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Item 20 of the provisional agenda

Collective amendments to UN Regulations that impact automated vehicles

**Proposal for supplement 2 to the 01 series of amendments to
UN Regulation No. 145 (ISOFIX anchorage systems, ISOFIX
top tether anchorages and i-Size seating positions)**

**Submitted by the expert from Germany on behalf of the GRSP Task
Force on Automated Vehicles Regulation Screening (TF-AVRS) ***

The text reproduced below was prepared by the expert from Germany on behalf of TF-AVRS, to enable the application of the regulation to vehicles equipped with an Automated Driving System (ADS). The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters. This document is superseding informal document GRSP-77-70.

* 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 in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Insert a new paragraph 0., to read:

“0. Introduction

0.1. For supplement 2 to the 01 series of amendments:

0.1.1. The Regulation is amended to account for vehicles of category X¹. Vehicles of category Y¹ are not in the scope of this Regulation.

0.1.2. The Regulation was originally drafted for vehicles with driver and manual driving controls. It is the intention of this new amendment to keep the spirit of the regulation and to extend its application to vehicles without driver and without manual driving controls inside the vehicle. In the absence of driver/manual driving controls in the vehicle, provisions related to them shall not be taken into account if not already covered by this amendment.

0.1.3. In case of vehicles equipped with an Automated Driving System (ADS)¹ other than vehicles of categories X and Y, in the manual driving mode no special provisions or exemptions apply. In a mode where an ADS feature is active the relevant ADS requirements apply.”

Paragraph 1. (a), add a call to footnote 1 after “M₁” and insert a new footnote 1, to read:

“¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.8, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>”

Paragraph 1., at the end, add a new paragraph to read:

“ This regulation does not apply to vehicles of category Y.”

Paragraph 2.5., amend to read:

“2.5. “A front passenger seat” means any seat where the “foremost H-point” of the seat in question is in or in front of the vertical transverse plane through the driver's R-point. **For vehicles of category X, the “R” point of the most forward passenger seat shall be taken instead of the R-point of the driver's seat.**”

Paragraph 2.15. (b), amend to read:

“ (b) An anti-rotation device for an ISOFIX semi-universal child restraint system consists of either a top tether, the vehicle dashboard ~~or~~, a support leg **or any other means** intended to limit the rotation of the restraint during a frontal impact;”

Paragraph 4.4.1., former footnote 1, renumber as footnote 2.

Paragraph 5.3.1., amend the third paragraph to read:

“ The type and number of ISOFIX fixtures, defined in UN Regulations Nos. 16 **or 173**, which can be installed on each ISOFIX position are defined in UN Regulations Nos. 16 **or 173**.”

II. Justification

See paragraph 0. in the proposal.
