



INTELLIGENCE ON TRACK



Forward-looking Information

This presentation and oral statements made regarding the subject of this presentation contain “forward-looking statements” that involve substantial risks and uncertainties. Such statements include, without limitation, references to the Company’s predictions or expectations of future business or financial performance and its goals and objectives for future operations, financial and business trends, performances, strategies or expectations. Forward-looking statements include, but are not limited to, statements about: our lack of operating history; our current and future capital requirements and our belief that our existing cash and the net proceeds from this offering will be sufficient to fund our operations for at least the next 12 months; our ability to manufacture, market and sell our products and to generate revenues; our ability to maintain our relationships with key partners and grow relationships with new partners; our ability to maintain or protect the validity of our U.S. and other patents and other intellectual property; our ability to launch and penetrate markets in new locations and new market segments; our ability to retain key executive members and hire additional personnel; our ability to maintain and expand intellectual property rights; interpretations of current laws and the passages of future laws; our ability to achieve greater regulatory compliance needed in existing and new markets; the overall demand for passenger and freight transport; our ability to achieve key performance milestones in our planned operational testing; and acceptance of our business model by investors.

In some cases, you can identify forward-looking statements by the words “may,” “might,” “could,” “would,” “should,” “expect,” “intend,” “plan,” “objective,” “anticipate,” “believe,” “estimate,” “predict,” “potential,” “continue” and “ongoing,” or the negative of these terms, or other comparable terminology intended to identify statements about the future. These forward-looking statements may not materialize, in whole or in part, or may materialize differently than expected, or may be affected by factors that cannot be assessed in advance. We may not actually achieve the plans, intentions or expectations disclosed in our forward-looking statements, and you should not place undue reliance on our forward-looking statements. Actual results or events could differ materially from the plans, intentions and expectations disclosed in the forward-looking statements we make. You are cautioned not to place undue reliance on forward-looking statements. For a discussion of the factors that may cause our actual results, performance or achievements to differ materially from any future results, performance or achievements expressed or implied in such forward-looking statements, see the “Risk Factors” section included in our most recently filed Annual Report on Form 20-F filed with the U.S. Securities and Exchange Commission. Except as otherwise indicated, the forward-looking statements contained in this presentation speak only as of the date of this presentation and the Company undertakes no obligation to update any forward-looking statements, whether as a result of new information, future events or otherwise, except as required by law.

Market. Industry and Other Data

This presentation includes statistical, market and industry data and forecasts which we obtained from publicly available information and independent industry publications and reports that we believe to be reliable sources. These publicly available industry publications and reports generally state that they obtain their information from sources that they believe to be reliable, but they do not guarantee the accuracy or completeness of the information. Although we are responsible for all of the disclosures contained in this presentation, including such statistical, market and industry data, we have not independently verified any of the data from third-party sources, nor have we ascertained the underlying economic assumptions relied upon therein. In addition, while we believe the market opportunity information included in this presentation is generally reliable and is based on reasonable assumptions, the industry in which we operate is subject to a high degree of uncertainty and risk due to a variety of important factors that could cause results to differ materially from those expressed in the estimates made by third parties and by us.

AT A GLANCE



State-of-the-Art Technology Systems for Autonomous-Drive Trains and for Accident Prevention



Founded by four
founders **in 2016**



60 employees
(46 R&D personnel)



Awards and Prizes
Winner of the
Deutsche Bahn
MINDBOX competition



\$63 Million
raised
Traded on the NASDAQ:
RVSN



Strategic investor
The world leader in train systems





KNORR-BREMSE

Potentially gives Rail Vision access to hundreds of blue-chip customers worldwide.

A world leader in braking & peripheral systems. 110 years in the railway market.

Traded at a valuation of €10.23 billion on the Frankfurt Stock Exchange.
Total sales in 2021 € 6.7 billion.

Global presence
29,700 employees
at 100 sites
over 30 countries.

