



Rail Vision

ANALYTICS

AI-POWERED
SELF-DRIVING TRAINS



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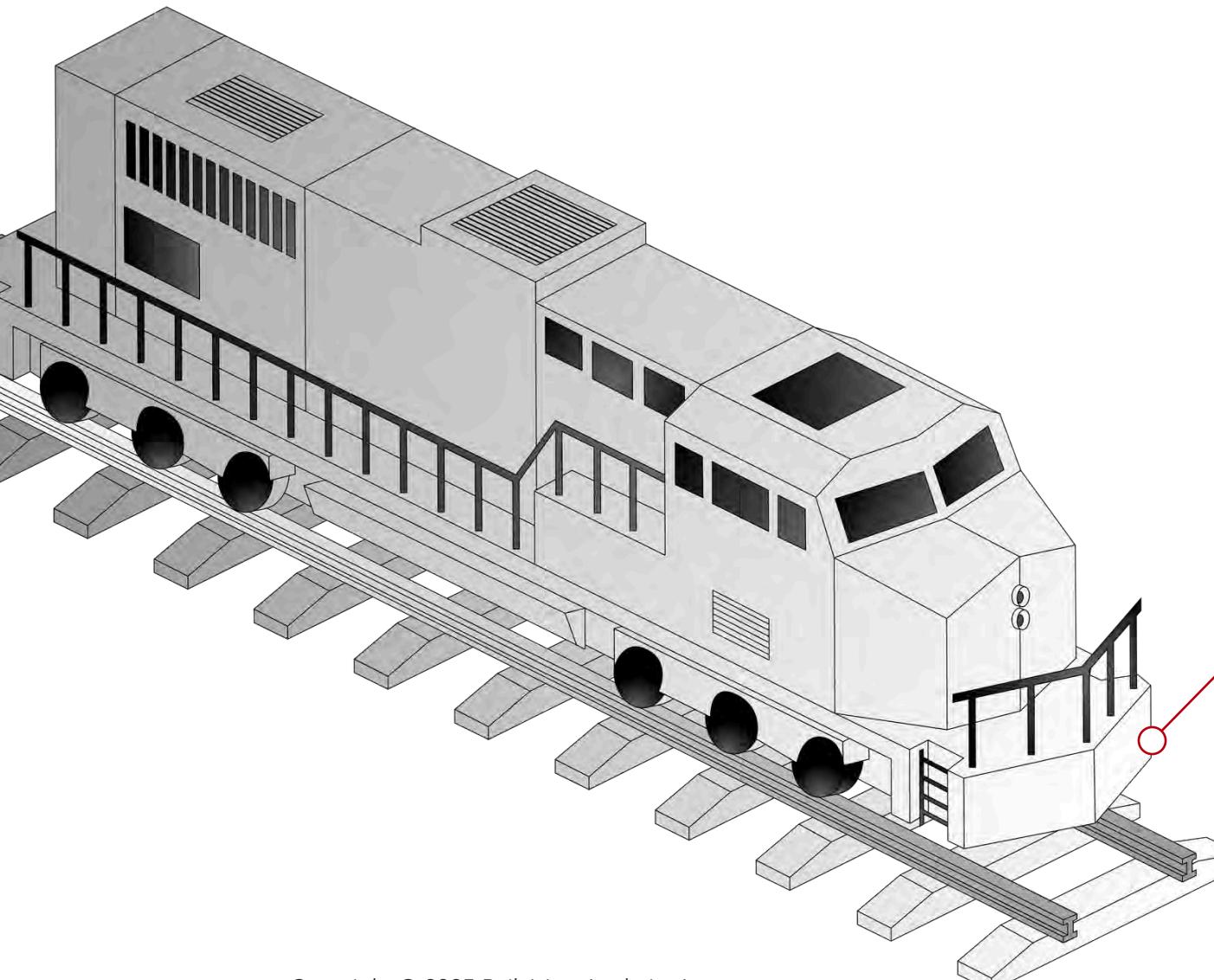
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Self-driving trains – *why don't they exist?*

Rail is a more controlled environment, and **3-4x more efficient than trucking.**

Yet, automating a rail operation has only been a new-infrastructure project as you need all systems (trains, signalling, switches) to be integrated.

