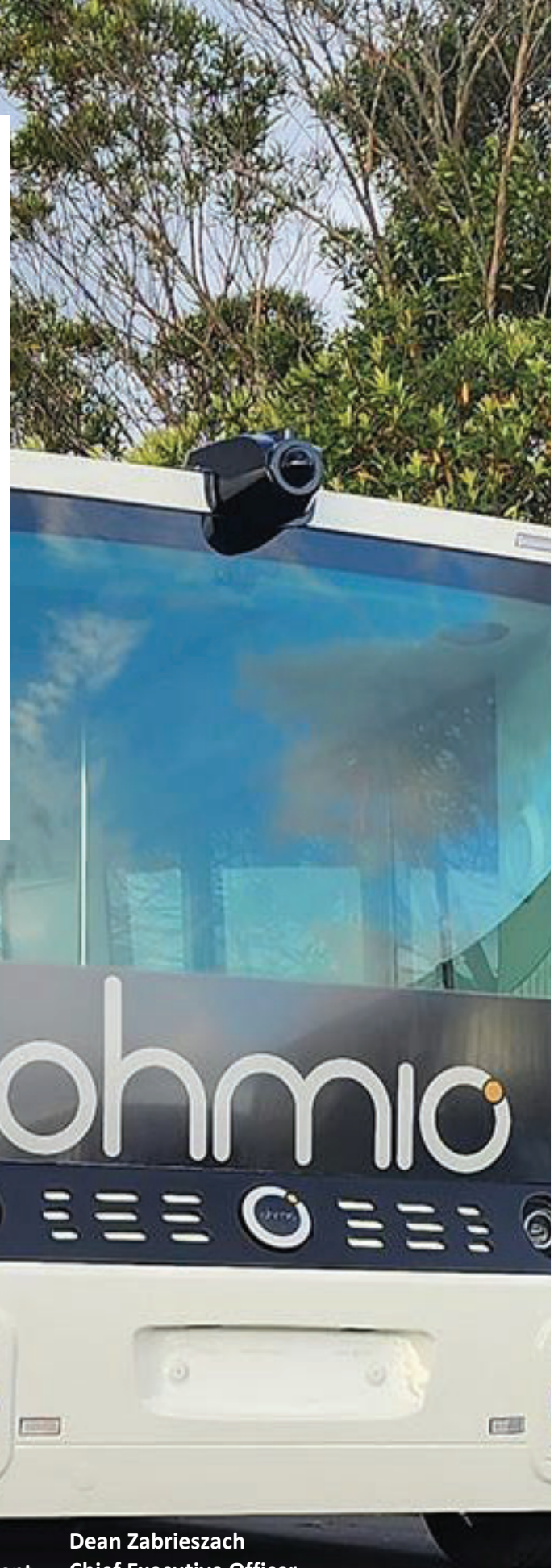




SAFETY DATA METRICS

for Ohmio LIFTs and Connected Autonomous Shuttles

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INFORMATION**

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Ohmio is a trusted leader in Electric Autonomous Vehicle manufacturing and project implementation. We are a privately-owned firm founded in 2016 with over 75+ staff. As a leader in this space, we serve organizations of all sizes within all sectors including city municipalities, public transit operators, hospitals, theme parks, universities, residential complexes, airports, parking lots, retirement villages, and other private or public entities.



Commitment to Health and Safety

At Ohmio, we are fully dedicated to the successful implementation of our Autonomous Vehicle project at the city of Riverside, and we recognize that the well-being and safety of all individuals involved are of paramount importance. We want to make it unequivocally clear that health and safety represent the cornerstone of our project.

Our commitment to health and safety is unwavering. It is not just a consideration; it is a fundamental principle that guides every aspect of our operations. We firmly believe that a safe working environment not only protects our employees, visitors, and the community but is also an essential component for the success of our autonomous vehicle pilot.

This commitment extends to the development and deployment of cutting-edge autonomous vehicle technology. We are fully aware of the unique safety challenges presented by this innovative endeavor. To address these challenges, we will employ the highest safety standards and adhere to industry best practices in autonomous vehicle safety. Our commitment to safety is not just a set of guidelines; it is embedded in our culture and is the responsibility of every team member.

To this end, we pledge to:

1. Continuously identify, assess, and mitigate potential hazards associated with our pilot project.
2. Provide comprehensive training and resources to ensure that all personnel understand and follow the safety protocols.
3. Establish a robust emergency response plan to react effectively in case of incidents or emergencies.
4. Promote open and transparent communication regarding safety concerns and incidents.
5. Regularly review and enhance our safety measures, adapting to new information, technologies, and experiences.

By emphasizing this commitment to health and safety, we intend to foster a culture that places the highest value on the well-being of our team members, partners, and the public. We firmly believe that by prioritizing safety, we can achieve our project's objectives while upholding the trust and confidence of all those who engage with us in this groundbreaking journey.

