



Electric Cargo Motorbikes For Urban Logistics and Last-Mile Deliveries



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SURGE IN DEMAND FOR LAST MILE DELIVERIES

Has negative externalities increased traffic congestion and lower air quality within urban areas



TEL AVIV



NEW YORK



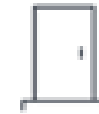
LONDON



BERLIN

DELIVERY SHOULD BE MADE IN MINUTE

**Customers expect to
get their orders
under an hour**



<1 Hour Delivery
Time



Small Selection
Available



Two Wheeled
Vehicle



Local Store
or Warehouse



Often Single-Person
Households



Speed
Matters

SCOOTERS ARE NOT DESIGNED FOR DELIVERIES

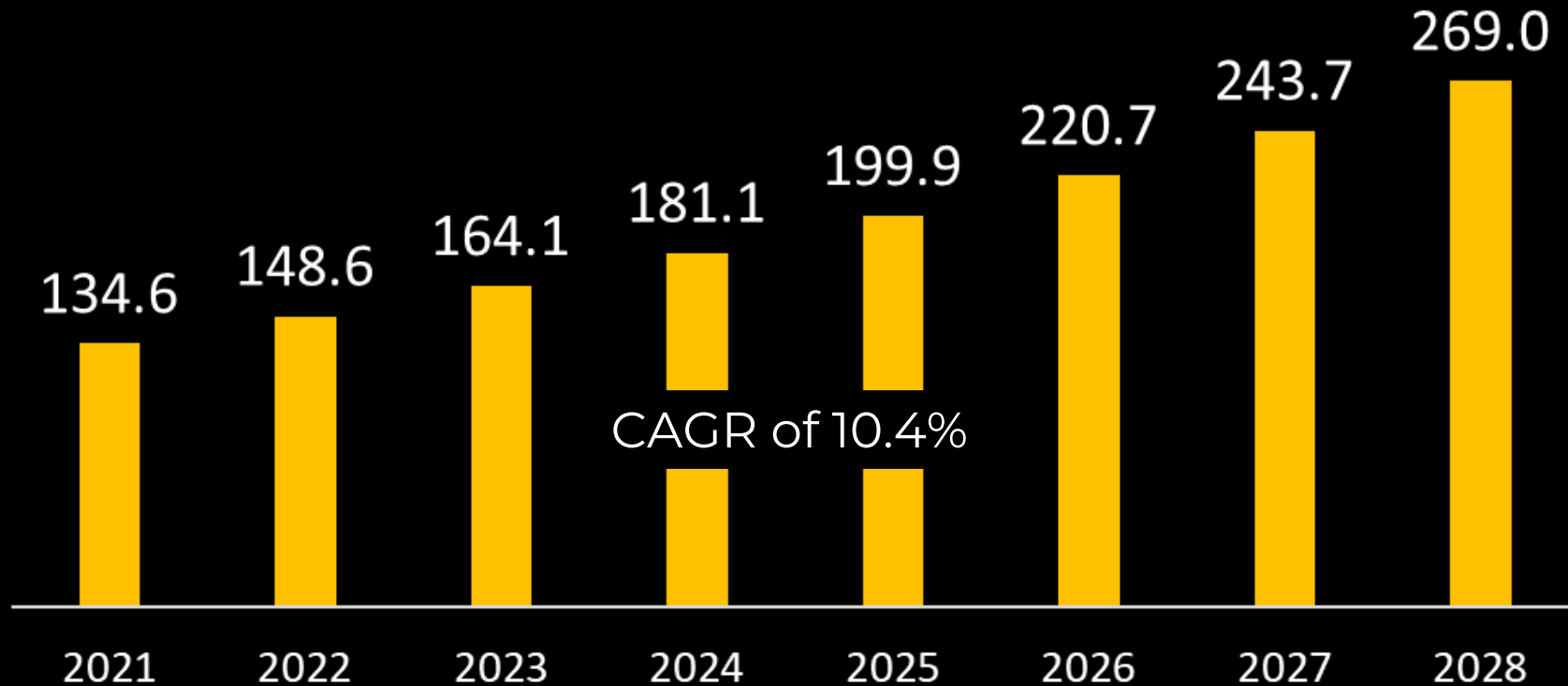
For years, delivery scooters were nothing more than a passenger scooter with a box



