PlusAI

Driving an Intelligent Future

Presentation to the UN Economic and Social Commission for Asia and the Pacific
Topic: Building Trust in Autonomous Vehicles

September 9, 2026



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Earl Adams, Jr.

Vice President of Policy and Regulatory Affairs

- Former Deputy Administrator and Chief Counsel of the Federal Motor Carrier Safety Administration (FMCSA) at the US Department of Transportation (USDOT)
  - Oversaw the development of rules for safe deployment of driver-assisted (ADAS) and autonomous driving (ADS) systems in large trucks and passenger vehicles
- Partner, Hogan Lovells LLP (Washington, DC), Transportation Regulatory Practice & Chair, Autonomous Vehicle Task Force
  - Advised clients on compliance with US DOT surface transportation safety regulations, including those under FMCSA, the National Highway Traffic and Safety Administration (NHTSA), and the Federal Highway Administration (FHWA)



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PlusAI mission

PlusAI

Deploy autonomous driving intelligence at global scale to create value in commercial trucking

Executing the mission by integrating AI-powered virtual driver software into factory-built trucks

Trusted by global transportation leaders committed to making autonomous trucking a commercial reality

↓

Global truck manufacturers

TRATON HYUNDAI IVECO

Global fleets

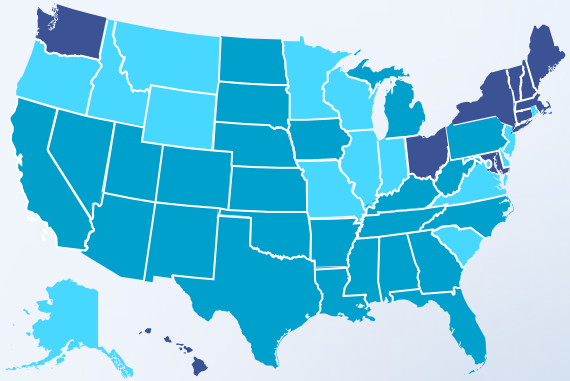
amazon DSV

Global technology leaders

NVIDIA BOSCH

Regulations are favorable for autonomous truck deployment

United States



Europe



Japan



Expressly Able to Deploy

Implicitly Able to Deploy(1)

Expressly Able to Test(2)

Guidelines in Place for Testing

L4 CMVs Prohibited(3)

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Source: AVIA State of AV, 2024; FAME: Framework for coordination of Automated Mobility in Europe 2024. (1) States that do not have any statutes or regulations governing the activities of autonomous vehicles. As such, testing or deployment is implicitly permitted in the state. (2) In some states, a human safety driver must be present when testing / other restrictions may apply. (3) In Europe, if a country has not expressly permitted autonomous vehicle activities, they are otherwise prohibited.

Autonomous vehicles are moving from concept to deployment

BUSINESS | TECHNOLOGY | EQUIPMENT | AUTONOMOUS

International, PlusAI Launch Autonomous Trials in Texas

Selected Fleets Are Participating in I-35 Laredo-to-Dallas Pilot Runs

Joe Howard | Executive Editor



(International)

September 9, 2025 12:58 PM, EDT

BUSINESS

Japan's Nissan tests driverless vehicles in city streets filled with cars and people

AP



BY YURI KAGEYAMA

Updated 9:05 AM PDT, March 10, 2025

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YOKOHAMA, Japan (AP) — The van makes its way slowly but surely through the city streets, braking gently when a car swerves into its lane. But its steering wheel is turning on its own, and there's no one in the driver's seat.

The driverless technology from Nissan Motor Corp., which uses 14 cameras, nine radars and six LiDar sensors installed in and around the vehicle, highlights Japan's eagerness to catch up with players like Google's Waymo that have taken the lead in the U.S.

Japan, home to the world's top automakers, has not kept pace with the global shift to autonomous driving, so far led by China and the U.S. But momentum is building.

Singapore

IN FOCUS: Can driverless buses become a mainstay on Singapore's roads?

cna

It has been 12 years since the first autonomous vehicle trials were conducted in Singapore.