1. OHMIO SAFETY FACT SHEET

Overview

In the current landscape, Ohmio stands as a trailblazer with a fleet deployed across a spectrum of operational capacities on a global scale, participating in diverse projects far and wide, encompassing a multitude of cities such as those in South Korea, Amsterdam, Luxembourg, Milton Keynes in the UK, Finland, Turin, Italy, Sydney, Melbourne in Australia, Christchurch, Wellington, Queenstown, and Auckland in New Zealand, as well as New York, USA. This expansive presence underscores Ohmio's commitment to providing cutting-edge autonomous transportation solutions to a diverse and international clientele.

Amidst these extensive operations, Ohmio places paramount importance on safety, considering it not just a priority but a foundational principle that underscores every aspect of our autonomous mobility solutions. Our unwavering commitment to the highest standards of safety is evident in the following noteworthy statistics:

- **Not a single Level 3 Incident has been recorded, a testament to our pristine safety record in situations with insignificant or minor potential consequences. ***
- **Equally remarkable is the absence of any Level 2 Incidents, showcasing our dedication to mitigating moderate or major potential consequences. This commitment ensures a safe and reliable autonomous transportation experience for all our riders. ***
- **Furthermore, Ohmio has maintained an impeccable safety record, with zero Level 1 Incidents, affirming our steadfast dedication to preventing scenarios with severe or catastrophic potential consequences.***

*Please review our incident level scoring system on page 5 for full breakdown of what is considered as a level 1, 2, or 3 incidents.

This exemplary safety performance is not incidental but a result of Ohmio's unwavering commitment to rigorous testing, meticulous development, and pioneering efforts in establishing safe, efficient, and reliable autonomous mobility solutions for our global ridership. Safety isn't merely a feature of our technology; it's the core foundation that propels our innovation and shapes the future of autonomous transportation at Ohmio.

Additional Facts:

- Our vehicles currently operate at a 90% uptime during service hours.
- They also travel 98% of the time in autonomous mode* (*estimated – full study has not been completed).

Ohmio Safety Operations: How are we able to meet such high safety standards during operations?

- Ohmio's Level 4 Autonomous technology is designed to travel on a predetermined and preconfigured route using our "Digital Tracks". Just like a tram or rail system, Ohmio's LIFTS travel exactly where they are programmed to go.
- As part of our design process, we provide a stringent hazard identification system looking at high-risk, moderate-risk and low-risk hazards.
- All routes are simulated in our control room ahead of deployments.
- Ohmio LIFTS do not divert from their exact route unless programmed to do or while they are in manual mode.
- Low speed mode operation – does not currently exceed 25mph.
- Emergency top Procedures and Collision Avoidance Systems

Industry Fact Sheet

Other recent Industry Studies with a Level 4 autonomous shuttle include:

US North Carolina Level 4 Autonomous Shuttle Study:

- 1781 Total Riders Served
- 494 Total Trips
- 86% Uptime
- 98.3% time spent in Autonomous Mode

Full Overview:

- 88% of passengers rode the vehicles for a fun experience.
- 92% had a good experience using the shuttle.
- 97% had a good experience with their safety attendant.
- 78% thought the shuttle arrived at their stop within a reasonable amount of time.
- 86% thought they were able to get to their destination in a reasonable amount of time.
- 81% would ride the shuttle again.
- 88% support seeing more driverless shuttles.

Reference to study can be accessed here: <https://www.ncdot.gov/divisions/integrated-mobility/innovation/cassi/Documents/cassi-ncdot-cary-final-report.pdf>

Occurrences in the Level 4 Industry:

It is crucial to emphasize that Ohmio distinguishes itself from conventional autonomous vehicles. We operate within a distinct subset of the industry, specializing in providing autonomous low-speed shuttles on predetermined routes, rather than fully autonomous vehicles. This distinction is significant because a majority of incidents within the industry involve mass-produced autonomous vehicles, not our purpose-built shuttles designed for specific projects.

Proudly, Ohmio maintains a flawless record with zero incident reports. Nevertheless, we recognize the importance of shedding light on the broader autonomous shuttle industry, not just on Ohmio's performance.

Considering the technology has been operational since 2015, spanning 8 to 9 years of piloting and operating Level 4 autonomous shuttles, Ohmio is aware of only five incidents, one of which occurred while the shuttle was in manual mode. In contrast, across the industry, there have been no recorded deaths and only one serious injury.

To put this into perspective, traditional driving records over 1.3 million deaths annually and over 30 million injuries globally.

Here are the incidents that Ohmio is aware of:

1. Pedestrian walks into an operating Autonomous Shuttle – an incident where a passenger walks into the side of a moving Navya Shuttle.
2. Semi-truck backs into autonomous shuttle – an incident where a shuttle stops, but a semi-truck continues to reverse and hits the vehicle.
3. EasyMile's emergency stop causes a passenger to slip inside the vehicle, resulting in a minor injury.
4. Olli emergency stop causes a minor injury to a passenger – a situation where a vehicle hits a tree while in operation, causing a critical injury.
5. Toyota pauses self-driving 'e-Palette' service after one crashed into an Olympic athlete – an incident where a low-speed shuttle collides with an impaired athlete at the Olympic Games."

