte i annan devan li?

E ki langazman ki departman oubyen zot departman oubyen Minister pe fer, pou asire ki sa konponan *ground handling*, ki en konponan enportan dan sa model biznes *Air Seychelles*, i pa en konponan ki ganny *diluted* dan okenn fason?

Nou konnen deza i annan en si oule en Lakor, oubyen en *FOB* avek en lakonpanyen ki pe *operate ground handling*. Eski nou pa devret pran desizyon parey lezot landrwa in fer pou ki nou donn, lefe ki nou annan en lakonpanyen aeryen Nasyonal, e ki nou annan en

kantite Seselwa ki depan lo sa konpanyen.

E pei evantelman pou depan lo reveni, ki sa bann dimoun i *generate*, pou fer ki an eksklizivite nou pa met sa konponan biznes *Air Seychelles* dan okenn risk. Mersi Mr Speaker.

**MR SPEAKER**

Mersi Onorab, wi *panel* lekel. Yes, Mr Renaud.

**PS ALAN RENAUD**

*Thanks Honorable Pillay. In the first instance, I take you back to the first slide about or slide number four. Where what we are experiencing now is something unprecedented, for entire aviation.*

*Now when we have 400 thousand tourists a year, and we have lots of tax revenues from all the activities going on, Government has money to support Air Seychelles.*

*Half that money comes from fishing, half comes from tourism. When we've been snapped and there is no revenue and there is no tourism. The very animal that is going to be able to support Air Seychelles is what we don't have.*

*So this is the first challenge we have in that, we of course want to support Air*

*Seychelles but we are struggling with that. And I think this is what Damien and Patrick is to challenge, nobody wants that Air Seychelles though. That said, if we go back to where we were at 2019 levels, and we look at where Air Seychelles business plan is, it true.*

*In their blended business model if you take away all the interest that they have, they will have something that loses money for a while and eventually get to a profitable sort of state, profitable in a sense of you add everything together.*

*So in that sense they come up with something, but whether that model is something that's living tourists or something else, is a totally different question. So that's that.*

*To your other question about the ... so the challenge now is what can it do for us this year? And so the business plan that we are waiting for, and that will be reviewing as Patrick and Damien mentioned earlier, is something that will work on over the next two weeks to see that, at least for this year, the money that we are putting in, (because we are not so sure about what will happen overseas) beyond that 6 hour range, that Air Seychelles, nevertheless can contribute greatly to our*

economy in that region, even though we are losing money.

With respect to ground handling, that is definitely 100 percent something that will always be it's a strategic, the airport is a strategic natural asset. Normally, in a very big airport you will have competition. So, if you go to Heathrow, you go to Paris Charles de Gaulle you will see Swiss Board, you will see a whole bunch of different companies that do ground handling. But this has to be tampered by the size of your airport. And also the difficulty of the aviation to do that.

In the case of Seychelles I think the case is very clear, you want to have a single ground handler. I just want you to imagine two sets of equipment out on that little ramp. Two sets of guys trying to move cargo with trucks both ways.

SCAA now having to audit two companies. Now you have two sets of things, all that complexity it's going to create, something that perhaps is more unsafe than when you have a single one with a very good service level of agreements. So, no.

On our side exclusivity on ground handling is something that we will absolutely do and

we will protect that. And the wealth that's generating through that ground handling is something that we will not relent.

**MR SPEAKER**

Mersi. Ou'n fini?

**PS ALAN RENAUD**

Yeah. Just so you know, we met with Air Seychelles yesterday, and we gave them the parameters. We are the parent ministry of Air Seychelles, but it doesn't mean that we can't hold them accountable and be tough with them, so we want them to work.

We know they work very hard, but now we need them more than ever. A mighty avenger of the Air, to help us and save us for this year. And so thus we are hoping and see from them in the next two weeks.

**MR SPEAKER**

Mersi Mr Renaud. Wi Onorab, ou kapab follow-up.

