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Ph.D. Minsang, Yu

Global Policy Office

CSO (Chief Strategy Officer)

Experience

- Chief Strategy Officer, Global Policy Office, Autonomous A2Z
- Adjunct Professor, ICT Convergence, Kyonggi University
- Senior Researcher, R&D Strategic Planning Office, Hyundai Motors
- Korean Army Military Officer, CBR Strategy (Class : Captain)

Education

- Summa Cum Laude , Sungkyunkwan University
  Bachelor of Chemical Engineering
- Summa Cum Laude, Swiss School of Business and Management
  Ph.D. of Business Administration

Organizations

- UNGC(Global Compact) Member, Pioneer nominated
- EU CCAM (Cooperative, Connected and Automated Mobility) Ambassador
- UN WP29 GRSG (General Safety Provisions) Delegation Member
- MoEF Knowledge Sharing Program (KSP) Committee – Serbia AV Law
- MoFA Korea Foundation Global Fellows
- MoIS Korea New Intellectuals (Transportation Dept.)
- MSIT National R&D Council for Autonomous Industry
- MoLIT Autonomous Convergence Committee
- MoTIE Automotive Committee for AI Data Transaction Guidelines

Awards & Honors

- 2026 Korean AI Innovation Individual Award
- 2025 Top 10 CSO in APAC
- 2024 Young Scientist under 40
- 2022 Minister of Trade, Industry and Energy
- 2021 Prime Minister
- 2020 Deputy Prime Minister

Ranked No. 7

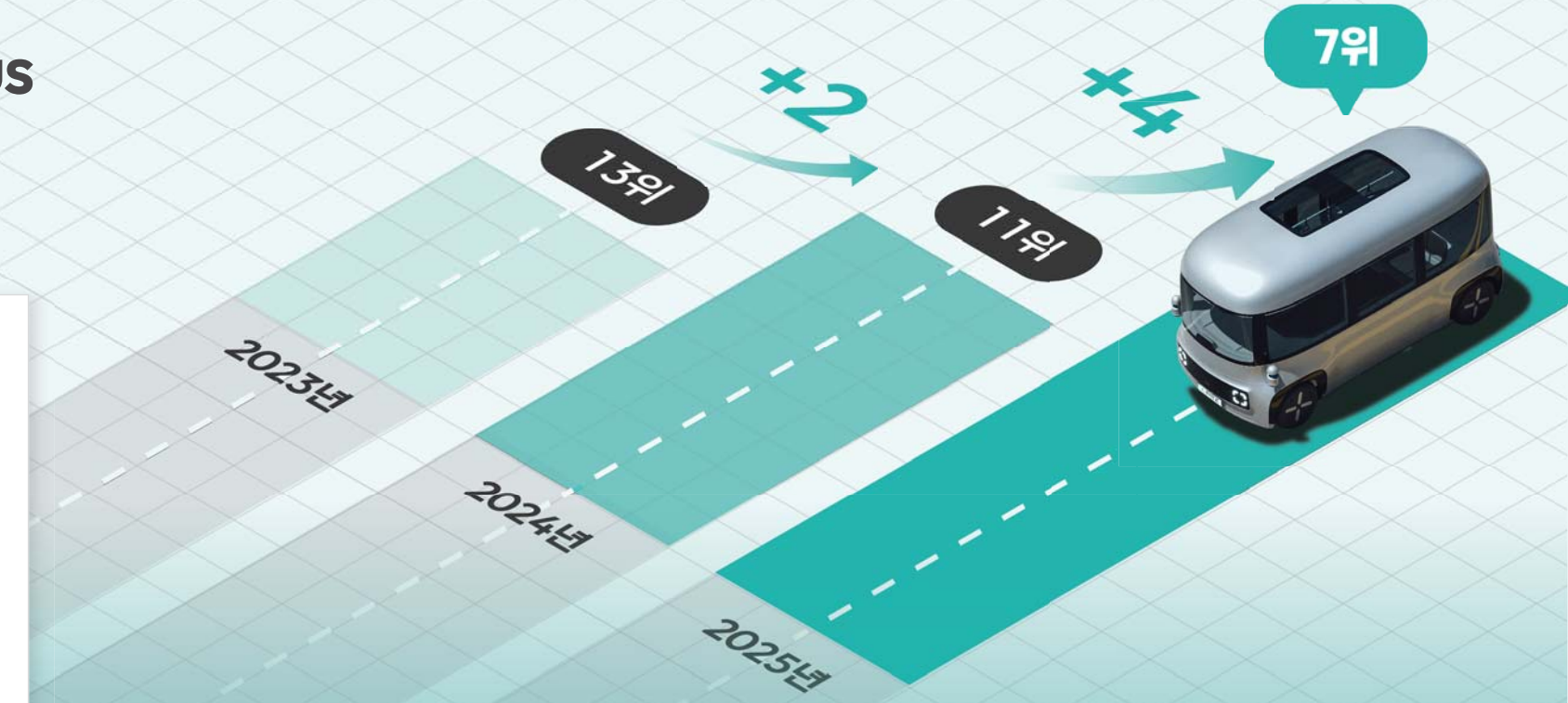
Guidehouse Autonomous Driving Leaderboard

