

DRAFTING NOTE

LAND TRANSPORT ACT 2026

1. Status and purpose of this note

This drafting note is explanatory and is not part of the proposed Assembly Act. It identifies the legislative need, the relationship with earlier Eritrean law, the principal matters retained, the modernization choices made and the place of the draft within the emerging constitutional statute book. The instrument remains a consultation draft and should be finalized only after legal, institutional, fiscal and public review.

2. Legislative need and prior law

Earlier road transport and traffic rules are dispersed and designed for paper licensing and limited vehicle technology. A modern statute is needed for safe mobility, logistics and regional trade.

3. What the draft retains

The draft retains vehicle and driver licensing, roadworthiness, traffic rules, commercial transport permits, accident duties and enforcement against dangerous operation.

4. What the draft updates and modernizes

It adds risk-based and electronic administration, public and freight transport standards, road-safety governance, accessibility, intelligent transport, data protection, electric and automated vehicle readiness, fair competition and independent review.

5. Constitutional, code and treaty fit

The draft is framed under the Constitution of Eritrea 1997 and must be read with the Civil Code, Penal Code, Civil Procedure Code and Criminal Procedure Code of Eritrea 2015 where those Codes govern. It is also coordinated with the other institutional, financial, commercial, land, labour, administrative and sectoral drafts in this collection. References to international or regional standards guide compatibility and implementation; they do not bypass the Treaty-Making Act or convert an unincorporated instrument into domestic law.

6. Scope and organization

The principal divisions address preliminary provisions; land transport authority and planning; vehicle registration and title records; roadworthiness and vehicle standards; driver licensing; traffic and road-use rules; commercial passenger transport; freight and logistics; railways; compulsory motor insurance and accident compensation; accidents, enforcement and review; transition and final provisions.

7. Transition, implementation and consultation

The draft preserves lawful accrued rights, completed transactions, pending proceedings and institutional continuity where appropriate, while preventing temporary savings from preserving unconstitutional coercion or indefinite executive discretion. Before enactment or issuance, authentic predecessor instruments and amendments should be verified, cross-references and fiscal capacity confirmed, implementing regulations and digital systems prepared, and affected institutions, professions, communities and the public given a practical opportunity to comment.

CONSULTATION DRAFT — NOT ENACTED LAW

ACT NO. ____/2026

LAND TRANSPORT ACT 2026

(ACT)

AN ACT TO REGULATE ROAD AND LAND TRANSPORT, VEHICLES, DRIVERS, PUBLIC AND FREIGHT SERVICES, ROAD SAFETY AND COMPULSORY MOTOR INSURANCE, AND PROVIDE FOR RELATED MATTERS.

PREAMBLE

WHEREAS safe, affordable and reliable movement of persons and goods is essential to life, livelihood, trade, regional equality and economic development under the Constitution of Eritrea;

WHEREAS Land Transport Proclamation 111/2000 established vehicle registration, driver licensing, commercial transport regulation, road safety and railway administration that should be modernized for constitutional, digital and market-based government;

WHEREAS Compulsory Motor Vehicle Third Party and Fare-Paying Public Transport Insurance Proclamation 119/2002 recognized that victims require reliable compensation and that every vehicle placed on a public road must carry effective insurance;

WHEREAS regulation must improve safety and service without recreating route monopolies, political allocation, arbitrary vehicle import controls, unofficial fees or criminal punishment for matters properly handled through proportionate administrative and civil law;

NOW, THEREFORE, the National Assembly of Eritrea enacts as follows:

CHAPTER I
PRELIMINARY PROVISIONS

Article 1 — Short title

This Act may be cited as the Land Transport Act 2026.

Article 2 — Objects

1. protect life, health and property on roads;
2. enable efficient, competitive and accessible passenger and freight transport;
3. establish reliable vehicle, driver and operator administration;
4. ensure compensation through compulsory motor insurance; and
5. promote safe technology, low-emission mobility and accountable enforcement.

Article 3 — Application of Act

1. This Act applies to public roads, motor vehicles, trailers, drivers, road transport services and prescribed railway matters.
2. Military, police and emergency vehicles remain subject to road-safety duties, with only operationally necessary exemptions made under law.
3. Private land not open to public traffic is excluded except where a provision expressly addresses vehicle safety, insurance or injury.

