

**Economic and Social Council**Distr.: General
28 January 2026

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on General Safety Provisions****131st session**

Geneva, 13–17 April 2026

Item 13(b) of the provisional agenda

Exchange of views on vehicle automation:**Categorization of automated vehicles and autonomous vehicle regulation screening****Proposal for supplement 2 to the 01 Series of Amendments to
UN Regulation No. 144 (Accident Emergency Call Systems)****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/2025/37 as amended by GRSG-130-55. 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 0.1.2., to read:

"0. Introduction

- 0.1. Supplement 2 to the 01 series of amendments is introduced to take into account vehicles of category X¹, as well as other vehicles which are equipped with an Automated Driving System (ADS)¹.**
- 0.1.1. The Regulation was originally drafted for vehicles with a driver and manual driving controls. In the absence of occupants in the vehicle, there is no need to fulfil any of the requirements of this Regulation and therefore vehicles of categories Y are exempted from the scope of this Regulation.**
- 0.1.2. In the case of vehicles equipped with an ADS other than vehicles of category X, in the manual driving mode no special provisions or exemptions apply. In a mode where an ADS feature is active, the relevant ADS requirements have to be fulfilled."**

Paragraphs 1.2. and 1.3., amend to read:

- "1.2. It does not apply to:
- (a) Communication module functionality and communication antenna functionality, unless otherwise prescribed in this Regulation;
 - (b) The additional data to the Minimum Set of Data (MSD) to be conveyed to Public Service Answering Party (PSAP), the format of the data, the mechanism and logic of data transmission, data exchange protocol, operation modes and conditions of transitions between such modes, performance of the test call and test data transfer, response to protocol commands received from infrastructure and network registration logic;
 - (c) Privacy, data protection and personal data processing;
 - (d) Periodical Technical Inspection (PTI);
 - (e) Automatic triggering of AECS in case of vehicle rollover;
 - (f) **Manual triggering of Accident Emergency Call System (AECS) while both an ADS Feature of type 2 (ADSF-2) is active, and the vehicle is not carrying passengers.**
- 1.3. Vehicles,
- (a) In the scope of neither UN Regulation No. 94 nor UN Regulation No. 95 and not fitted with an automatic triggering of an AECS;
 - (b) Of category M₁ with a total permissible mass above 3.5 t; ~~and~~
 - (c) Armoured vehicles¹; **and**
 - (d) **Of category Y**
- shall be excluded from the scope of this Regulation."

Footnote 1, amend to read:

¹ As defined in Section 2 of 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 new paragraphs 2.34., 2.34.1. and 2.34.2.:

- "2.34. **"ADS feature" means an application of an ADS designed specifically for use within an Operational Design Domain (ODD).**
- 2.34.1. **"ADS feature of type 1 (ADSF-1)" means an ADS feature which includes an ADS fallback response requiring a fallback user.**
- 2.34.2. **"ADS feature of type 2 (ADSF-2)" means an ADS feature which does not include an ADS fallback response requiring a fallback user."**

Paragraph 26.4.1., amend to read:

"26.4.1. The AECS control shall be installed so as to comply with the relevant requirements and transitional provisions of UN Regulation No. 121, 01 series of amendments or any later series of amendments.

For vehicles equipped with an ADSF-2, the AECS control shall be installed so as to be easily reachable by the passengers (if applicable)."

Paragraph 26.5.3.1., Table 3, amend to read:

"26.5.3.1. ... and shall be available for inspection by the Technical Service at the time of the type approval.

This shall at least cover the following items:

Table 3
Template of information for self-test function

| <i>Item</i> | | <i>Notes</i> |
|--------------------------|-----------------------|---|
| <i>Component</i> | <i>Failure type</i> | |
| ... | ... | ... |
| Crash Control Unit (CCU) | Electrical connection | e.g. crash detection sensor system, triggering device, ... |
| | Internal failure | If not in good condition, then the automatic emergency call is not possible. If CCU internal failure verification is not part of AECS approval (Part II), then it shall be subject to AECD approval (Part Ib). When CCU is not part of the AECD, this requirement is deemed to be fulfilled if: (a) the indication of a malfunction for an internal CCU failure is provided by the vehicle; and (b) the warning strategy on AECD is explained to the driver or ADS¹ user(s) (as applicable). |
| ... | ... | ... |

Paragraph 26.6., amend to read:

"26.6. Hands-free audio performance
The AECS shall provide sufficient voice intelligibility for the vehicle driver, **or in case of vehicles equipped with an ADSF-2, for the passengers (if applicable).**"

Paragraph 35.6.1., amend to read:

"35.6.1. The AECS control shall be installed such to comply with the relevant requirements and transitional provisions of UN Regulation No. 121, 01 series of amendments or any later series of amendments.

For vehicles equipped with an ADSF-2, the AECS control shall be installed so as to be easily reachable by the passengers (as applicable)."

Paragraph 35.8., amend to read:

"35.8. Hands-free audio performance

The AECS shall provide sufficient voice intelligibility for the vehicle driver, **or in case of vehicles equipped with an ADSF-2, for the passengers (if applicable)."**