**HON SEBASTIEN PILLAY**

Yes, Mr Speaker a very, very quick follow up. Eski nou kapab ganny en, garanti avek Mr Renaud ki sa bann miting ki'n annan ki nou'n tande an relasyon avek sa group sorti Abu Dhabi vizavi airport, i napa

nanryen pou fer avek *ground handling*, oubyen okenn konponan sa biznes.

Akoz dan model biznes ki nou, nou ganny prezante avek bomaten e ki *Air Seychelles* in koz lo la. Sa konponan i *feature prominently* e i enportan pou sa *recovery plan*, ki pe ganny prepare ki nou'n war in ganny prepare pour *Air Seychelles*. Mersi, Mr Speaker.

**MR SPEAKER**

Mersi Onorab. Wi, madanm Essack.

**MRS MAGALLIE ESSACK**

Lo sa kote sa bann delegasyon ki'n sorti Abu Dhabi konsernan *airport*. Parey Minis ti fer sorti yer dan son *interview* avek medya, sa kozri ki annan i *basically* pou annan pou fer avek redevlopman *airport*.

Parey nou tou nou konnen nouvo ladministrasyon ki la i annan bann plan pou redevelop, striktir aktyel ki annan pou *airport*. Parey zot konnen domestik li, i sa konponan, ki i get en pe pli enternasyonal ki nou *actual international airport* i ete la.

So sa diskisyon se i en diskisyon pou SCAA kapab konpran ki kantite lenvestisman zot pou bezwen pou zot devlop sa lenfrastriktir.

E i napa nanryen pou fer avek loperasyon *Air Seychelles*, e napa nanryen pou fer avek *ground handling Air Seychelles*.

E zis pou mwan tous lo sa pti size, sa plan ki *Air Seychelles* in prezante, kekwfa mon ava zis met a zot latansyon lo kote Minister, *we are yet to discuss and approved this plan*. I pa ankor en plan ki nou'n fini diskite an tou son totalite, e i annan bann lekip teknik ki pou asize ek *Air Seychelles* ek son *management* pou diskite lo la.

Parey PS in fer resorti, e nou pe refer resorti ankor poudir ki *Air Seychelles* i en antite Gouvernman. *Air Seychelles* son Minister se Minister Transpor, e sete anba Minister Transpor e anba direksyon Minis Transpor, Minis Derjacques ki i pou donn *the final approval of any plan* ki pou ganny zere par sa lakonpanyen. Mersi.

**MR SPEAKER**

Mersi Madanm Essack. Onorab Henrie.

**HON GERVAIS HENRIE**

Mersi Mr Chair. Bonn apre midi. Lefe ki Minister Transpor i *parent company Air Seychelles, parent ministry Air Seychelles*. So mon anvi demann de kekyon otour



*business model*. Akoz nou, anvi vwar ki mannyer sa lakonpanyen pou grandi, si zanmen i anvi sorti dan sityasyon kot i ete.

Premyerman letan PS dan ou *slide* ou'n montre ou *hunting ground of Air Seychelles* ki ou'n dekrir koman *fertile*, mon anvi konn konponan *L'Afrique* en kontinan avek 1.2bilyon dimoun. Ki ozordi bann *Africain* i kapab voyaz dan selman 22 pousan kontinan san en viza.

E Sesel ozordi i le sel pei *Africain*, mon repete le sel pei *Africain* ki tou *Africain* i kapab vini san bezwen en viza. Ni *on arrival*, ni *apply* avan, ou rantre. Pa reste se nou, retourn se ou apre ou vakans.

Prezan ki mannyer nou kapab servi sa e *Air Seychelles*, *tap into* sa marse? Eski sa i en diskisyon ki lo latib, ozordi? Akoz nou konnen poudir bann vol komersyal ant bann rezyon i preski *non* egzistan e si egziste i ser. Donk ki mannyer nou kapab *tap into* sa *potential market*? Mon premye kestyon.