The Only Korean Company Among the Top 15

2025 Guidehouse Autonomous Driving Leaderboard

Guidehouse INSIGHTS

Group	Rank	Company	H.Q
Leaders	1	Waymo	United States
	2	Baidu	China
	3	NVIDIA	United States
Contenders	4	Mobileye	Israel
	5	Gatik	United States
	6	Nuro	United States
	7	Autonomous A2Z	South Korea
	8	Aurora	United States
	9	Plus AI	United States
	10	Tesla	United States
	11	Kodiak AI	United States
	12	Motional	United States
Challengers	13	Torc Robotics	United States
	14	May Mobility	United States
	15	Bot Auto	United States



Evaluation Criteria

- Market Entry Strategy
- Product Strategy
- Technology Maturity
- Commercialization Readiness
- Partnerships
- Product Portfolio
- Vision
- Marketing & Distribution
- R&D
- Staying Power
- Execution

Total Autonomous Driving Distance

1,081,744 km

Autonomous Vehicle Operation Permits

101 Vehicles



Sigapore



Japan



UAE



17 Autonomous Driving Pilot Zones Nationwide
A2Z Services Operating in 13 (+2) Regions
85% of Autonomous Driving Projects Focused on Bus Services

Seoul Late-Night Autonomous Mobility Service

Vehicle	BS 110EV (1)
Purpose	Passenger Shuttle Service
Route	Dobongsan – Yeongdeungpo Station



Incheon Airport Autonomous Driving Pilot

Vehicle	Solati (2), APOLLO 900 (1)
Purpose	Passenger Shuttle Service
Route	Incheon Airport Long -Term Parking - Terminal 1



Chungcheong Autonomous Mobility Commercial Zone

Vehicle	APOLLO 900 (4)
Purpose	Passenger Shuttle Service (BRT)
Route	Cheongju – Sejong – Daejeon Corridor



Chungnam Naepo New City Autonomous Driving Project

Vehicle	G80 (1)
Purpose	Patrol / Public Safety
Route	Naepo New City Loop



Mokpo Smart City Autonomous Shuttle

Vehicle	APOLLO 900 (2)
Purpose	Passenger Shuttle Service
Route	Mokpo Station - Baeknyeon-daero ↔ Jeonnam Provincial Office



Ulsan Smart City Project

Vehicle	Electric Bus (4)
Purpose	Passenger Shuttle Service
Route	Jong-ga ro



Seongnam Mobility Special City Project

Vehicle	Carnival (2)
Purpose	Passenger Shuttle Service
Route	Mobility Hub Center – Moran – Yatap



Anyang Autonomous Driving Pilot

Vehicle	APOLLO 900 (4)
Purpose	Passenger Shuttle Service (Day / Night)
Route	Anyang Station - Indeogwon - Dong-An District - Sports Park



Chungbuk Smart Valley Autonomous Driving Project

Vehicle	Solati (2)
Purpose	Passenger Shuttle Service (MaaS)
Route	Eumseong & Jincheon Innovation City Loop



Gyeongbuk Autonomous Mobility Demonstration

Vehicle	Lestar (1)
Purpose	Passenger Shuttle Service
Route	Gyeongbuk Provincial Office Area



Daegu Mobility Special City Project

Vehicle	Carnival (2)
Purpose	Passenger Shuttle Service
Route	Suseong Lake - Daegu Station