Strategic investor:
\$25 million over
two investment
cycles and exercise
of warrants.

Data from Feb 21, 2023

THE PROBLEM

— Railway accidents, loss of life, and financial losses for train companies.



Obstacles and faulty railway infrastructure.

Huge infrastructure investments - the total investment in railway track infrastructure maintenance and renewal in Europe in 2016 was € 25 billion*



Severe railway accidents - **the braking distance is substantially longer than the driver's visual capacity.**

2019 - over 1,552 severe railway accidents in the European Union countries alone.**



Loss of life and substantial financial losses for the train companies.

ALTERNATIVES

CURRENTLY AVAILABLE IN THE RAILWAY MARKET



Attempts to use technologies from the automotive world which are unsuitable for the railway world (speed and distance).



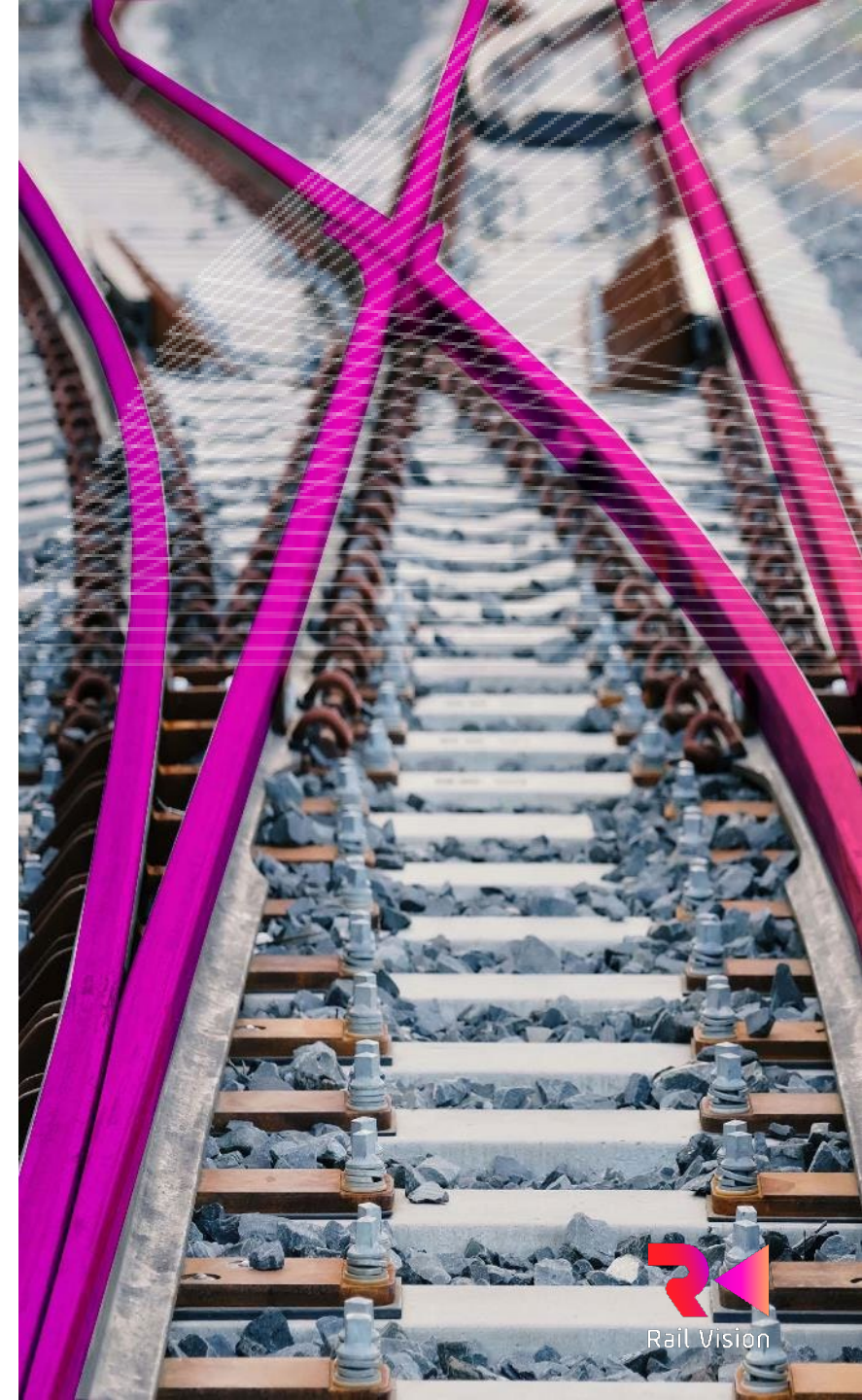
Static cameras incapable of monitoring the railway infrastructure.