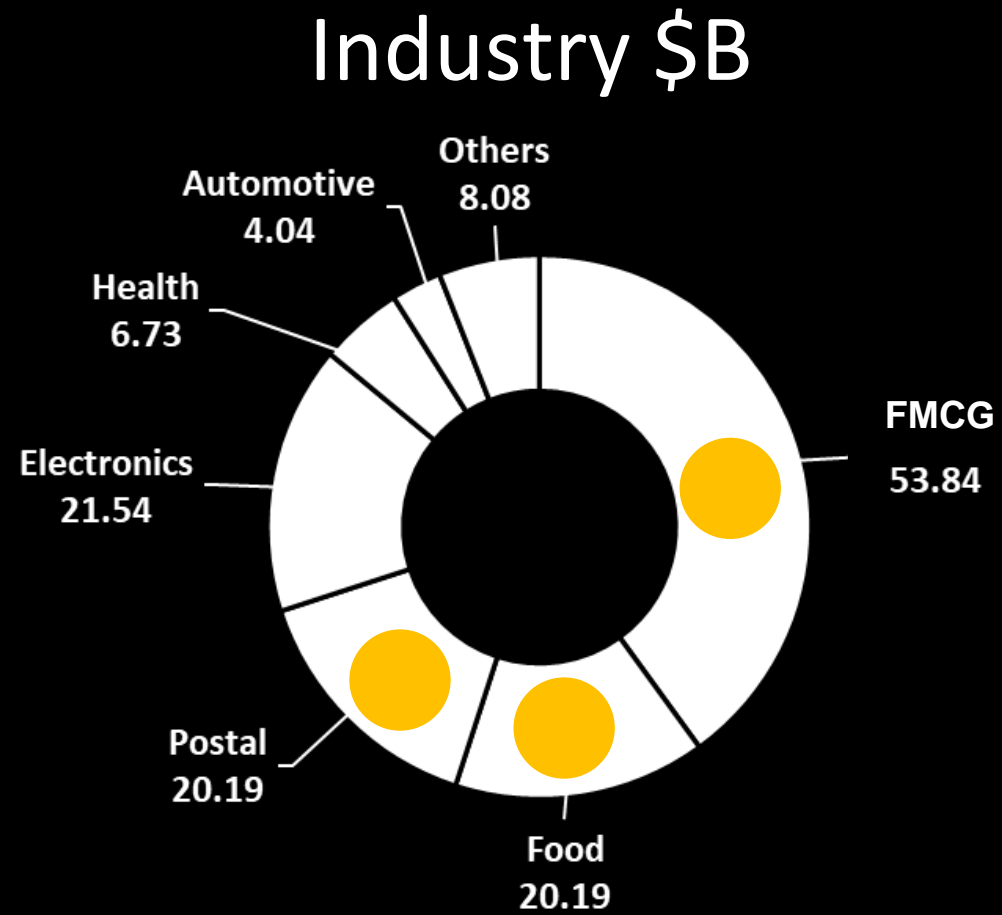
LAST-MILE DELIVERY MARKET

Experiencing strong growth on the backdrop of surging demand for instant deliveries, Q commerce