Hadong Autonomous Vehicle Operation Project

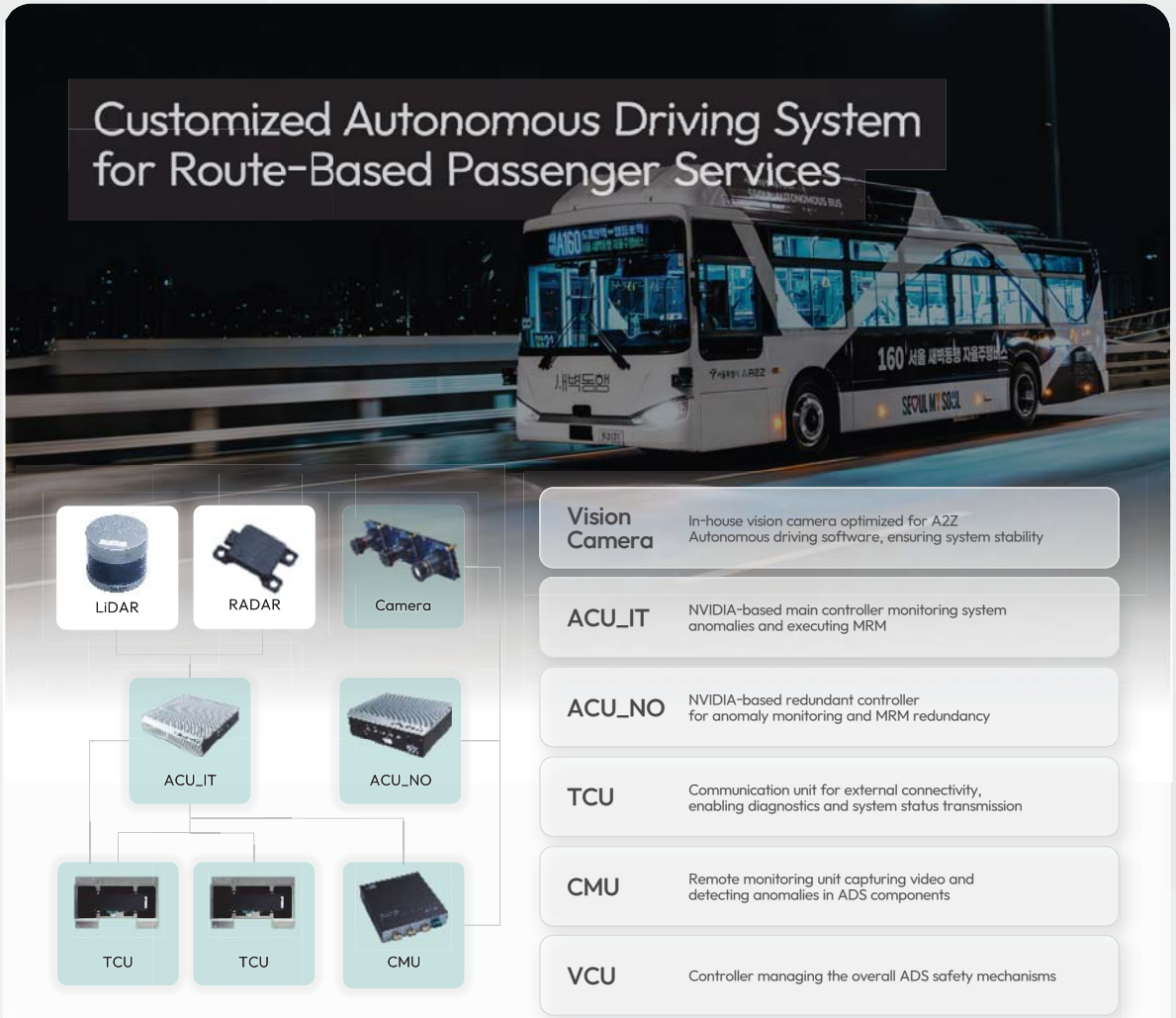
Vehicle	APOLLO 900 (4)
Purpose	Passenger Shuttle Service
Route	Hadong Loop



A2Z operates autonomous driving services in13 of the 15 active national pilot regions.
25 of the 28 autonomous vehicles currently in operationare operated by A2Z.
Over the past three years,A2Z generated KRW 19.37B out of KRW 20.12B in total industry revenue.

Autonomous Driving System & Driverless Shuttle for Route-Based Transit

Customized Autonomous Driving System for Route-Based Passenger Services



Vision Camera	In-house vision camera optimized for A2Z Autonomous driving software, ensuring system stability
ACU_IT	NVIDIA-based main controller monitoring system anomalies and executing MRM
ACU_NO	NVIDIA-based redundant controller for anomaly monitoring and MRM redundancy
TCU	Communication unit for external connectivity, enabling diagnostics and system status transmission
CMU	Remote monitoring unit capturing video and detecting anomalies in ADS components
VCU	Controller managing the overall ADS safety mechanisms

Driverless Autonomous Shuttle for Route-Based Passenger Services

90% localization rate, Korea's first driverless autonomous shuttle



70kWh
Li-ion Battery

260km
Range per charge

Up to 11
Passengers

4,900 X 2,095 X 2,660
Dimensions

40km/h
Maximum Operating Speed

AM 03:30-07:30,
The first bus to operate by AV on the road in Seoul



Launch of Seoul Saebyeok Donghaeng robo-bus Service

Seoul's first autonomous shuttle A160 supports early-morning commutes for people with reduced mobility, operating from Dobongsan to Yeongdeungpo.

Seoul Saebyeok Donghaeng AV Bus Mobility	
Vehicle	BS110 EV (1 Unit)
Purpose	Passenger Shuttle
Route	Dobongsan Transit Center ↔ Yeongdeungpo StationRound trip 51.4 km
Service	Regular Fixed-route bus | Free *Transition to paid service on 2025/2H
Total Driving Distance	4,178 Km
Total Passengers	7,396



