



# 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 4(f) of the provisional agenda

**Awareness of the proximity of vulnerable road users:**

**UN Regulation No. 167 (Vulnerable Road Users Direct Vision)**

### **Proposal for Supplement 3 to the original version of the UN Regulation No. 167 (Forward Field of Vision)**

**Submitted by the expert from the International Organization of Motor  
Vehicle Manufacturers\***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) to introduce amendments related to Autonomous Driving Systems (ADS) in the original version of the UN Regulation. It is based on GRSG-130-68, distributed at the 130<sup>th</sup> session of the Working Party on General Safety Provisions (see paragraph 36 of ECE/TRANS/WP.29/GRSG/109). 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 in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

*Insert new paragraphs 0.10. to 0.10.2., to read:*

**"0.10. Supplement 3 to the original version of UN Regulation No. 167 is introduced to take into account vehicles of categories X and Y<sup>1</sup>.**

**0.10.1. 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 category Y as well as vehicles of category X that do not have a manual mode, intended to be operated on-board the vehicle, are exempted from the scope of this Regulation.**

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

*Paragraph 1.1., amend to read:*

"1.1. This Regulation applies to the approval of vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub><sup>1</sup> with regard to their Direct Vision to reduce blind spots to the greatest extent possible, considering the needs of the specific type of vehicle and the operation it is intended for."

*Paragraph 1.1., insert new footnote 1, to read:*

<sup>1</sup> 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>"

*Insert new paragraph 1.3., to read:*

**"1.3. This Regulation does not apply to vehicles of category Y and to vehicles of category X that do not have a manual mode, intended to be operated on-board the vehicle."**

*Paragraphs 2.13. to 2.15., amend to read:*

"2.13. *"Three-dimensional reference system"* means a coordinate system as defined by Addendum 6 of Mutual Resolution No. 1 (M.R.1).<sup>42</sup> In this framework the longitudinal axis of the vehicle is designated the X axis, the lateral axis is the Y axis and the vertical axis is the Z axis.

2.14. *"H-point Manikin"* means a three-dimensional H-Point Machine as defined in Addendum 6 of Mutual Resolution No. 1 (M.R.1).<sup>42</sup>

2.15. *"R-Point"* means the seating reference point as defined in Addendum 6 of Mutual Resolution No. 1 (M.R.1).<sup>42</sup>

*Paragraph 2.13. to 2.15., footnote 1, renumber as footnote 2*

*Paragraph 4.5., amend to read:*

"4.5. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation, an international approval mark consisting of:

4.5.1. ~~\_\_\_\_\_~~ A a circle surrounding the letter "E" followed by:

- (a) The distinguishing number of the country which has granted approval;  
<sup>23/</sup> and
- (b) The number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the circle prescribed in this paragraph;

~~\_\_\_\_\_ or~~

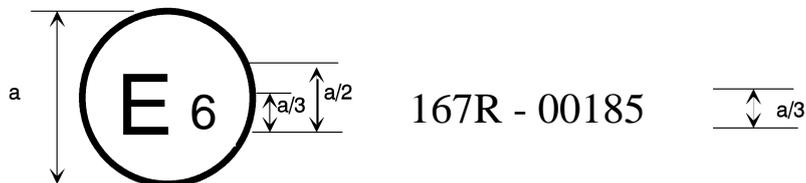
4.5.2. ~~\_\_\_\_\_~~ An oval surrounding the letters "UI" followed by the Unique Identifier."

Paragraph 4.5.(a), footnote 2, renumber as footnote 3

Annex 3, amend to read:

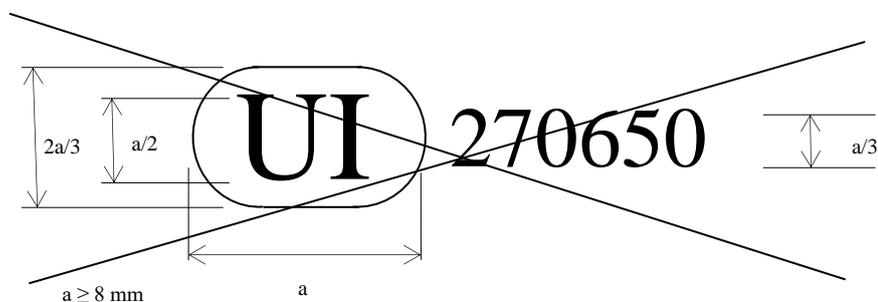
### "Annex 3 - Arrangements of approval marks

(see paragraphs 4.5. of this Regulation)



$a = 8 \text{ mm min}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in Belgium (E6) with regard to Direct Vision pursuant to UN Regulation No. 167. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of UN Regulation No. 167 in its original form.



~~The above Unique Identifier shows that the type concerned has been approved and that the relevant information on that type approval can be accessed on the UN secure internet database by using 270650 as Unique Identifier. Any leading zeroes in the Unique Identifier may be omitted in the approval marking."~~

## II. Justification

The present proposal has been submitted to introduce amendments related to Autonomous Driving Systems (ADS) in the original version of the UN Regulation.