SAVERONE

Making roads safer for drivers, passengers, and pedestrians

VRU solution – pitch deck

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This investor deck contains forward-looking statements within the meaning of the safe harbor provisions of the Private Securities Litigation Reform Act of 1995. All statements other than statements of historical fact in this deck are forward-looking statements, including but not limited to, the ability of SaverOne's technology to substantially improve the safety of drivers; SaverOne's planned level of revenues and capital expenditures; SaverOne's ability to market and sell its products; SaverOne's plans to continue to invest in research and development to develop technology for both existing and new products; SaverOne's intention to advance its technologies and commercialization efforts; SaverOne's plan to seek patent, trademark and other intellectual property rights for our products and technologies in the United States and internationally, as well as its ability to maintain and protect the validity of its currently held intellectual property rights; SaverOne's expectations regarding future changes in its cost of revenues and our operating expenses; interpretations of current laws and the passage of future laws; acceptance of SaverOne's business model; the ability to correctly identify and enter new markets; the impact of competition and new technologies; general market, political and economic conditions in the countries in which SaverOne operates; projected capital expenditures and liquidity; SaverOne's intention to retain key employees, and our belief that we maintain good relations with all of its employees; any resurgence of the COVID-19 pandemic and its impact on SaverOne's business and industry; security, political and economic instability in the Middle East that could harm SaverOne's business, including due to the current war between Israel and Hamas; and other risks and uncertainties, including, but not limited to, the risks detailed in the Company's Annual Report on Form 20-F filed with the U.S. Securities and Exchange Commission (the "SEC") on March 25, 2024 and in subsequent filings with the SEC. The Company's filings are available on its website at www.sec.gov. These forward-looking statements involve known and unknown risks and uncertainties and are based on current expectations, assumptions, estimates and projections about the Company and the industry. The Company undertakes no obligation to update forward-looking statements to reflect subsequent occurring events or circumstances, or to changes in its expectations, except as may be required by law. Although the Company believes that the expectations expressed in these forward-looking statements are reasonable, it cannot assure you that its expectations will turn out to be correct, and investors are cautioned that actual results may differ materially from the anticipated results.

SAVERONE

We are SaverOne

Israel
Headquarters

2014
Year Founded

SVRE
Nasdaq & TASE
listed since 2020/22

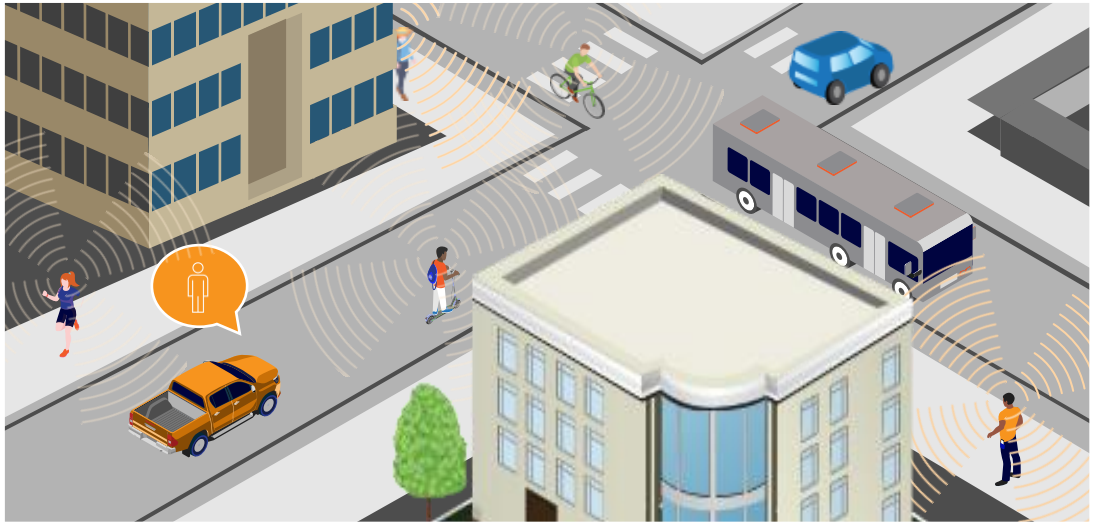
50+
Employees

100+
Active Customers

20+
diverse IP Portfolio
registered & pending

SAVERONE

Our mission is to make roads safer for drivers, passengers, and pedestrians alike – through cellular network-based technological solutions



2 products

Vulnerable Road User safety solution

Detection & localization of Vulnerable Road Users (VRUs) outside the vehicle even in non-line-of-sight (NLOS) and adverse weather conditions through mobile signals

Focus of this pitch

In-cabin driver distraction prevention

Driver safety solution designed to combat distracted driving by identifying and monitoring cell phones located in the driver's vicinity and selectively blocking distracting apps

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Our experienced leadership team

Jacob Tenenboim

Chairman

35+ years in technology management & entrepreneurship

Among his exits are:

