

E-Scooters and E-Bikes Brought Under Traffic Rules

TDT | Manama
Mohammed Darwish

Decision No. 58 of 2026, issued by Interior Minister General Shaikh Rashid bin Abdullah Al Khalifa, brings electric scooters, electric bicycles, rough-terrain vehicles, golf-cart-style motorised carts and small children's toy vehicles under Bahrain's 2014 Traffic Law — setting out clear rules on age, speed, safety gear, permitted roads, parking and impounding.

Where You Can Ride

E-bikes and e-scooters are permitted on marked lanes, designated tracks and internal roads — defined as roads inside built-up areas with a speed limit of up to 50 kilometres per hour. They are banned from external roads, ring roads and any route with a speed limit above 50 kilometres per hour. Riders must not exceed 25 kilometres per hour and must slow down in built-up areas.

Who Can Ride

E-bikes cannot be ridden by anyone under 16. E-scooters cannot be ridden by anyone under seven unless supervised by a parent or carer. Riding below those ages without supervision is treated as driving without a



valid licence. Passengers are banned on both vehicle types.

Gear Up Or Stay Home

E-bike riders must wear a helmet. E-scooter riders must wear a helmet and impact guards for the shoulders, hands and legs. Rough-terrain vehicle riders must wear an internationally approved helmet, special goggles, long boots, a long-sleeved jacket and full impact protection. When transported on public roads outside approved areas, rough-terrain vehicles must be carried on a trailer.

Off-Road, Strict Rules

Rough-terrain motorbikes and cars may only be used on public

roads in areas and at times approved by the Director General of Traffic, or on private roads. No one under 16 may operate them without supervision from a parent or an appointed adult aged at least 18, who bears full responsibility for any harm caused.

Off-road vehicles fitted for public road use require registration, number plates and a valid driving licence.

Children's Toy Vehicles

Small toy vehicles are restricted to designated play areas, parks and leisure squares. They are banned from external roads and cannot be used on internal roads without a parent or carer present.

General Safety Rules

All vehicles covered by the decision must be roadworthy, with functioning tyres, lights, brakes and a horn. Riding against traffic, blocking lanes, zigzagging, speeding dangerously or holding onto a moving vehicle are all prohibited. Parking is restricted to safe locations away from the carriageway, road shoulders and junctions.

The Director General of Traffic retains authority to issue further instructions, restrict certain vehicles from specific roads, or ban their use during particular times in the interest of public safety.

Ministry drafts decision to regulate delivery motorbikes

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Delivery motorbikes are being studied for inclusion under Bahrain's land transport rules, with the Ministry of Transportation and Telecommunications preparing a draft ministerial decision after MPs called for a halt on new licences.

The ministry told Parliament's Foreign Affairs, Defence and National Security Committee that it is working with the Ministry of Industry and Commerce and the General Directorate of Traffic on a decision to bring delivery work within land transport.

The move comes as a proposal led by MP Mohammed Janahi asks the government to stop issuing new permits for motorbikes used in delivery work until a full rulebook is in place for road safety, rider training, vehicle standards and the fast-growing trade.

MPs behind the proposal said the sharp growth of delivery services in recent years had drawn individuals and firms into the market without enough training or proper safety gear. They said a temporary pause on new permits would give the relevant bodies time to draw up binding technical, professional and traffic rules.



Mohammed Janahi, MP

The explanatory note says the delivery market has reached saturation point, with too many motorbikes working in the field and weighing on traffic flow.

The Ministry of Transportation and Telecommunications told the committee that, under ministerial decisions now in force for public transport work, delivery services do not fall within the remit of its land transport sector.

It said the draft decision under study would deal with that gap by bringing delivery work into the land transport system.

Court Reduces Sentence in Electronic Forgery



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Rehab Mohammad

The First Major Criminal Court reduced the sentence of a 41-year-old Kenyan national convicted in an electronic forgery and labour exploitation case, lowering his punishment to three years in prison and a 3,000 Bahraini dinar fine. The court also ordered his deportation after serving the sentence and confiscation of forged documents.

The revised ruling replaces an earlier judgment that imposed five years' imprisonment and a 5,000-dinar fine.

