Proposal for a way forward - A multi output approach from GE.3 to ITC, WP.1, CPs and others
Why a multi outcome approach?

- Differing perspectives and positions
- Unique needs and prerequisites
- Sharing the same goal:
  - Safe use of AVs in traffic
  - Safety of vulnerable road users
- Finding a compromise
A chain of events towards the final outcome and goal from GE.3.

Safe use of AVs in traffic

Outcome 1
Outcome 2
Outcome 3
Outcome X

General Principles
• X
• Y
• Z
• K
• L
• M

Collective Assessment of any gaps in the conventions and resolutions under the auspices of WP.1, and identify the issues to be addressed

ToR
PoW

The task of GE.3 until WP.1 September 2024?
Or?
A chain of events towards the final outcome and goal from GE.3.

Safe use of AVs in traffic

Outcome 1
Outcome 2
Outcome 3
Outcome X

Collective Assessment of any gaps in the conventions and resolutions under the auspices of WP.1, and identify the issues to be addressed

General Principles
- X
- Y
- Z
- K
- L
- M

ToR
PoW

The task of GE.3 until WP.1 September 2024?
This meeting and during 2024 towards June 2025?

- Re-engineering of the GE.3 PoW and ToR?
- Continue with the collective assessment of GAPs in the 1949 and 1968 Conventions on Road Traffic?
- Start to transform the results of the assessment into general principles or assess the GAPs to fill to be able to achieve the principles?
- Another approach to form and express the general principles first?
- What is a principle?
- Etc.