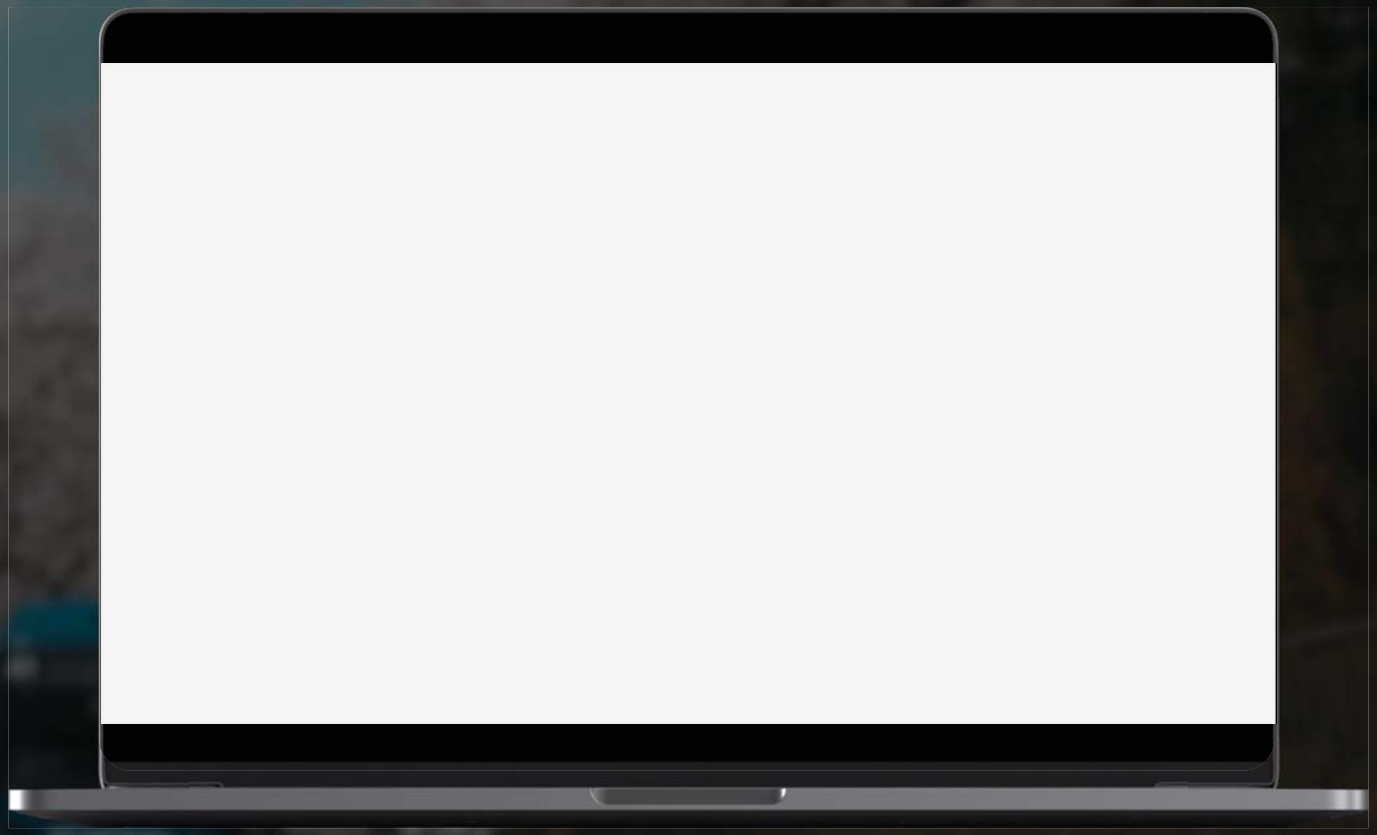
Hadong's Autonomous Bus, **Driving Rural Mobility**



Launch of Hadong County's rural robo-bus Service

Hadong is pioneering smart mobility with its first rural autonomous bus service, running a 6.7 km circular route 12 times daily

Hadong County Rural AV Bus Mobility	
Vehicle	Apollo 900 (1 Unit)
Purpose	Passenger Shuttle
Route	Hadong Town Circular Route (Total 6.7km)
Service	Regular Fixed-route Bus | Paid *12 Scheduled Trips per Day



Self-Certified Autonomous Driving Operations

Seoul Cheonggyecheon
Cheonggye A01

Mon–Fri (Weekdays)
10:00 - 16:00 (Every 30 minutes)

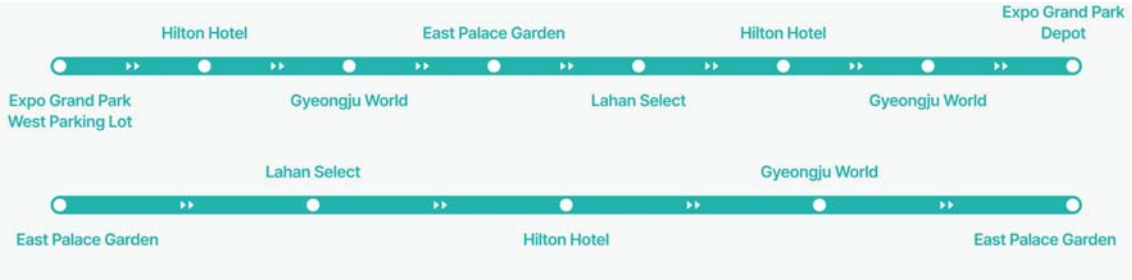




Gyeongju Bomun Complex
Autonomous B1 / B2

Tue–Sun (6 days/week)
10:30 - 17:30 (Every 60 minutes)





Why do we focus on Autonomous Shuttles?



Global Vehicle Safety Standards (UN Regulations) Legislated LV. 4 over 10 years

March 2017

Initiation of Autonomous Vehicle Regulations.

June 2022

Following five years of deliberation, Level 3 regulations were officially finalized.

June 2026

Following 4 years of deliberation, Level 4 regulations were finalized after about 10 years of discussions.

