

What our traffic telematics solutions contribute to millions of road users?

Annual report on fiscal year 2008/09.

Market.

Road traffic telematics market

Kapsch TrafficCom currently addresses both the market for tolling systems as well as the intelligent transportation systems (ITS) market within the road traffic telematics market.

Tolling systems

The tolling market is basically segmented according to the methods used for road user charging (RUC), the number of lanes allowed for the collection of tolls and the technology as well as the technology standard applied in the tolling system.

Three main methods for road user charging (RUC) currently exist: manual toll collection, automatic toll collection, and electronic toll collection (ETC).

Single-lane ETC systems or multi-lane free-flow (MLFF) ETC systems allow for the collection of tolls from vehicles equipped with an on-board unit (OBU) when driving through specifically designated lanes at toll plazas without requiring the vehicle to stop. Tolling data is processed electronically through communication between a transceiver and the transponder (OBU).

There are three main technologies used for road user charging worldwide: dedicated short-range communication (DSRC), vehicle positioning systems (VPS) and automatic number plate recognition (ANPR) technology.

For DSRC-based systems, both the European CEN (Comité Européen de Normalisation) TC 278 Standard as well as the international ISO standard for electronic toll collection exist among others.

Intelligent transportation systems (ITS)

ITS – Intelligent Transportation Systems – cover a broad range of technical solutions intended to enhance transportation by improving mobility and increasing safety in road traffic. Telematics – the combination of telecommunications and informatics – utilizes state-of-the-art technologies to address transportation needs.

Kapsch TrafficCom provides a comprehensive portfolio including incident detection systems, traffic sensors as well as the telematics platform – a modular software system for implementing secondary telematics applications in the fields of traffic planning, traffic management, safety&security, end-user services as well as various industry solutions on basis of ETC systems.

ITS and telematic solutions help to improve safety on roads, support efficiency in the use of the existing infrastructure and contribute toward reducing environmental pollution by controlling traffic flows and managing traffic volume.

Market Drivers in the road traffic telematics market.

Kapsch TrafficCom believes that the main drivers in the road traffic telematics market primarily include the funding of road infrastructure projects, the reduction of congestion, the reduction of environmental pollution and the reduction of road accidents.

Funding of infrastructure projects. The growth in the number of vehicles requires additional financing to construct new and maintain existing roads. Tolling offers a constant source of financing and thus helps governments in providing financing required for infrastructure projects. Efficient tolling systems, in particular electronic toll collection (ETC) systems, offer a significant, constant and sustainable source of additional funds for governments, public authorities and concessionaires, which can be used for the expansion and maintenance of road infrastructures. Such ETC systems may apply either to selected (mostly highways) up to all classes of roads (all-road tolling) as well as to selected (mostly heavy and light commercial vehicles) up to all classes of vehicles (all-vehicle tolling).

Reduction of congestion. Road user charging is largely perceived as an effective solution for reducing high levels of congestion particularly in metropolitan areas, as paying for road usage encourages carpooling or the use of public transportation, or to better allocate traffic over time.

Reduction of environmental pollution. Efforts to reduce environmental pollution have become a market driver for the introduction of road user charging systems. Such systems encourage reduced or modified vehicle usage and reduce the need to further expand the road network, resulting in reduced emissions and levels of pollution. Increases in tolls further encourage carpooling and the use of public transportation, and better allocate traffic over time. Increases in traffic and urban congestion necessarily result in higher levels of pollution of the air and noise. Efficient tolling systems, in particular electronic toll collection (ETC) systems have a demonstrated ability to reduce environmental pollution and emissions of carbon dioxide by reducing congestion at toll plazas and not interfering with the traffic flow. City charging/tolling systems also reduce the levels of congestion and environmental pollution.

Reduction of road accidents. Traffic management systems are particularly expected to increase the probability to survive accidents and to decrease accident rates.

Our primary objective is to enhance our position as a leading international supplier of innovative road traffic telematics solutions and as a provider of commercial operation services by focusing on the principal strategies set forth below:

- Exploit new and further market opportunities
- Permanently targeting for technological leadership
- Expand our position as a commercial operator

Four main market drivers in the road traffic telematics market

Funding of infrastructure projects

Reduction of congestion

Reduction of environment pollution

Reduction of road accidents

Business strategy of Kapsch TrafficCom

Product and service portfolio.