Global Last mile delivery market \$B



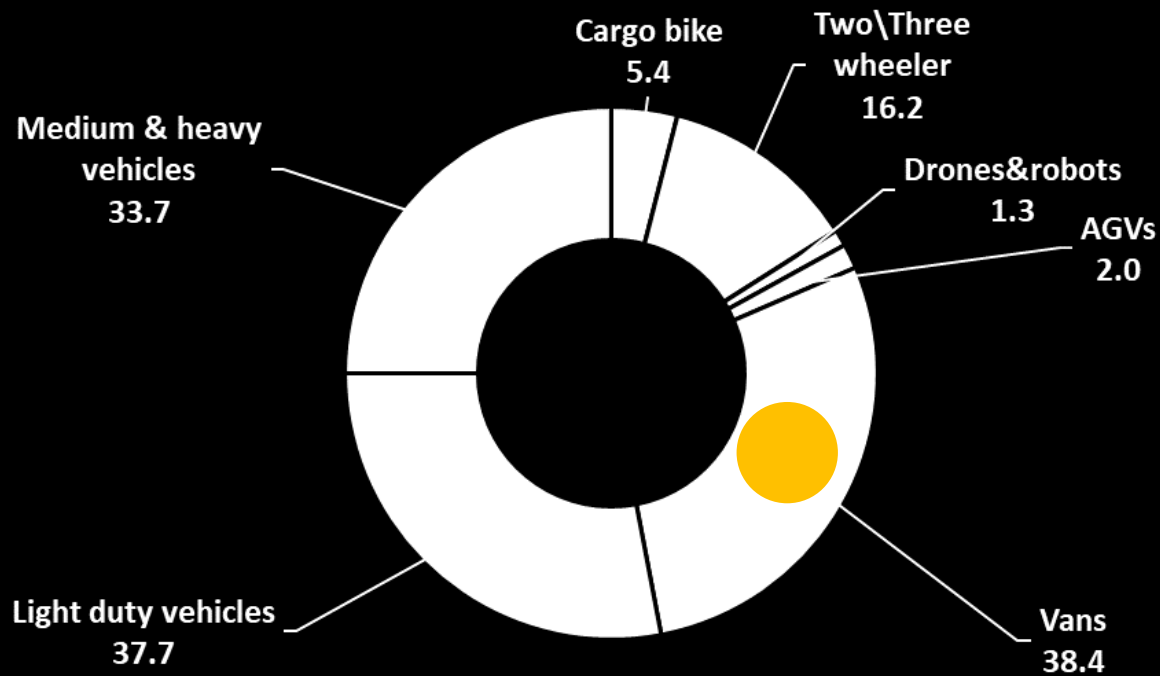
EVERYTHING BEING DELIVERED



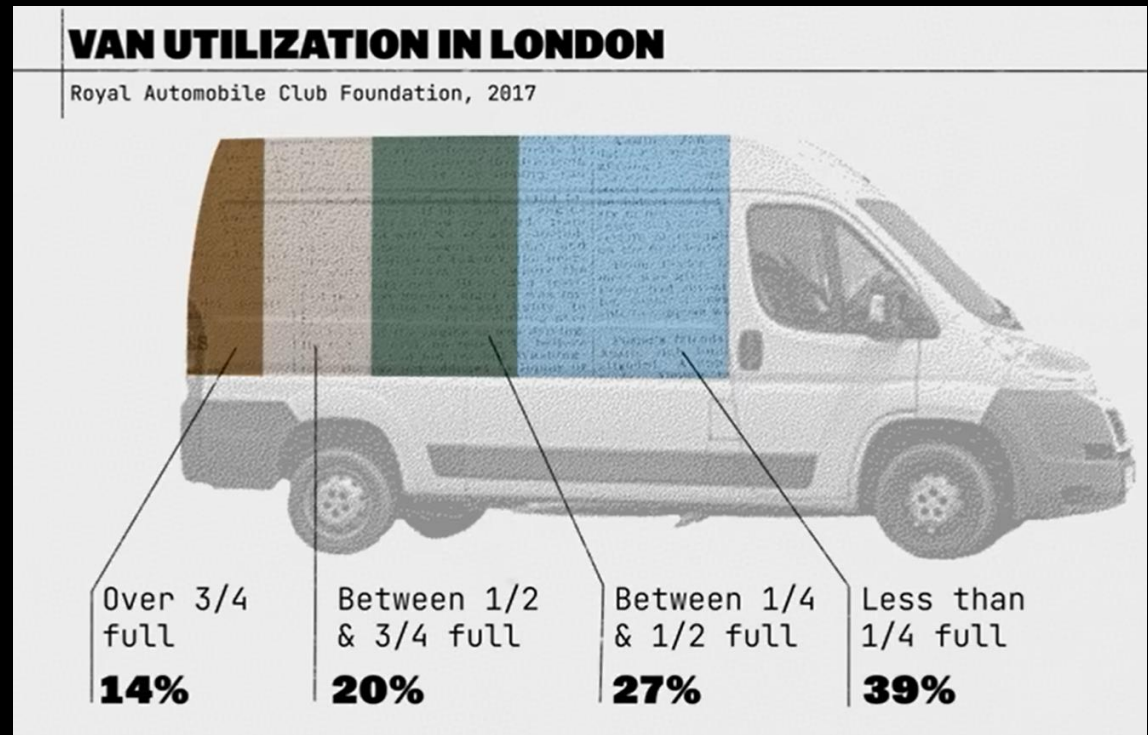
● Our addressable market

TOO MANY HALF-LOADED DELIVERY VANS

Vehicle type \$B



66% of vans are less than half full



PROBLEM TO BE SOLVED

The last-mile delivery market is facing different problems:

- Delivery scooters have a weight limitation
- CO2 emission- regulations against polluted deliveries
- Congestion traffic

EU TARGET: ALL NEW CARS AND VANS TO BE ZERO-EMISSION FROM 2035



In July 2021, the European Commission proposed to revise the Regulation (EU) 2019/631, aiming for zero-emission road mobility by 2035. The target for 2035 is set at a 100% reduction of emissions from new passenger cars and light electric vehicles, as compared to 2021. As an intermediate target, this reduction should be 55% and 50% for cars and vans, respectively. The target indicates that although

[emission](#). The target is needed in order to r
with new goals was recently backed by the
target means for practice in the article link

SANTA MONICA
ZERO EMISSIONS
DELIVERY ZONE

RACE TO
RESILIENCE

RACE TO ZERO



These Dutch cities will allow only zero-emission deliveries by 2025

Cities in the Netherlands want to make their air cleaner by banning fossil fuel delivery vehicles from urban areas from 2025.

THE SOLUTION-

A patented design 100% Electric Cargo Motorbike delivering the most efficient solution for the e-commerce growing needs