Dezyenm kestyon dan *business model*, nou konnen poudir apard *Air Seychelles* ki anvol Praslin, *domestically* i annan en lot lakonpanyen IDC.

Ki mannyer Gouvernman, ozordi i kapab met *Air Seychelles* ek IDC asiz otour en latib. I dir get sa nou en pti pei, tou lede i antite Gouvernman *merge* zot *asset*, pour ki *Air Seychelles take over everything, domestic* i anmenn bann touris osi lwen lo nou bann Zil Elwanye pou vizite fer bann *day trip whatever model* ki kapab ed *tourism*?

So sa i de kestyon otour *tap into Africa as a potential tourism market*. E dezyenm IDC and *Air Seychelles merging their operations*. Mersi.

#### **MR SPEAKER**

Mersi Onorab. Ok. Yes Mr Renaud.

#### **PS ALAN RENAUD**

*Thank you, Honorable Member. So, with respect to Africa, we definitely there is potential. In 2016 I was a Speaker at IATA day in Abuja in Nigeria and the one thing that, it was the first place I ever did an Uber was in Abuja, Nigeria.*

*Not something I would have expected, but they were really advanced. And their speed of business and things, and their disposable income, and they know Seychelles as a holiday destination. They've gone to Europe, they've gone to*

*other places and for them Seychelles was jewel within Africa.*

*So that as they've said it, it's incredible that we have all these Europeans who have such a vision about Seychelles, why can't Africans know that this is also part of their own continent and want to come and want to experience the same as everyone else? And yes, definitely this is there.*

*The challenge you have with Africa there's a twofold problem there. Problem number one is Africa itself, their bilateral are tend to be very closed, which makes it very difficult.*

*Luckily for us we've been pushing very, very hard to open up. The more we do that the better. This is why we have Ethiopian here, which is why we have Kenya Airways and why we are doing the Tanzania.*

*So we have a lot of the eastern seaboard. If we look at Nigerian bilateral is a bit closed bit difficult to do so we need to do a little bit more work there, but this is something for sure needs to be in a long range plan for Air Seychelles and how to develop that. So that's that.*

*The second problem that you have, is it's always difficult to develop a new market in aviation. So typically airlines are*

*a bit lazy. You look for an origin destination market that already exists for example, way back when Air Seychelles knew that there was a lot of Mauritians in London, and so when we used to go to London we took Mauritians and took them to Mauritius, cause we knew it was there. I mean come on, we didn't have to find it. We just know.*

*So when you go to Africa if there's part of Africa that don't know about Seychelles, this is what we need the STB and others to help do that. So it will take time but it has to be in the plan.*

*In fact, as Magallie said, I think we would reject any strategy that did not have that in there, as something as a component.*

*On your second point having to do the outer islands, we will soon in this quarter be releasing a new National Aviation Policy. As Minister has said several times in his public statement, we want to liberalize.*

*Now on one hand we could just sit there and said let's combine Air Seychelles with IDC and see how that goes. And that's definitely things that will do. What I can tell you is domestic market are always more profitable than*

*international, for any airline and particularly here.*

*I remember once some guy shaking me down in South Africa and say "when can Air Seychelles fly to Desroches, I want to go to my villa. It's too much..." And he won a competition on that road and so these are the kind of things where I think Air Seychelles, if it's allowed to compete on those island at the very minimum and is allowed to do it fairly.*

*We can do that, but we have to look at IDC and its model because it might be critical to its business model, and as you said correctly we have to look at it in its totality.*

*The second issue with the outer islands is something my colleague Linberg told me about. The thing about the outer island is it would be small volumes, necessarily so.*

*What makes the beauty of our archipelago is this thing, so what we want is something modest, high quality and attracts the very best tourist, will Air Seychelles make money on that? Oh definitely!*