GENIEO

InsureWorx

SPL Software

Ori Gilboa

Chief Executive Officer

25+ years in automotive & retail industries

CEO — JR/DUTY FREE JAMES RICHARDSON

CEO — נגב

Manager — MAYER CARS AND TRUCKS CO. LTD

Yossi Cohen

Chief Operating Officer & Co-Founder

20+ years in leading global operations in high-tech areas

Senior Manager of Program Management & Business Operations

MOTOROLA SOLUTIONS

Yoav Zilber

Head of Business Development

20+ years in international marketing & business development

VP Business Development Africa — VITAL CAPITAL environment

CEO — Jet Investment

Aviram Meidan

Vice President Research & Development

20+ years in automotive product development

VP R&D — MICRONET

CTO — Telit wireless solutions

Senior Manager — motorola

Omri Hagai

Chief Financial Officer

10+ years of experience in financial management of public companies

Director of Finance — BrainsWay

Disclosure & Reporting controller — AICL

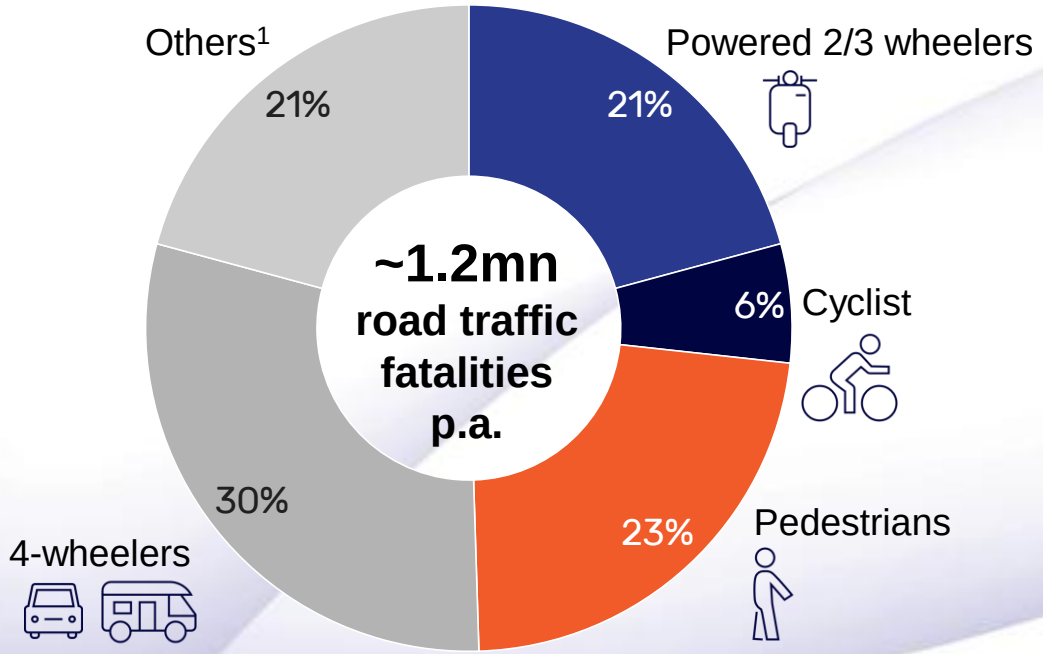
Vulnerable road users (VRU) require special attention & protection

Non-motorised road users such as pedestrians (especially children), cyclists, motor-cyclists and persons with disabilities/ reduced mobility & orientation are unprotected in case of collisions

Source: European commission

Despite developments in vehicle safety, vulnerable road users (VRUs) are still at risk today

Distribution of deaths by road user type, globally



- VRUs account for **~50%** of fatalities
- Every **53 seconds** a VRU dies on the road
- Already slight injuries cost **~6.3k USD** per injury[2]
- Serious injuries cost **~140k USD** per injury[2]
- **~5bn USD** total injury cost in Germany annually[3]

1. Occupants of vehicles carrying more than 10 people, heavy goods vehicles and “other” users
2. Average cost of road-traffic injuries in Germany
3. ~160k VRU injuries in road traffic in Germany 2019

Source: Global status report on road safety 2023 – WHO, press search, Destatis

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While the industry is aware of the issue, current solutions cannot detect VRUs in non-line-of-sight, posing a safety challenge

Existing sensors today…

LiDAR

- \+ Range, night operation, Distance detection, classifications of objects
- − No NLOS[1] detection, weather impact, no color detection

LUMINAR · INNOVIZ TECHNOLOGIES · AEVA · Valeo · WAYMO

Radar

- \+ Velocity detection, night operation, weather resistance
- − Very limited NLOS[1] detection, no color detection, limited classification

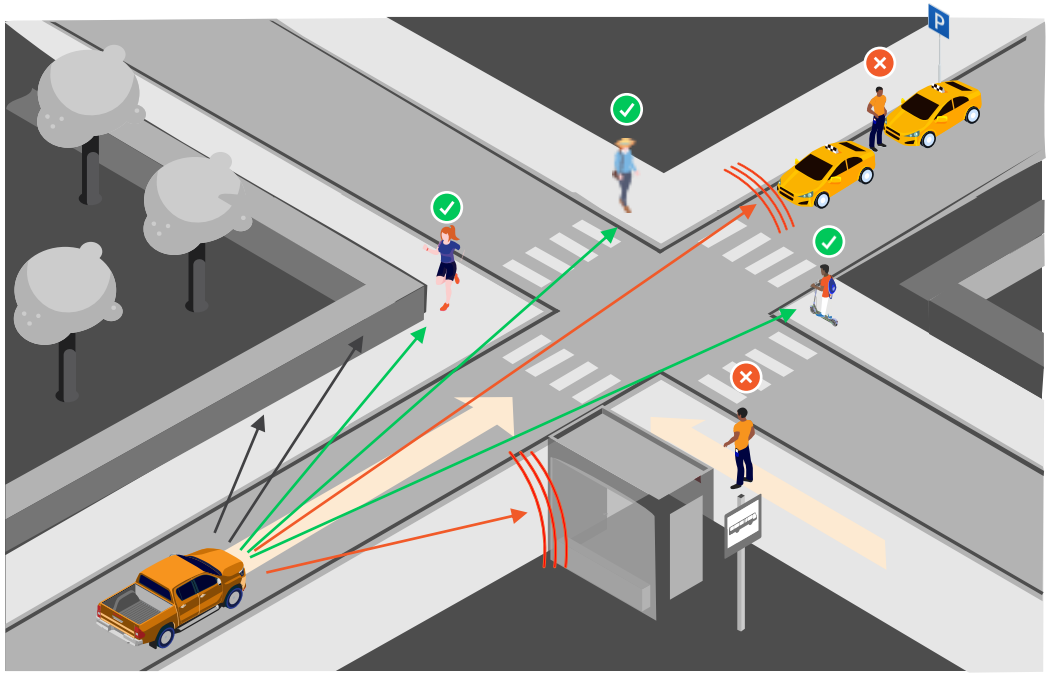
BOSCH · MAGNA · APTIV · Continental

Camera

- \+ Color detection, object classification
- − No NLOS[1] detection, weather impact, limited range detection

BOSCH · MAGNA · APTIV · Continental · Panasonic

… cannot detect VRUs in non-line-of-sight



Detection of potential VRU is blocked by bus stop – no information about VRU and potential collision can be provided to driver

> Detection of VRUs is a big problem in bad weather and darkness – current sensor technology cannot address these issues sufficiently
>
> *Former VP, Head of LiDAR Segment at Tier-1 supplier*