References:

Incident 1: <https://www.thedrive.com/tech/29079/navya-shuttle-incidents-show-risks-of-even-a-low-speed-rush-to-autonomy>

Incident 2: <https://www.gtplanet.net/bad-first-day-navya-self-driving-shuttle-ends-involved-accident-semi/>

Incident 3: <https://www.cnet.com/roadshow/news/self-driving-startup-easy-mile-injury/>

Incident 4: <https://www.insauga.com/whitby-driverless-shuttle-bus-hits-a-tree-attendant-critically-injured/>

Incident 5: <https://www.theverge.com/2021/8/27/22644496/toyota-epalette-autonomous-shuttle-crash-halt-olympics>

Ohmio Standard Health and Safety Plan

This DRAFT Health and Safety Plan describes, at a high-level, the steps that will be undertaken to ensure the Health and Safety of all stakeholders involved with **X PROJECT NAME X** and how it will be managed during project implementation phase.

1. HEALTH AND SAFETY MANAGEMENT

Ohmio's sister company HMI Technologies has a Health and Management system in place that Ohmio adheres to. Health and Safety certification to ISO 45001:2018, environmental certification to ISO 14001:2015 and Quality certification to ISO 9001:2015. It engages an external consultant Bruce Gulley of OH&S Services to assist the company. This relationship has been in place since 2009.

In addition to the material provided in this document Ohmio has a suite of procedures. We have included:

- A risk assessment for the autonomous vehicle
- A hazard register utilized for sitework.
- Accident reporting forms
- Completed agreement.

Ohmio undertakes investigation of all minor and major near-miss or actual Incidents. All Incidents will be subject to a review to ascertain cause and to ensure appropriate actions are taken to prevent recurrence. The complexity of an Incident investigation will be determined by the severity of the potential consequence of an Incident, so that resources are directed towards high consequence Incidents. Ohmio categorizes Incidents by potential consequence for the purpose of reporting, notification, investigation, and approval of investigation findings:

- (a) Level 3 – Insignificant or Minor potential consequence.
- (b) Level 2 – Moderate or Major potential consequence; and
- (c) Level 1 – Severe or Catastrophic potential consequence.

If an Incident or non-compliance is a notifiable event, then reports must be provided to **CLIENT NAME**.

a. Alcohol And Drug Policy

Ohmio has a policy of zero tolerance of alcohol and illegal drug use. Alcohol and illegal drugs are not permitted when Ohmio performs the services or is on premises controlled or managed by the **CLIENT**. Ohmio prohibits any persons under the influence of alcohol or drugs from working on any projects carried out for or controlled or managed by **CLIENT**, regardless of their work location. Prescription and over-the-counter drugs may also affect a person's ability to work safely and Ohmio, in consultation with the **CLIENT**, will determine its policy in relation to prescription and over-the-counter drugs on a case-by-case basis.

All of Ohmio's personnel may be subject to alcohol and drug testing by an authorized testing officer of the **CLIENT** at any time whilst carrying out the services. Testing for the presence of alcohol and other drugs may be undertaken during the following occasions:

- (a) before performing duties (pre-sign on, primarily alcohol test);
- (b) during the performance of duties (random and reasonable cause); and
- (c) following any Incident.

Anyone that tests positive to alcohol or drug tests or who refuses an alcohol or drug test must be removed from the site and / or vehicle immediately, and the Port Authority will be notified immediately. Ohmio will take disciplinary action against a person associated with the services who breaches this policy of zero tolerance of alcohol and illegal drug use. Each individual that signs on / is present at the commencement of each shift will be declaring themselves to be free of alcohol and drugs.

b. Hazard Identification, Risk Assessment and Safety Features

In the process of deploying autonomous vehicles in **LOCATION**, ensuring safety is a paramount concern. To achieve this goal, a comprehensive hazard identification and risk assessment process is imperative. Below, we outline the methods employed to identify potential hazards in the parking lot, how we conduct a risk assessment, and how hazards are prioritized based on the assessment results.

1. Hazard Identification:

Identifying potential hazards begins with a systematic and diligent assessment of the parking lot environment. Several methods are employed to ensure a thorough evaluation:

- Site Inspection: A detailed physical inspection of the parking lot is carried out ahead of deployment to identify visible hazards such as uneven surfaces, obstacles, signage, and lighting issues. From our current inspections on site, we do not have any existing concerns.
- Stakeholder Input: Gathering input from various stakeholders including **CLIENT TEAM**, Ohmio Team, **OTHER INVOLVED DESIGN TEAMS** Staff including employees, safety officers, and maintenance personnel, helps in identifying hazards that may not be immediately apparent.
- Review of Historical Data: operational hours, Rush schedules, Past incidents, near-misses, or any safety-related issues associated with the **LOCATION** are reviewed to identify recurring or potential hazards.

2. Risk Assessment:

Following hazard identification, a risk assessment is conducted to evaluate the severity and likelihood of each identified hazard. This is done to gain a comprehensive understanding of the potential risks and their impact:

- Severity Assessment: The severity of a hazard is determined by evaluating the potential consequences or harm it can cause. Hazards are ranked on a scale from minor to catastrophic.
- Likelihood Assessment: The likelihood of a hazard occurring is assessed based on various factors such as frequency, exposure, and environmental conditions. Hazards are ranked on a scale from rare to frequent.
- Risk Calculation: Using the severity and likelihood assessments, a risk matrix is employed to calculate the risk level of each hazard. This matrix helps in categorizing risks as low, moderate, high, or extreme.