Technologically inferior solutions - short ranges and inadequate resolution.



Focus on level crossings, lacking a solution for the route.



THE SOLUTION

 Technological progress for the railway world

- **Artificial intelligence (AI)**-based systems.
- Able to detect objects over **1 mile away**.
- **Obstacle detection and identification** on and near the track.
- Ability to function under **severe weather and conditions of limited visibility**.
- **Big Data** collection for preventive maintenance.
- Passive, autonomous, and long-range **detection systems**.



◀ Passenger and Freight Train System



◀ Shunting Yards System



MARKET SIZE AND TRENDS

- ◀ The freight train industry in the United States is estimated at approximately **\$80 billion***.
[*https://railroads.dot.gov/rail-network-development/freight-rail-overview](https://railroads.dot.gov/rail-network-development/freight-rail-overview)
- ◀ The business activity in the global train industry is growing at approximately **\$5.6 billion** per year*.
[*https://www.railjournal.com/in_depth/sci-study-forecasts-upturn-in-global-rail-market](https://www.railjournal.com/in_depth/sci-study-forecasts-upturn-in-global-rail-market)
- ◀ Global after-market sales reached approx. **\$78 billion** in 2020 and is growing at approx. **\$3.5 billion** per year*.
[* https://www.gminsights.com/industry-analysis/railway-aftermarket](https://www.gminsights.com/industry-analysis/railway-aftermarket)
- ◀ **McKinsey** - the solution for reducing maintenance costs is in data collection and adoption of innovative technologies*.
[*https://www.mckinsey.com/industries/public-and-social-sector/our-insights/using-analytics-to-get-european-rail-maintenance-on-track](https://www.mckinsey.com/industries/public-and-social-sector/our-insights/using-analytics-to-get-european-rail-maintenance-on-track)



PREDICTIVE MAINTENANCE ON TRAINS AND INFRASTRUCTURE



United States

\$25 billion of the profits of freight train companies are invested in infrastructure and in increasing transport volume**.



Europe

Per annum investment of over **\$25 billion** on maintenance of railway infrastructure in 2016*.



The use of Rail Vision systems potentially enables savings of hundreds of millions of dollars by switching from breakdown maintenance to preventive maintenance

* <https://www.mckinsey.com/industries/public-and-social-sector/our-insights/using-analytics-to-get-european-rail-maintenance-on-track>

**<https://railroads.dot.gov/rail-network-development/freight-rail-overview>

THE BUSINESS MODEL



1

Sale of the Company's systems and services, including maintenance, warranty, and system updates.

2

Focusing on international operators of passenger train, freight lines, and operational locomotives.