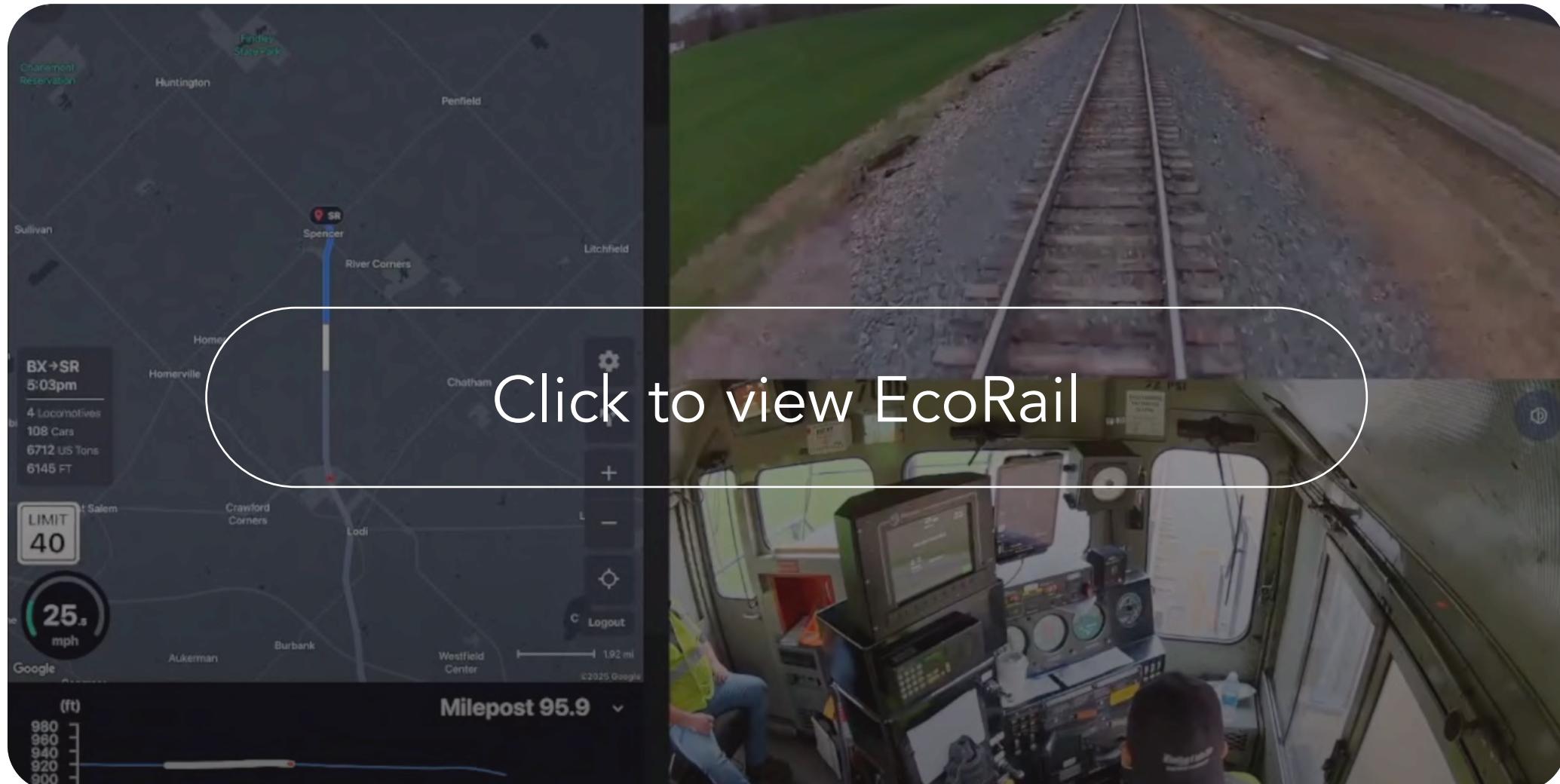
Due to the advancements in AI, it is **now possible to retrofit trains** that can **operate in existing track systems.**



RailVision is developing **AI-powered self-driving technology for trains**, but we're starting with a smaller, revenue-generating opportunity.