*Will our tourism industry and the fact that people can go there, help our whole island? Yes, definitely.*

*So yes, I think we should do that and look all ways. And*

*the ways we would say as Magallie said, is we will be looking to liberalize our domestic space. And what that mean is Air Seychelles, along with others will be able to compete freely, on these islands and have new entrepreneurs come in.*

*I think this would be something that will be wonderful, Air Seychelles should not fear it.*

### **MR SPEAKER**

*Thank you. Onorab Cosgrow.*

### **HON WALLACE COSGROW**

*Mersi Mr Speaker. Mr Speaker bomaten avek bann diferan diskisyon ki nou'n gannyen dan Lasanble e osi bann diskisyon ki nou'n gannyen avek Air Seychelles an zeneral oparavan.*

*Largiman in plizoumwenn emosyonnel e osi finansyel. Mon ti ava kontan demann PS dan son pozisyon koman Minister, koman PS pou Lavyasyon, zot perspektiv i enn ki Polisi? Nou'n tande bomaten atraver Air Seychelles konmkwa ki bann foreign airlines i practice e bann predatory practices.*

*Mon ti ava kontan demann PS, ki kantite prepare, or how prepared zot ete son departman, Gouvernman pou*

met an plas bann Polisi pou protez nou *national airlines against sa bann predatory practices?*

E eski PS ou feel ki si i annan en posibilite ki Air Seychelles i fermen, or at least international or reginal route i fermen, eski ou krwar nou pe give up a battleship ki nou annan, and ultimately putting the stability of nou sovereignty at risk? Mon ti ava kontan ganny lopinyon PS lo sa de keksoz, mersi.

### **MR SPEAKER**

Mersi Onorab. PS please.

### **PS ALAN RENAUD**

*Thank you, Honorable Cosgrow for these outstanding questions.*

*In 2012 I remember, when we first, (it's important to put some history here) we were traditionally a very protected air space.*

*In 2012 when Etihad came, we had only eight active bilateral. Those are the judicial markets you know by Italy, Singapore, South Africa and few places. When Etihad came and started its partnership the first thing, they wanted to do was we wanted to feed code shares over this over routing, create a kind of hub in the Indian ocean. So they*

*demanded that we signed over a new bilateral.*

*And I distinctly remember and I apologize if he is listening to me now, we were sitting together, myself and Mr Gilbert Faure and we're looking at each other and he says, "Once we go down this path we can't put the toothpaste back in the tooth pole. The toothpaste too."*

*Because once you opened up, it's a one way thing. You can keep it close, but when you open the word 'bilateral' it's exactly what it means. You opened it up and it works both ways and it makes sense.*

*I allow you to come into my house, , you better let me go to your house. That's the way it is. So when we went down that path, we went down an inexorable path. At the same time, we felt ok, now we're going to have more competition, what IATA and ICAO tell you when you open up your skies you're going to see growth.*

*It is sometimes challenging for your homeland, but the big thing is what does it do for your country.*

*What did we see after 2012? Seychelles saw a double-digit tourism growth. I didn't have the statistic going all the way back, but you will see that we suddenly started to see a big*

*acceleration once we start to opening up.*

*I remember signing the bilateral with Switzerland in 2014, Edelweiss came in 2018. It's like you're pregnant with possibility when you sign these bilaterals.*

*So, Air Seychelles now you can't go back. It's almost an act of war to try to say "I gave you 40 to go back to 2." It doesn't work that way.*

*So, Air Seychelles yeah it will have to compete. But at the same time it's done amazing things for our economy. We've grown, and so what it means is Air Seychelles has to find a new role, a new niche.*

*Now you ask the question does that challenge our sovereignty? I will say no, not now and I will tell you why.*

*All of us have heard the word National Insurance Policy. And we've just accepted that. Have we ever asked ourselves what it means, what does that means National Insurance Policy?*

