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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 04 Series of Amendments to UN Regulation No. 34 (Prevention of Fire Risks)

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) 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.

I. Proposal

Insert new paragraphs 0. and 0.1. to 0.1.2., to read:

"0. Introduction

- 0.1. Supplement 1 to the 04 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 ADSF-2.
- 0.1.1. The Regulation was originally drafted for vehicles with driver 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 and without manual driving controls in the vehicle. In the absence of driver 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 Automated Driving system (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, with regard to the prevention of fire risks."

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/standards/transport/vehicle-regulations/wp29/resolutions> <https://unece.org/transport/vehicle-regulations/wp29/resolutions>

Paragraph 3., 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 – <https://unece.org/transport/standards/transport/vehicle-regulations/wp29/resolutions> <https://unece.org/transport/standards/transport/vehicle-regulations/wp29/resolutions>

Paragraph 4.3., amend to read:

- "4.3. ~~"Passenger 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;"

Insert new paragraphs 4.7. to 4.8. to read:

- "4.7. "ADS feature of type 1 (ADSF-1)" means an ADS feature which includes an ADS fallback response requiring a fallback user
- 4.8. "ADS feature of type 2 (ADSF-2)" means an ADS feature which does not include an ADS fallback response requiring a fallback user."

Paragraph 5.5. to 5.8., amend to read:

- "5.5. The tank(s) shall not be situated in, or from, a surface (floor, wall, bulkhead) of the ~~passenger occupant~~ compartment (**if fitted**) or other compartment integral with it.
- 5.6. A partition shall be provided to separate the occupant compartment (**if fitted**) from the tank(s). The partition may contain apertures (e.g. to accommodate cables) provided they are so arranged that fuel cannot flow freely from the tank(s) into the occupant compartment or other compartment integral with it during normal conditions of use.

- 5.7. Every tank shall be securely fixed and so placed as to ensure that any fuel leaking from the tank or its accessories will escape to the ground and not into the occupant compartment **(if fitted)** during normal conditions of use.
- 5.8. The filler hole shall not be situated in the occupant compartment, in the luggage compartment, **in the loading area** or in the engine compartment.

II. Justification

- 1. See chapter 0.
 - 2. In paragraph 4.3., the amendment aims to clarify the provisions for vehicles in case of separate driver compartment.
 - 3. In paragraph 5.8., the amendment aims to clarify that the loading area shall be considered as luggage compartment for vehicles of category N.
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