Article 4 — Definitions

1. “commercial transport” means carriage of passengers or goods for reward;
2. “driver” means a person controlling a vehicle;
3. “motor vehicle” means a mechanically or electrically propelled road vehicle;
4. “operator” means a person conducting a commercial transport service;
5. “public service vehicle” means a vehicle carrying passengers for reward;
6. “road” means a way open to public vehicular traffic;
7. “roadworthiness certificate” means confirmation that a vehicle satisfies prescribed safety and environmental standards; and
8. “transport authority” means the body authorized to administer this Act.

Article 5 — Relationship with other laws

1. The Civil Code governs ownership, delict, damages and civil liability except where this Act provides a specific transport rule.
2. The Commercial Code governs carriers, carriage contracts, business organizations and insolvency.
3. The Penal Code and Criminal Procedure Code govern offences, investigation and punishment; this Act does not create criminal liability by implication.
4. Insurance, competition, public procurement, customs, environment, data-protection, labour, disability and local-government laws remain applicable.

Article 6 — Constitutional administration

1. A restriction, seizure, suspension or penalty shall be authorized, necessary, proportionate and procedurally fair.
2. Transport administration shall not discriminate by political opinion, ethnicity, religion, sex, disability, region, family, diaspora status or another prohibited ground.

CHAPTER II

LAND TRANSPORT AUTHORITY AND PLANNING

Article 7 — Transport Authority

1. A Land Transport Authority is established or designated by law to administer vehicles, drivers, operators, safety standards, data and compliance.

2. Policy, licensing, inspection and internal review shall be sufficiently separated to prevent conflict and abuse.

Article 8 — Functions

1. The Authority shall maintain registers, issue licences and permits, adopt technical standards within delegated power, collect and publish safety data and coordinate enforcement.
2. It shall facilitate lawful transport and shall not operate a commercial transport enterprise.

Article 9 — National transport plan

1. The Ministry responsible for transport shall publish a five-year plan for roads, public transport, freight, logistics, nonmotorized travel, railway development, safety and emissions.
2. The plan shall consider rural access, ports, borders, cities, disability, women, climate, affordability and maintenance.

Article 10 — Digital and physical services

1. Registration, licensing, payment, appointment, status and verification shall be available through a secure interoperable system.
2. Regional and physical services shall remain available for persons without reliable connectivity, devices, literacy or accessibility.

Article 11 — Consultation

1. The Authority shall consult local governments, police, insurers, operators, workers, users, persons with disabilities and communities on material standards and plans.
2. Consultation shall not permit an incumbent operator to exclude competition.

Article 12 — Fees

1. A fee requires statutory authority, publication and reasonable relation to administrative or regulatory cost.
2. No officer may demand an unofficial payment, service, political contribution or facilitation charge.

CHAPTER III VEHICLE REGISTRATION AND TITLE RECORDS

Article 13 — Registration requirement

1. A motor vehicle or trailer shall not be used on a public road unless registered, displaying lawful identification and meeting applicable insurance and roadworthiness requirements.

2. Regulations may exempt or simplify treatment of agricultural, construction, historic, temporary and very low-power vehicles.

Article 14 — Vehicle-registration application

1. Registration shall require proof of identity, lawful ownership, vehicle identity, customs status where applicable, roadworthiness and insurance.
2. The Authority shall not require political clearance, irrelevant family information or documents already securely verifiable from another public body.

Article 15 — Vehicle register

1. The register shall record vehicle identity, ownership, security interests, status, inspection, insurance and restrictions.
2. Access and disclosure shall follow data-protection, commercial-registration and law-enforcement law.

Article 16 — Certificate and electronic record

1. The Authority shall issue an electronic and, on request, physical registration certificate.
2. The authoritative record shall be protected by identity verification, audit logs and correction procedures.

Article 17 — Number plates

1. Plates shall be secure, legible, standardized and issued under transparent rules.
2. Special categories shall be limited to genuine official, diplomatic, temporary, historic or technical need and shall not confer immunity from traffic law.

Article 18 — Transfer of ownership

1. Seller and buyer shall notify transfer within the prescribed period and update registration.
2. Failure to update does not by itself determine civil ownership where the Civil Code establishes otherwise, but may create administrative responsibility.

Article 19 — Security interests

1. A registered security interest shall be recorded consistently with the Commercial Code and secured-transactions law.
2. The transport register shall not create a conflicting priority system.

Article 20 — Loss, destruction and export

1. Permanent export, destruction, scrapping or unrecovered theft shall be reported and status updated.

2. A written-off vehicle shall not return to the road without enhanced identity and safety inspection.

Article 21 — Temporary and foreign vehicles

1. A foreign or temporarily imported vehicle may operate for a prescribed period with recognized registration, roadworthiness and insurance.
2. Equal safety and tax treatment shall apply without unnecessary duplicate registration.