*Air Seychelles will fly where nobody else will. Now try and think of a situation where Air Seychelles can fly somewhere where nobody else wants to fly.*

*It's a very ... yes and that means no one can fly right now.*

*In January Emirates is flying, Qatar is flying, Ethiopian is flying but Air Seychelles is not.*

*What happened is a situation, to where one guy doesn't want to go but the other guy can go, is usually something geopolitical and something under our control as we say before.*

*Currency exchanges, we hold on to your money (someone else said that) but anything that would affect Air Seychelles will affect the other guys. Today we have, or in 2019 we have 14 airlines, operating 75 flights a week.*

*They invested in the route and the way their model works and so it's actually a different situation. They can take their money out, we've liberalized our banking system. So what I would say is the danger is not so much today, and the proof was in the pudding.*

*If you look at the graph in the handout that I showed you, you see that Emirates stop flying for two weeks whereas Air Seychelles was a bit longer doing repatriation flights.*

*So I think it we are more resilient industry, but it does mean what Air Seychelles can do is now smaller. They will never go back long haul probably to Europe, unless a*

*new technology comes along.  
Was there another question?*

**MR SPEAKER**

*Thank you.* Onorab Georges.

**HON BERNARD GEORGES**

Mersi Mr Chair, Mr Chair i annan en keksoz ki pe fatig mwan depi taler. E mon ti ava kontan *panel* ed mwan.

E enn bann keksoz ki Mr Tirant ti dir nou e i ankor avek mwan e sa se, *the Board has got to be responsible*. E zot bezwen *on top of things*. Si *Air Seychelles* pou marse fodre ki son *Board is up to the mark*. E nou'n vwar sa ki'n arive pandan sa dernyen lannen, ou plito sa bann lannen oparavan.

Nou ti annan en *management* ek en *Board* ki ti *slack*, *as a result* ek en mon mazine en Minister Finans ki ti osi *slack*, akoz sa ki'n arive se ki zis det akimile, akimile, akimile and *nobody pulled the plug*.

E nou vwar nou lekor ozordi pe debat le konsekans. *As the parent ministry* ki zot ete, nou tou nou ti a kontan krwar ki *Air Seychelles* i annan vyabilite. Me nou'n vwar ki Minster Finans i annan gran rezerv lo vyabilite *Air Seychelles*.

E mon pa oule *pitch* zot kont Minister Finans. Zot vwar li dan en serten fason, Minister Finans pe regard li dan en lot fason. Me si dizon demen desizyon i ganny pran par zot Minis ek par *Cabinet*, ki pou donn en sans *Air Seychelles* pou kontinyen lo son *regional routes*, ki si sa ki fer zot krwar, ki zot pou pli byen fer *as the parent ministry* ki bann Minister oparavan, pou kontrol *Board either* par bann dimoun ki ganny apwente lo sa *Board*. Oubyen par responsabilite ki bann *Board members* i pran, pou fer sir ki dan nevyenm Lasanble, nou pa pe *still* pe debat lo pou fermen pa pou fermen *Air Seychelles*? Mersi Mr Chair.

**MR SPEAKER**

Mersi Onorab. Madanm Essack, *please*.

**MRS MAGALLIE ESSACK**

Mersi Onorab pou sa, parey tou Seselwa i konnen i en nouvo administrasyon, nou en nouvo Minis. Mon kapab dir poudir nou tim e i en tim ase nouvo. Kote nou departman, lo kote Polisi, stratezi ki nou fer. Nou ase nouvo e nou annan bann zenn kapab ki nou pe travay avek.

E nou pe devlop parey *PS* in dir oparavan bann serten Polisi ki pa'n ganny devlope dan lepase. Pou nou kapab met an plas en striktir li menm lo ki mannyer lavyasyon i ganny zere. Nou departman pa *deal* zis avek lavyasyon nou *deal* osi avek port e lamarin.