1. Non-line-of-sight

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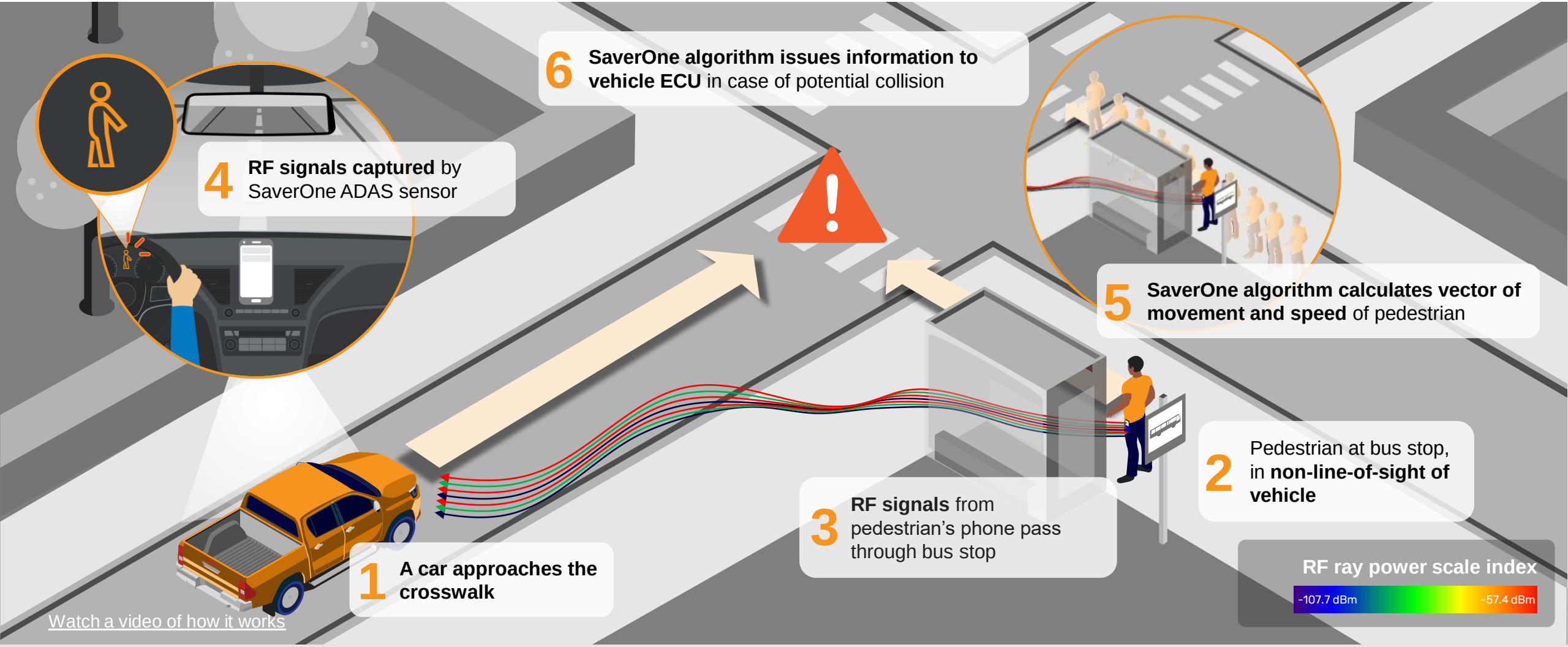
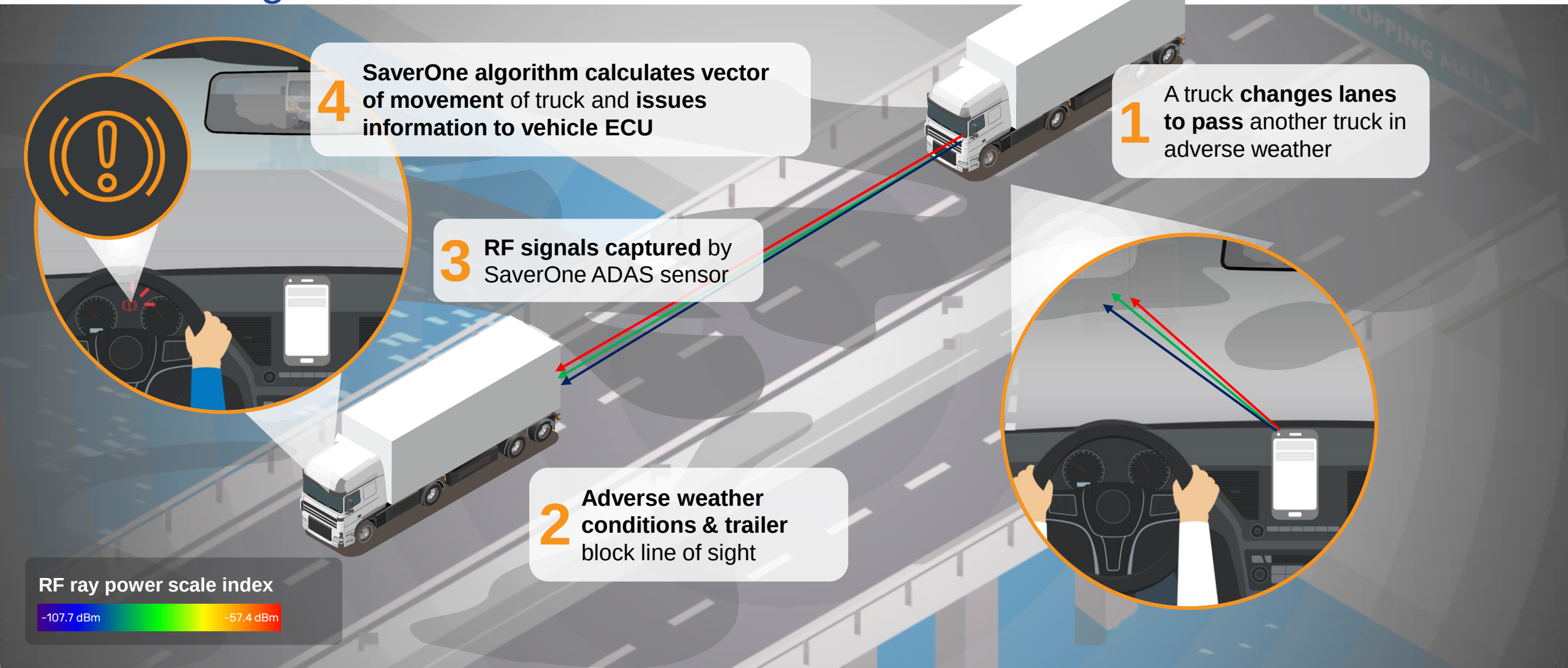
Our radiofrequency-based VRU solution solves this issue & makes roads safer for everyone