OUR TROJAN HORSE

Our first product, a '**Google Maps**' for the rail industry that uses AI and self-driving algorithms to make real-time recommendations that save fuel and reduce GHG emissions.



EcoRail

RailVision is taking a staged, **revenue-generating** approach to build **the foundational platform of autonomy**.

HOW IT WORKS

Trip Setup

Drivers receive and review the operational information required to operate the train via AI integrations.

Live Recommendations

Drivers receive real-time recommendations for efficient train-handling adapted to all operating conditions, driven by our self-driving train algorithm.

Trip Review

Drivers receive a detailed analysis of their operational performance post-trip.

Driving Recommendation

Estimated Time of Arrival

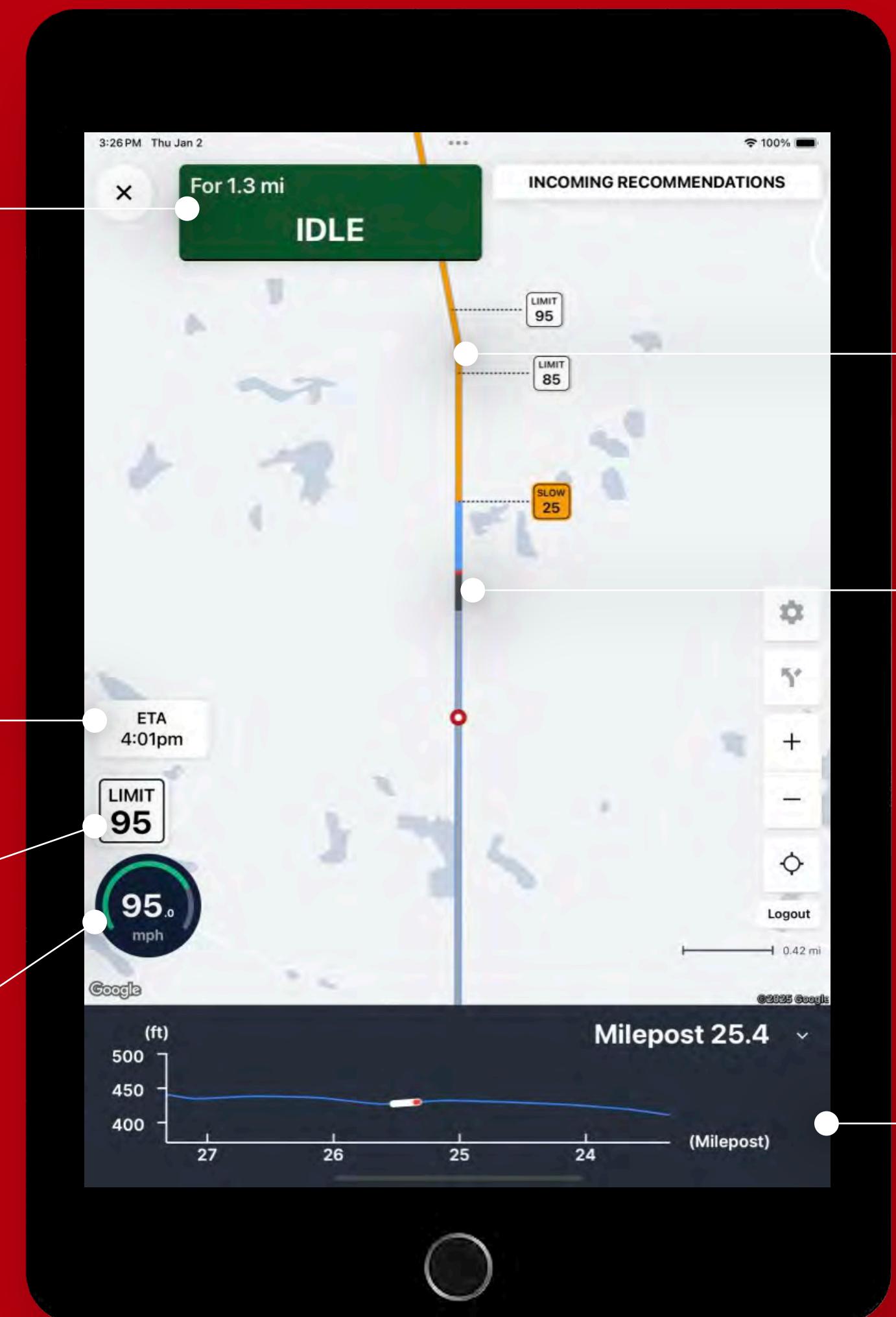
Speed Limit

Actual Speed

Temporary Speed Restrictions

Train on Map

Elevation View



PRODUCT EFFECTIVENESS

EcoRail has **demonstrated up to 25%** fuel savings in passenger & freight. As we continue to develop our fuel savings algorithms, the value to our customers continues to go up.

+7%

Average Fuel Savings our
Customers See **Today**
(live)

+15%

Maximum Fuel Savings
with **EcoRail** –
Human-Operated
(demonstrated live)

+25%

Maximum Fuel Savings
with **EcoRail** –