As part of this, passenger trials began in Punggol earlier this year, with Grab and ComfortDelGro deploying autonomous shuttles. Grab's AV rides were opened to the public in April.

Grab said in response to queries from CNA that its autonomous shuttles, developed by AV company WeRide, have provided more than 3,800 passenger rides. ComfortDelGro said 700 passengers have experienced by-invite rides on its AVs, developed by Pony.ai.

In the second half of 2026, self-driving buses will be trialled on two public bus routes in Marina Bay and one-north – services 400 and 191, respectively. The Land Transport Authority (LTA) will purchase six autonomous buses to start, and they will operate alongside existing buses for an initial period of three years.

But even with the will to make AVs a reality, can the technology truly take off? It has been 12 years since Singapore's first AV trials for public rides started.

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Current Operations in the U.S.

PlusAI's driver is autonomously transporting freight in US



Announced on March 31, 2026

Fleet Partner	Truck OEM	AI Driver
Ryder Ever better.	INTERNATIONAL	PlusAI

- Trial initiated in September 2025 using **International** trucks with factory-installed SuperDrive™ designed by **PlusAI**
- **600+ mile daily roundtrip** route runs along the I-35 corridor between **Ryder** warehouses in Laredo and Temple **(high complexity route)**
- **60,000+** cumulative miles; approaching **100-run milestone**
- Operating on **paid freight**; integrated into **existing fleet workflows**
- Recent software upgrades enabling night driving and construction zone capabilities, **expanding Operational Design Domain (ODD)**

On-time delivery	Autonomous route coverage[1]	Pre-trip inspection[2]	Fuel efficiency
100%	92%	<30 minute	Improved

Current Operations in Japan and Europe

Our AI driver is delivering on a Global scale

JAPAN





Partnering with T2 to accelerate deployment of Level 4 technology in Japan. Announced January 2026

EUROPE



Launching Southern Europe's first Autonomous Trucking Program with OEM IVECO and logistics operator Sese and the government of Aragon. Announced January 2026

Building public trust and acceptance



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The First E - Exposure

Exposure breeds confidence and trust

2026 PEW Study

- Only 7% Americans have ridden in a driverless vehicle
- 71% very uncomfortable
- Key: of the 7% that have ridden 40% would do it again

Takeaway: The more we expose people to the technology the faster we move to acceptance



Regular and Often Exposure promotes comfort with autonomous technology



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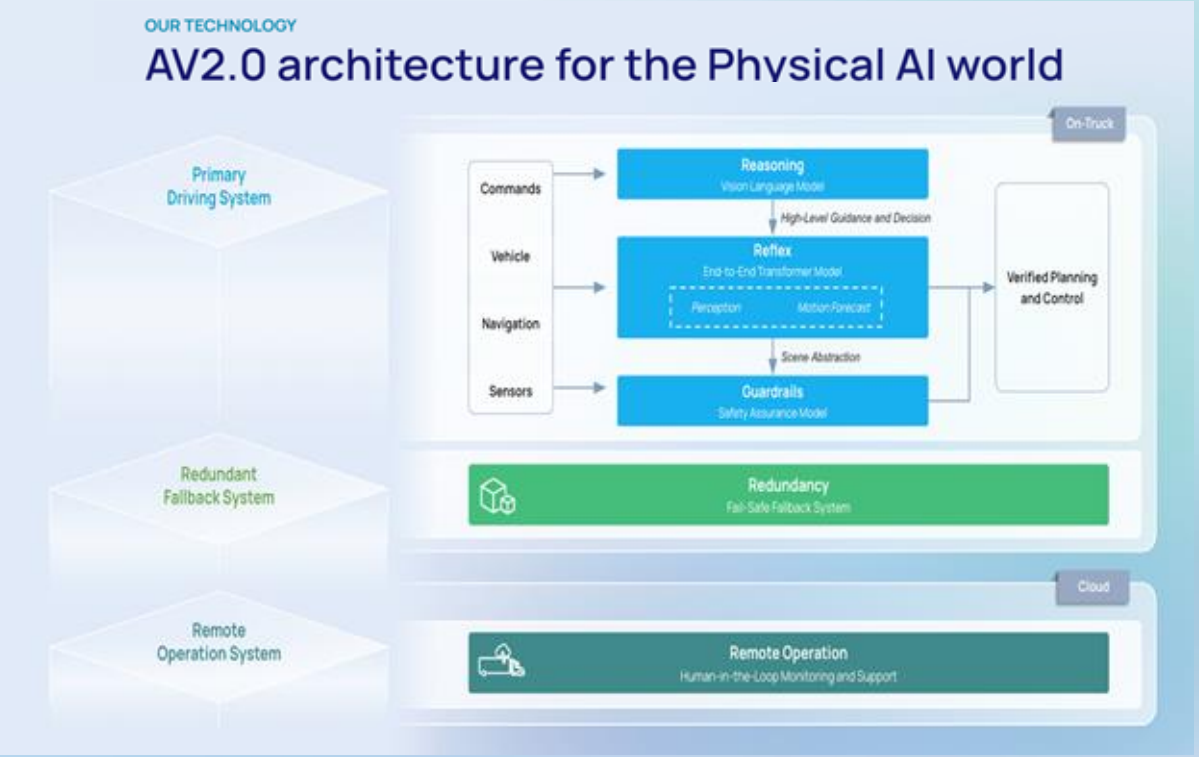
The Second E - Education

