

**Initial thoughts on “road safety challenges  
posed by the use of automated vehicles in traffic that an  
international legal instrument could adequately address”  
(*Summary of informal document No. 2 - May 2022*)**

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law of the  
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[newlypossible.org](http://newlypossible.org)

**Binding and specific**

**Binding and general**

**Fewer parties?**

International legal commitments by states

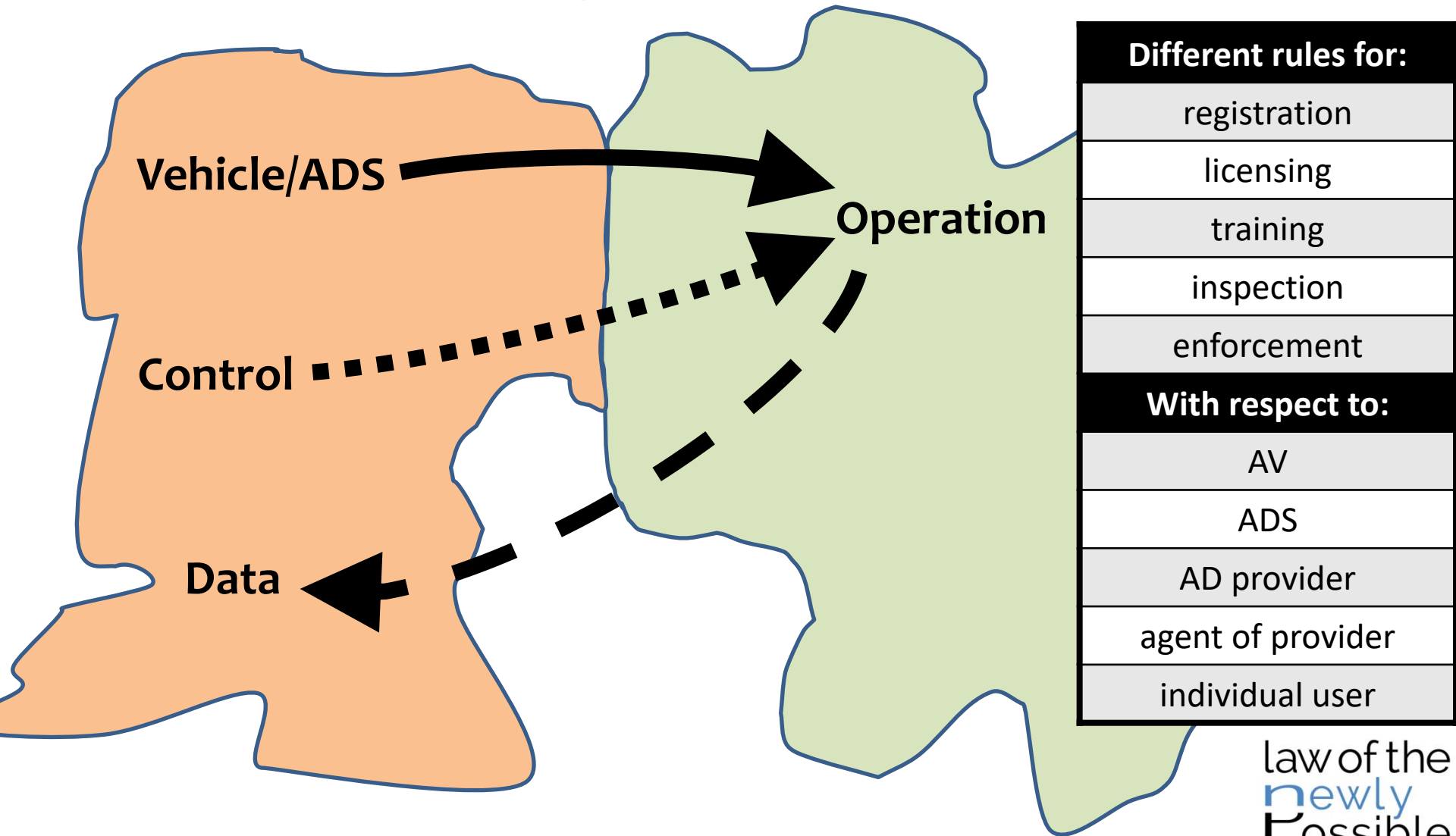
Domestic legal consistency among states

**More parties?**

**Nonbinding and specific**

**Nonbinding and general**

# Safety challenges that might be addressed by *international legal commitments by states*



# Safety challenges that might be addressed by *domestic legal consistency among states*

## Confusing or incompatible differences regarding:

Who/what “drives” an AV for:

- *AV safety/operation/insurance rules*
- *civil/administrative/criminal liability*

Behavior expected of AV/AD provider with respect to:

- *individuals who play a role in AD*
- *passengers and other users*
- *other road users*
- *first responders*

New rules for AV users and other road users  
(*not recommended*)

Existing traffic rules as applied to AD

AV/ADS modifications that are  
permitted/restricted/required

Data sharing/reporting that is  
permitted/restricted/required

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