AV Legislation,
Korea's Only AV Law Proposal Startup

World's 3rd Enacted "B2B AV Transaction Law" LV4 Sales starting from 2025

Before safety regulations are set,
LV4 AV sales allowed with certification
like Germany & Japan: public transport & logistics only



Gov't / Agencies

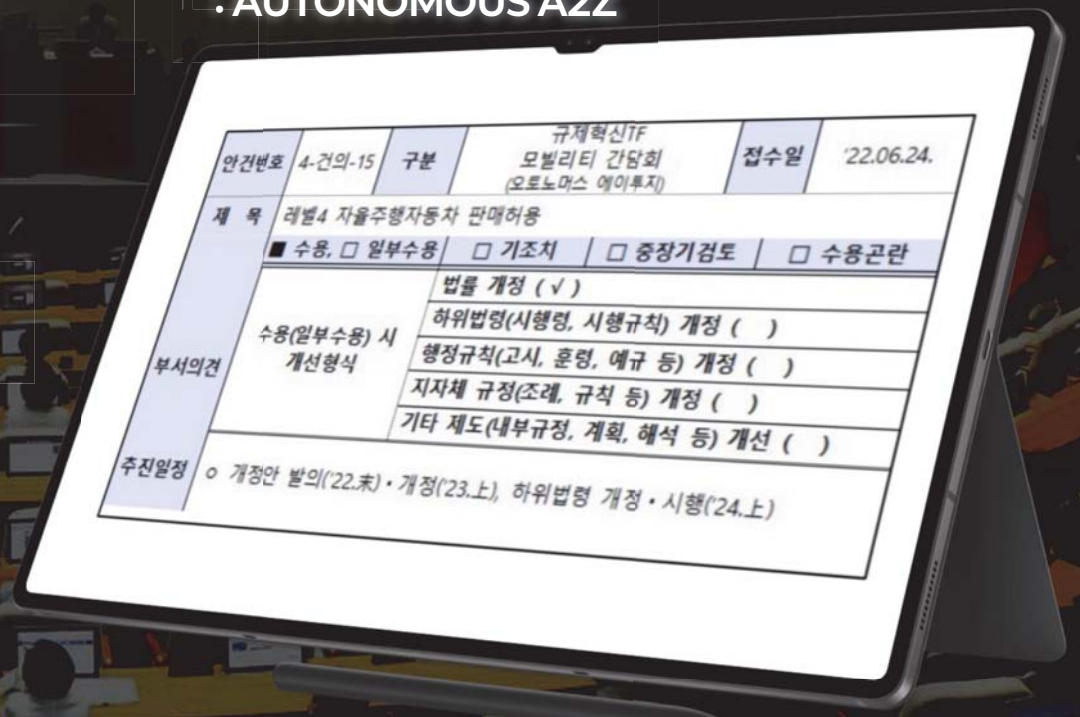


Public Transit Operators



Logistics Providers

Proposed by
: AUTONOMOUS A2Z

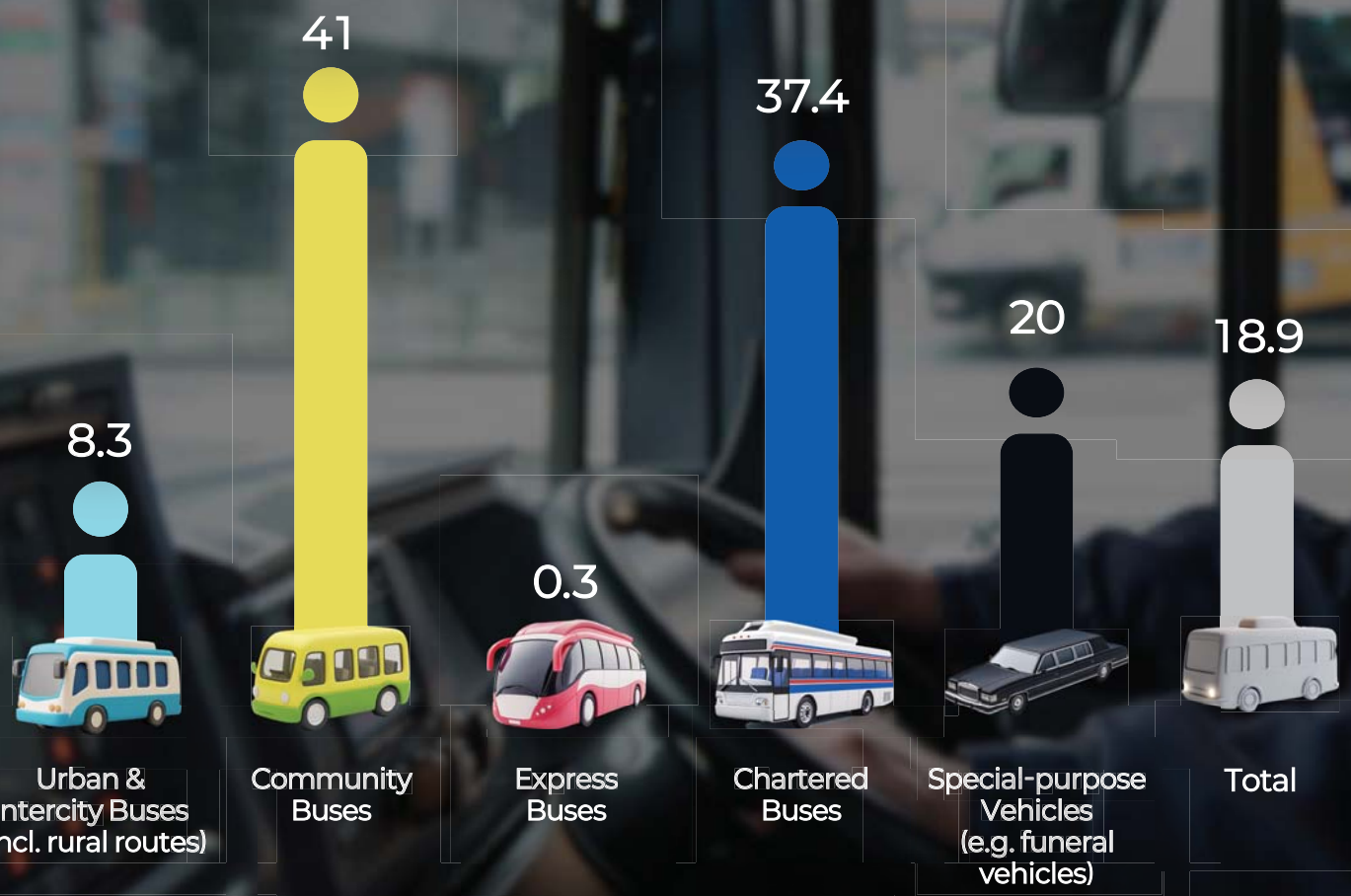


안건번호	4-건의-15	구분	규제혁신TF 모빌리티 간담회 (오로노머스 에이투지)	접수일	'22.06.24.
제 목	레벨4 자율주행자동차 판매허용				
부서의견	■ 수용, □ 일부수용	□ 기조치	□ 중장기검토	□ 수용곤란	
	수용(일부수용) 시 개선형식	법률 개정 (√)			
		하위법령(시행령, 시행규칙) 개정 ( )			
		행정규칙(고시, 훈령, 예규 등) 개정 ( )			
		지자체 규정(조례, 규칙 등) 개정 ( )			
		기타 제도(내부규정, 계획, 해석 등) 개선 ( )			
추진일정	○ 개정안 발의('22.末) • 개정('23.上), 하위법령 개정 • 시행('24.上)				

(Official Government Document)

With TS 교통안전공단 Korea Transportation Safety Authority

Bus Driver Age Demographics Under Population Aging Pressure (as of Sept. 2024)



