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Exchange of views on vehicle automation:

Categorization of automated vehicles and autonomous vehicle regulation screening

Proposal for supplement [8] to the 01 Series of Amendments to UN Regulation No. 121 (Identification of Controls, Tell- Tales and Indicators)

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/2025/34 as amended by GRSG-130-58. 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

Insert new paragraphs 0. and 0.1. to 0.1.3., to read:

"0. Introduction

0.1. Supplement [8] 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 (ADS)¹.

0.1.1. The scope is updated to reflect that this Regulation does not apply to vehicles of category Y, since no occupants are inside the vehicle under any circumstances.

0.1.2. The scope is updated to reflect that this Regulation does not apply to vehicles of category X, which have no manual mode that is intended to be operated on-board the vehicle.

0.1.3. UN Regulation No. 121 does not have any speed-related provisions which means that vehicles with a max. speed of 6 km/h operated by a driver on-board the vehicle, are within the scope of this Regulation."

Paragraph 1. - Scope, amend to read:

"1. Scope

This Regulation applies to vehicles of categories M and N¹ **except vehicles of category Y¹ and vehicles of category X¹ without a manual mode that is intended to be operated on-board the vehicle.** It specifies requirements for the location, identification, colour, and illumination of motor vehicle hand controls, tell-tales and indicators. It is designed to ensure the accessibility and visibility of vehicle controls, tell-tales and indicators, and to facilitate their selection under daylight and night-time conditions, in order to reduce the safety hazards caused by the diversion of the driver's attention from the driving task and by mistakes in selecting controls."

Paragraph 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.38, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Paragraph 4.4.1, footnote 2, amend to read:

² 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 5.1.4., amend to read:

"5.1.4. Notwithstanding paragraphs 5.1.1., 5.1.2. and 5.1.3. the tell-tale for "passenger air bag off", if fitted, shall be located within the interior of the vehicle and forward of and above the design H-point of both the driver's **seat (if applicable)** and the front passenger(s)' seat in their forward most seating positions. The tell-tale which alerts front seat occupants that the passenger air bag is switched off shall be visible to the driver (**if applicable**) and front passenger(s) under all driving conditions."