3. Prioritizing Hazards:

Prioritizing hazards is a crucial step to allocate resources efficiently and focus on mitigating the most critical risks. Hazards are prioritized based on their risk levels:

- **High-Risk Hazards:** Hazards with high or extreme risk levels are given immediate attention and resources for mitigation. These pose the most significant threats to safety and require urgent action.
- **Moderate-Risk Hazards:** Hazards with moderate risk levels are addressed next, focusing on reducing the likelihood and severity of potential incidents.
- **Low-Risk Hazards:** Hazards with low risk levels are monitored, and proactive measures are taken to prevent them from escalating into more significant risks.

The hazard identification and risk assessment process are dynamic and continuously updated as conditions change or new information becomes available. By systematically addressing potential hazards and prioritizing risks, we ensure a safe environment for the deployment of autonomous vehicles in **LOCATION** thereby safeguarding the well-being of all those involved and enhancing the success of our project.

Control Measures

In the interest of safety and wellbeing during the Ohmio LIFT Program at **LOCATION**, a robust set of control measures is paramount. These measures are designed to mitigate or eliminate identified hazards and ensure that the deployment of autonomous vehicles proceeds without compromising safety. The following key components are integral to our control measures:

a. **Engineering Controls:** Engineering controls encompass the physical modifications and technological enhancements implemented to minimize hazards in the parking lot environment. These include, but are not limited

- **Digital Rail tracks:** As part of our implementation, we will add digital tracks (guideways) that the Ohmio LIFT will track and follow.
- **Signage and Markings:** Clearly marked signage to allow the public to know of an ongoing process.
- **Sensor and Camera Systems:** Employing advanced sensor and camera technology on autonomous vehicles to detect and respond to obstacles or pedestrians in real-time.

b. **Administrative Controls:** Administrative controls are the organizational and procedural measures put in place to manage risks. These include:

- **Operating Procedures:** Implement our clear communication procedures for autonomous vehicle operators, emphasizing safety protocols and best practices.
- **Training and Certification:** Providing comprehensive training to our safety operators to ensure all personnel are well-versed in autonomous vehicle operation, safety, and emergency procedures.
- **Safety Guidelines:** Establishing guidelines for the use of personal protective equipment (PPE) when required, as well as specific rules for safe conduct within the parking lot environment.

c. Personal Protective Equipment (PPE) Requirements: PPE plays a critical role in ensuring the safety of personnel. Depending on the specific hazards identified, PPE requirements may include:

- High-Visibility Clothing: To enhance the visibility of operators and ground personnel, especially during autonomous vehicle operation. Also to identify Ohmio staff to the general public.

d. Autonomous Vehicle Safety Measures: Given the unique nature of autonomous vehicle deployment, specific measures are implemented to enhance safety:

- Emergency Stop Procedures: Clearly defined protocols for initiating an emergency stop, which operators are trained to execute in the event of a safety concern.
- Collision Avoidance Systems: Integration of advanced collision avoidance systems within autonomous vehicles to detect and respond to potential collisions, minimizing the risk of accidents.

Our commitment to health and safety extends beyond rhetoric to practical, tangible steps. These control measures are a testament to our dedication to preserving the safety of employees, operators, visitors, and the public during the Ohmio Autonomous Vehicle pilot. It is through these proactive measures and ongoing diligence that we aim to achieve a seamless, secure, and successful autonomous vehicle deployment in JFK's parking lot 9.

Vehicle Safety Measures

Risk	Description	Cause	Potential Hazard / Impact	Controls
Braking Systems	In order to bring the vehicle to a stop hydraulic braking systems are used	<ul style="list-style-type: none"> • Loss of braking ability 	<ul style="list-style-type: none"> • Serious harm • Damage to the vehicle • Damage to property 	<ul style="list-style-type: none"> • Vehicle is pre-set to travel no greater than 35 MPH. • On the proposed course, the vehicle will travel no faster than 15 MPH. • Multiple Independent braking systems
Manual Driving		<ul style="list-style-type: none"> • Lack of attention 	<ul style="list-style-type: none"> • Serious harm • Damage to the vehicle • Damage to property 	<ul style="list-style-type: none"> • Spotters will be external to vehicle to help guide the vehicle during manual operation
Auto Driving	There is a threat that the vehicle does not perform as intended	<ul style="list-style-type: none"> • Design issues • Weather • Signal interference • Cyber-attack • Door fails to open or close 	<ul style="list-style-type: none"> • Fatality • Reputational harm • The vehicle continues rolling at a speed of 5 KPH and does not stop. • Vehicle sporadically accelerates at a speed higher than 5 KPH. • The vehicle hits a person or surrounding infrastructure 	<ul style="list-style-type: none"> • Ohmio design engineers are experts in control technology. • The vehicle is extremely risk adverse with multiple redundant detection systems and designed to cease operation if something is on the track or is unexpected. • An experienced Engineer who developed the vehicle will be on board / nearby or remote monitor as an observer. If the vehicle fails to respond as it should, the controls will be manually overridden. • Safety operators conduct a briefing both about the vehicle and safety during operation for each journey, highlighting the manual emergency stop button • Testing in the environment before the demonstration commences. • Ohmio undertaking rigorous offsite testing. • Manual override • Any detected failures (even if they are false) will cause the vehicle to come to an immediate stop – the system is biased towards false positives rather than false negatives

