

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

Original: English

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**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 3 to the original version of UN  
Regulation No. 159 (Moving Off Information 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/2025/40 as amended by GRSG-130-52. 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 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 0.8. and 0.8.1. to 0.8.3., to read:

- "0.8. For supplement 3 to the original version of the Regulation:**
- 0.8.1. The Regulation is amended to account for vehicles of categories X and Y<sup>1</sup>.**
- 0.8.2. Recognising the need for different requirements to deal with vehicles fitted with Automated Driving Systems (ADS)<sup>1</sup>, this Regulation has been amended to clarify that Moving Off Information Systems (MOIS) are only required to work when a driver is in control, and that vehicles without the ability to be controlled by a driver (vehicles of category Y as well as vehicles of category X that do not have a manual mode, intended to be operated on-board the vehicle) are not required to comply with this Regulation. These changes are made based on the assumption that the ADS vehicles must have good perception of all other road users in proximity of the vehicle, and that the ADS must take all reasonable steps to avoid collision.**
- 0.8.3. Vehicles equipped with an ADS must comply with this Regulation when operated manually by a driver on-board the vehicle."**

Paragraph 1.1., amend to read:

- "1.1. This Regulation applies to the approval of vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub><sup>1</sup> with regard to an onboard system to detect and inform the driver of the presence of pedestrians and cyclists in the close-proximity forward blind-spot of the vehicle and, if deemed necessary based on manufacturer strategy, warn the driver of a potential collision."

Insert new footnote 1, 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.8, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Paragraph 1.3., amend to read:

- "1.3. The following vehicles of category M and N<sup>1</sup> shall be exempted from this Regulation:
- (a) Vehicles where installation of any device for moving off information system is incompatible with their on-road use may be partly or fully exempted from this Regulation, subject to the decision of the Type Approval Authority.
- (b) Vehicles of category Y and vehicles of category X without a manual mode which is intended to be operated on-board the vehicle. "**

Paragraph 2.11. amend to read:

- "2.11. "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.68~~ **Addendum 6 of Mutual Resolution No. 1 (M.R.1)**<sup>2</sup> 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 2.11., footnote 2, amend to read:

- <sup>2</sup> ~~See Annex 1 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](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html)  
<https://unece.org/transport/vehicle-regulations/wp29/resolutions>  
 See **Addendum 6 of Mutual Resolution No. 1 (M.R.1)** (document

ECE/TRANS/WP.29/1101/Amend.5); <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

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;<sup>2</sup> 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:

<sup>2</sup> 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](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html) <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Paragraph 5.1.1., amend to read:

"5.1.1. Any vehicle fitted with a MOIS complying with the definition of paragraph 2.1. above shall meet the requirements contained in paragraphs 5.2. to 5.8. of this Regulation.

When the vehicle is equipped with a means to automatically deactivate the MOIS in situations such as, having street cleaning equipment, snowploughs, ~~or~~ front loader garbage collectors attached, **or the activation of an ADS feature**, the following provisions shall apply as appropriate:

The vehicle manufacturer shall provide a list of situations and corresponding criteria where the MOIS is automatically deactivated to the technical service at the time of type approval and it shall be annexed to the test report.

The MOIS shall be automatically reactivated as soon as the conditions that led to the automatic deactivation are not present anymore.

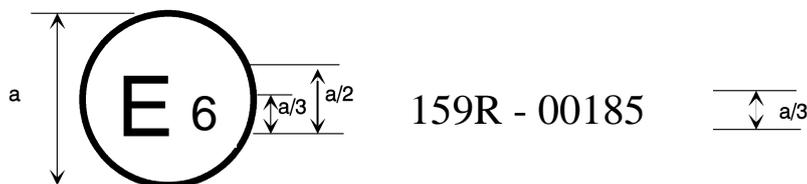
**For vehicles with an ADS: the transitions of user roles, if applicable, and the procedure for those transitions, for example, reversion to manual driving following deactivation of the ADS feature, shall comply with the technical requirements defined in UN Regulation No. [XXX].**

**Except in the case of an ADS feature being active, Aa** constant optical warning signal shall inform the driver that the MOIS has been deactivated. The failure warning signal specified in paragraph 5.8. below may be used for this purpose. "

Annex 2, amend to read:

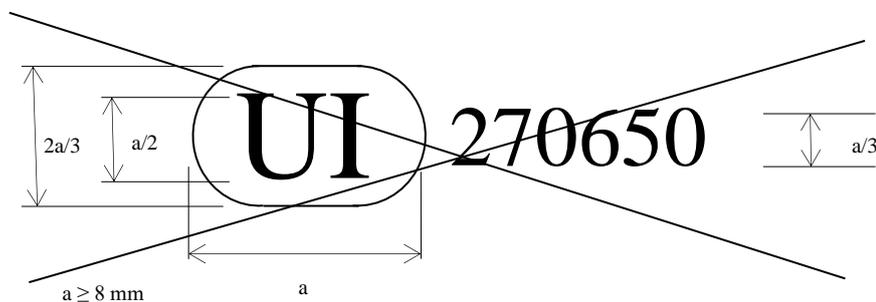
**"Annex 2 - Arrangements of approval marks**

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



a = 8 mm min

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in Belgium (E 6) with regard to the Moving Off Information System (MOIS) pursuant to UN Regulation No. 159. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of UN Regulation No. 159 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."~~