Average Age of Bus Drivers Nationwide

18.9% aged 65+

Share of Drivers Aged 65+ by Bus Type

Community Buses : 41%
Chartered Buses : 37.4%
Special Vehicles : 20%

Share of Community Bus Drivers Aged 65+ by Region

Daejeon : 68.2% / Gwangju : 58.1%
Gyeonggi : 43.5% / Seoul : 43.3%

자료 한국교통안전공단

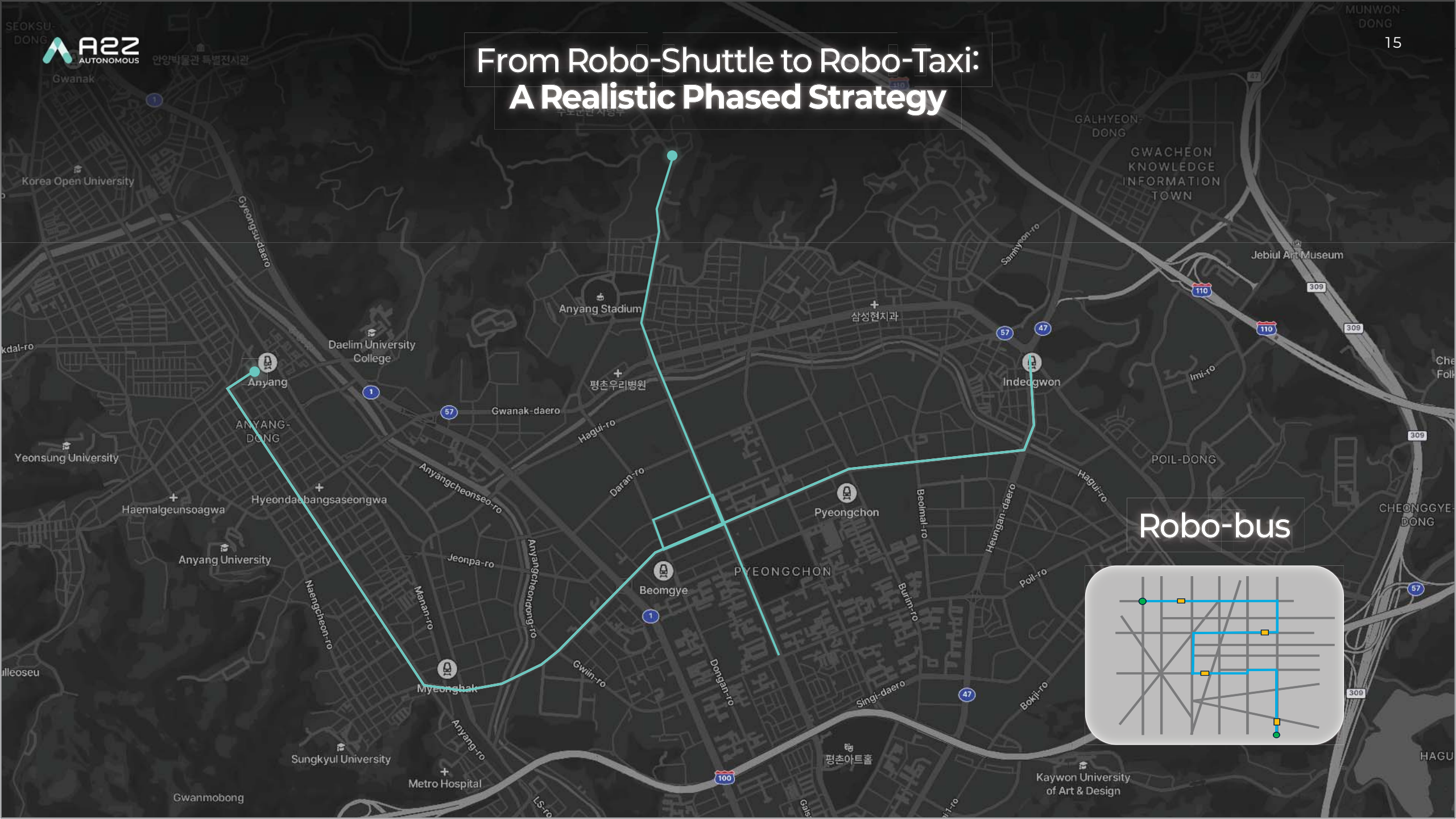


Are Robo-shuttles the Final Destination? What About Robo-taxis?

Rivaling Robo-Taxi Companies with **Significantly Lower Investment**