GPS loss	There is a threat of GPS signal loss	<ul style="list-style-type: none"> The satellite is out of reach. The GPS antenna on the vehicle fails. Cyber-attack 	<ul style="list-style-type: none"> The vehicle stops. Reputational harm 	<ul style="list-style-type: none"> The GPS beacon has battery power in the event of signal failure. Ohmio are experts in GPS technology. Undertaking trials prior to the demonstration in the same area The vehicle is designed to stop in the event of GPS (less than 4) signal loss.
Cyber attack	There is a threat of cyber-attack	<ul style="list-style-type: none"> WAN Access from the vehicle becomes compromised 	<ul style="list-style-type: none"> Someone takes control of the vehicle 	<ul style="list-style-type: none"> Currently, there is no access from outside of the vehicle to the wider Internet. The only connection is to directly connect via an Ethernet cable from within the vehicle. Any irregularity is constantly checked for and in the event of any being found the vehicle will halt all operation. Chaperone will be always within / nearby the vehicle during operation and can override and disable the vehicle without controller input
Crush injuries	There is a threat of crush injuries while inside the vehicle	<ul style="list-style-type: none"> Unprotected mechanical functions People are encouraged to explore the vehicle inside of the vehicle and may get their hand trapped 	<ul style="list-style-type: none"> Permanent disability 	<ul style="list-style-type: none"> Audible warning that the doors are closing. Safety briefing Pressure sensors Onboard / nearby supervisor
Vehicle damage	There is a threat that the vehicle is damaged	<ul style="list-style-type: none"> Unexpected wind gusts A member of the public tries to gain access to the vehicle after hours. Vehicle is tagged 	<ul style="list-style-type: none"> Reputational damage Cost of repairs Stops the demonstration 	<ul style="list-style-type: none"> Vehicle insurance The vehicle is secured and locked overnight. Camera surveillance Vehicle stored in a highly lit space with no public access. Storage area is secure 24 / 7 Thorough pre-use check
Battery Failure	The vehicle makes use of Lithium Iron Phosphate batteries (LiPo4)	<ul style="list-style-type: none"> Blown fuse. Faulty battery Loose cabling 	<ul style="list-style-type: none"> Stops the demonstration 	<ul style="list-style-type: none"> Independent batteries supplying power to brakes allow brakes to activate even in the event of a loss of main system power. Loss of power to any section critical section of the vehicle will result in the brakes being applied and the vehicle coming to a stop

Risk	Description	Cause	Potential Hazard / Impact	Controls
Controller Failure	All electronic devices are prone to failure at some point	<ul style="list-style-type: none"> Loss of power Software failure Communication failure 	<ul style="list-style-type: none"> Serious harm Damage to the vehicle Damage to property The vehicle stops. Reputational harm 	<ul style="list-style-type: none"> Constant cross error checking. Any faults (even if they are incorrect) will result in the vehicle coming to a stop

Vehicle Speed	The vehicle will be in motion during the demonstration	<ul style="list-style-type: none"> Controller malfunction Manual driver inattention 	<ul style="list-style-type: none"> Serious harm Damage to the vehicle Damage to property Reputational harm 	<ul style="list-style-type: none"> Use of fixed ratio gearbox limiting maximum speed to 15 MPH Software limitations on both the motor controllers and main controller systems limiting speed to no more than 35 MPH Setting maximum requested speed to no more than 15 MPH
Charging	The vehicle runs on batteries that will need charging at multiple times during the demonstration	<ul style="list-style-type: none"> Tripping over cabling Electrical shock Overcharging batteries 	<ul style="list-style-type: none"> Serious harm Damage to vehicle 	<ul style="list-style-type: none"> Use approved charging devices to limit and monitor charging status. Cover loose / exposed cables. Use only tagged equipment

c. Site Specific Risks

Risk	Description	Cause	Potential Hazard / Impact	Controls
Charging	The vehicle runs on batteries that may need charging at multiple times during the demonstration	<ul style="list-style-type: none"> Tripping over cabling Electrical shock Overcharging batteries 	<ul style="list-style-type: none"> Serious harm Damage to vehicle 	<ul style="list-style-type: none"> Use approved charging devices to limit and monitor charging status. Cover loose / exposed cables. Use only tagged equipment
Media	Media may be present and in close proximity of the vehicle for the launch and the duration of the demonstration	<ul style="list-style-type: none"> Getting in the way of the operation of the vehicle 	<ul style="list-style-type: none"> Serious harm Damage to vehicle Damage to property Negative customer experience 	<ul style="list-style-type: none"> Safety briefing for all media Supervision Onboard sensors and obstacle detection systems
Weather	There is a threat of inclement weather during the demonstration	<ul style="list-style-type: none"> High wind Heavy rain Hail Toppling the vehicle Causing vehicle to go off track Buffeting of the vehicle 	<ul style="list-style-type: none"> Operation ceases Reputational harm Harm to occupants Negative customer experience Damage to vehicle 	<ul style="list-style-type: none"> Monitor National Weather Service information leading up to the day and on the day. Ohmio Safety Operator on the ground to determine whether to cease operations in the event of weather issues Reduce maximum speed to no more than 15 KPH Keep center of mass of vehicle extremely low
Falls	There is a threat that a passenger trips and falls when getting into or out of the vehicle	<ul style="list-style-type: none"> Multiple groups getting on and off the vehicle. Passengers getting distracted. Variability in passenger ability 	<ul style="list-style-type: none"> Medical treatment 	<ul style="list-style-type: none"> Safety briefing conducted by the Engineer on board / nearby the vehicle before it departs

