



Economic and Social Council

Distr.: General
23 January 2025

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on General Safety Provisions

129th session

Geneva, 7–11 April 2025

Item 14 of the Provisional Agenda

Consolidated Resolution on the Construction of Vehicles

Draft Proposal for Revision 8 to the Consolidated Resolution on the Construction of Vehicles

Submitted by the expert from the Kingdom of the Netherlands*

The text reproduced below was prepared by the expert from the Kingdom of the Netherlands to include a definition of a bidirectional vehicle and to remove the references to the 3-D "H"-point machine from the Consolidated Resolution. The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Introduction, amend to read:

"Introduction

The text hereafter updates the recommendations of the Consolidated Resolution on the Construction of Vehicles and provides information on the legal texts under the framework of the 1958 Agreement (UN Regulations, Rules and specific requirements) applicable in the vehicle design, aiming the improvement of safety and the protection of the environment. Paragraphs 1. and 2. contain general definitions and the classification used in the documents referred. Paragraph 3. indicates the scope of the UN Regulation(s) and Rule(s). Tables of paragraphs 4. to 7. contain the main requirements for the construction of vehicles so far established and already included into UN Regulation(s) and Rule(s) by the World Forum. Similar requirements are grouped. For any requirement or group of requirements, references are made to the relevant UN Regulations, identified by the number allocated to them by the 1958 Agreement, to the still valid recommendations reproduced in paragraph 8. and to the standard annexes to UN Regulations reproduced in annexes to this Resolution. Annex 3 includes, as complementary information, an updated list of the distinguishing numbers allocated to Contracting Parties by the 1958 Agreement. Annex 4 includes the recommendation on market fuel quality, Annex 5 contains the design principles for control systems of Advanced Driver Assistance Systems (ADAS), Annex 6 contains the guideline on cybersecurity and data protection and Annex 7 contains provisions on software identification numbers.

Revision 8 updates R.E.3 by supplementing Section 1 and by amending Annex 1 to introduce a definition of a bidirectional vehicle which can be used and/or can be referred to in the UN Regulations. Annex 1 was updated after the 3-D "H"-point procedure had been revised and has become part of Mutual Resolution No. 1. The UN Regulations which refer to the 3-D "H"-point machine and measurement procedure have been updated previously and already refer to Mutual Resolution No. 1 - Addendum 6.

In order to keep the current Annex numbering in R.E.3, it was decided to keep Annex 1 in and to just replace the full text with a reference to Mutual Resolution No. 1."

Insert new paragraphs 1.16. and 1.17., to read:

- 1.16. "Bidirectional vehicle" means a vehicle that can operate in two opposite forward directions.**
- 1.17. "Forward direction" (of a vehicle) means the direction that is intended to be used as the main travelling direction of the vehicle."**

Annex 1, amend to read:

"Annex 1

Standard Annex on the Procedure for the Determination of the "H" point and the Actual Torso Angle for Seating Positions in Motor Vehicles

The procedure was updated and moved to Mutual Resolution No. 1. See Addendum 6 of Mutual Resolution No. 1 (M.R.1) (document ECE/TRANS/WP.29/1101/Amend.5); <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

II. Justification

1. This proposal aims to add a definition of a bidirectional vehicle. This definition can then be referred to and/or used in all UN Regulations, where relevant.
 2. At the session of the World Forum for Harmonization of Vehicle Regulations in November 2024, Addendum 6 to Mutual Resolution No. 1 had been adopted (see ECE/TRANS/WP.29/2024/157). This Addendum updates and replaces the 3-D "H"-point procedure as described in Annex 1 of R.E.3. In order to keep the current Annex numbering, it was decided to keep Annex 1 in, and to have it refer to the new updated procedure in M.R.1. This way, references made by several UN Regulations to other Annexes are not affected by this Revision.
 3. TF-AVC prepared a parallel proposal for Rev. 8 to R.E.3.; the mandate of this Task Force is limited to preparing a proposal for the amendment of R.E.3 stemming from the introduction of automated vehicles. Since bidirectional vehicles are not unique to automated vehicles (i.e. conventional vehicles with a driver, could also be bidirectional, similar to what is common in trains and trams), it was decided to keep the proposal to include such definition separate.
 4. The final aim is to combine the TF-AVC proposal and this one into one document for submission to the session of the World Forum for Harmonization of Vehicle Regulations in November 2025 when they are both endorsed at the, 129th session of GRSG in April 2025.
-