Watch a video of how it works

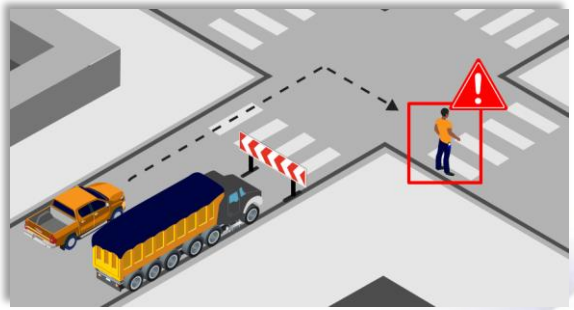
Optional for truck OEM

Our radiofrequency-based sensor could even detect rear overtaking vehicles or VRUs in the future



The VRU solution can specifically detect VRUs around corners or hidden by obstacles – and in the future, also rear blindspots

Main use cases



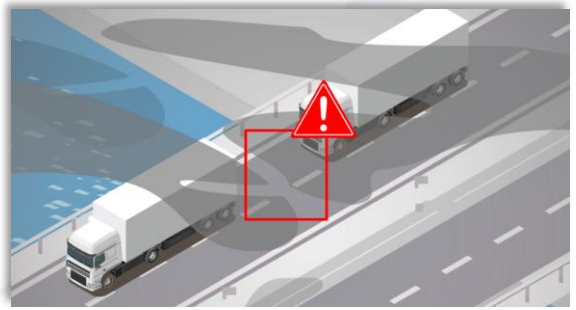
VRUs around corners

Pedestrian approaching road from around the corner, not visible to the driver and not detectable by other sensors

VRUs behind obstacles

Pedestrian emerging between 2 parked cars, not visible to the driver and only detectable by strategically low or highly placed LiDAR systems

Future use case



Blind spot detection

Detection of cars and VRUs in blind-spots (especially relevant for trucks or in poor weather/ lighting)

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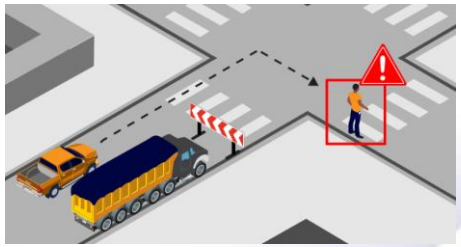
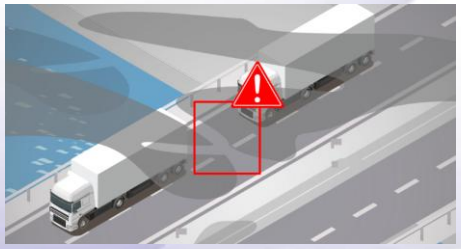
No other sensor set-up today can do this – our solution is required to detect VRUs in non-line-of-sight

Use case covered under most conditions | Covered better vs. other combinations | Not (adequately) covered

		Individual sensors				Relevant sensor combinations			
	Safety use case	Camera	Radar	LiDAR	RF VRU solution SAVERONE	Radar + camera	Radar + LiDAR + camera	Radar + camera + SAVERONE	Radar + LiDAR + camera + SAVERONE
	VRU in non-line-of-sight	✗	✗[1]	✗	✓	✗[1]	✗[1]	✓	✓
	Rear overtaking vehicles[2]	✗	✗	✗	✗	✗	✗	✓	✓

The VRU sensor **complements the existing ADAS sensor suite** to detect VRUs in bad weather & lighting and outside-line-of-sight situations

1. Only basic detection of (moving) VRUs between cars through low-positioned sensors
2. Especially relevant for trucks, given limited availability of rear sensors and large trailers

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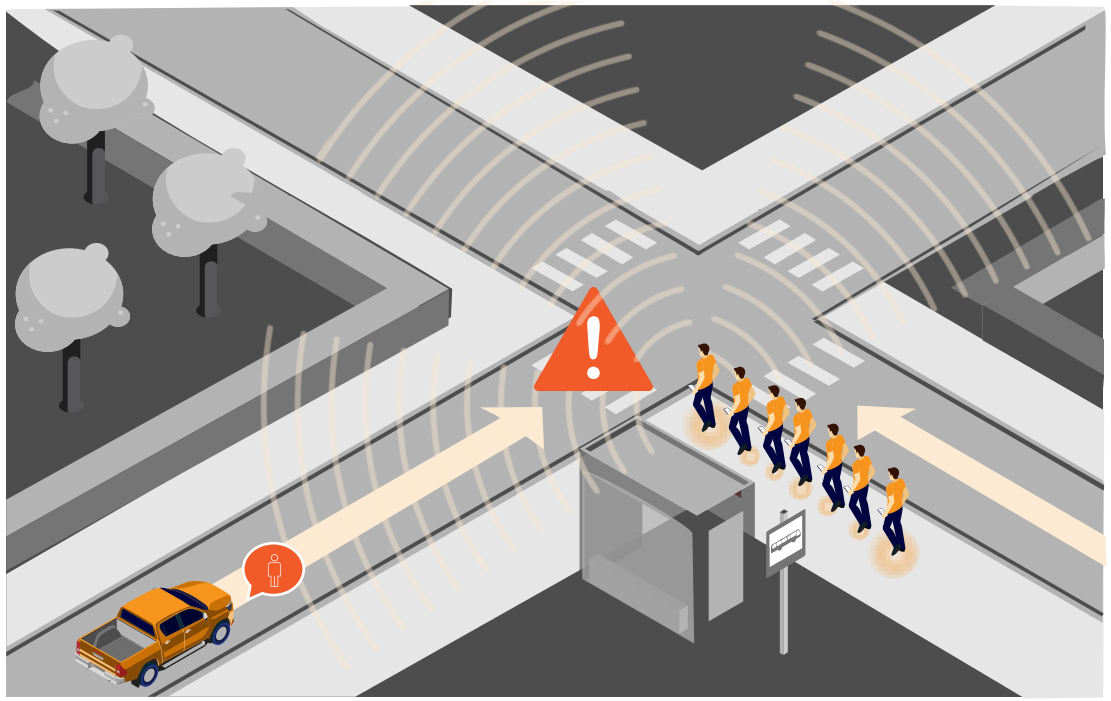
The VRU solution in a nutshell

Technical details

- Detection, classification, localization, tracking of VRUs and notification of driver in case of potential collision
- Reception and analysis of radiofrequency signals[1]
- Operating range up to 150 meters
- Capacity Up to 50 phones
- High accuracy with <1 meter error[2]

