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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Pollution and Energy****Ninety fourth session**

Geneva, 17-19 March 2026

Item 5 of the provisional agenda

**UN Regulations Nos. 24 (Visible pollutants, measurement of power of C.I. engines (Diesel smoke)), 85 (Measurement of the net power), 115 (LPG and CNG retrofit systems), 133 (Recyclability of motor vehicles), 143 (Heavy Duty Dual-Fuel Engine Retrofit Systems (HDDF-ERS)) and 177 (System Power)****Proposal for Supplement [11] to the original version of UN Regulation No. 115 (Liquefied Petroleum and Compressed Natural Gas Retrofit Systems)****Submitted by the Task Force on Automated Vehicles Regulations Screening (AVRS) \***

The text reproduced below was prepared by the Task Force on Automated Vehicles Regulations Screening (AVRS). This document aims to allow type approval of vehicles with Automated Driving Systems. It is submitted to the Working Party on Pollution and Energy consideration at its 94th session. The modifications to the current text of the 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 in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

*Paragraph 1.4., 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.**28**, paragraph 2. -

[www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.htmlhttps://unece.org/transport/vehicle-regulations/wp29/resolutions](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.htmlhttps://unece.org/transport/vehicle-regulations/wp29/resolutions)

*Insert a new paragraph 2.10., to read:*

**"2.10. "ADS user" means a human user of an Automated Driving System, as defined in UN Regulation No. [ADS]."**

*Paragraph 5.5.2., Footnote 4*, amend to read:

"<sup>4</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.**2/Amend.38** – Annex 3 -

[www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.htmlhttps://unece.org/transport/standards/transport/vehicle-regulations-wp29/resolutions](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.htmlhttps://unece.org/transport/standards/transport/vehicle-regulations-wp29/resolutions)

*Paragraph 6.1.2.4.1.6.1., amend to read:*

"6.1.2.4.1.6.1.Engine starting-up

It is permissible that the engine is started on petrol and switched to LPG after a predetermined period of time which cannot be changed by the driver **or the ADS user.**"

*Paragraph 6.2.2.4.1.6.1., amend to read:*

"6.2.2.4.1.6.1.It is permissible that the engine is started on petrol and switched to CNG after a predetermined period of time which cannot be changed by the driver **or the ADS user.**"

## II. Justification

1. The document introduces changes required to incorporate vehicles with Automated Driving Systems into the existing Regulation.

2. References to the Consolidated Resolution on the Construction of Vehicles (R.E.3.) are updated to include ADS equipped vehicles in the scope. Vehicle categories X and Y are introduced in Revision 8 of R.E.3, prepared by the Task Force on Automated Vehicle Categorisation (TF-AVC) under GRSG and GRVA, and are not capable to be driven manually above 6 km/h.

3. Lack of possibility to change the permissible time to switch to LPG or CNG mode was extended to the ADS user to maintain a similar level of requirements as for a driver.