3

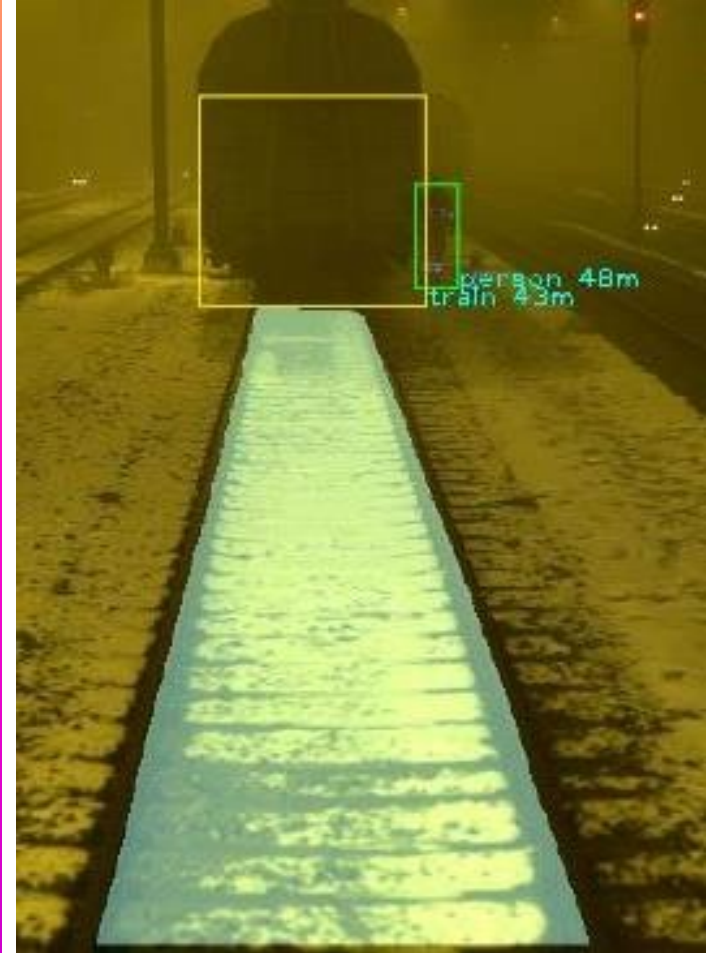
Provision of complementary solutions for preventive maintenance.

4

Big data solutions designed to create recurring revenue opportunities, with other applications such as target advertising sustainability data applications and more.

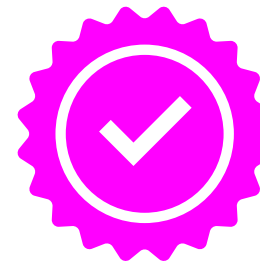
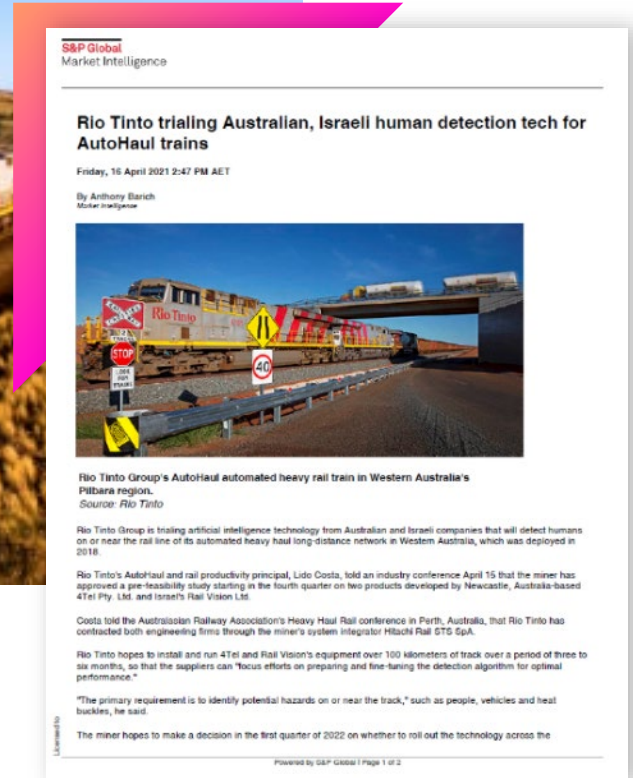
RAIL VISION SYSTEM

Installed on an SBBC (Swiss Federal Railways) Cargo locomotive



SALES PROCESS TO RIO TINTO AUSTRALIA

- ◀ The world's **second-largest** mining and metals company. HQ London UK ASX:RIO.
- ◀ Operations in **35 countries**, with **47,500** employees.
- ◀ Operates iron mines in Australia using autonomous trains, a world first.
- ◀ An order has been received for a paid Proof of Concept.