CHAPTER IV ROADWORTHINESS AND VEHICLE STANDARDS

Article 22 — Roadworthiness

1. A vehicle used on a road shall be maintained in safe operating condition.
2. Prescribed classes shall undergo periodic inspection at risk-based intervals.

Article 23 — Inspection system

1. Inspections may be conducted by accredited public or private centres under common standards, electronic reporting and audit.
2. An inspection provider shall not repair a failed vehicle where the conflict would undermine impartiality, except under safeguards prescribed by law.

Article 24 — Inspection content

1. Inspection shall address brakes, steering, tyres, lights, structure, visibility, safety equipment, emissions and other class-specific risks.
2. Standards shall reflect vehicle age, use, Eritrean roads, parts availability and recognized safety practice without excusing serious danger.

Article 25 — Certificate and failure

1. A passing vehicle receives a verifiable certificate; a failure report shall identify defects, severity, repair period and review rights.
2. A vehicle presenting imminent danger may be prohibited from road use until repaired.

Article 26 — Commercial and heavy vehicles

1. Public service, school, hazardous-goods and heavy vehicles shall meet enhanced inspection, maintenance and record requirements.
2. Operators shall conduct and document preventive maintenance and daily safety checks.

Article 27 — Vehicle standards and imports

1. Government may adopt safety, emissions, steering, lighting and identification standards for imported, manufactured and assembled vehicles.
2. A restriction shall be evidence-based, prospective, published and shall not create a favoured importer or unnecessary model monopoly.

Article 28 — Modification

1. A material structural, fuel, seating, accessibility or use conversion requires inspection and registration update.
2. Safe innovation and electric conversion shall be facilitated through performance-based standards.

Article 29 — Recall

1. A manufacturer, importer or distributor shall notify and remedy a safety defect under consumer and product-safety law.
2. The Authority may order warning, repair, use restriction or recall after fair procedure, or urgently where imminent danger exists.

Article 30 — Emissions and noise

1. Vehicles shall comply with progressively adopted emissions and noise standards appropriate to national capacity and air-quality need.
2. Transition shall prioritize high-emitting fleets, fuel quality, inspection integrity and affordable compliance.

CHAPTER V DRIVER LICENSING

Article 31 — Licence requirement

1. A person shall not drive a motor vehicle on a public road without a valid licence for that class.
2. A learner may drive only under prescribed supervision and conditions.

Article 32 — Classes

1. Licence classes shall reflect motorcycles, light vehicles, heavy goods, public passenger, articulated, agricultural and special vehicles.
2. Endorsements may address hazardous goods, school transport and other elevated risks.

Article 33 — Eligibility

1. An applicant shall meet prescribed age, identity, knowledge, skill, vision, health and integrity requirements relevant to safe driving.
2. A disability shall be assessed individually with reasonable adaptation and shall not produce automatic exclusion.

Article 34 — Testing

1. Theory and practical tests shall be standardized, transparent, recorded and protected against corruption.
2. Applicants shall receive reasons for failure and a fair opportunity to retest.

Article 35 — Driver training

1. Commercial driving schools and instructors shall meet competence, vehicle, curriculum, insurance and integrity standards.
2. Private learning remains permitted under lawful supervision.

Article 36 — Professional drivers

1. Drivers of public service, heavy and hazardous-goods vehicles shall meet enhanced training, medical, conduct and periodic review requirements.
2. An employer shall not require schedules or loads incompatible with safety and lawful rest.

Article 37 — Renewal

1. Renewal shall verify identity, relevant health and disqualification status without unnecessary retesting of a safe experienced driver.
2. A professional or elderly driver may receive proportionate periodic medical review.

Article 38 — Foreign licences

1. A valid foreign licence may be recognized temporarily or exchanged under published equivalence rules.
2. Refugees, returning diaspora and new residents shall receive practical verification routes where records are difficult to obtain.

Article 39 — Demerit system

1. A demerit system may record final traffic contraventions and trigger education, restriction or suspension at published thresholds.
2. Points shall not be imposed before final administrative or judicial determination and shall expire after a reasonable safe period.

Article 40 — Suspension and cancellation

1. A licence may be suspended or cancelled for demonstrated dangerous incapacity, repeated serious violations, fraud or court order.
2. Notice, evidence, hearing, reasons and appeal are required except temporary urgent restriction based on immediate risk.

