

**Economic and Social Council**

Distr.: General
18 July 2025

Original: English

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. 151 (Blind Spot Information Systems)****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 expert from the European Commission on behalf of the Task Force on Automated Vehicles Regulatory Screening (TF-AVRS). Also the modifications from GRSG-129-01 are taken on board to delete the Unique Identifier (UI) marking provisions. 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 0.8. to 0.8.1. to 0.8.2., to read:

"0. Introduction

- 0.8. Supplement 5 to the original version is introduced to take into account vehicles of categories X and Y, as well as vehicles which are equipped with an Automated Driving System (ADS).**
- 0.8.1. Recognising the need for different requirements to deal with vehicles fitted with an ADS, this Regulation has been amended to clarify that BSIS is required to work when a driver is in control, and that vehicles of categories X and Y are not required to comply with this Regulation. These changes are made based on the assumption that ADS has good perception of all other road users in proximity of the vehicle, and that ADS takes all reasonable steps to avoid collision.**
- 0.8.2. In the 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."**

Paragraph 1.1., amend to read:

- "1.1. This Regulation applies to the blind spot information system of vehicles of categories N₂, N₃, M₂ and M₃¹.

Footnote 1, amend to read:

¹ See Annex 1 to As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.68, - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html
<https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Insert a new Paragraph 1.3., to read:

- "1.3. This regulation does not apply to vehicles of categories X and Y¹."

Paragraph 2.5., amend to read:

- "2.5. "Ocular reference point" means the middle point between two points 65 mm apart and 635 mm vertically above the reference point which is specified in Annex 1 of ECE/TRANS/WP.29/78/Rev.6 Addendum 6 of Mutual Resolution No. 1 (M.R.1) (document ECE/TRANS/WP.29/1101/Amend.5; see <https://unece.org/transport/vehicle-regulations/wp29/resolutions>) on the driver's seat. The straight line joining the two points runs perpendicular to the vertical longitudinal median plane of the vehicle. The centre of the segment joining the two points is in a vertical longitudinal plane which shall pass through the centre of the driver's designated seating position, as specified by the vehicle manufacturer."

Paragraph 4.5., amend to read:

- "4.5. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation, an international approval mark conforming to the model described in Annex 2, consisting of either:

~~4.5.1. A a circle surrounding the letter "E" followed by:~~

- (a) the distinguishing number of the country which has granted approval;² and
- (b) the number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the circle prescribed in this paragraph;

_____ or

4.5.2. _____ An oval surrounding the letters "UI" followed by the Unique Identifier."

Paragraph 4.5., 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.68, - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

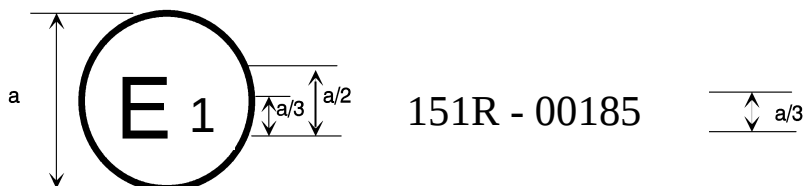
Insert a new Paragraph 5.2.3., to read:

"5.2.3. For vehicles equipped with an ADS, BSIS shall be deactivated whilst an ADS feature is active. BSIS shall be reactivated at the latest [500 ms] after ADS initiates or receives the request to start the process of transferring DDT back to a driver."

Annex 2, amend to read:

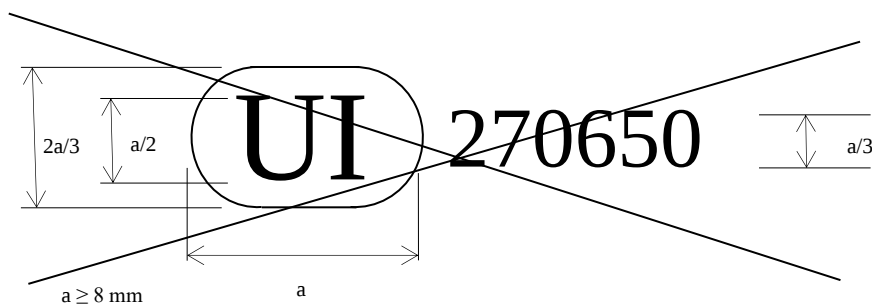
"Annex 2 - Arrangements of approval marks

(see paragraphs 4.5. to 4.5.2. of this Regulation)



$a = 8 \text{ mm min}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in Germany (E1) with regard to BSIS pursuant to UN Regulation No. 151. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of UN Regulation No. 151 in its original form.



The above Unique Identifier shows that the type concerned has been approved and that the relevant information on that type approval can be accessed on the UN secure internet database by using 270650 as Unique Identifier. Any leading zeroes in the Unique Identifier may be omitted in the approval marking."