Wi nou tim i ptipti, me selman parey mon'n dir nou annan en nouvo Minis ki pe regarde. Nou konnen nou pa kapab fer *recruitment*, nou pa kapab anploy dimoun pou le moman.

Me selman nou pe devlop sa bann zenn ki nou annan entern pou zot kapab *take on the challenge*, aköz nou portfolyo i ase gran.

Nou Minister i *deal* avek nef *agency* e *Air Seychelles* i enn ladan. I enn ki ptipti me selman i enn ki annan bokou plis gro problemn.

Wi, pou le moman kekfwa i annan en *Board* ki en pe, ki en pe ou kapab dir *non-egzistan* me selman i annan travay ki nou pe fer lo kote Minister, pou nou *reconstitute* en *Board hopefully* kekfwa *soon*, oubyen *by latest* an Mars, ki nou ava met sa *Board* an plas.

E letan nou pe annan en *Board*, ki nou pe mete *Air Seychelles* i pa pou zis en *Board* ki nou pou swazir dimoun ou

kapab dir *left, right and center*. Nou ti annan de *Board* ki ti ganny anonse yer, sa i *Board Port Authority* e *Board SCAA*.

Zot pou kapab vwar lo nou *Board*, sa de *Board* ki nou'n *constitute* i vreman diferan. Son konponan dimoun aköz nou'n fer en legzersis ki nou'n *vet* bann dimoun, *base* lo zot leksperyans, *base* lo zot konesans ki zot annan.

E se sa lapros ki nou pou pran pou nou *constitute* en *Board* pou *Air Seychelles*. Nou pa pou zis met en dimoun lo en *Board* ki nou konnen demen i pa pou kapab performen, aköz i pou annan en gro *task* lo li ki pou asire ki sa lakonpanyen i vyab.

E *training* i enn sa konponan. Lavyasyon i pa en keksoz ki nou tou nou konnen. I en keksoz ki vreman *technical*, bann nou ki konpran lavyasyon nou vreman sanse pou nou kapab dir nou annan sa dan nou disan.

Mwan mon kapab dir mon pa en *expert, expert* me selman mon'n devlopman mwan dan lavyasyon, mon konpran serten konponan.

E lo sa kote e osi parey *PS* nou de dimoun ki konpran lavyasyon lo kote komersyal, e lo kote ki mannyer ou kapab dir

lo kote regilater, regilatwar laspe regilatwar osi.

E sa Board ki pou vini *obviously* nou pou *tap into* nou bann *international agencies* ki nou *deal* avek *IATA*, *ICAO* pou nou regarde ki mannyer sa bann *Board members* i ganny sa *capacity building* lo lavyasyon, pou konpran kwa sa en *airline*, e kwa sa konmersyalite ki mannyer en *airline* i sipoze ganny fonksyonnen.

Sa ki lo nou kote Minister nou pe sey anmennen. E nou Minister nou tant pou nou fonksyonnen en pti pe diferaman, akoz nou annan sa konponan ki nou toultan pe mazin lo kote konmersyalite, kwa ki nou kapab anmennen, anver reveni pou pei.

Me non pa zis la pour nou, ou kapab dir depans *taxpayers money*, par ganny peye akoz nou ganny peye par *tax payers money*.

Me nou rod bann lapros ki nou kapab fer nou bann *entities* ki nou travay avek vin komersyal.

E zot pou vwar pandan sa lannen bann kantite proze ki nou annan *in regards to the commercial aspect of* tou nou bann *entity* ki tonm anba nou Minister.