Educating regulators and the public on our technology







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Education - Why Autonomous Trucks Matter

Critical economic infrastructure

- >70% of total U.S. and EU annual freight volume is moved by trucks
  – U.S. truck freight market: ~$1.0 trillion → ~$1.5 trillion by 2035
- U.S. has 4.4 million heavy-duty trucks in operation; >250,000 new vehicle registrations annually

Workforce constraints

- Persistent truck driver shortage inflates costs and lowers fleet productivity
  – U.S. truck driver shortage: 64,000 → 125,000 by 2028
  – Europe truck driver shortage: 233,000 → 745,000 by 2028

Safer roads

- Potential to reduce crashes and fatalities: A bipartisan Issue
  "We keep losing 40,000 people…every year, I think that [autonomy] is going to save a lot of lives." — Secretary Sean Duffy, Interview with CNBC, May 20, 2025
  "[S]elf-driving vehicles have enormous potential to reduce the nearly 40,000 US roadway deaths that happen each year… ." — Secretary Pete Buttigieg, Interview with Associated Press, May 10, 2023

More efficient, sustainable freight

- Lower transportation costs for businesses and consumers
- Better asset utilization / fuel efficiency / network efficiency

Potential Broader Equity & Social Benefits from Robotaxis & Personal AVs



Food Security

AVs bring food to underserved areas



Cleaner, quieter neighborhoods

Reduced noise & air pollution



Improved Lifestyle

Reduce asymmetric transportation challenges to create

- Employment Opportunities
- Independence
- Personal safety
- Health access

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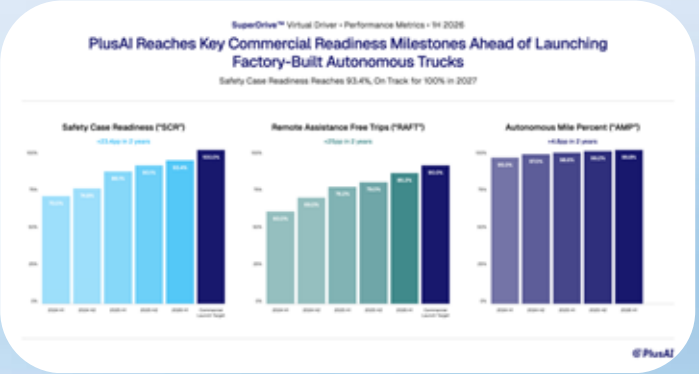
The Third E - Evaluation

Data matters

Publish information that validates commercial assertions regarding safety and other benefits

Leverage existing certifications to demonstrate competency and expertise around best practices







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4th E - Evangelize – Engage with the Community Early and Often













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Questions?

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