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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 1 to the 01 Series of Amendments to
UN Regulation No. 166 (Vulnerable Road Users in Front and
Side Close Proximity)****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.

* 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 0.1. to 0.1.2., to read:

- "0.1. Supplement 1 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 Feature of Type 2 (ADSF-2) (i.e. an ADS feature which does not include an ADS fallback response requiring a fallback user).**
- 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 exempted 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, 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."**

Paragraph 1.1.1., amend to read:

- "1.1.1. Approval of means of front and lateral vision defined in Part I intended to be fitted to vehicles of category M₁ and N₁¹."

Paragraph 1.1.1., insert new footnote 1, to read:

¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.8, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Insert new paragraph 1.1.5., to read:

- "1.1.5. This Regulation does not apply to vehicles of categories X and Y.¹"

Paragraph 5.4.1., renumber footnote 1 as footnote 2, and 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.78 <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Paragraphs 15.2.2., amend to read:

- "15.2.2. The close-proximity front and lateral field of vision shall be established using ambinoocular vision from the adjusted driver's ocular points, the eyes being at the "driver's ocular points" as defined in paragraph 12.1. or binocular vision from the adjusted ocular reference point calculated by the methods described in Annex 10. The fields of vision shall be determined when the vehicle is in running order as defined in the consolidated Resolution on the Construction of vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev. 78, paragraph 2.2.5.4.), plus for M₁ and N₁ vehicles one front seat passenger (75 kg). When established through windows, the glazing shall have a total light transmission factor in accordance with UN Regulation No. 43, 01 series of amendments, Annex 24."

Paragraph 15.2.5., amend to read:

"15.2.5. The close-proximity front and lateral field of vision shall be established using ambinocular vision from the adjusted driver's ocular points, the eyes being at the "driver's ocular points" as defined in paragraph 12.1. or binocular vision from the adjusted ocular reference point. The fields of vision shall be determined when the vehicle is in running order as defined in the consolidated Resolution on the Construction of vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.78, paragraph 2.2.5.4.), plus for M₁ and N₁ vehicles one front seat passenger (75 kg). When established through windows, the glazing shall have a total light transmission factor in accordance with UN Regulation No. 43, 041 series of amendments, Annex 24."

Annex 9, paragraph 1.3.3.2., amend to read:

"1.3.3.2. Vehicle load.

The vehicle is in running order as defined in the consolidated Resolution on the Construction of vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.78, paragraph 2.2.5.4.), plus for M₁ and N₁ vehicles one front seat passenger (75 kg)."