	TESLA	WAYMO	A2Z AUTONOMOUS
			
Market Capital	15,235 billion USD	126 billion USD	0.24 billion USD
Total amount of investing	10 billion USD	11 billion USD	**0.073 billion** USD
Annual sales	97 billion USD	-	**0.010 billion** USD

From Robo-Shuttle to Robo-Taxi:
A Realistic Phased Strategy



From Robo-Shuttle to Robo-Taxi:
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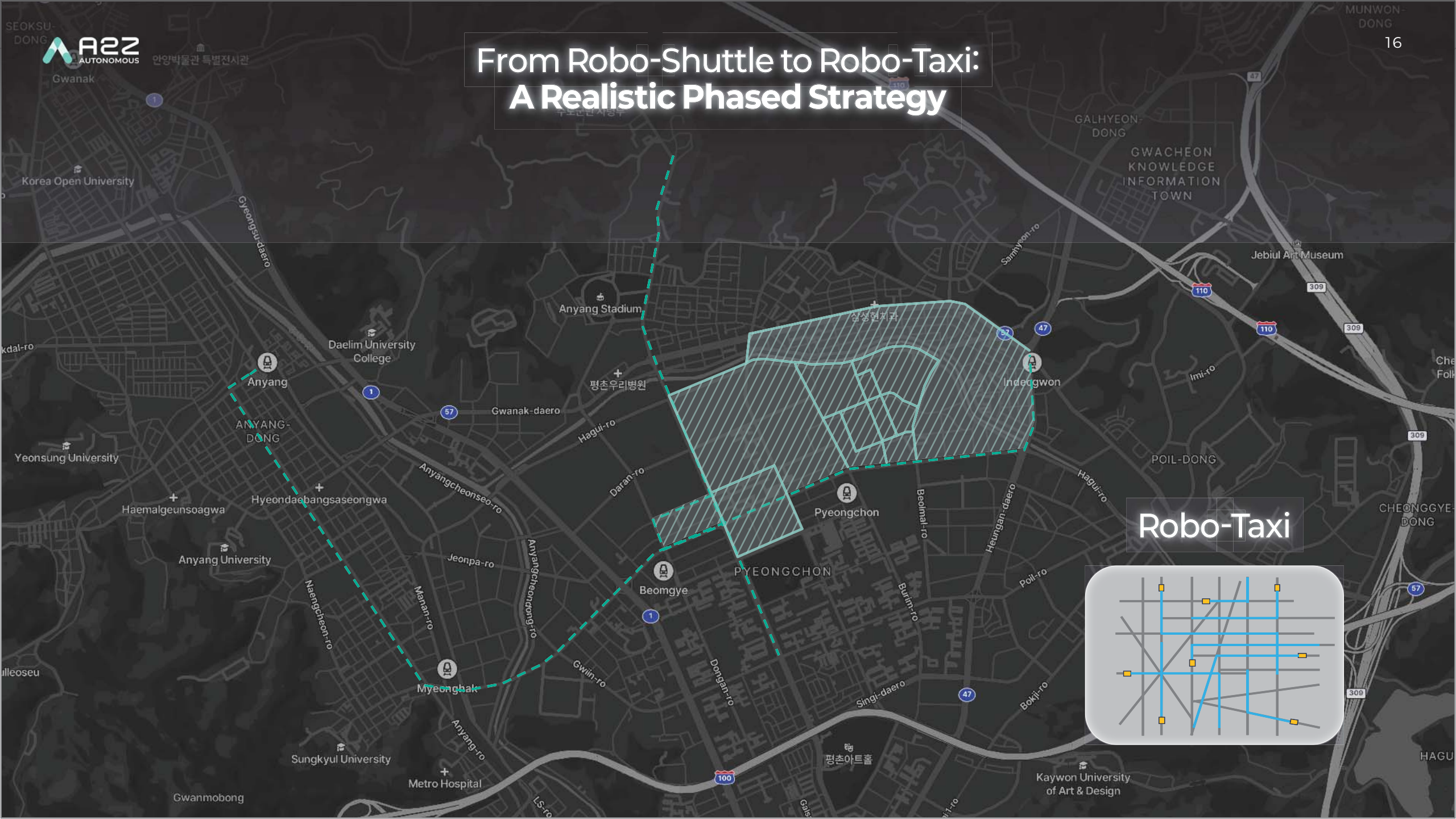