d. Safe Work Method Statements

- All Ohmio staff directly involved in the delivery of the demonstration shall always wear appropriate and effective PPE including but not limited to Hi Visibility Vests an/or Uniforms.
- The use of portable earphone equipped music players when Ohmio is performing the services is prohibited.
- All incidents' accidents or injuries must be reported to the overall site safety supervisor as soon as they occur. Staff are to use discretion and if the situation is life threatening or dangerous to call 911 immediately and request emergency assistance.
- A medical kit will be present on site at all times located within the vehicle.
- Fire extinguishers will be present in every vehicle.
- There will be appropriate signage displayed for workers, visitors and riders.
- Ohmio is part of an ISO accredited organization – we take health and safety on work sites very seriously and Ohmio is fully aware of its obligations with respect to the OSHA requirements and is committed to providing a safe working environment for all its employees.
- In addition, Ohmio is committed to ensuring that any actions taken in pursuit of business shall have the minimum possible detrimental impact on the environment.
- In respect to emergency planning and response Ohmio complies with ISO 14001:2016 clause 8 as Ohmio maintains:
 - a list of emergency response personnel with contact details and a twenty-four (24) hour contact number.
 - the location of emergency response equipment and material safety data sheets.
 - details of emergency services including specialist environmental response organizations that may be required (e.g., emergency containment and clean up);
 - details of immediate containment measures to be implemented in the event of an emergency; and
 - clear communication strategy in the case of an emergency, including notification requirements to the Port Authority and relevant local authorities.

e. Technology Used in the Demonstration

The following technologies are being demonstrated at during the 4-month Pilot:

- GPS with correction for track following and distance management.
- LIDAR for device detection and collision avoidance
- Embedded systems controllers which provide the logic to drive / operate these machines.
- Machine to machine communications using radio frequencies in the free to air spectrum.

f. Incident Reporting Forms

I. Near Miss / Hazard Report Form

Name of Employee:	Date of Incident: / /
Site of Incident:	Time of Incident:
Name of any witness:	Job Number:
What Happened: (Describe the incident)	
<p>Are there any photos or videos available Yes No</p>	
How serious could it have been: (Describe the possible outcome(s) that could have happened)	
Corrective action: (What do you think should be done)	
Signed Name	Date
BELOW FOR OFFICE USE ONLY	
Corrective action undertaken:	
Signed Name	Date

II. Incident Report Form

Name of Employee:	Date of Incident: / /	
Site of Incident:	Time of Incident:	
Name of any witness:	Job Number:	
Part of Body Injured:		
Head	Neck	Back
Arm	Leg	Multiple Location
Systemic (Internal injuries)	Hand	Foot
Other		
What caused the physical injury		
Lifting	Heat	Repetitive task
Slip or Trip	Foreign body	Fall
Laceration	Being Hit by object	Object hitting me
Hazardous Substances	Biological	Pressure (explosion)
Entrapment in machine	Other	
What Happened: (Describe accident)		
Signed Name	Date	
Severity of Accident <i>(For Office Use)</i>		
Was the Incident only minor and no accident investigation completed		
Yes	No	
Was the accident Serious Harm		
	Yes	No
Were emergency response notified		
	Yes	No
Did the person require <i>(For Office Use)</i>		
First aid	Medical treatment (doctor/physio)	Time off work
Medical treatment <i>(For Office Use)</i>		
Did the person go to the Doctor or Physio		
	Yes	No
Did the Company receive		
	ACC 45	ACC 18

III. Incident Investigation Form

(To Be Filled Out in Conjunction with Incident Report Form)

Type of Incident	Accident	Incident	Near Miss
Name of Employee:		Date of Incident:	
Place of Incident:		Time of Incident:	
Location of Incident on Site: (Eg at Spray Booth)			
Equipment involved			
What Happened: (Eg Add to incident report if necessary)			
Issues			
Training Issues			
Photos or Diagrams:			
What errors (root causes) caused the incident: (Suggest at least 3 errors)			
How bad could it have been: <input type="checkbox"/> Very Serious <input type="checkbox"/> Serious <input type="checkbox"/> Minor		How often does activity occur? <input type="checkbox"/> Often <input type="checkbox"/> Occasional <input type="checkbox"/> Rare	
Was a critical hazard involved:		Yes: <input type="checkbox"/>	No? <input type="checkbox"/>
Does the hazard/risk register need to be updated:		Yes: <input type="checkbox"/>	No: <input type="checkbox"/>

