

Proposal for supplement 1 to the 03 Series of Amendments to UN Regulation No. 125 (Forward Field of 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 Task Force on Automated Vehicles Regulatory Screening (TF-AVRS), with the aim to amend and supersede document ECE/TRANS/GRSG/2025/36. The modifications to ECE/TRANS/GRSG/2025/36 are marked in **(bold) red** for new or ~~striketrough~~ 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 in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Insert new paragraphs 0. and 0.1. to 0.1.4., to read:

"0. Introduction

- 0.1. Supplement 1 to the 03 series of amendments is introduced to take into account vehicles of categories X and Y ¹, as well as vehicles which are equipped with an Automated Driving System (ADS) ¹.
- 0.1.1. 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 exempt from the scope of this Regulation.
- 0.1.2. In case of vehicles equipped with an ADS other than vehicles of categories ~~X and Y~~ and vehicles of category X without a manual driving mode operated on-board the vehicle, 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.
- 0.1.3. Vehicles of category X with a manual driving mode that is operated on-board the vehicle using a driver's seat, in the manual driving mode no special provisions or exemptions apply.
- 0.1.4. Vehicles of category X with a manual driving mode that is operated on-board the vehicle not using a driver's seat, may be approved using alternative requirements, in agreement with the Technical Service and Type Approval Authority provided that the manufacturer, with the safety concept defined for the ADS, can demonstrate that a level of safety, equivalent to that of the requirements set out in this Regulation, is achieved. This may be achieved by e.g. sensors, cameras and brake features, which prevent collision between the vehicle and other vehicles, objects or vulnerable road users at speeds below 6 km/h"

Paragraph 1.1., 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.68, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Insert new paragraph 1.4., to read:

- "1.4. This Regulation does not apply to vehicles of categories ~~X and Y~~, and to vehicles of category X without a manual mode operated on-board the vehicle."

Paragraph 5.1.3.4., amend to read:

- "5.1.3.4. An obstruction between a plane through V2, and declined at least 1° below the horizontal and a plane through V2 and declined 4° below the horizontal will be tolerated if the conical projection of this obstruction, starting from V2, on an area "S" as defined in paragraph 5.1.3.4.1. below does not exceed 20 per cent of this area. With regard to FVA, if applicable, potential obstructions in area "S" from opaque pixels as defined in paragraph 2.19. of UN Regulation ~~[XXX]176~~, 00 series of amendments, shall be considered."

Paragraph 5.1.3.5., amend to read:

- "5.1.3.5. The transparent field of vision as defined in paragraph 5.1.1. may be overlaid by information of a Field of Vision Assistant, meeting the requirements of UN Regulation ~~[XXX]176~~."

Insert new paragraph 5.6., to read:

- "5.6. Vehicles of category X with a manual mode intended to be operated on-board the vehicle not using a driver's seat, may fulfil alternative requirements, in agreement with the Technical Service and Type Approval Authority, provided that the manufacturer, with the safety concept defined for the ADS, can demonstrate that a level of safety, equivalent to that of the requirements set out in paragraphs 5.1 to 5.5. above, is achieved. The alternative provisions that are applied and the vehicle's performance must be duly described in the Test Report."
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