High Accuracy: error <1 meter



Error of algorithm in predicting pedestrian position depends on distance from the car (20-50m) and obstacle between pedestrian and car (glass, concrete) – depicted relative to body size, details in appendix

1. Cellular & Wifi supported (700-3,800 MHz, 5800-5900 MHz BLE)
2. Simulation conducted in Wireless Insite

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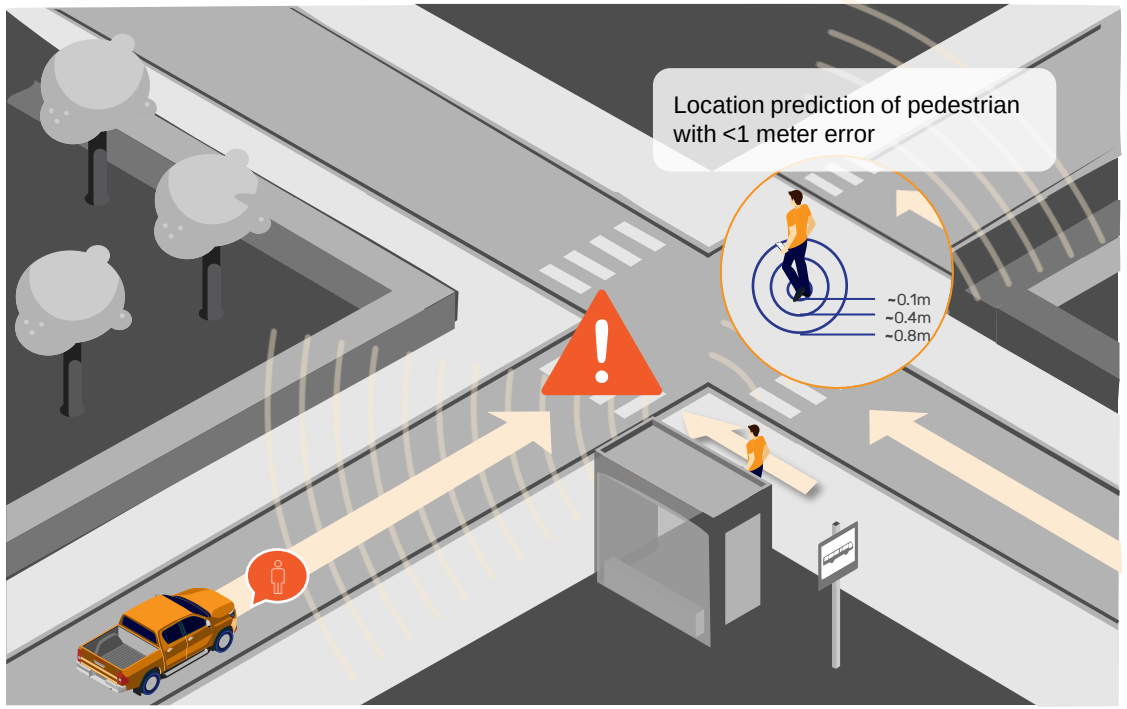

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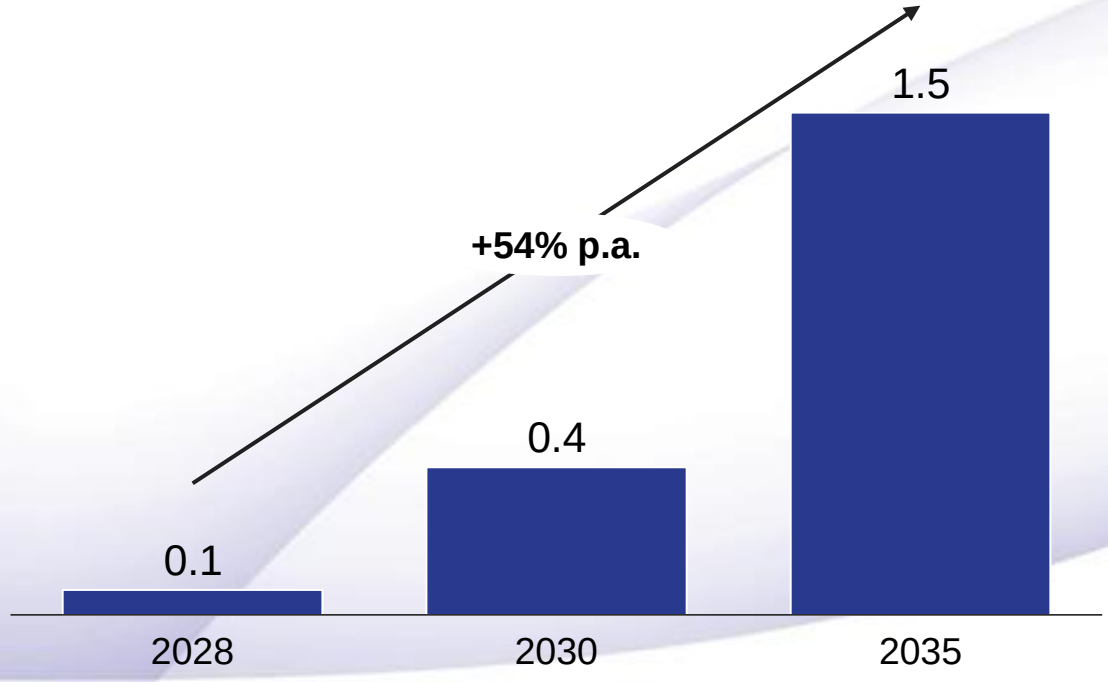
Our VRU solution addresses a new market of ~1.5 bn USD in 2035

Global automotive RF-sensor market for VRU detection[1], in USDbn



2035 TAM[2] consists of….

- **~31m** passenger cars
- **~3.7m** light commercial vehicles
- **~1.5m** trucks
- **~0.2m** busses

1. Including passenger cars, light commercial vehicles, truck, busses, robo-taxis
2. TAM = Total addressable market

Source: Market model, expert survey, expert interviews

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We address core pain points of our customers

Strong applicability for customer | Limited applicability for customer | No applicability