Machine-Operated
(demonstrated in
simulation)

COMMERCIAL TRACTION

As a result, we have completed successful pilots with the 3 largest freight railroad groups in North America and we are now signing deals worth up to **\$28M in ARR**

Customer	Notes	Contracted ARR Potential
Via Rail	Largest Passenger Railroad in Canada	\$2,000,000
G&W	Owns 120 Railroads	\$18,000,000
Wheeling & Lake Erie	Major Class II Railroad	\$1,000,000
Omnitrax	Owns 25 Railroads	\$2,000,000
Watco	Owns 45 Railroads	\$5,000,000
Total		\$28,000,000

OUR COMPETITORS

Our competitors are as old as the railroads themselves, with hardware and ‘cruise control’ algorithms developed in the early 90s.

Example of our competitor - Trip Optimizer:



EcoRail's advantage:

- More advanced, effective algorithms (25% savings vs. 5%).
- Limited hardware – a bracket and a tablet.
- A simple, enjoyable user experience that crews love.

As a result, we have the ability to **rapidly scale our solution** as onboarding takes weeks, **while locomotives stay in service.**

REVENUE MODEL

EcoRail uses **value-based pricing** to capture **30% of the savings** delivered to the customer. On an annual basis, we offer a baseline re-calibration to adapt for changes in operations, and a flat rate option.

Example of a customer's network:

**Ex. Toronto to Montreal
Flat-Rate Option**

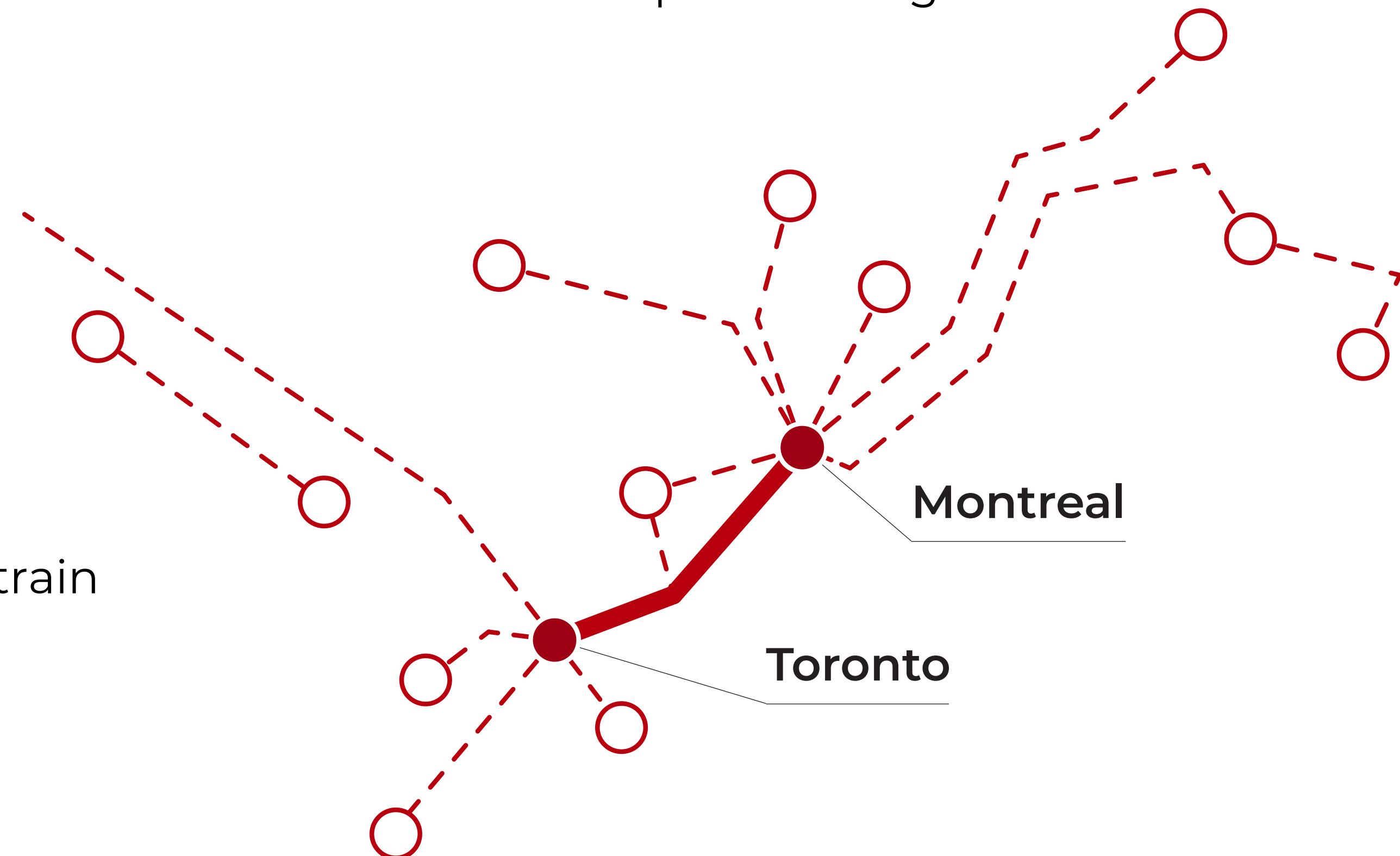
14 trains per day

× Average Fuel Consumption = \$3510 per train

× Demonstrated Savings = 7%

× Success Fee = 30%

= \$31,000 / month



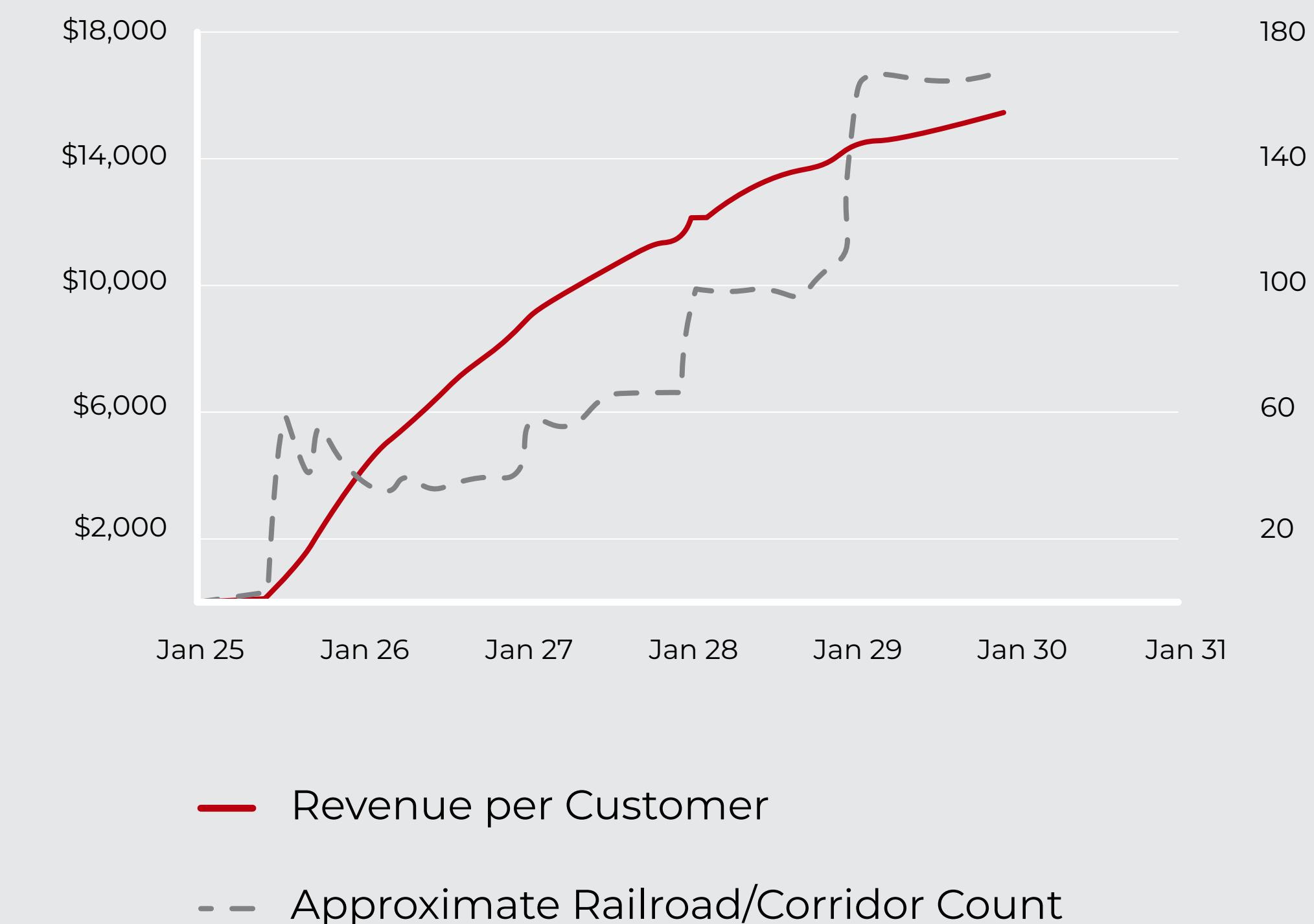
Customers and ARR Projections

Our 5-year growth model reflects **only EcoRail – Manual**, without consideration for the development of semi-autonomy and full-autonomy.

The average monthly revenue per customer increases from **\$5000 per month to over \$16,000 per month** as algorithms and network coverage improve.

In parallel, we are increasing the number of deployments of our solution.

