Arrival's autonomous driving technology achieves major AI advancement

- Arrival's Automated Driving System (ADS) completed a live demonstration at a fully functioning parcel depot, the first time without a human driver inside the Arrival Van
- The milestone marks a major step forward in safety for self-driving technology in the commercial vehicle segment
- Arrival will now begin testing its autonomous driving functionalities on the road in the UK

See here to download and watch video demonstration

2nd August 2021, London, UK
Today, Arrival has announced its automated driving system (ADS) has successfully completed a live demonstration at a fully functioning parcel depot. This is the first time where an Arrival Van has maneuvered around a facility without a human driver inside the vehicle. The vehicle was able to autonomously complete all operations that are performed

on a daily basis by a commercial fleet driver. These technologies improve safety and efficiency in depots.

Arrival has been developing its autonomous driving functionality for the Arrival Van, as part of Robopilot, a project designed to improve the market knowledge, functionality, and public perception of autonomous driving systems. The technology then can be adapted for the planned rollout of all Arrival Vehicles including the Arrival Bus and Arrival Car.

"At Arrival, we are building supplementary technologies that will help drivers. Depot maneuvers are the most accident-prone parts of a worker's shift and with our technology, we hope to introduce greater safety by removing human driving errors happening in confined environments," said Max Kumskoy, Head of Advanced Driver Assistance and Automated Driving Systems, Arrival. "We are starting with a fixed controlled environment in the depot, where we are truly able to test and validate our technology. We can then understand how it will operate on public roads, in our vehicles, and how it can be implemented worldwide."

Robopilot is part-funded by Innovate UK and the Centre for Connected Autonomous Vehicles (CCAV). Through the project, Arrival has been able to develop and test its own Automated Driving System (ADS), which uses in-house algorithms, combined with state-of-the-art hardware helping to fast-track the development of self-driving technology and showcase its capabilities. The company is developing a scalable commercial Automated Driving System (ADS), that relies on computer vision and avoids expensive sensing technologies. Arrival is also making HD maps or high-precision GPS completely unnecessary for driving on public roads. Maps will be able to be used as an optional source of data when navigating in a fixed and controlled environment, such as a parcel depot.

Following the successful completion of testing and validation of Arrival's autonomous driving system in a fixed controlled environment, Arrival will begin testing its autonomous driving functionalities on roads in the UK. Arrival's aim is for the application to be used in Arrival Vans, across the globe.

"Arrival is playing a critical role in the UK innovation and transport sector by bringing together organisations from across technologies, skills, and services. It's brilliant to see the projects being developed here picked up and exported around the world." said Minister of Investment, Lord Grimstone

About Arrival

Arrival (NASDAQ: ARVL), a joint stock company (société anonyme) governed by the laws of the Grand Duchy of Luxembourg, is reinventing the automotive industry with its entirely new approach to the design and assembly of electric vehicles. Low CapEx, rapidly scalable Microfactories combined with proprietary

in-house developed components, materials and software, enable the production of best in class vehicles competitively priced to fossil fuel variants and with a substantially lower total cost of ownership. This transformative approach provides cities globally with the solutions they need to create sustainable urban environments and exceptional experiences for their citizens. Arrival is a global business founded in 2015 and headquartered in London, UK and Charlotte, North Carolina, USA, with more than 2,100 global employees located in offices across the United States, Germany, the Netherlands, Israel, Russia, and Luxembourg. The company is deploying its first four microfactories in North Carolina, USA, South Carolina, USA, Bicester, UK and Madrid, Spain.

Forward-looking statements

This press release contains certain forward-looking statements within the meaning of the federal securities laws, including statements regarding the products offered by Arrival and the markets in which it operates, Arrival's ability to produce electric commercial vehicles, and expectations regarding the benefits of Arrival's Microfactories. These forward-looking statements generally are identified by the words "believe," "project," "expect," "anticipate," "estimate," "intend," "strategy," "future," "opportunity," "plan," "may," "should," "will," "would," "will be," "will continue," "will likely result," and similar expressions. Such statements are made pursuant to the safe harbor provisions of the Private Securities Litigation Reform Act of 1995 and are based on management's belief or interpretation of information currently available. Forward-looking statements are predictions, projections and other statements about future events that are based on current expectations and assumptions and, as a result, are subject to risks and uncertainties. Many factors could cause actual future events to differ materially from the forward-looking statements in this document, including, but not limited to: (i) the impact of COVID-19 on Arrival's business; (ii) the risk of downturns and the possibility of rapid change in the highly competitive industry in which Arrival operates, (iii) the risk that Arrival and its current and future collaborators are unable to successfully develop and commercialize Arrival's products or services, or experience significant delays in doing so, (iv) the risk that Arrival may never achieve or sustain profitability; (v) the risk that Arrival experiences difficulties in managing its growth and expanding operations, (vi) the risk that third-parties suppliers and manufacturers are not able to fully and timely meet their obligations; (vii) the risk that the utilization of Microfactories will not provide the expected benefits due to, among other things, the inability to locate appropriate buildings to use as Microfactories, Microfactories needing a larger than anticipated factory footprint, and the inability of Arrival to deploy Microfactories in the anticipated time frame; (viii) the risk that the orders that have been placed for vehicles, including the order from UPS, are cancelled or modified; (ix) the risk of product liability or regulatory lawsuits or proceedings relating to Arrival's products and services; and (x) the risk that Arrival will need to raise additional capital to execute its business plan, which may not be available on acceptable terms or at all; and (xi) the risk that Arrival is unable to secure or protect its intellectual property. The foregoing list of factors is not exhaustive. You should carefully consider the foregoing factors and the other risks and uncertainties described in the "Risk Factors"

section of Arrival's annual report on Form 20-F filed with the U.S. Securities and Exchange Commission (the "SEC") on April 30, 2021 and other documents filed by Arrival with the SEC from time to time. Readers are cautioned not to put undue reliance on forward-looking statements, and Arrival assumes no obligation and does not intend to update or revise these forward-looking statements, whether as a result of new information, future events, or otherwise. Arrival does not give any assurance that Arrival will achieve its expectations.