ETC systems generally consist of three main subsystems



Tolling systems



On-board units (OBU)



Enforcement system



"Kapsch Area" OBU

Electronic toll collection (ETC) systems generally consist of three main subsystems: tolling system, enforcement system and central system.

Tolling systems. Kapsch TrafficCom develops, integrates, implements, services and maintains road user charging systems and focuses on electronic toll collection (ETC) systems, in particular for the multi-lane free-flow (MLFF) of the traffic, but also supplies single-lane ETC systems. In addition, the company supplies video-based automatic number plate recognition (ANPR) technology and manual and automatic toll collection systems.

Such systems can be nationwide truck tolling systems, like in Switzerland, Austria and the Czech Republic, as well as for road sections and for urban environments (city charging/tolling systems).

As part of ETC systems, Kapsch TrafficCom develops, integrates, implements, services and maintains enforcement systems and central systems.

Our current systems are based on microwave DSRC technology at a 5.8 GHz frequency. We design and develop the majority of the core technology (hardware and software) specifically created for our ETC applications and for electronic access systems as well as for vehicle identification and classification systems. Our roadside equipment (transceivers and other infrastructure equipment) and our OBUs are compliant with the current European CEN TC 278 standard for DSRC as well as with the international ISO standard for electronic toll collection.

In certain projects, we combine our own components with products from third-party suppliers to provide solutions tailored to specific project requirements.

In addition to the core microwave DSRC-based ETC systems, we offer "Kapsch Area", a hybrid system combining the advantages of DSRC-based technologies with the advantages of satellite-based technology. In "Kapsch Area", we use an OBU comprising both a DSRC and a GPS/GSM interface. The "Kapsch Area" OBU can be installed easily on the windscreen of the vehicle without any professional help. "Kapsch Area" uses microwave technology on highways and GPS/GSM for the lower level street network thereby facilitating all-road tolling.

Components sales. Besides the delivery of systems, we also supply components independently from the entire systems to system integrators and road operators. The component supplies primarily include on-board units (OBUs), roadside infrastructure (such as transceivers), video cameras, and enforcement systems. Components are either manufactured by our subsidiary Kapsch Components KG in Vienna specializing in the production of core technology for ETC systems and electronic access systems or produced for us by third parties.

Operation. In many projects we are also responsible for the technical operation and maintenance of the system. Since 2005, we have also been offering commercial operation (such as the nationwide truck tolling system in the Czech Republic where we provide services in connection with the commercial operation).

Commercial operation services include the entire logistics of distributing OBUs, transaction processing, which deals with maintaining customer accounts, booking toll transactions and customer payments to the accounts, payment processing, handling customer inquiries and manual post-processing.

The commercial operation services utilize the central system, which we develop and implement through our subsidiary Kapsch TrafficCom Argentina S.A. We offer commercial operation services through our subsidiary Kapsch Telematic Services GmbH (KTS) and through KTS's local subsidiaries.

Urban traffic solutions. We develop, integrate, implement, service and maintain urban traffic solutions, such as city charging/tolling systems, on-street parking systems as well as electronic access systems and charging systems for off-street parking areas.

Traffic surveillance. We develop, design and supply road traffic management systems, including traffic safety and traffic security systems as well as traffic control systems. Our product portfolio includes vehicle identification and classification systems, hazardous goods management, video surveillance, congestion warning and vehicle, person and object tracking.

Others. Through our subsidiary Kapsch Components KG, we also provide engineering solutions, electronic manufacturing and logistics services to affiliated entities and third-party customers.



Components sales



Operation



Urban traffic solutions



Traffic surveillance

Business Segments.

Kapsch TrafficCom categorizes its business into three segments



Road Solution Projects (RSP)

Kapsch TrafficCom categorizes its business into three segments. Road Solution Projects (RSP), Services, System Extensions, Components Sales (SEC), and Others (OTH).

Road Solution Projects (RSP). This segment shows projects with an aggregate volume in excess of EUR 3 million each including tolling systems and certain larger urban traffic solution and traffic surveillance systems. Generally, such systems are or will be awarded in tender processes by public authorities or private sector concessionaires. The tolling systems range from road section to nationwide tolling systems. In our RSP segment, we offer the development, design, integration and implementation of tolling and other road traffic telematics systems thereby covering the entire value chain. The RSP segment is subject to one-time effects from the realization of new projects.

