



Economic and Social Council

Distr.: General
29 January 2026

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on General Safety Provisions

131st session

Geneva, 13–17 April 2026

Item 13(b) of the provisional agenda

Exchange of views on vehicle automation:

Categorization of automated vehicles and autonomous vehicle regulation screening

Proposal for supplement [2] to the original version of UN Regulation No. 176 (Field of Vision Assistant Systems)

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 on behalf of the Task Force on Automated Vehicles Regulatory Screening (TF-AVRS). It is based upon ECE/TRANS/WP.29/GRSG/2025/46 as amended by GRSG-130-47. The modifications to the current text of the UN 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 2026 as outlined in proposed programme budget for 2026 (A/80/6 (Sect. 20), table 20.7), 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.



Proposal

Paragraphs 0.1., amend to read:

"0.1. **Introduction to the original version of UN Regulation No. 176."**

Paragraphs 0.1. to 0.14.(former), renumber as paragraphs 0.1.1. to 0.1.14.

Insert new paragraphs 0.2. to 0.2.3., to read:

"0.2. **Introduction to supplement [2] to the original series of amendments**

0.2.1 **Supplement [2] to the original series of amendments is introduced to take into account vehicles of categories X and Y¹, as well as vehicles with a manual mode operating at speeds above 6 km/h which are equipped with an Automated Driving System (ADS)¹.**

0.2.2. **The Regulation was originally drafted for vehicles with a driver and manual driving controls. In the absence of a driver in the vehicle, there is no need to fulfil any of the requirements of this Regulation and therefore vehicles of categories X and Y are exempt from the scope of this Regulation.**

0.2.3. **Vehicles equipped with an ADS must comply with this Regulation when operated manually by a driver on-board the vehicle."**

Paragraph 1.1., footnote 2, amend to read:

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

Paragraph 1.3., amend to read:

"1.3. This Regulation does not apply to vehicles ~~not designed to be driven by a human~~ **of category Y and to vehicles of category X without a manual mode which is intended to be operated on-board the vehicle."**

"

Paragraph 5.1.1., amend to read:

"5.1.1. FVA shall be driving related or operation related or both, and comply with the requirements of paragraph 5.1.2. onward, except when the vehicle is parked or ~~performing the Dynamic Driving Task (DDT) (e.g. as described in UN Regulation No. 157)~~ **while an ADS feature is active**. In the latter case, if non-driving related or operation related information or both is displayed, it shall disappear within 500ms upon initiation of a transition demand, **if applicable**.

For the purpose of this Regulation, an incoming phone call, even though it is considered non-driving related, can be displayed."