Core value proposition	Passenger car OEMs	Truck & Bus OEMs	Robo-taxis
Enhanced safety, improving value and selling proposition	✓	✓	✓
Potential improved safety ratings/ regulatory benefits[1]	✓	✓	✓
Reduced risk of liability claims[2]	✓	✓	✓
Lower insurance cost	✓	✓	✓
Optimized vehicle utilization (driving speed of AD[3] potentially limited due to safety)	✗	✓	✓
Projected take rates from expert survey[4]	Entry 10-30% / Volume 20-40% / Premium 50-80%	40-80%	~80%

1. If testing procedures and/or scoring criteria are adjusted
2. In autonomous driving modes
3. AD = Autonomous Driving
4. Based on Expert interview with n=24 experts

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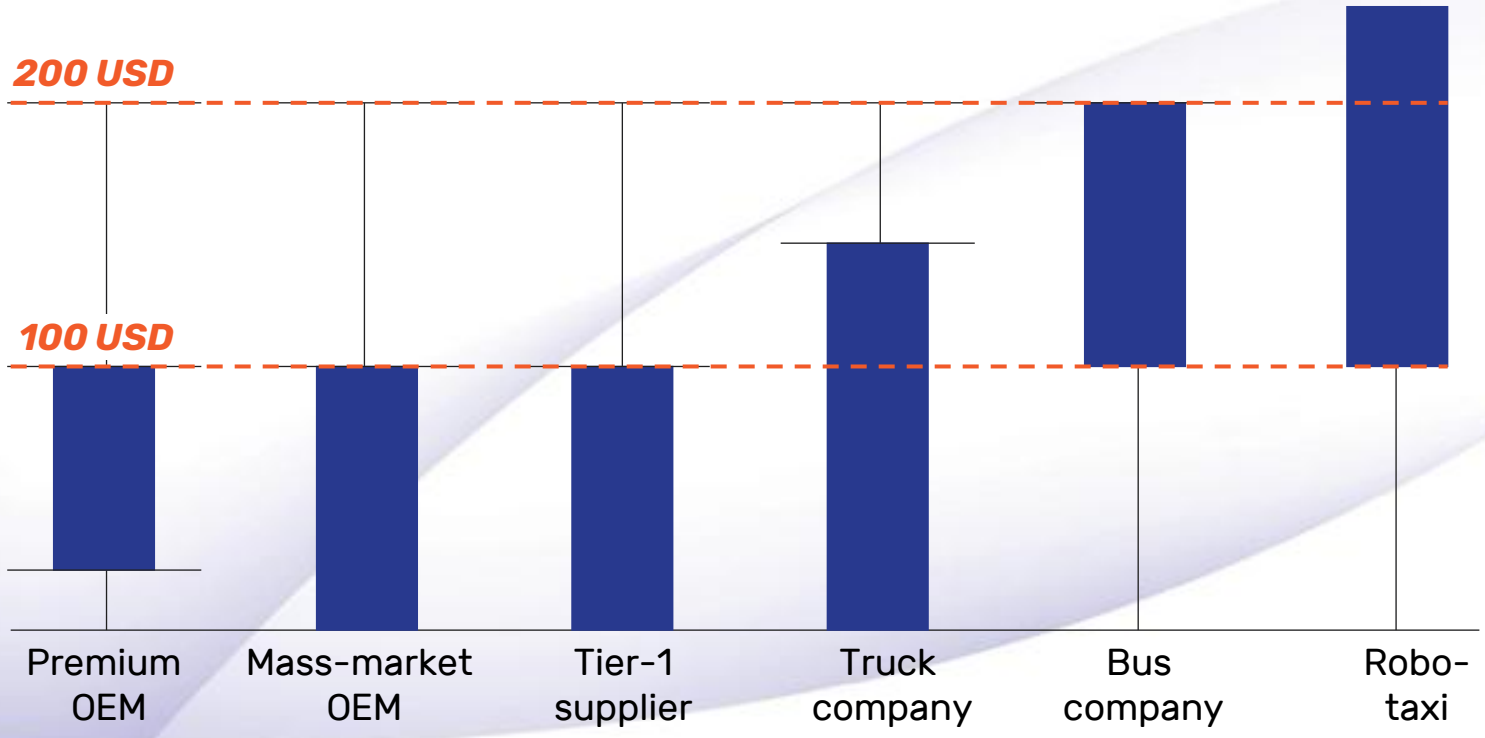
Target customers show a high willingness to pay for a new sensor technology like ours

Willingness to pay by customer type, in USD



"If there was a working VRU detection sensor, there would for sure be a willingness to pay, I would estimate ~50 USD"

– Former Chief Safety Officer at premium OEM

"If performance, accuracy and reliability are proven, I believe OEMs would be willing to pay ~100 EUR for such a sensor"

– Former VP, Head of LiDAR Segment at Tier-1 supplier

Source: Expert survey with n = 24

The VRU solution could save insurance claim costs of up to ~260+ USD over the lifetime of a passenger car

~260 USD

Insurance claim cost could be saved on average over the lifetime of a vehicle from avoidance of collisions with VRUs

0.064	0.74%	12y	45.3k
Collision claims per vehicle p.a.[1]	Claims involving VRU	Over lifetime	Average spend per claim

Potential upsides

7x

Potential value of up to ~ 1,875 USD on average for taxis generally given higher utilization and even further upside for robotaxis due to no breaks required

30x

Potential value of up to ~8,400 USD on average in the US given higher cost for VRU accidents with large tail towards high-end (about 1/3 of accidents with costs >600k USD)

cruise e.g., **~8-12mn USD settlement** with a pedestrian hit by robotaxi

1. p.a. = per annum

Note: Rounding of individual numbers

Source: Global tier-1 Management Consultancy

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There is no direct competition – our solution is the only one that protects VRUs even if they do not have an app

		SAVERONE	Competitor 1	Competitor 2
Passive reception of signals	Independent of active communication between two media	✓ Passive radio-frequency signal detection	✗ Active V2X app-based communication	✗ Active V2X app-based communication
Works without an app for the VRU	Independent of installation of specific app or software at VRU-end	✓ No installation required on VRU-end	✗ e.g., specific app, maps apps, or firmware package[1]	✗ Add-on integration into location-based 3rd party apps
Integrated into vehicle safety features	Could be integrated into specific ADAS features e.g., automatic emergency braking	✓ Deep integration with other ADAS sensors	? Phone-based warning function, potentially with ADAS integration[2]	✗ Phone-based warning function only (no ADAS integration)
On track to scale	Active development with tangible plan for strong roll-out	✓ Currently in MVP development	? Pilot phase, testing ended in 2020 due to lack of data/ user coverage	? Low scale, given reliance on SDK[3] integration