The RSP segment shows a significant volatility in revenues and operating results from period to period resulting from the preparation for, the commencement and the subsequent installation phase of individual projects. The project nature of this segment results in significant fluctuations in revenues, cost of materials and other production services, staff costs as well as other operating expense and, in certain projects (such as the nationwide electronic truck tolling system in the Czech Republic), project financing costs.



Services, System Extensions,
Components Sales (SEC)

Services, System Extensions, Components Sales (SEC). Once a system is implemented, we are typically responsible for the technical operation and maintenance of the system. In addition, we supply supplemental equipment and components (such as OBUs and transceivers) for the extension as well as for the upgrade (such as the upgrade of manual to automatic toll collection) of existing systems. Phase II of the nationwide electronic truck tolling system in the Czech Republic has been recorded in the RSP segment. Since 2005, we also offer commercial operation of systems with all such activities resulting in recurring revenues being recorded in the SEC segment.

The SEC segment also includes projects of a smaller scale with an aggregate volume of less than EUR 3 million that are often not awarded pursuant to tender processes.



Our business in this segment is characterized by relatively stable revenue streams over a certain period, since these services are provided mainly based on medium- or long-term service and framework agreements. We expect to generate a continuous stream of revenues in this segment going forward through the services we offer in connection with the services rendered for the commercial operation of the nationwide electronic truck tolling system in the Czech Republic.

Others (OTH): The Others segment includes our non-core business activities conducted by our subsidiary Kapsch Components KG. In this segment, we offer engineering solutions, electronic manufacturing and logistics services to affiliated entities and third parties.

Total revenues in the fiscal year 2008/09 were EUR 200.3 million, an increase by 8 % compared to the previous fiscal year (fiscal year 2007/08: EUR 185.7 million, fiscal year 2006/07: EUR 198.6 million).

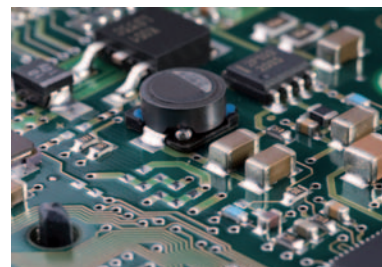
Revenues generated by the Road Solution Projects (RSP) segment in the fiscal year 2008/09 were EUR 56.8 million, an increase of 21 % compared to the previous fiscal year (fiscal year 2007/08: EUR 47.0 million, fiscal year 2006/07: EUR 105.0 million). Top three markets in the RSP segment were the Czech Republic with EUR 40.5 million (or 66.4 %) as well as New Zealand with EUR 5.7 million (or 10.0 %) and Chile with EUR 4.8 million (or 8.5 %).

Revenues generated by the Services, System Extensions, Components Sales (SEC) segment in the fiscal year 2008/09 were EUR 135.6 million, an increase of 5 % compared to the previous fiscal year (fiscal year 2007/08: EUR 128.8 million, fiscal year 2006/07: EUR 80.6 million). Top three markets in SEC segment were the Czech Republic with EUR 53.7 million (or 41.7 %), Austria with EUR 30.7 million (or 22.6 %) and Australia with EUR 12.4 million (or 9.1 %).

Revenues generated by the Others (OTH) segment in the fiscal year 2008/09 were EUR 8.0 million, a decrease by 20 % compared to the previous fiscal year (fiscal year 2007/08: EUR 10.0 million, fiscal year 2006/07: EUR 13.0 million).

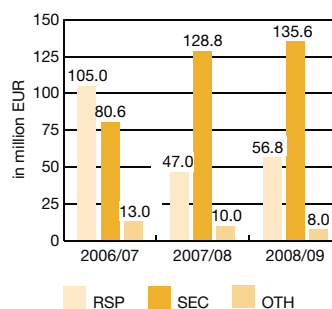
By geographic region, in the fiscal year 2008/09 70 % of revenues or EUR 139.3 million was generated in Central & Eastern Europe (incl. Austria), EUR 21.3 million (or 11 %) in Western Europe and EUR 14.0 million (or 7 %) in the Americas. EUR 25.6 million or 12 % of revenues were contributed by the rest of world.

