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Item 4.10.7 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing UN Regulations submitted by GRVA

Proposal for Supplement 3 to UN Regulation No. 171 (Driver Control Assistance System)

Submitted by the Working Party on Automated/Autonomous and Connected Vehicles*

The text reproduced below was adopted by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) at its twenty-second session (ECE/TRANS/WP.29/GRVA/22). It is based on ECE/TRANS/WP.29/GRVA/2025/31 and ECE/TRANS/WP.29/GRVA/2025/30 as amended by GRVA-22-18. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their November 2025 sessions.

* 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.



Table of Contents, insert a reference to a new Annex 6:

"6 Guidance for data exchange via DETA in accordance with paragraph 7.2.2.2."

Paragraphs 8. and 9. of the Introduction, amend to read:

"8. Depending on the use case, some DCAS may be able to propose driving manoeuvres. The system shall aim not to propose manoeuvres that would violate national traffic rules. When manoeuvres are initiated by the driver, DCAS only assists the driver in operating the vehicle without ensuring compliance with national traffic rules. In either case, the responsibility remains with the driver.

9. It is recognized that operation in compliance with traffic rules related to driver-confirmed manoeuvres might not be fully achievable due to the complexity and variety of rules across the different countries of operation. The driver's continued involvement in the driving task is deemed to compensate for this."

Paragraph 5.3.7.2.1.1.(b), amend to read:

"(b) has acknowledged the system's intention as needed for a driver-confirmed manoeuvre."

Paragraph 5.3.7.2.1.1.(c), shall be deleted.

Paragraph 5.3.7.2.4., amend to read (including the deletion of paragraph 5.3.7.2.4.1):

"5.3.7.2.4. General requirements for system-initiated manoeuvres

Systems that include any feature that performs system-initiated manoeuvres are not permitted to be approved to this Regulation."

Paragraph 5.3.7.3.2., amend to read:

"5.3.7.3.2. Where the system is equipped with a driver-confirmed ~~or system-initiated~~ lane change feature, the RMF shall be capable of performing lane changes, in compliance with the technical requirements for systems with the purpose of bringing the vehicle to a safe stop outside its own lane of travel of the 04 or later series of amendments to UN Regulation No. 79, during an intervention on a highway to bring the vehicle towards a target stop area in a slower or emergency lane."

Paragraph 5.5.4.1.1.(g), amend to read:

"(g) Intended driver-confirmed or system-initiated manoeuvres."

Paragraph 5.5.4.1.9., amend to read (including the deletion of the subparagraphs 1 and 2):

"5.5.4.1.9. (Reserved)"

Paragraph 6.2.9.2., amend to read (including the deletion of the subparagraphs 1):

"6.2.9.2. (Reserved)"

Paragraphs 9.1.1. and 9.1.2, table, row "System initiated lane change", shall be deleted.

Paragraph 2.1.8. of Appendix 2 to Annex 3, shall be deleted.

Paragraph 3 of Appendix 4 to Annex 3, amend to read:

"3. System's ability to ensure safe operation when assisting lane changes (applicable to driver-initiated lane changes)..."

Paragraph 4 of Appendix 4 to Annex 3, amend to read:

"4. The system's ability to safely perform other driver-initiated manoeuvres in non-highway environments ..."

Table A4/1 of Annex 4, table, rows "System initiated lane change" (twice), shall be deleted.

Paragraph 4.2.5.1.3. (and subparagraphs) of Annex 4, amend to read:

"4.2.5.1.3. (Reserved) "

Paragraph 4.3.3. of Annex 4, amend read (subparagraphs unchanged):

"4.3.3. Test scenarios to assess the behaviour of the system in other driver-initiated manoeuvres"

Paragraph 4.3.3.2., table, rows of the category "Other system-initiated manoeuvres", shall be deleted.

Paragraph 7.2.2.2., amend to read:

"7.2.2.2. If remedial action addressing DCAS design is to be taken by the manufacturer, the Type Approval Authority shall upload the information received from the manufacturer in the English language to the secure internet database "DETA"¹, established by the United Nations Economic Commission for Europe, without undue delay but no later than 14 days after receipt, to communicate this information to all Type Approval Authorities. The information shall be sufficient to understand the incident, the cause of it and the remedial action. Annex 6 contains the guidance for uploading the information to "DETA"."

Insert new Annex 6 to read:

“Annex 6

Guidance for data exchange via DETA in accordance with paragraph 7.2.2.2.

I. Introduction

1. This Annex provides guidance to the approval authorities of Contracting Parties to the 1958 Agreement on the use of the ‘Database for the Exchange of Type Approval documentation established by the United Nations Economic Commission for Europe’ further referred to ‘DETA’ for the implementation of provisions of UN Regulation No. 171, paragraph 7.2.2.2.
2. This guidance is without prejudice to any guidance, rules and instructions from manuals, user information, instructions on client administration, guidelines or any other DETA documents.
3. This guidance describes the general use case of DETA where the approval authority that granted a type approval for UN Regulation No. 171 (hereafter called "notifying authority"):
 - (a) Uploads the required information to DETA, and
 - (b) Notifies this to the other authorities by adding a notification message onto DETA.
4. The information uploaded to DETA is only available to the Contracting Parties applying UN Regulation No. 171. The notification message, in the form of a standardised text (see paragraph 6(c) of this Annex), will be available to all DETA users.
5. Information obtained through DETA for the purpose of the information sharing scheme which is defined in this UN Regulation shall be protected in a secure manner. This information shall not be used for purposes other than preventing negative consequences of DCAS operation.

¹ <https://www.unece.org/trans/main/wp29/datasharing.html>

II. General guidance on the use of DETA for exchanging information regarding incidents with DCAS

6. The notifying authority shall proceed as follows:
 - (a) To communicate with the manufacturer to understand fully the nature of the incident, the role of DCAS in it, the cause of it, and the remedial actions (to be) taken by the manufacturer.
 - (b) All required information referred to in UN Regulation No. 171, paragraph 7.2.2.2. shall be put together as one or more pdf files. These files shall be uploaded to the type-approval number concerned as document parts of the type "OTHER".
 - (c) The notifying authority then enters the actual notification in the tab "News". This notification includes as a minimum the standard text and approval number, to trace the related information in the DETA archive, as follows:

"The Approval Authority of [country name] hereby notifies the other Approval Authorities of the Contracting Parties applying UN Regulation No. 171 about the incident related to DCAS operation, the cause of it and the remedial action(s) (being) taken in accordance with UN Regulation No. 171 and in particular with paragraphs 7.2.2.1. and 7.2.2.2. thereof. Please refer to the type-approval No. [...] for the details."

Note 1: The notification in "News" has a 2-month expiry date by default.

Note 2: "News" is not a mailing-system. Other users only see the messages after logging into the system. Therefore, this guidance recommends the approval authorities to check the "News" section of DETA on a daily basis.

7. The notifying authority shall complete the actions of paragraph 6(b) and (c) as soon as possible but at least within 14 days on receiving the information on the remedial action from the manufacturer. These actions do not absolve the notifying authority from the requirement to report non-conformities to other Contracting Parties, as outlined in Article 4 and Schedule 6 of the 1958 Agreement.
8. The other approval authorities of the Contracting Parties applying UN Regulation No. 171 taking note of the notification message from the notifying authority may submit queries regarding the incident to the notifying authority via e-mail."