1. Based on radio transmitter and receiver
2. Published as communication with engine ECU
3. Software development kit

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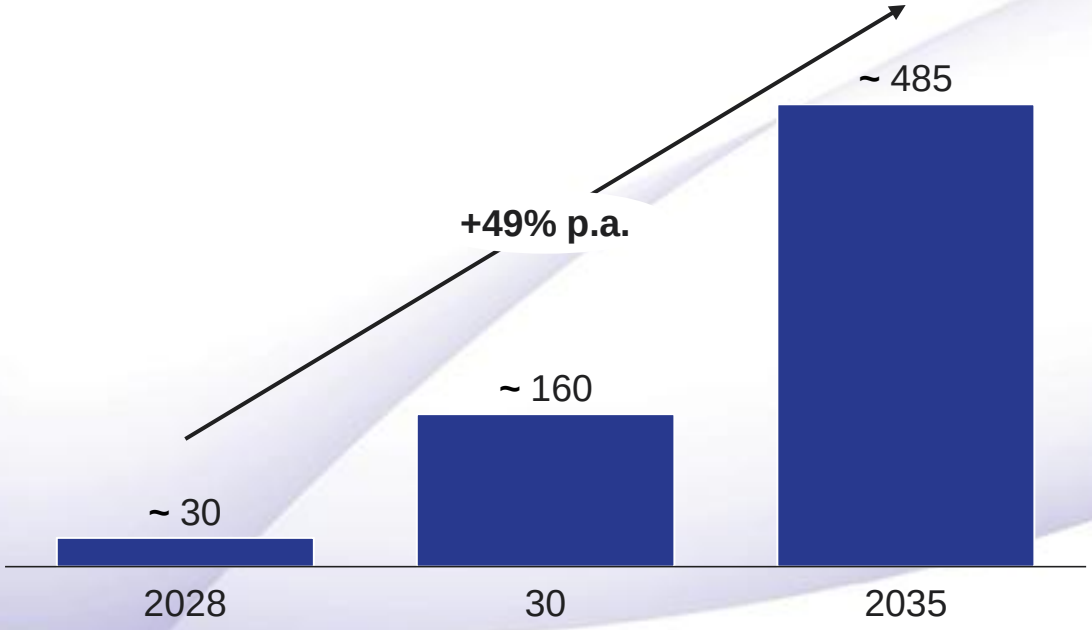
We have strong ambitions and estimate a revenue potential of >480m USD by 2035

Business plan

Revenues, in USDm



2028
First revenues[1]

2030
Profitability reached[2]

11m
Sensors sold 2035

~30%
Gross margin 2035

~12%
EBITDA margin 2035

51M
NPV[3], in USD

1. From premium passenger cars and commercial vehicles
2. Measured in EBITDA
3. Based on cash flows until 2035, excl. terminal value. WACC of 8.5% used for discounting cashflows

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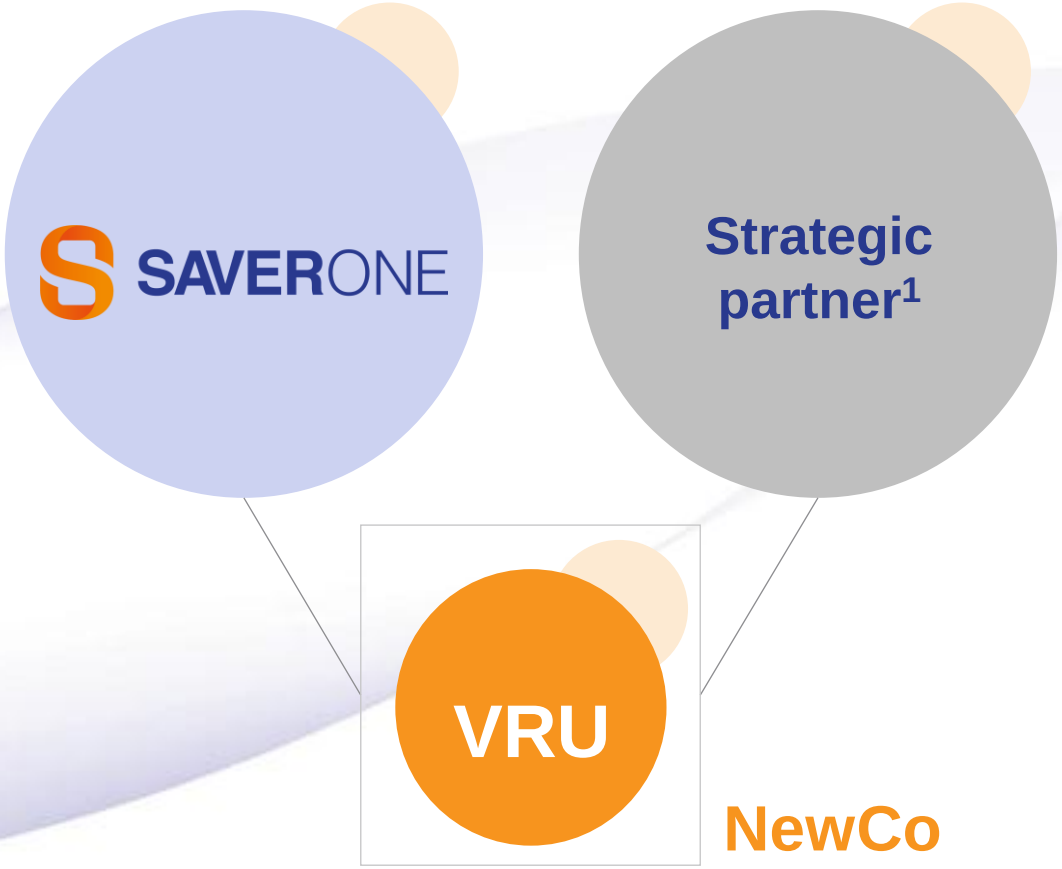
We will spin-off the VRU business into a separate entity – and are looking for a financial investment to support product development



1. Will contribute technical expertise (e.g., chip design, sourcing, industrialization, manufacturing, logistics), commercial expertise (e.g., OEM relationships, sales channels, automotive grade process excellence), financing

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We are ready to start, and will get the product MVP to customers in 2025

We have already achieved a lot…

Project initiation

Simulation

First customer feedback

> *This approach seems very interesting*

> *I could imagine installing the VRU solution in our autonomous L4 trucks*[1]