**PS ALAN RENAUD**

*If I may add to what Magallie said that is actually fundamental. So, for all of those Boards with complex business model or in an industry that requires a bit of an experience, so Magallie and I are both ex- Air Seychelles, it makes a difference. On the Board of SCAA, we have three ex-Air Seychelles staff which surely makes a difference.*

*And that training component the Board we think it's going to be very critical, not just for the Board members, but perhaps also for members of the Government and Finance, as well as those in the PEMC doing oversight this way. Because this way (if I may) this gives some background of myself working with Etihad, so when we had the partnership with Etihad, it was a 40percent shareholding, so we had four Seychellois Board members and three Etihad.*

*So it looks like Seychelles obviously has some majority and our Chairman is a Seychellois. But what actually happens in a Board meeting is you may have two or three hours, with a hundred slides, and then you will have a lot of experts in the room going through the slides, and it's going by very fast.*



*And there is a lot of trust there because, wow! It looks like a lot of work I'm sure, ok it works, I vote. Because it's very imbalanced. And what needs to happened is that the people on the Seychelles side. Of course, we're not going to have that now. Air Seychelles is going to be 100percent on, but the point is the same. The members of the Board have to be conversant with that industry, conversant with what is and is not a reasonable model, not just a do thing for the Government. So those are the kind of things that we will definitely learn from this exercise and it's absolutely it.*

*So if we have an SOE and if it is critical to our economy, obviously it means that we have to raise our game in terms of government, and its oversight and how technically competent we are in be able to buy with this. So, what happened in the past will not happen in future.*

*Which is not to say that there was anything wrong with the previous body it was just structurally, it was a very difficult situation that they had.*

**MR SPEAKER**

Mersi Onorab Loze.

**HON JOHAN LOZE**

Mersi Mr Speaker, Mr Speaker mon annan zis de pti leklersisman mon to ava kontan gannyen.

Premyerman from the parent ministry i paret ki Air Seychelles zot annan en plan, ki zot pe shop around avek mwan, ti ava kontan konnen si zot the parent ministry zot in fini aprouve sa plan ki Air Seychelles pe sey bank son future lo la.

Dezyenmman Mr Speaker, mon ti zis anvi demann avek PS Renaud kote, ki source son bann data, akoz mon pa konnen akoz mon krwar mon rekonnet sa software as a ... is it an Etihad licensed software sa ki i pe servi? Thank you, Mr Speaker.

**PS ALAN RENAUD**

*(Off-Mic)*

**MR SPEAKER**

*One second please. Onorab Loze ou'n fini poz ou keston?*

**HON JOHAN LOZE**

Wi, Mr Speaker mon'n defer pou answer.

**MR SPEAKER**

*Ok, thank you. Wi, Mr Renaud.*

**PS ALAN RENAUD**

*Thanks, Honorable. No, the data came from ICAO and IATA, I can certainly resend the slides with all references that it comes from.*

*It's all published online. It's available for Member States and I will be happy, so everything you saw is legitimate. I'm only using my apple keynote and the software on there.*

*Everything is free of charge on the apple, unless you know you can buy the apple mac with it. That's another thing, but other than that no, anyone can do it.*

**MR SPEAKER**

Wi Mr Renaud. Wi madanm Essack ou pou adres sa.

**MRS MAGALLIE ESSACK**

Parey mon'n fer resorti, lo kote sa plan ki *Air Seychelles* parey ou'n dir pe *shop around* avek.

Parey mon konpran *Air Seychelles* i *right now*, i annan bann lemosyon, ki pe arive koman en *ex-staff Air Seychelles*, mon osi mon annan lemosyon ki ou annan sa lemosyon, ki ou pa anvi war sa lakonpanyen ki ou'n travay avek pe pas dan serten difikilte.

Me lo kote Minister parey Minis in fer sorti yer swar lo son *interview* lo *SBC*, bann desizyon

ki nou pou pran i pa pou base lo lemosyon. I pou base lo performans. E sa plan parey mon'n fer resorti boner nou pa ankor final, nou pa ankor, mon pa poudir aprouve, me selman i pa ankor ganny diskite e agree eternalman.

