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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 2 to the 06 Series of Amendments to
UN Regulation No. 110 (CNG and LNG Vehicles)****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 International Organization of Motor Vehicle Manufacturers (OICA) on behalf of the Task Force on Automated Vehicles Regulatory Screening (TF-AVRS). 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 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. and 0.1. to 0.1.3., to read:

"0. Introduction

- 0.1. Supplement 2 to the 06 series of amendments is introduced to take into account vehicles of categories X and Y, as well as conventional vehicles which are equipped with an Automated Driving System Feature of Type 2 (ADSF-2).**
- 0.1.1. The Regulation was originally drafted for vehicles with driver's compartment 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, driver's compartment and without manual driving controls in the vehicle. In the absence of driver/driver's compartment/manual driving controls in the vehicle, provisions related to them shall not be taken into account if not already covered by this amendment.**
- 0.1.2. 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 the same requirements apply.**
- 0.1.3. New paragraph 4.79. aims to clarify the provisions for vehicles in case of separate driver's compartment."**

Paragraph 1 and Annex 4F, footnote 1, 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.38, para. 2 -
www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html
<https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Insert new paragraphs 4.79. to 4.81. to read:

- "4.79. "Occupant compartment" means the space for occupant (driver and/or passengers) accommodation bounded by the roof, floor, side walls, doors, outside glazing, front bulkhead, and the plane of the rear compartment bulkhead or the plane of the rear seat back support;**
- 4.80. "ADS feature of type 1 (ADSF-1)" means an ADS feature which includes an ADS fallback response requiring a fallback user;**
- 4.81. "ADS feature of type 2 (ADSF-2)" means an ADS feature which does not include an ADS fallback response requiring a fallback user."**

Paragraph 7, footnote 11, amend to read:

- ^{"11} The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.68, Annex 3
www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html
<https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Paragraph 12, footnote 12, amend to read:

- ^{"12} The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.38, Annex 3
www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html
<https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Paragraph 18.1.7., amend to read:

- "18.1.7. No appliances shall be connected to the CNG and/or LNG system other than those strictly required for the proper operation of the engine of the motor vehicle. Notwithstanding the provisions of paragraph 18.1.7., vehicles may be fitted with a heating system to heat the ~~passengers~~ **occupant** compartment and/or the load area which is connected to the CNG and/or LNG system."

Paragraph 18.3.1.15., amend to read:

- "18.3.1.15. Gas-tight housing for those components installed inside the luggage and ~~passengers~~ **occupant** compartment. If the gas-tight housing will be destroyed in case of fire, the pressure relief device may be covered by the gas-tight housing."

Paragraph 18.5.5.1., amend to read:

- "18.5.5.1. A gas-tight housing over the CNG container(s)/CNG accumulator fittings, which fulfils the requirements of paragraphs 18.5.5.2. to 18.5.5.5. shall be fitted to the CNG fuel container/CNG accumulator, unless the CNG container(s)/CNG accumulator is installed outside the vehicle, outside enclosed spaces such as ~~passengers~~ **occupant** compartment or cargo area or engine compartment."

Paragraph 18.5.5.7., amend to read:

- "18.5.5.7. The gas-tight housing shall contain all the components installed into the luggage or ~~passengers~~ **occupant** compartment."

Paragraph 18.8.7., amend to read:

- "18.8.7. In a ~~passengers~~ **occupant** compartment or enclosed luggage compartment the fuel lines shall be no longer than reasonably required, and in any case shall be protected by a gas-tight housing."

Paragraph 18.10.2., amend to read:

- "18.10.2. When the CNG/LNG container or tank is installed in the ~~passengers~~ **occupant** compartment or an enclosed (luggage) compartment the filling unit shall be located at the outside of the vehicle or in engine compartment."