Pony.ai, Inc.
3501 Gateway Blvd
Fremont, CA, 94538

Gordon Sung
Director of Legal
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May 28, 2020
California Public Utilities Commission
ATTN: Cody Naylor
505 Van Ness Avenue
San Francisco, 94102

Autonomous Vehicle TCP Pilot Passenger Service - Quarterly Data Report 02/01/2020 to 04/30/2020

Permit Number: TCP0038723-P

Dear Commission,

Enclosed please find Pony.ai, Inc.'s Quarterly Data Report (Permit Number TCP0038723-P) for the Charter-Party Permit (TCP) of the Drivered Autonomous Vehicle Service Pilot Program. This report is submitted pursuant to Sections 5351 through 5420 of the Public Utilities Code and Decision (D.)18-05-043 issued by the California Public Utilities Commission (CPUC).

Please note that while the current reporting period covers the period of 2/1/20 through 4/30/20, Pony.ai suspended all autonomous passenger services by March 14, 2020 in line with the public health guidance for COVID-19. As such, this data report covers the period of 2/1/20 to 3/14/20.

Sincerely,

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Gordon Sung
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Gordon Sung
Director of Legal

I. Pony.ai's Autonomous Pilot Passenger Services

Pony.ai is committed to creating a safe and sustainable mobility future by delivering autonomous mobility everywhere. We have been offering an autonomous ride-hailing service for the general public since November 2019, when we launched our robotaxi pilot in Irvine, California.

For the period of 2/1/20 to 3/14/20, Pony.ai provided rides to the general public in both Irvine and Fremont, California through the following services, respectively:

- **PonyPilot** - an autonomous on-demand ride-hailing service. Any user may download the PonyPilot app and request a ride by selecting a pick-up and drop-off location point from within the coverage area (currently in Irvine, CA and some surrounding areas).
- **Commuter Pilot Program** - A shared, autonomous last-mile commuter pilot, created in partnership with the City of Fremont. The pilot opened for service on February 25, 2020, offering rides to participating City employees from Fremont's Amtrak/ACE Station to City Hall and the City of Fremont Development Services Center.

In the 37 days of operation, our vehicles have provided rides to 4,499 passengers on 4,253 trips and traveled 28,738 miles during service hours. The data report spreadsheet and methodology included herewith present a detailed look into our deployment during this reporting period.

II. Terminology and Definitions

1. Total quarterly vehicle miles traveled during passenger service by all vehicles in the entity's list of Autonomous Vehicle equipment, provided per-vehicle ("Service Mileage")

In accordance with D.18-05-43, Pony's Drivered AV pilot data was "*collected and reported only when the vehicle is in AV passenger service, as opposed to being used for other testing purposes. Passenger service is defined as the period of time during which the entity is providing passenger service consistent with the terms and conditions of its TCP permit allowing it to participate in these pilot programs, including when the app is on and the vehicle is available for passengers to reserve using the app."* All Pony.ai vehicles registered for the passenger services are registered in the California DMV's Autonomous Vehicle Tester program. Between trips conducted for purposes of the passenger services, each vehicle continued self-driving testing without passengers on public roads.

2. Total quarterly vehicle miles traveled during passenger service that are served by electric vehicles or other vehicles not using an internal combustion engine, provided per-vehicle ("EV Mileage")

All vehicles in service for PonyPilot are fully electric 2019 Hyundai Kona EVs. Therefore, all of the reported service mileage for PonyPilot is considered electric vehicle mileage.

All vehicles used for the Commuter Pilot Program are Lincoln MKZs, which uses a hybrid engine. Accordingly, this pilot had no electric vehicle mileage.

3. Total quarterly vehicle miles traveled during passenger service, from the vehicle's starting location when it first accepted a trip request to the pickup point for each requested trip, expressed in miles and provided per-vehicle (“Pickup Mileage,” “Deadhead Mileage”).

When a rider requests a trip through the PonyPilot app, our system matches the individual with the nearest vehicle that can complete the requested trip. Our algorithm has been optimized to strategically deploy vehicles and capture the largest pockets of demand. Therefore, we are able to improve road usage efficiency, reduce idle vehicle time, and improve customer experience by reducing pickup time.

For the Commuter Pilot Program, we deployed vehicles for passenger pick-ups and drop-offs according to real-time departure and arrival information of Amtrak/ACE trains during morning and afternoon trips between the train station and Fremont City offices.

4. Amount of time each vehicle waits between ending one passenger trip and initiating the next passenger trip, expressed as both a daily average and a monthly total in hours or fraction of hours for each vehicle (idling or dwell time) (“Idle Time”).

We have strictly adhered to the letter of the text and have classified all the time during which our vehicle is operational excluding time related to trip fulfillment as idle time. This may artificially inflate the true idle hours of our vehicles, as they continuously test on the road in between trips. Furthermore, we strategically deploy our vehicles to different locations in the coverage area throughout service time to anticipate and best capture the incoming demand. All of the above will inflate our idle time, and as such the reader should not view this figure as indicative of our mature operations.

5. Vehicle occupancy (total number of passengers) in each vehicle for each trip (“Vehicle Occupancy”)

Each vehicle’s passenger trips is listed in the data report spreadsheet with the passenger count for that respective trip. The number of passengers per trip ranged from one to three.

6. Accessibility

In our app registration and rider recruitment process, we do not ask the riders to disclose whether or not they have a disability or special needs. We therefore cannot track precisely how many rides served an individual who needed accommodation for a disability or special needs.

We aim to build a future of autonomous mobility that is accessible to all, including but not limited to riders with disabilities or special needs. Our app and services currently include some features that offer multiple ways through which our riders can engage with their rides. We are continuing to expand our feature offering as we build a deeper understanding of product requirements through discussion with the special needs or disability community. Some current features include:

1. In-vehicle audio cues: we can offer audio messages, similar to those of a navigation app, to keep riders informed on their journey. We may provide descriptions of vehicle maneuvers (e.g. “turning right”) and have implemented this feature in multiple vehicles.
2. In-vehicle visual displays with text messages: this complements standard in-vehicle communication, providing both visual and audio cues to inform riders of the current status of the ride.
3. Multi-channeled feedback system: the user may provide feedback directly through the app, communicate via voice in-vehicle or reach our customer service hotline via phone.

May 28, 2020

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Re: Verification Statement

I am an officer of Pony.ai, Inc., and I am authorized to make this verification on its behalf. The statements in the foregoing document are true of my own knowledge, except as to matters therein stated on information or belief, and as to those matters I believe them to be true.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on May 28, 2020, at Fremont, California.

Sincerely,

DocuSigned by:
James Peng
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Jun (James) Peng
Chief Executive Officer