CHAPTER VI TRAFFIC AND ROAD-USE RULES

Article 41 — Duty of care

1. Every road user shall exercise reasonable care for the safety of others and comply with lawful signs, signals and directions.
2. Drivers owe heightened care to pedestrians, cyclists, children, persons with disabilities and road workers.

Article 42 — Speed

1. Speed limits shall reflect road design, settlement, traffic, vulnerable users and safety evidence and shall be clearly posted where practicable.
2. A driver shall reduce speed below the limit when conditions require.

Article 43 — Impairment

1. Driving while impaired by alcohol, drugs, fatigue or another condition is prohibited under standards enacted by law.
2. Testing, detention and evidential procedures shall comply with constitutional and criminal-procedure safeguards.

Article 44 — Seat belts and child restraints

1. Occupants shall use installed seat belts, and children shall use age- and size-appropriate restraints as prescribed.
2. Implementation shall include education, reasonable transition and access to affordable compliant restraints.

Article 45 — Helmets

1. A motorcycle rider and passenger shall wear an approved helmet properly fastened.
2. Commercial carriage by motorcycle may be regulated for passenger safety and insurance.

Article 46 — Mobile devices

1. A driver shall not hold or manually use a communications device while driving except for a genuine emergency.

2. Hands-free use remains subject to the general duty to drive attentively.

Article 47 — Pedestrians and cyclists

1. Road design and regulation shall provide reasonable safe accommodation for walking and cycling.
2. Drivers shall yield as prescribed and maintain safe passing distance.

Article 48 — Goods and loads

1. A load shall be secured, within lawful dimensions and weight, and not obstruct control, visibility or road safety.
2. Exceptional loads require a permit, route assessment and protective arrangements.

Article 49 — Hours and fatigue

1. Commercial drivers shall observe maximum driving and minimum rest periods recorded by proportionate means.
2. Operators and consignors shall not schedule or pay in a manner that induces unsafe driving.

Article 50 — Traffic directions and emergencies

1. A police or authorized traffic officer may direct traffic and temporarily restrict a road for safety, emergency or lawful public works.
2. A restriction shall be no broader or longer than necessary and shall not be used to suppress lawful assembly except under applicable constitutional law.

CHAPTER VII COMMERCIAL PASSENGER TRANSPORT

Article 51 — Operator licence

1. A person providing passenger transport for reward shall hold an operator licence appropriate to service and vehicle class.
2. Licensing shall assess safety, competence, insurance and financial responsibility, not political loyalty or protection of incumbents.

Article 52 — Market entry

1. Ordinary taxi, bus and shared-transport entry shall be open subject to safety, congestion and service standards.
2. Numerical limits or exclusive routes require evidence, public consultation, transparent allocation and periodic review.

Article 53 — Routes and service obligations

1. Scheduled services may receive route authorizations stating timetable, stops, capacity, accessibility and continuity duties.
2. Unserved routes may be supported through transparent competitive public-service contracts rather than hidden cross-subsidy or political assignment.

Article 54 — Fares

1. Fares shall ordinarily be determined by competition and disclosed before travel.
2. Where market power or a public-service obligation justifies regulation, the Authority shall use transparent cost, affordability and service-quality criteria.

Article 55 — Passenger rights

1. Passengers are entitled to safe carriage, nondiscrimination, fare information, receipts where practicable, complaint access and reasonable accommodation.
2. Operators shall address lost property, cancellations, delay and baggage under published terms and the Commercial Code.

Article 56 — Accessibility

1. Fleet and terminal policy shall progressively improve access for persons with disabilities, older persons and passengers with children.
2. Requirements shall be phased, technically practical and developed with affected persons.

Article 57 — School and vulnerable passenger transport

1. School, child, patient and assisted transport shall meet enhanced driver, vehicle, supervision and safety standards.
2. A service provider shall maintain passenger accountability and emergency procedures.

Article 58 — Taxi and platform services

1. Taxi, ride-hailing and dispatch platforms shall be regulated according to function, safety, insurance, pricing transparency and data responsibility.
2. Technology shall not be prohibited merely to protect a traditional operator, and equivalent risks shall receive equivalent rules.

Article 59 — Terminals and stops

1. Public terminals and stops shall be allocated and managed transparently, safely and without operator discrimination.
2. Fees shall reflect lawful cost and shall not become informal rent collection.

CHAPTER VIII FREIGHT AND LOGISTICS

Article 60 — Freight operator

1. Commercial freight operators shall meet registration, safety, insurance, vehicle, driver and record requirements proportionate to scale and risk.
2. Own-account carriage shall not require a commercial operator licence unless elevated risk justifies it.

