



*THE REPUBLIC OF ICENIA*

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# Safe Highways Act

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This document, last compiled by **Creepily**, includes all legislation enacted and amended up to and including the **Safe Highways Act** passed on **3rd February 2026**.

# Safe Highways Act

## Section 1. Purpose and Applicability

1. The purpose of this Act is to establish a clear and practical framework of standards for the maintenance and construction of public transportation infrastructure in the **Republic of Icenia**.
2. This Act is intended to be improvement focused, not punitive, and will aim to slowly bring public transportation infrastructure up-to-date with the new standards outlined in this Act.

## Section 2. Scope and Definitions

1. This Act applies **only** to transportation infrastructure that:
  - a. Is owned by the **Republic of Icenia**; or
  - b. Has been formally approved by the owner for modification under **Section 7** of this Act; and
  - c. Is explicitly designated as public infrastructure by meeting **one or more** of the following conditions:
    - i. Infrastructure that is accessible through the following **NameLayer groups**: "*Icenia-Citizen*", "*Icenia-Resident*", "*icenia-rail*", "*icenia-roads*", "*icenia-infra*", "*Icenia-Metro*", "*tusk-public*"; or
    - ii. Publicly accessible infrastructure through a destination from the **Icenia City Rail Station**, the **Icenia City Metro**; or
    - iii. Publicly accessible infrastructure through the **Icenia Citizens Iceroad**.
2. This Act **does not** apply to:
  - a. Military or defense infrastructure;
  - b. Infrastructure under the **Secretary of Defense's** jurisdiction;
  - c. Privately owned infrastructure that the **Republic of Icenia** has not been formally permitted to manage or modify as outlined in **Section 7** of this Act.
3. For the purposes of this Act, public transportation infrastructure includes:
  - a. Rail lines ("Rail Lines")
  - b. Ice roads ("Ice Roads")
  - c. Canals and other navigable waterways ("Canals")
  - d. Roads whose primary intended use is horse travel ("Horse Roads")
  - e. Foot paths / roads ("Walkways")
4. Nothing in this Act shall be construed to override land-use or build approvals outside of public transportation corridors.
5. Section 2 of this Act can be modified through a unanimous vote between the **Head of Transportation**, **Secretary of Interior**, and **Secretary of Defense**. Such modifications shall be limited to the technical adjustment of infrastructure lists (such

as **NameLayer** groups) for administrative purposes, and shall not be construed to alter the legal tasks or responsibilities of any executive role as defined in the **Federal Executive Consolidation Act**.

## Section 3. General Transportation Standards

1. All modes of public transportation infrastructure that are not otherwise specified under Section 2 shall adhere to the following baseline standards:
  - a. **Lighting and Spawnproofing:**  
Adequate lighting and spawnproofing measures shall be installed along the full length of the transportation infrastructure to ensure visibility, prevent spawning of hostile entities, and to reduce travel hazards.
  - b. **Enclosure:**  
Transportation infrastructure shall be enclosed or otherwise designed to prevent users from being ejected into hazards such as open pits, cliffs, or high drops that can result in user inconvenience.

## Section 4. Rail Line Standards

1. All Rail Lines covered under Section 2 shall adhere to the following baseline standards:
  - a. **Enclosure:**  
Rail Lines constructed underground shall be fully enclosed on all four sides. Rail Lines constructed above ground are not required to be roofed.
  - b. **Lighting and Spawnproofing:**  
Rail Lines shall adhere to the General Transportation Standards set forth in **Section 3.1.a** of this Act.
  - c. **Powered Rail Spacing:**  
Rail Lines shall utilize powered rail spacing sufficient to prevent the minecart from travelling further after the user dismounts it, and to prevent unintended cart loss during normal operation.
  - d. **Secured Power:**  
Exposed above-ground levers or other power sources that can result in or bring about the disabling of powered rails on Rail Lines during normal operation are prohibited. Examples of secured power include redstone torches, detector rails, or hidden power sources belowground.
  - e. **Track Clearance:**  
Diagonal or corner rail segments shall maintain sufficient clearance from adjacent walls or blocks to prevent speed loss and inefficiency.
  - f. **Stations:**  
Public rail stations should maintain a supply of minecarts available in exchange for Player Essence at a price set by the **Secretary of Interior** and **Head of Transportation**.

g. **Copper Deoxidization:**

The **Head of Transportation** shall determine where copper-based components are used in a manner that benefits from periodic deoxidization or maintenance. Where maintenance is deemed necessary, the **Head of Transportation** shall establish and maintain a recurring maintenance plan appropriate to the route's usage and design. This plan must account for the following requirements:

- i. A defined schedule for deoxidization or cleaning of applicable copper components;
- ii. Identification of the labor method to be used, including but not limited to public job postings, contracted work, or internal **Department of Interior** labor;
- iii. Documentation of completed maintenance actions, sufficient to track compliance with the established schedule.

2. These standards represent baseline expectations and do not preclude higher-quality construction.
3. The **Department of the Interior** may specify more detailed standard designs beyond those outlined in this Act with approval from both the Secretary of the Interior and the Head of Transportation.
4. The **Department of the Interior** may grant design exceptions on a case-by-case basis with approval from the Head of Transportation, subject to final review and override by the Secretary of the Interior.

## Section 5. Legacy Infrastructure Transition

1. **Existing** public transportation infrastructure shall be granted a compliance **grace period**, in order to better facilitate transition into the new standards.
2. The duration of this grace period shall be determined specific to each piece of infrastructure by the **Head of Transportation** based on the following variables:
  - a. Route length;
  - b. Severity of identified hazards/issues;
  - c. Available labor and materials.
3. Legacy infrastructure undergoing an approved improvement plan shall **not** be considered **uncompliant** while active work or construction is taking place.

## Section 6. Unofficial Transportation Infrastructure

1. **Existing** unofficial Rail Lines, Ice Roads, and other transportation infrastructure as defined in **Section 2** are **not** required to comply with this Act;

2. Such existing infrastructure **may apply** for government aid or integration into the public network provided that:
  - a. The route is determined by the Head of Transportation to be of high public usage;
  - b. The **Republic of Icenia** is given formal approval to modify and/or maintain the Rail Line under this Act;
  - c. The owner of said transportation infrastructure permits public usage of the infrastructure.
3. **New constructions** that meet the criteria for public transport infrastructure as outlined in the previous clause, and are being connected to the **Republic of Icenia** **must** permit integration under this Act.

## Section 7. Oversight and Enforcement Process

1. The **Head of Transportation**, under the **Department of Interior** and the oversight of the **Secretary of the Interior**, shall be responsible for:
  - a. Inspecting public transportation infrastructure;
  - b. Maintaining documentation of public routes;
  - c. Identifying hazards and prioritizing repairs;
  - d. Coordinating maintenance and improvement, whether through government labor, newfriends, or contractors.
2. A **bimonthly audit**, conducted for all public transportation infrastructure applicable under this Act shall be completed in order to maintain the standards outlined.
3. Enforcement under this Act shall be improvement-focused and corrective in nature.
4. **Penalties** or punitive actions are not the intent of this Act and shall not be applied except in cases of willful sabotage or interference.

## Section 8. Relationship to Other Offices

1. In the event of a conflict between transportation infrastructure and land-use or construction plans, the **Head of Transportation** shall coordinate with the **Secretary of Interior** and **Department of Interior** to resolve conflicts prior to construction or modification.
2. This Act does not expand or reduce the authority of the Secretary of Interior or Secretary of Defense outside of public transit corridors explicitly covered in Section 2 of this Act.