Action taken after incident

What action could be taken to avoid the Incident Recurring:

Action to be Taken:

From the ideas above and other discussions

Corrective Actions	By Whom	BY When	Completed

Signed (investigator)..... Date.....
 Name

Form referred to:
 H&S Meeting H&S Representative
 Manager

Action Completed:

Date: / / Signed (Manager):

f. Responsibilities and Roles

The initial team will consist of 5 key members listed below:

Name	Title and Role
TO BE COMPLETED WHEN PROJECT IS SELECTED	

Emergency Response Plan

At Ohmio, we place the utmost importance on the safety and well-being of all individuals involved in our Autonomous Vehicle pilot. This Emergency Response Plan outlines the procedures for responding to emergencies, accidents, and incidents that may arise during the pilot, specifies the roles and responsibilities of personnel, and provides essential contact information for emergency services and medical facilities.

Procedures for Responding to Emergencies, Accidents, and Incidents

a. Immediate Actions:

- In the event of an emergency, accident, or incident, the safety of individuals is the top priority.
- Autonomous vehicle operators are trained to initiate an emergency stop procedure.
- If necessary, activate the emergency stop button within the autonomous vehicle to halt its movement.

b. Assessment and Reporting:

- Notify the project manager and the safety officer immediately.
- Autonomous vehicle operators and ground personnel should assess the situation and determine if any immediate hazards exist.
- Operators must report the incident details to the project manager, including location, description of the incident, and any injuries sustained.

c. Evacuation:

- If evacuation is necessary, operators and ground personnel should assist occupants of the parking lot to a designated safe assembly area.
- Maintain a safe distance from the incident site and await further instructions.

d. First Aid:

- Designated first aid personnel will provide immediate first aid to any injured parties.

- Ensure that first aid kits are available and accessible in multiple locations within the parking lot.

e. Response to Fires:

- If a fire occurs, operators and ground personnel should follow fire safety protocols, including evacuation and using fire extinguishers if it is safe to do so.

Roles and Responsibilities During Emergency Situations

a. Project Manager:

- The project manager is responsible for overall coordination of the emergency response.
- Notify emergency services if necessary and direct resources as needed.

b. Safety Officer:

- The safety officer is responsible for ensuring that safety protocols are followed during the response.
- Assists the project manager in coordinating the response.

c. Autonomous Vehicle Operators:

- Autonomous vehicle operators are trained to execute emergency stop procedures.
- Provide information on the incident to the project manager and safety officer.

d. First Aid Personnel:

- Designated first aid personnel will be called provide immediate medical assistance (if necessary).
- Follow established first aid procedures.

4. Contact Information for Emergency Services and Medical Facilities

- In case of an emergency requiring immediate medical assistance, call 911 or the appropriate emergency services number.
- The nearest medical facility for urgent medical care is [Provide the name, address, and contact information of the facility].
- Designated contact persons within the organization for emergency services are [List names and phone numbers of contacts].
- Contact information for the project manager and safety officer is [List names and phone numbers].

This Emergency Response Plan is designed to safeguard the well-being of all involved in our Autonomous Vehicle pilot. Regular training and drills will be conducted to ensure the readiness of personnel in responding to emergencies. We are committed to proactive safety measures, and this plan is a reflection of that commitment.

Communication and Reporting Plan

Effective Date: [Date]

1. Introduction

Effective communication and reporting of safety-related matters are fundamental to maintaining a safe environment during the Ohmio Autonomous Vehicle pilot. This plan outlines the protocol for communication, reporting, and the procedure for investigating and documenting incidents, near misses, and accidents.

2. Communication Protocol for Project-Related Safety Matters

a. Internal Communication:

- Safety matters and concerns should be communicated within the organization through the following channels:
 - Autonomous vehicle operators to their immediate supervisors.
 - Supervisors to the safety officer and project manager.
 - Safety officer to the project manager.

b. External Communication:

- In the event of an incident that affects external stakeholders, such as the public or authorities, the project manager will be the primary point of contact for external communication.

3. Reporting Incidents, Near Misses, and Accidents

a. Definition:

- **Incident:** Any unplanned event, even if no harm was caused, that may have resulted in injury, damage, or disruption to operations.
- **Near Miss:** A situation where an accident or incident could have occurred but was narrowly avoided.
- **Accident:** An event that results in harm, injury, or damage.

b. Reporting Procedure:

- All incidents, near misses, and accidents must be reported as soon as possible.
- Autonomous vehicle operators and ground personnel are responsible for reporting the event to their immediate supervisor.
- The supervisor must immediately notify the safety officer and project manager.
- Detailed incident reports must be submitted by involved personnel using the provided reporting forms.