Article 61 — Freight contracts

1. Carriage contracts, liability, documents and payment are governed by the Commercial Code and applicable international instruments.
2. This Act governs public safety, operator licensing and administrative compliance.

Article 62 — Weights and dimensions

1. Vehicle weights and dimensions shall protect roads, bridges and safety and be measured by certified systems.
2. Enforcement shall provide tolerances, verifiable records, review and proportionate sanctions.

Article 63 — Hazardous goods

1. Carriage of dangerous goods requires trained personnel, suitable vehicles, classification, packaging, documentation, routing, security and emergency response.
2. Rules shall align with appropriate international and regional standards adapted to Eritrean capacity.

Article 64 — Containers and ports

1. Road freight serving Massawa, Assab and border corridors shall use interoperable customs, port, axle-load and electronic-document systems.
2. Agencies shall coordinate inspections to avoid duplicate delay while preserving lawful control.

Article 65 — Freight terminals

1. Public logistics facilities shall provide fair access, transparent charges, safety and competition.
2. A concession involving public land or strategic infrastructure shall follow procurement, investment and public-finance law.

Article 66 — Cross-border transport

1. Foreign and Eritrean operators shall receive reciprocal, nondiscriminatory treatment under lawfully binding agreements.
2. Permits, insurance, customs, driver documents and safety records should be interoperable where regional cooperation permits.

CHAPTER IX RAILWAYS

Article 67 — Railway authorization

1. Construction and operation of a public railway require authorization under an Act or licence providing safety, land, service and access obligations.
2. Historic, tourism, industrial and urban rail may use proportionate regimes.

Article 68 — Rail safety

1. A railway operator shall maintain a safety-management system, competent personnel, infrastructure integrity, rolling-stock standards and emergency response.
2. Serious incidents shall be reported and independently investigated.

Article 69 — Rail access and crossings

1. Public crossings, interfaces and rights of way shall be managed for safety and reasonable community access.
2. Closure or displacement requires consultation, alternatives and lawful compensation where rights are affected.

Article 70 — Rail service and competition

1. Passenger and freight services may be provided by public or private operators under transparent access and safety rules.
2. A vertically integrated railway shall not discriminate unfairly against an authorized service operator.

CHAPTER X COMPULSORY MOTOR INSURANCE AND ACCIDENT COMPENSATION

Article 71 — Compulsory insurance

1. An owner shall maintain approved third-party insurance whenever a motor vehicle is used on a public road.
2. A public service vehicle shall also cover fare-paying passengers, crew and prescribed baggage risks.

Article 72 — Minimum cover

1. Insurance shall cover death, bodily injury and property damage caused by use of the vehicle to statutory minimums periodically adjusted by law.
2. A policy may provide greater voluntary coverage and shall not exclude a protected third party through a private condition unknown to that person.

Article 73 — Proof and electronic verification

1. Insurers shall issue verifiable electronic and physical proof linked securely to vehicle registration.
2. Police and the Authority may verify coverage without unnecessary detention or disclosure of unrelated personal information.

Article 74 — Direct claim

1. An injured third party may claim directly against the authorized insurer to the extent of compulsory cover.
2. The insurer may preserve lawful defences against fraud and may recover from the insured where law permits without defeating the innocent victim's claim.

Article 75 — Underlying liability

1. Civil liability for a motor accident is determined by the Civil Code and applicable law.
2. This Chapter does not duplicate or silently amend the Civil Code; it secures funds, direct process and minimum protection for liability established under that law.

Article 76 — Claim handling

1. An insurer shall acknowledge, investigate and decide a complete claim within published periods and state reasons for any refusal or reduction.
2. Undisputed amounts shall be paid promptly, and a claimant may complain to the insurance regulator or sue in court.

Article 77 — Medical and urgent payments

1. Regulations may require prompt reasonable medical or funeral advances without final admission of liability.
2. Payment shall be credited against final compensation and shall not require an unfair waiver.

Article 78 — Uninsured or unidentified vehicles

1. A Motor Accident Compensation Fund shall compensate eligible victims of uninsured, unidentified or insolvent-insurer accidents within statutory limits.

2. The Fund shall be financed transparently through appropriations, insurer contributions, recoveries and lawful levies and be independently audited.

Article 79 — Insurer obligations

1. An authorized motor insurer shall offer compulsory cover on fair filed terms to a roadworthy eligible vehicle.
2. Risk-based premiums and deductibles shall be transparent, nondiscriminatory and supervised under insurance law.