E i annan bann Komite teknik ki ganny mete, letan i annan *anything* ki annan pou fer avek en proze komersyal e vyabilite. E mon kapab dir poudir lo kote Minister, non nou pa ankor asiz ansanm ek *Air Seychelles* pou nou konpran sa plan an detay e an tou son totalite.

**MR SPEAKER**

Mersi. Onorab Loze ou anvi swiv.

**HON JOHAN LOZE**

Yes, Mr Speaker zis en pti *follow-up*. Mon ti anvi demann *the parent ministry again*. Eski i annan okenn *willingness* ant zot avek *Ministry of Finance*, pou asiz ansanm, trouv *common ground* e donn nou en *sustainable plan* pou le fitir *Air Seychelles*? Mersi Mr Speaker.

**MR SPEAKER**

Mersi Onorab. Mr Renaud.

**PS ALAN RENAUD**

*Thank you, Honorable Member for that question. If we go to the slide where I drew the circle about the fertile hunting grounds for Air Seychelles. It represents 26.4 percent of our traditional market in 2019.*

*I want you to also look very carefully at that slide, to make another observation about it. And that is, if you look at that circle, you will see that it covers a lot of ocean, and in that ocean there's very little destinations.*

*So the amount of destination that are actually able to be used is actually quite few. So this is, yeah if you look at where the circle is you see that to the south there's a lot of open ocean where there's very little, opportunity because you're only looking at the top path.*

*Consider if you were, you know in Europe elsewhere there's lots of destination. So in term of a sustainable plan, what would have to happen is that Air Seychelles will have to look at all the different destination. Things like Delhi, things like Mumbai, things like Chennai, see if there's an opportunity.*

*Sherin is confident that there is pent up demand in those tourism market to bring to Seychelles. Are there destinations in the Middle East?*

*Not Dubai or maybe Dubai or Abu Dhabi that they can develop? So as Magallie said, I mean we will be consulting with experts, we are using our own needed knowledge were possible.*

*But yeah, what we will be working with them is to develop a sustainable plan, and they did have one that involved a lot of transfer traffic, but we have to look over the next four years. Because as we said in the optimistic case, we will see 207 thousand tourists in 2021. We don't know if we will have 95 thousand. In other words will 2021 be worse than 2020?*

*So I gave that big range, which means that the burden that Air Seychelles will have on us, is still unknown. We still don't know what's going to happen. So this is where when we asked about a sustainable plan for Air Seychelles you have to balanced that over. We just don't know whether the tourism will pick up because of things we are not foreseeing. With countries policies and with COVID-19 and mutations and the like.*

*Like what happens if the virus, the vaccination is only good for six months? What if there a new mutation that it doesn't work, what impact will*

*that have? Right? So those are the kind of things that we just don't know.*

*So yeah, but for sure will be working very closely with Finance and with the team at Air Seychelles, who we know are very good and others to make sure that this will work.*

**MR SPEAKER**

*Thank you. A se pwen mon napa ankor entervenon, alor nou ava terminen pou ozordi. Mon ti ava kontan remersye panel. Mr Renaud e madanm Essack pou zot prezans e zot partisipasyon. Mon ava dir zot mersi bokou e mon ava envit zot pou fer zot depar.*

***(PS RENAUD AND HIS DELEGATION WAS EXCUSED FROM THE HOUSE)***

**MR SPEAKER**

Mersi. Onorab Georges prezan ou ava gid mwan demen bomaten ki mannyer ou pe mazine prosede? Kontinyen avek Komite oubyen al dan Lasanble.

**HON BERNARD GEORGES**

Mr Chair, non nou kapab sorti dan Komite prezan retourn dan Lasanble, pou nou kontinyen nou deba. Akoz nou pa pou

annan okenn *panel*, nou pa pe envit person. Mersi.

**MR SPEAKER**

Tre byen alor nou ava retourn dan Lasanble. Me selman, avek sa nou ava *adjourn* pou demen bomaten 9er. Mersi.

***(ADJOURNMENT)***