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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**

Geneva, 6–9 October 2025

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 5 to the original version of UN  
Regulation No. 161 (Devices against Unauthorised Use)****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). 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. and 0.1. to 0.1.2., to read:

### "0. Introduction

**0.1. Supplement 5 to the original version is introduced to take into account vehicles of category X and Y <sup>1</sup>, as well as vehicles with a manual mode operating at speeds above 6 km/h which are equipped with an automated Driving System (ADS). <sup>1</sup>**

**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 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 the relevant ADS requirements apply."**

*Paragraph 1.1., footnote 1, amend 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.68. (~~<https://unece.org/transport/standards/transport/vehicle-regulations-wp29/resolutions>~~ <https://unece.org/transport/vehicle-regulations/wp29/resolutions>)."

*Paragraph 2.5., amend to read:*

"2.5. Device to prevent unauthorized use means a system designed to prevent unauthorized normal activation of the engine or other source of main engine power of the vehicle in combination with at least one system which:

- (a) locks the steering; or
- (b) locks the transmission; or
- (c) locks the gearshift control; or
- (d) locks brakes.

In the case of a system which locks brakes, deactivation of the device shall not automatically release the brakes ~~contrary to the driver's intention~~ **unless a driver or an ADS specifically requests to do so."**

*Paragraph 4.4.1., footnote 2, amend to read:*

<sup>2</sup> As defined in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev. 68 (~~<https://unece.org/transport/standards/transport/vehicle-regulations-wp29/resolutions>~~ <https://unece.org/transport/vehicle-regulations/wp29/resolutions>)"