The case centres on a fraudulent scheme in which the defendant, a supervisor at a private security company, allegedly exploited the limited English proficiency of five Bahraini workers to manipulate electronic verification codes sent to their

mobile phones.

According to case details, the defendant misled the workers into believing that one-time SMS verification codes were required for administrative reassignment to new job locations. In reality, the codes were used to authorise electronic resignation submissions without their consent.

The Public Prosecution charged the defendant with unlawfully using electronic signatures in December 2024, in coordination with another employee, to enter false data into the Ministry of Labour's electronic system. This included submitting forged resignation letters attributed to the victims.

He was also found to have forged private documents in the form of resignation letters and authenticated them using the victims' verification codes before submitting them to the relevant authority.

Bahrain's Billion-Pound Moment

British Ambassador Alastair Long outlines a landmark deal that could reshape Kingdom's economic future

- UK-Bahrain trade aims to grow from £1.3bn to over £2bn

- Near-total access to 70 million UK consumers

- New UK investors enter Bahrain ahead of a 2026 roadshow

AshenTharaka
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When British Ambassador to Bahrain H.E. Alastair Long sat down with journalists in Manama yesterday, the mood was quietly historic. The GCC-UK Free Trade Agreement, years in the making, had just been initialled at 11 Downing Street between UK Trade Minister Chris Bryant and GCC Secretary General Jasem Al Budaiwi. For Bahrain, the implications go well beyond tariff reductions.

The numbers alone tell a compelling story. UK-GCC bilateral trade currently stands at £53 billion, with two-way investment reaching \$485 billion as of end-2024. The agreement is projected to grow that trade by 20 percent, potentially adding £15.5 billion annually once fully in force.

"It is the first agreement the GCC has ever signed with a G7 nation," Ambassador Long said. "And it is the most far-reaching agreement the GCC has ever signed, in that it encompasses so many future aspects, not just goods, but services, digital, clean



British Ambassador to Bahrain H.E. Alastair Long



GCC Secretary-General Jasem Mohamed Al-Budaiwi and UK Trade Minister Chris Bryant signed the agreement in London.

Key provisions that directly benefit Bahrain include:

- Financial Services and Fintech
- Data and Digital
- Professional Qualifications
- Clean Energy and Innovation
- Trade Facilitation
- Intellectual Property

energy, and innovation."

The UK has liberalised 99 percent of all trade lines with the GCC, meaning Bahraini businesses and exporters will face dramatically lower barriers to the UK's market of 70 million consumers. On the UK side, £360 million in annual duties to the GCC will lift immediately upon entry into force.

Why Bahrain Stands to Gain Most?

Of all six GCC members, Ambassador Long was direct about which country is best positioned to capitalise.

"The country that has the closest alignment with the UK in terms of its current industrial trajectory is Bahrain," he said. "Bahrain is a much more service-oriented economy. It has already got far greater diversification than some of the other Gulf markets, and it is looking, like the UK, into industries like financial services, education, and the knowledge economy."

Bahrain's bilateral trade with the UK currently sits at £1.3 billion. The Ambassador was unambiguous about the target: "We're looking to get it over two billion as soon as we can, and we really see this agreement as a huge opportunity to do that."

New British investors have already begun arriving. "We've had some really exciting new tenants coming into Bahrain just within the last six months," Long noted, adding that a further investor roadshow to the UK is planned for this summer.

Modern Deal for a Modern Economy

Ambassador Long was emphatic that this is not a conventional trade agreement. "There is a fourth word in this agreement. It is a modern free trade agreement," he stressed. "This isn't simply one that lifts duties at the point of entry. It looks way beyond that."

The initialled text will now undergo a legal review before formal signature, a process of months rather than years. Full entry into force may follow within a year of signature, at which point the more immediate benefits—tariff reductions, streamlined customs, and new investment structures—will take effect rapidly.

"Deals like this mean we start to give people cheaper goods, a greater selection of goods, and a chance to get exports and investment moving," Ambassador Long concluded. "This deal works for the affordability that families care about, and for the growth that economies need."

For Bahrain, a small, open, service-driven economy with deep ties to the UK and an eye firmly on the future, the timing could not be better.