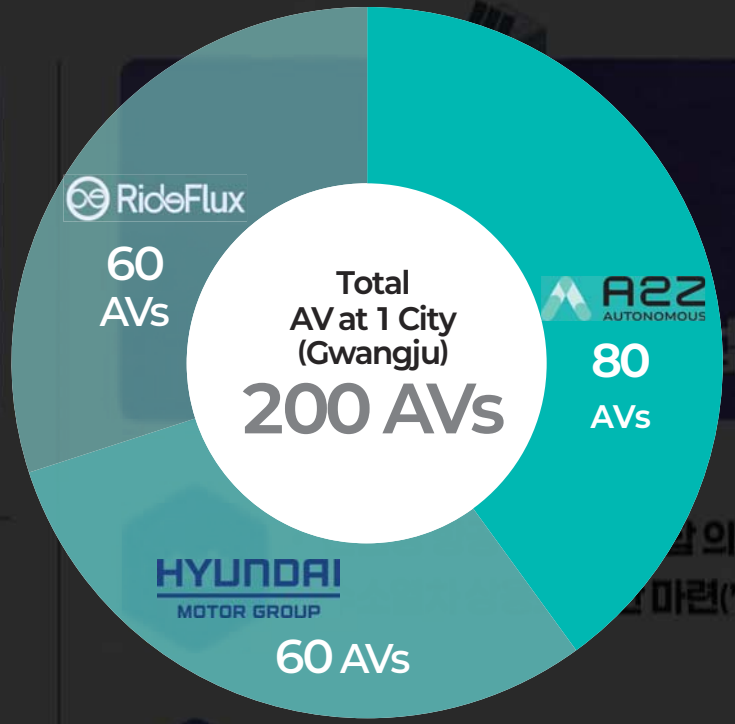
[Policy Briefing] Korea to Launch Its First AV Pilot City in Gwangju Next Year

AI-Driven Transformation in Mobility : Innovation Across Transport, Cities, and Industry

MOLIT presented a set of policies to accelerate an AI-driven transformation across transport, urban development, and industry.
To strengthen future mobility competitiveness, Korea will establish its first AV pilot city in Gwangju in 2026, enabling trials with up to 200 autonomous vehicles.
From 2027, pilots will expand to other local governments, with a target of scaling to 1,000+ vehicles by 2030.

Regulatory reforms for autonomous vehicles are also planned.
A 2026 revision of the AV Act is expected to allow the use of raw video data.
The government will streamline temporary operation permits and introduce safety exemptions.
It will also support AI training infrastructure and introduce data-sharing guidelines.

In addition, Korea will push for Level 4 AV commercialization in 2027, including services that increase public accessibility.
Level 4 autonomous BRT is planned for deployment in the Chungcheong region in 2027, alongside expanded bus operations in underserved areas, including rural regions.



With TS 교통안전공단 Korea Transportation Safety Authority

“3,000 Autonomous Vehicles to Collect Citywide Data Starting Next Year ”

Midterm Review of MOLIT’s 2026 Budget Proposal Under National Assembly Review
President Lee Proposes a “Citywide Autonomous Driving Sandbox” for Mid-Sized Cities

A government program may begin in earnest next year,
enabling entire cities with populations under 500,000 to serve as
large-scale AV pilot zones. Although no dedicated budget was initially allocated,
the National Assembly is reviewing a plan to increase funding by over KRW 800B.

The initiative was previously proposed by President Lee during a regulatory
reform meeting last September.
However, as MOLIT did not include the program in its initial 2026 budget draft,
concerns emerged that nationwide AV “pilot cities” could be delayed until the
year after next. If approved as-is in the plenary session, the program is expected to
gain significant momentum.

Korean autonomous driving is not a technology that advances alone, but an industry moving forward hand in hand with the government.

AV Company	Automotive Eco-System	Infra (Telecomunication, etc)	Regulation & Policy	Insurance Program



The transformation of mobility is not a gradual change but a radical shift, Continuous observation important of market changes is





Fifth Avenue, New York

1900

1913



A2Z AUTONOMOUS

ENVISION
THE MOBILITY OF TOMORROW