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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### Working Party on General Safety Provisions

#### 130th session

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Item 14(b) of the provisional agenda

#### Exchange of views on vehicle automation:

#### Categorization of automated vehicles and autonomous vehicle regulation screening

## **Proposal for supplement 1 to the 01 Series of Amendments to UN Regulation No. 167 (Vulnerable Road Users Direct Vision)**

### **Submitted by the expert from the Kingdom of the Netherlands on behalf of the Task Force on Automated Vehicles Regulatory Screening\***

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). Also the modifications from GRSG-129-01 are taken on board to delete the Unique Identifier (UI) marking provisions. The modifications to the current text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

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\* 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.

## Proposal

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

- "0.10. Supplement 1 to the 01 series of amendments is introduced to take into account vehicles of categories X and Y, as well as vehicles with a manual mode operating at speeds above 6 km/h which are equipped with an Automated Driving System Feature of Type 2 (ADSF-2) (i.e. an ADS feature which does not include an ADS fallback response requiring a fallback user).**
- 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 categories X and Y are exempted from the scope of this Regulation.**
- 0.10.2. In case of vehicles equipped with an ADS 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 basically no requirements apply, which are related to a driver."**

*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 categories X and Y <sup>1</sup>"**

*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

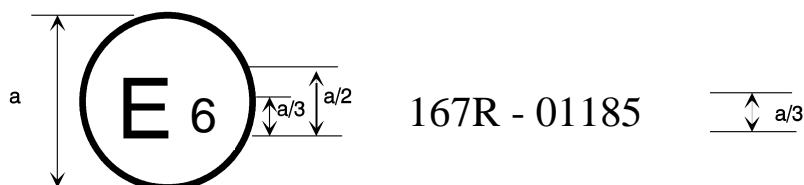
4.5.2. \_\_\_\_\_ An oval surrounding the letters "UI" followed by the Unique Identifier."

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

Annex 3, amend to read:

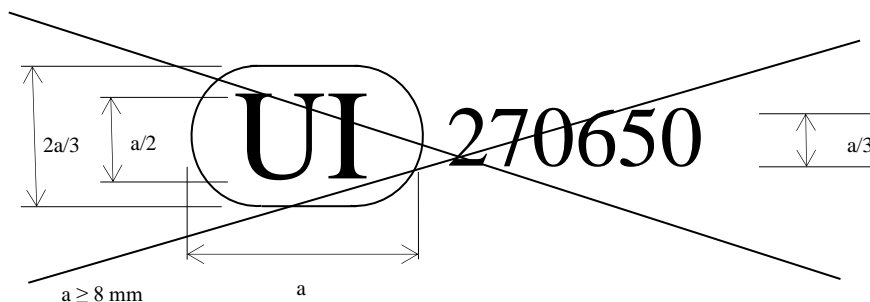
### "Annex 3 - Arrangements of approval marks

(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 as amended by the 01 series of amendments.



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."