LTP Completed

STRATEGIC COLLABORATION WITH ISRAEL RAILWAYS



Strategic collaboration with Israel Railways on the Company's systems.



MOU with Israel Railways signed for a long-term pilot and delivery of 6-10 units, with a potential for an additional 200 units.



Israel Railways are considering the installation of Switch-Yard systems due to safety benefits.

LOOKING FORWARD

- ◀ Continuous monitoring of track routes for preventive maintenance purposes
- ◀ Advanced visual information-based navigation
- ◀ Big data services
- ◀ Interfacing with Smart City systems
- ◀ Integration with the world automatic train systems



THE PEOPLE

AND THE EXPERIENCE



Mark Cleobury
Chairman of the Board

Mark Cleobury is a senior executive in the rail industry, currently serving as Senior Vice President of Knorr-Bremse's Rail Systems Division. Of his over 40 years experience in the Rail sector, he has been for more than 20 years in various leadership roles at Knorr-Bremse having previously held sales and leadership positions at other companies in the rail industry. He is considered a valuable asset for Rail Vision due to his extensive experience in the railway business.



Shahar Hania
CEO & Co-Founder

He has been working in the field of advanced electro-optical systems for many years and has gained a reputation as a respected expert in his field. He has a wealth of experience leading complex development projects, including those at Elbit Systems and Bird Aerosystems, both well-known companies in the industry. He received an undergraduate degree from The Jerusalem College of Technology and a graduate degree from Ben-Gurion University of the Negev.



Ofer Naveh
CFO

Over 15 years of experience in financial and accounting roles in publicly-traded companies in Israel and in the United States. Holds a B.A. in Accounting and Business and an M.A. in Law from Bar-Ilan University.



Ofer Grisaro
VP Marketing & Sales

Extensive experience in international marketing and sales with a proven track record in business with multinational corporations such as 3M, the defense industry, and in hi-tech companies, such as Elbit Systems.



Amit Klir
VP R&D

Extensive experience in managing multidisciplinary teams and has been a product manager and leader in a variety of projects. He has set up and led the development of medical products, products combining video-processing, signals, and advanced algorithms in a variety of leading hi-tech companies such as Continues Biometrics, Radvision, and Comverse.



Zachi Bar-Yehoshua
COO & CIO

Extensive experience in project management, service management, operations, and computing.

FINANCIAL DATA

- ◀ **\$63 million** has been invested in the Company, of which approx. **\$25 million** by Knorr-Bremse.
- ◀ **\$7.8 million**. Net cash flows used for operating activities in nine months ended September 30, 2022.
- ◀ **\$10.4 million** cash balance as of September 30, 2022.



SUMMARY OF INVESTMENT HIGHLIGHTS

Strategic Investor,
Knorr-Bremse, a
worldwide leader in
the train industry,
provides access to
global customer list

Addressing multi-
billion market with
the most advanced
train accident
prevention
technology in
the world

Systems already
under contract with
major train
operators

Long-term revenue
sources with Big
Data potential
application

Strong
management team
with deep industry
experience

A high-speed train is shown from a low angle, moving through a tunnel. The train is blurred, indicating high speed. The tracks lead towards a bright light at the end of the tunnel. The left side of the tunnel is illuminated with a strong magenta/pink light, while the right side is in deep shadow.

THANK YOU!