Article 80 — Cancellation and transfer

1. Cancellation shall not affect third-party protection until prescribed notice reaches the Authority and reasonable replacement time expires.
2. Transfer of vehicle ownership shall trigger timely insurance update without leaving an innocent road user unprotected.

CHAPTER XI ACCIDENTS, ENFORCEMENT AND REVIEW

Article 81 — Accident duties

1. A driver involved in an accident shall stop, protect the scene, assist injured persons, exchange information and report as prescribed.
2. A person shall not be compelled at the scene to admit civil or criminal liability.

Article 82 — Investigation

1. Police shall investigate serious accidents lawfully, preserve evidence and facilitate emergency care and traffic restoration.
2. Systemic safety investigation shall focus on prevention and shall not itself determine criminal guilt.

Article 83 — National crash database

1. The Authority shall maintain de-identified and protected data on crashes, injuries, roads, vehicles and contributing factors.
2. Aggregate data and high-risk locations shall be published for prevention and infrastructure planning.

Article 84 — Inspection and stop powers

1. An authorized officer may stop a vehicle for a lawful safety, licensing, weight or insurance purpose and inspect relevant documents and condition.
2. The power shall not be used for political harassment, arbitrary search, unofficial payment or discriminatory targeting.

Article 85 — Administrative notice and penalty

1. A notice shall state facts, law, corrective action, amount and review rights.
2. A penalty requires a contravention and maximum enacted by law and shall be proportionate to risk, harm, intention, history and correction.

Article 86 — Immobilization and impoundment

1. A dangerously defective, unregistered, uninsured, stolen or unlawfully operated vehicle may be immobilized or impounded where a lesser measure is inadequate.
2. A written record, secure custody, reasonable charges, prompt hearing and release procedure are required.

Article 87 — Operator suspension

1. An operator licence may be suspended or revoked for repeated serious safety failure, fraud, corruption, abandonment or loss of essential qualification.
2. Service continuity, notice, hearing, reasons and appeal are required except temporary urgent protection.

Article 88 — Appeal

1. A person materially affected by a final administrative decision may appeal to the competent tribunal or court.
2. The reviewing body may grant interim relief, require the record, vary or set aside the decision and order an effective remedy.

Article 89 — Civil remedies and criminal referral

1. A person harmed by negligent, discriminatory, corrupt or unlawful administration may seek remedies under the Civil Code and Constitution.
2. Suspected traffic or insurance offences shall be referred under the Penal Code and Criminal Procedure Code with full safeguards.

CHAPTER XII TRANSITION AND FINAL PROVISIONS

Article 90 — Transport inventory

1. Within twelve months, the Authority shall inventory vehicles, licences, operators, routes, inspection centres, insurance, crashes, systems, fees and regional access.
2. The verified baseline shall guide conversion, safety priorities, digitalization and service reform.

Article 91 — Existing documents and permits

1. A lawful registration, licence, permit, inspection certificate and insurance policy continues for its term and shall be converted without unnecessary repetition or fee.
2. Continuity does not validate corruption, political allocation, unsafe operation or a condition lacking legal authority.

Article 92 — Institutional transition

1. Personnel, records, assets and functions shall transfer under a published plan and individual merit and integrity review.
2. No employee shall be dismissed solely for service under the former system, and no official shall retain an incompatible commercial interest.

Article 93 — Repeal

1. Land Transport Proclamation 111/2000 and Compulsory Motor Vehicle Third Party and Fare-Paying Public Transport Insurance Proclamation 119/2002 are repealed upon full commencement.
2. Existing regulations continue temporarily only to the extent publicly listed and consistent with this Act.

Article 94 — Regulations

1. The authority designated by law may make regulations on vehicles, drivers, traffic, operators, freight, rail, insurance, records, fees and transition.
2. Regulations shall follow public and technical consultation, remain within delegated power and be published before enforcement.

Article 95 — Periodic review

1. The National Assembly shall review this Act five years after commencement and thereafter at intervals not exceeding five years.
2. The review shall assess deaths and injuries, mobility, affordability, competition, insurance compensation, emissions, regional service and administrative integrity.

Article 96 — Commencement

1. Chapters I, II and XII commence upon publication in the Gazette.
2. The remaining Chapters commence six months after publication to permit institutional, insurance and digital preparation.

Made at Asmara, this ____ day of _____ 2026.

THE NATIONAL ASSEMBLY OF ERITREA