I. Near Miss / Hazard Report Form

Name of Employee:	Date of Incident: / /
Site of Incident:	Time of Incident:
Name of any witness:	Job Number:
What Happened: (Describe the incident)	
<p>Are there any photos or videos available Yes No</p>	
How serious could it have been: (Describe the possible outcome(s) that could have happened)	
Corrective action: (What do you think should be done)	
Signed Name	Date
BELOW FOR OFFICE USE ONLY	
Corrective action undertaken:	
Signed Name	Date

II. Incident Report Form

Name of Employee:	Date of Incident: / /	
Site of Incident:	Time of Incident:	
Name of any witness:	Job Number:	
Part of Body Injured:		
Head	Neck	Back
Arm	Leg	Multiple Location
Systemic (Internal injuries)	Hand	Foot
Other		
What caused the physical injury		
Lifting	Heat	Repetitive task
Slip or Trip	Foreign body	Fall
Laceration	Being Hit by object	Object hitting me
Hazardous Substances	Biological	Pressure (explosion)
Entrapment in machine	Other	
What Happened: (Describe accident)		
Signed Name	Date	
Severity of Accident <i>(For Office Use)</i>		
Was the Incident only minor and no accident investigation completed		
Yes	No	
Was the accident Serious Harm		
	Yes	No
Were emergency response notified		
	Yes	No
Did the person require <i>(For Office Use)</i>		
First aid	Medical treatment (doctor/physio)	Time off work
Medical treatment <i>(For Office Use)</i>		
Did the person go to the Doctor or Physio		
	Yes	No
Did the Company receive		
	ACC 45	ACC 18

III. Incident Investigation Form

(To Be Filled Out in Conjunction with Incident Report Form)

Type of Incident	Accident	Incident	Near Miss
Name of Employee:		Date of Incident:	
Place of Incident:		Time of Incident:	
Location of Incident on Site: (Eg at Spray Booth)			
Equipment involved			
What Happened: (Eg Add to incident report if necessary)			
Issues			
Training issues			
Photos or Diagrams:			
What errors (root causes) caused the incident: (Suggest at least 3 errors)			
How bad could it have been: <input type="checkbox"/> Very Serious <input type="checkbox"/> Serious <input type="checkbox"/> Minor		How often does activity occur? <input type="checkbox"/> Often <input type="checkbox"/> Occasional <input type="checkbox"/> Rare	
Was a critical hazard involved:		<input type="checkbox"/> Yes: <input type="checkbox"/> No?	
Does the hazard/risk register need to be updated:		<input type="checkbox"/> Yes: <input type="checkbox"/> No:	

Action taken after incident			
What action could be taken to avoid the Incident Recurring:			
Action to be Taken:			
From the ideas above and other discussions			
Corrective Actions	By Whom	BY When	Completed
Signed (investigator)..... Date.....			
Name			
Form referred to:			
H&S Meeting	<input type="checkbox"/>	H&S Representative	<input type="checkbox"/>
Manager	<input type="checkbox"/>		<input type="checkbox"/>
Action Completed:			
Date: / / Signed (Manager):			

5. Review and Continuous Improvement

All incident reports and investigation findings will be analyzed regularly to identify trends and areas for improvement. Corrective actions will be implemented to prevent the recurrence of similar incidents.

Effective communication and reporting are essential components of our commitment to safety. By following this plan, we can promptly address safety concerns, take necessary corrective actions, and continuously improve the safety measures in place during the Ohmio Autonomous Vehicle pilot.

Site Safety

Ensuring the safety of the parking lot environment during the Ohmio Autonomous Vehicle pilot extends beyond internal safety measures; it encompasses a responsibility to inform and protect the public as well. We recognize the importance of addressing specific safety considerations and implementing safety measures that safeguard all those within or near the operational area of autonomous vehicles.

a. Signage for Public Awareness:

Public awareness is paramount when introducing autonomous shuttles to the parking lot. To inform and protect the public, we will place clear and visible signage in and around the parking lot:

- **Operating Hours:** Signage will prominently display the times during which autonomous shuttles will be in operation. This information is vital to ensure that pedestrians and other road users are aware of the shuttle's presence during active hours.
- **Safe Crosswalks:** We will designate safe pedestrian zones and clearly mark crosswalks to guide pedestrians safely across the vehicle's path.
- **Vehicle Exclusion Areas:** Signage will clearly demarcate areas that are off-limits to both pedestrians and traditional vehicles, ensuring a safe operational space for autonomous shuttles.
- **Safety Guidelines:** Information boards will provide safety guidelines for pedestrians, including how to interact with autonomous vehicles and the importance of adhering to traffic regulations.

b. Safe Pedestrian Zones:

We will establish designated safe pedestrian zones within the parking lot. These areas will be marked and well-lit, providing clear paths for pedestrians to follow and ensuring their safety. Autonomous vehicles will be programmed to slow down and exercise extra caution in these zones.

- **Right-of-Way Rules:** Specific right-of-way rules will be established to prevent conflicts between autonomous shuttles and pedestrians. In general, an pedestrian who is in guideway of the Ohmio LIFT will have the right of way. This is also true for cars and other moving obstacles.

By addressing these site safety considerations and implementing the specified measures, we aim to create a safe and predictable environment within the parking lot. The visible signage and safe pedestrian zones will not only enhance safety but also promote public confidence in the operation of autonomous shuttles, fostering a secure coexistence of technology and pedestrians.