PONIE P2

L3e

PATENTED FRAME DESIGN

CARGO CAPACITY*
UP TO 400L | 120
KG

*excluding rider and vehicle
weight

RANGE OF 150 KM
On a single charge



PONIE P3

L5e A

PATENTED FRAME DESIGN

CARGO CAPACITY*
UP TO 400L | 120
KG

*excluding rider and vehicle
weight

RANGE OF 130 KM
On a single charge



PATRNSHIPS WITH GLOBAL PLAYERS



PURPOSE-BUILT FOR LAST-MILE



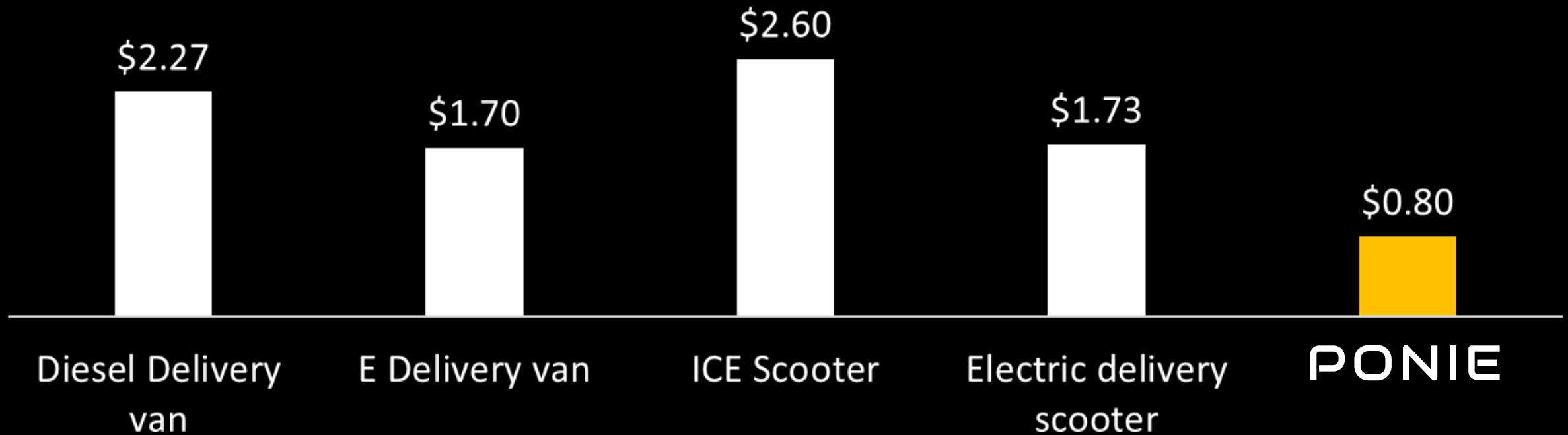
Design patented frame that is made for delivery purposes in a bottom-up approach. Allowing triple the cargo capacity compared to regular scooter, up to 400L of cargo.



Large capacity battery to support working a full day, integrated in frame design for low center of gravity.

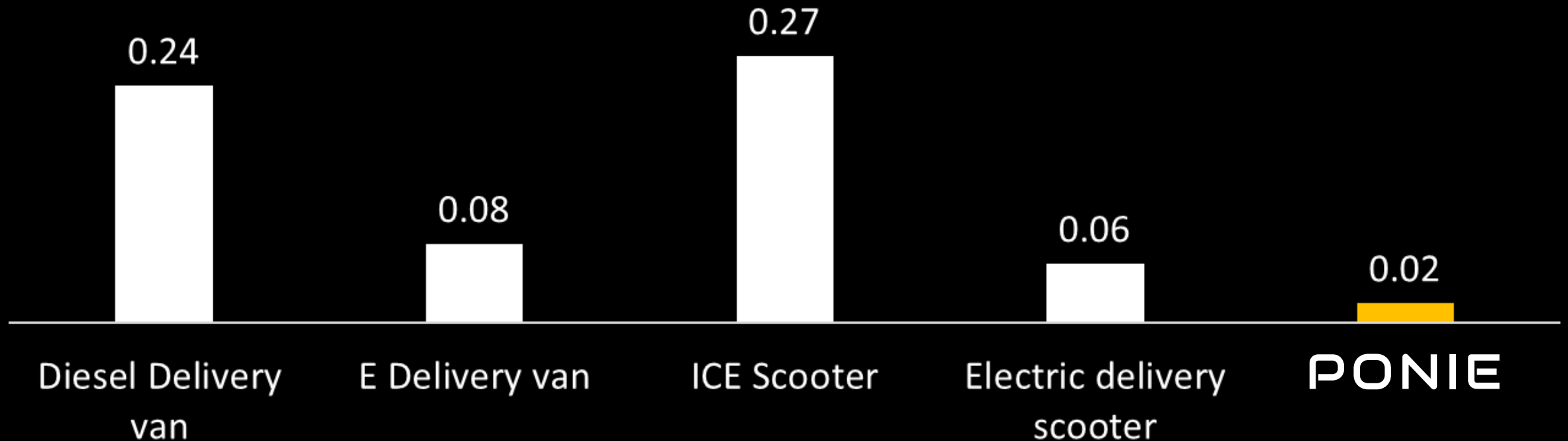
LOWEST COST PER ITEM

Total Cost of Ownership per item delivered*



LOWEST CO2 EMISSION PER ITEM

Total CO2 Emission per one kg delivered *



LEAN AND EFFICIENT BUSINESS MODEL



MAYER
CARS AND TRUCKS CO. LTD



MEU
Mayer Electric Utilities

Choose the perfect distributors
for import, service and
maintenance at every market