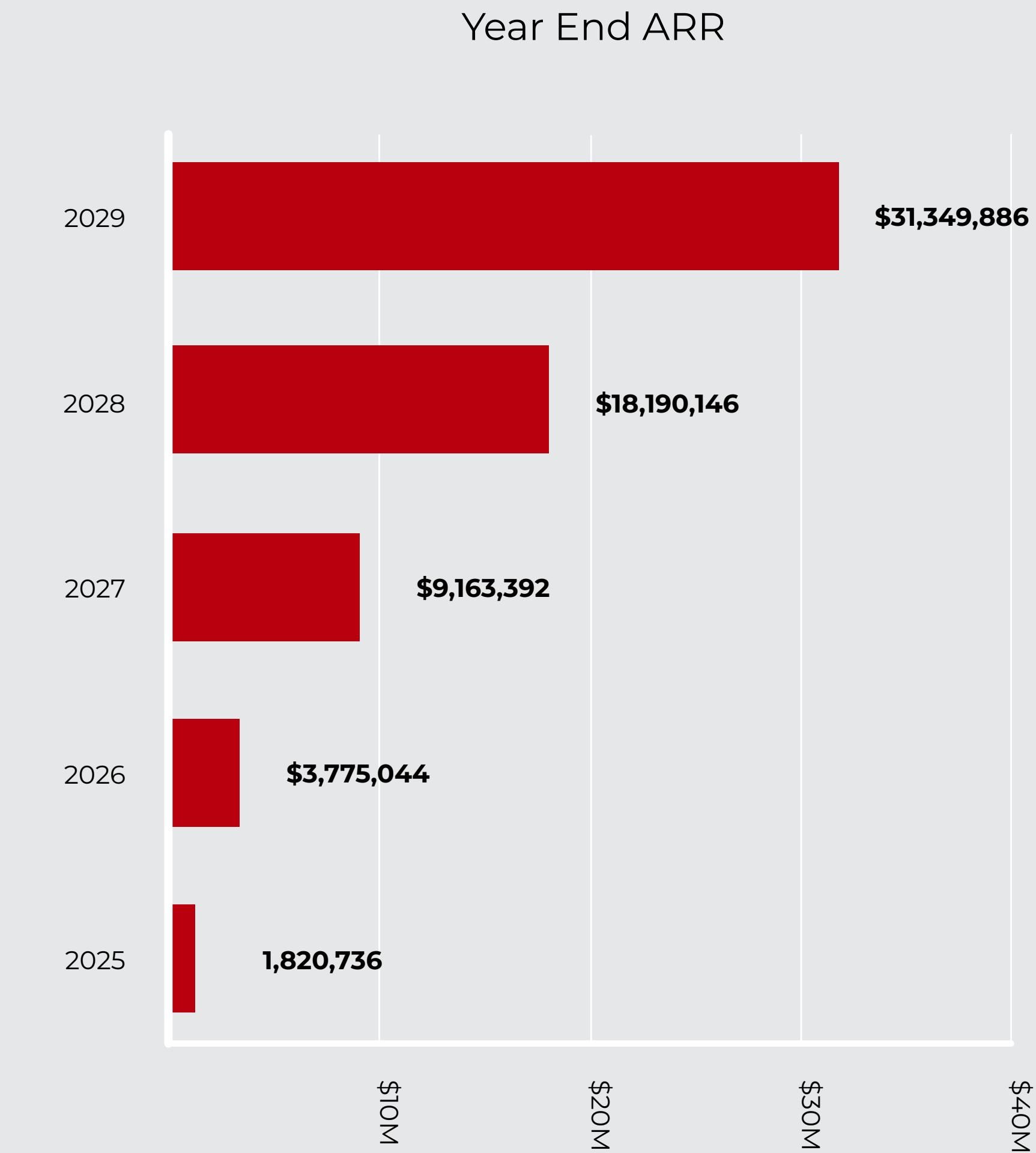
Monthly Revenue per Customer & Number of Customers



Customers and ARR Projections

The total ARR potential for our product increases on the path to Full Automation.

	EcoRail Manual Mode	EcoRail Supervised Self-Driving	EcoRail Full Self-Driving
Maximum Fuel Savings	15%	25%	25%
Additional Quantifiable Savings		+ Reduced equipment wear	+ Reduced labor (1 or 0 person crew) + Increased revenue
Market Size	\$3B ARR	\$5B ARR	\$12B-\$19B ARR



MEET THE TEAM

Our team has deep expertise in robotics and rail.



DEV JAIN

CEO, Founder

7+ years of rail experience
McGill + Centech Top Entrepreneur
Active Canadian Military Reservist



ALDO VARGAS

Sr. Manager – Autonomy

Tech leader for Nexus Robotics -
autonomous tractors



BRANDON MOAK

Sr. Advisor – Autonomy

Co-founder of Embark Trucks
\$5B IPO, sold to Applied Intuition



WAYNE KENNEDY

Business Development

Former Director of Fuel
Conservation
at Union Pacific Railroad



ROBERT BART

Business Development

40+ years in Operations @ CN Rail

Backed by:



BLACKHORN
VENTURES



ECOFUEL
PROPULSÉ PAR | POWERED BY CYCLE CAPITAL

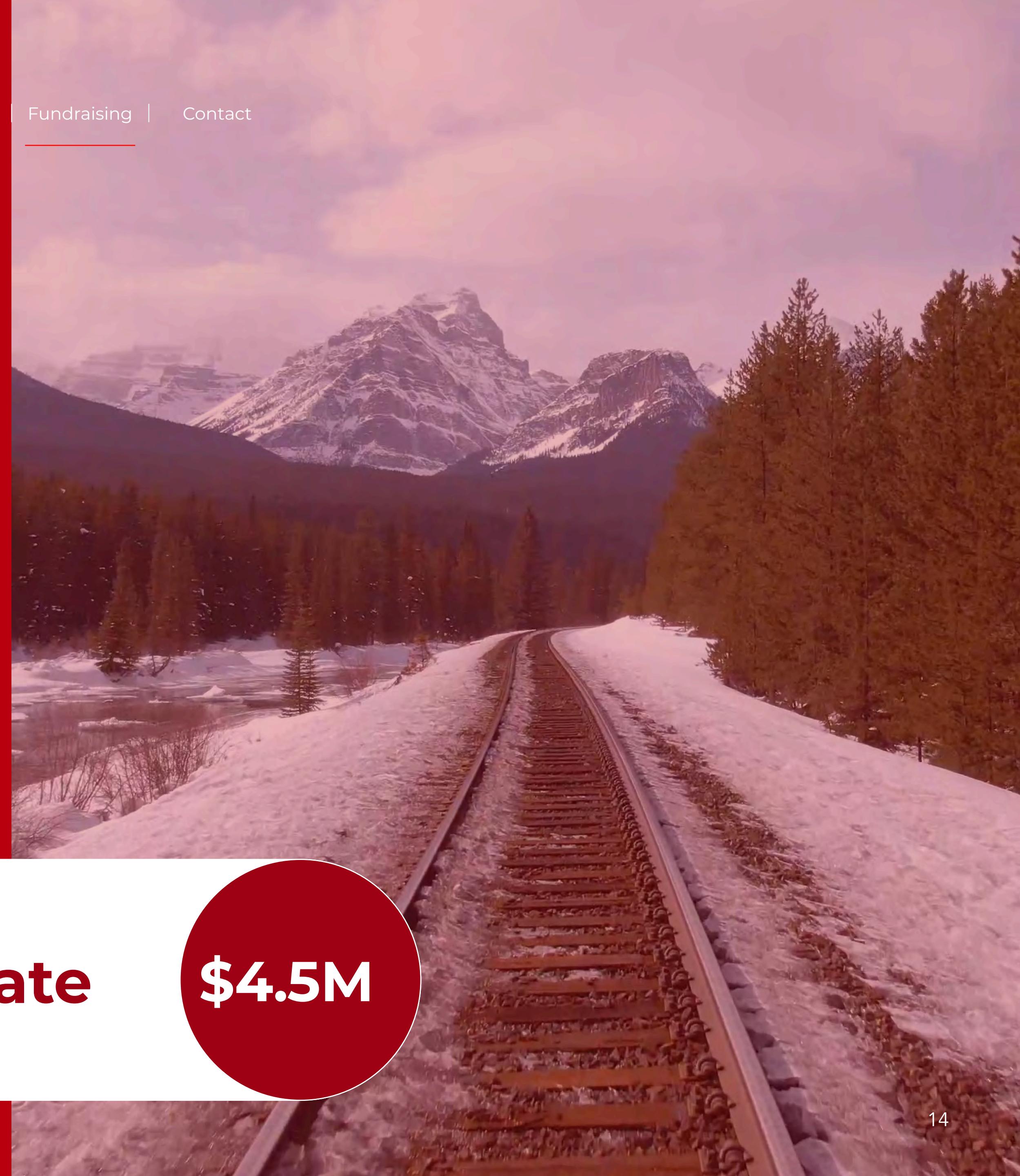


Fundraising History and Current Raise

- Collected **\$2M in pilot revenues.**
- Built the product, demonstrating high effectiveness and ensuring strict safety requirements.
- Built a **\$28M ARR pipeline** with 100% of the ideal development partners.

Raised to date

\$4.5M



Seed Extension

\$1.5M USD

- >We will achieve **\$3-4M ARR** in **12 months**.
- We will raise our Series A at a **2-3x valuation** in 12 months.
- We will engage the **Class I** railroads and global partners.
- We will prototype **semi-autonomous** control.

Proceeds will be used for:

- 5% COGS
- 10% Sales & Marketing
- 70% R&D
 - 30% for product development
 - 40% for operations & product deployment
- 15% G&A



**We're building a fully
autonomous rail industry.
Starting with a
revenue-generating,
AI-enabled solution.**

Rail Vision
ANALYTICS

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