… and will continue at full speed

Hardware production with a partner

Q1 2025

Demo & testing

mid-2025

MVP demo to customers

1. Expert interview

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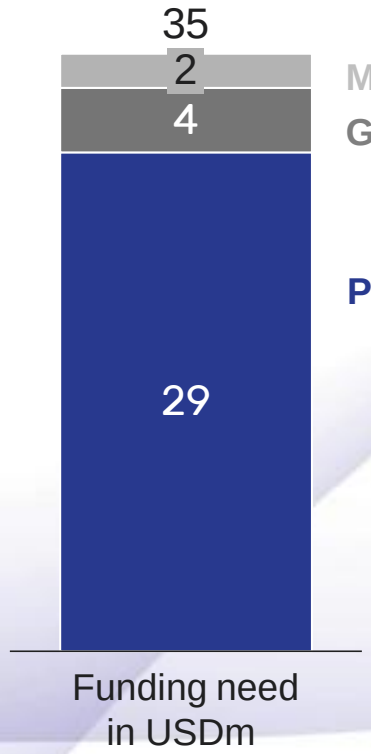
We need ~35m USD to develop the commercial VRU solution and win first customers

Capital need until product commercialization 2028



Marketing & Sales

- Business development and first sales activities

General and administrative cost

- Project management
- Build-up of finance, accounting, HR & admin

Product development and R&D

- PoC with OEM to generate demand
- Initial review of technology
- Development of MVP with tier-1
- Testing of technology
- Chip development based on existing chip design of a partner
- Develop manufacturing specifications

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Investment highlights in a nutshell

1st

ADAS sensor to look beyond line-of-sight

~30bn USD

Annual economic cost of VRU injuries in US & EU[1]

>50 USD

Willingness to pay by OEM customers[2]

1.5bn USD

Market opportunity

>485m USD

Revenue opportunity 2035

~59m USD

EBITDA opportunity 2035

1. Based on VRU injuries and related economic cost in road traffic in Germany 2022 (extrapolated to EU) and US
2. As of expert survey

Sources: NHTSA (2019), Destatis (2022), BASt (2024)

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APPENDIX

Our product is addressing the market for active safety and ADAS/AD

Focus of our VRU solution

	Passive Safety	Active Safety	ADAS/Autonomous Driving (AD)
Main objective	Mitigation of impact of collisions for occupants and VRUs	Avoidance of collisions	Enhanced comfort
SAE levels	n/a	0	1 2 2+ 3 4 5
Examples of systems Occupants	 Airbag  Safety belt  Chassis construction  Fuel Pump Shut-Off Switch	 Automatic emergency braking system Car-to-Car  Driver Distraction Monitoring  Blind Spot Detection  Electronic stability program	 Adaptive Cruise Control  Lane Centering
Examples of systems VRU	 Chassis construction to reduce impact  eCall system[1]	 Automatic emergency braking system Cyclist & Pedestrian	 L2+ or L4 in urban environments

1. For both VRUs and occupants

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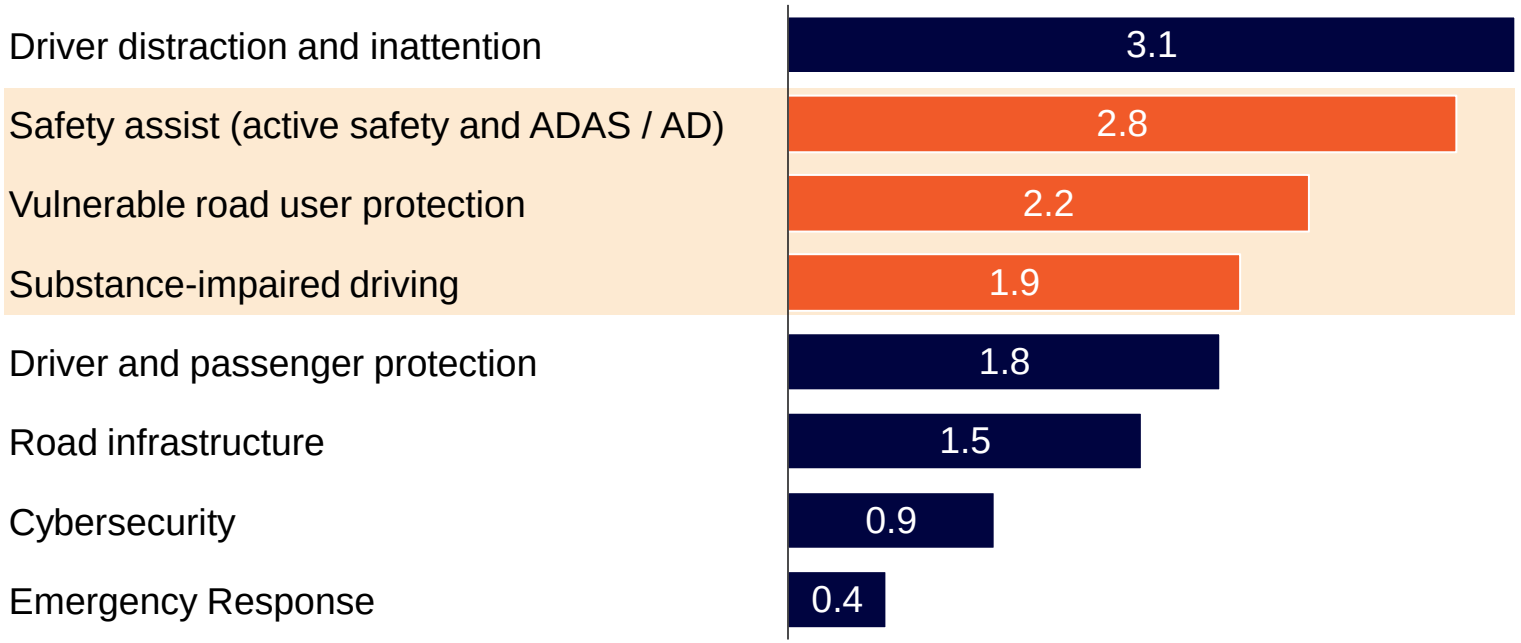
Our VRU solution addresses the most important unsolved problems in vehicle safety

Largest unsolved problems in vehicle safety today, (5 being highest)



Our VRU solution addresses the most important problems in vehicle safety through:

Improving existing ADAS systems

&

Providing resilient VRU detection

Source: Expert survey with n = 24

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