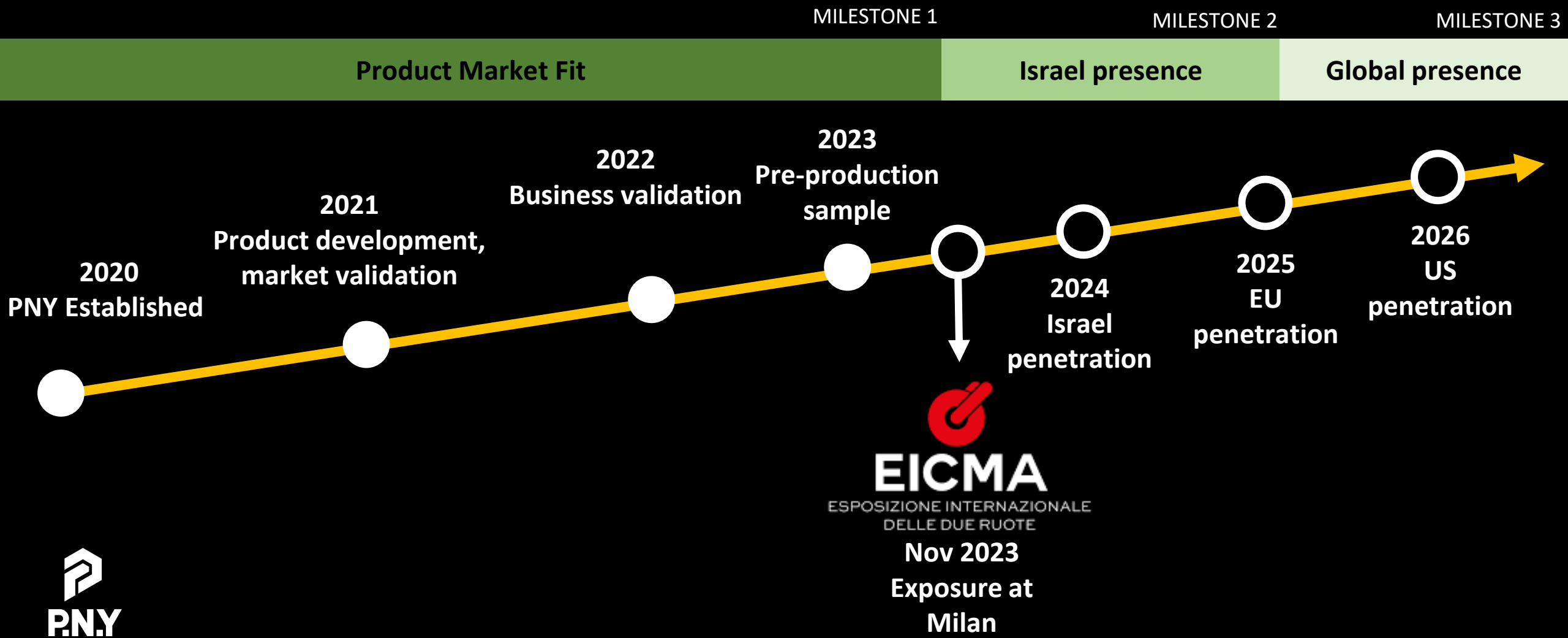
Uber | **Hertz**

Selling fleet of Ponies to rental companies
Enable more riders to make a living by deliver
more packages at lower costs

PIPELINE – CUSTOMERS WAITING FOR PONIES



MILESTONES



START FOCUSED, SCALE SMART

2023



- Pilot in Israel
- 50 Ponies
- Annual revenue: \$0.3M

- Expand in EU
- 2,000 Ponies
- Annual revenue: \$10M

2026-
2028



- Expand in US
- 25,000 Ponies
- Annual revenue: \$100M

- Global Presence
- 50,000 Ponies
- Annual revenue: \$175M

2024-
2025



2030



P.N.Y

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