By country, in the fiscal year 2008/09 47.0 % of revenues or EUR 94.2 million was generated in the Czech Republic, EUR 37.8 million (or 18.9 %) in Austria, EUR 16.9 million (or 8.4 %) in Australia, EUR 11.9 million (or 5.9 %) in Chile and EUR 39.5 million (or 19.7 %) were contributed by the rest of world.

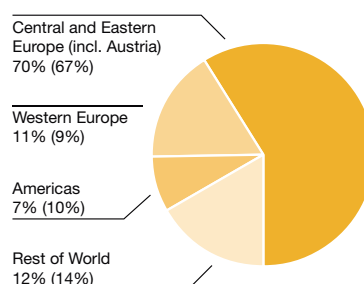


Others (OTH)

Revenues by Segment



Revenues by Region 2008/09 (2007/08)



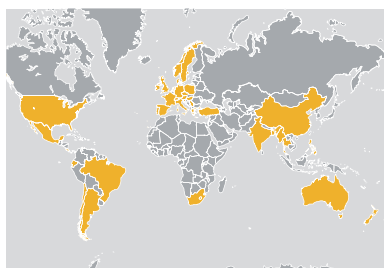
Projects and Customers.

Major tolling projects are generally awarded on the basis of tender processes

Major tolling projects (i.e., tolling projects with a volume in excess of EUR 3.0 million) and certain larger urban traffic and traffic surveillance projects are generally awarded on the basis of tender processes involving a number of bidders. The tender procedures for tolling projects do not follow one single pattern, but vary significantly depending on type and size of the project, the road concessionaire or public authority issuing the invitation to tender and the geographical region.

The timing of completion of a project is very much dependent on its size and type. For instance, the installation of a nationwide system may take approximately nine to fifteen months (completion of phase I of the nationwide electronic Czech truck tolling system took approximately nine months whereas the roll-out of the nationwide Austrian truck tolling system took approximately fifteen months).

Markets and customers



More than 220 references in 36 countries

Kapsch TrafficCom offers road traffic telematics systems, products and services to customers in all five continents. Our principal customers are public authorities and private sector concessionaires. Certain components, systems and solutions are also offered to system integrators.

In the past years, the company has completed three out of five nationwide tolling projects tendered in Europe, either as general contractor or as supplier of infrastructure. With more than 220 installed tolling systems in 36 countries and with more than 14 million on-board units and nearly 12,000 equipped lanes, Kapsch TrafficCom has positioned itself among the leading suppliers of ETC systems worldwide.

Currently, our most important projects and customers are:

Nationwide truck tolling system in the Czech Republic. Following a public tender conducted by the Czech Ministry of Transport, in March 2006 a consortium led by Kapsch TrafficCom AG was contracted as general contractor for the implementation of a nationwide DSRC-based MLFF ETC system for trucks in the Czech Republic and services in connection with the commercial operation of such system.



Nationwide truck tolling system in the Czech Republic

The completion schedule for the installation of the system is divided into two phases: Phase I comprises an ETC system covering approximately 1,000 km of motorways and freeways and has been in operation since 1 January 2007, the date agreed with the customer. Phase II comprises in particular the extension of the system to another approximately 1,000 km of future motorways, the construction or extension of which is scheduled to begin by the end of 2017. The services in connection with the technical and commercial operation of the system are provided through a Czech subsidiary. Until 31 March 2009, approximately 1,700 lanes were equipped and approximately 700,000 OBUs

were supplied and the project generated revenues of EUR 278.5 million EUR, thereof EUR 94.2 in the fiscal year 2008/09.

Nationwide truck tolling system in Austria. The nationwide MLFF ETC system for trucks in Austria commenced operation on 1 January 2004. In our capacity as general contractor, we were responsible for the design of the overall system concept, development and manufacture of the transponders (OBUs), the roadside infrastructure equipment (transceivers), the development of the system application software, system integration, implementation and commissioning, coordination of sub-suppliers and project roll-out. Until 31 March 2009, more than 3,500 lanes were equipped and approximately 1 million OBUs were supplied and the project generated revenues of EUR 367.5 million EUR, thereof EUR 30.5 million in the fiscal year 2008/09.

Projects in Santiago de Chile (Costanera Norte, Autopista Central and Vespucio Norte Express). Kapsch TrafficCom implemented a MLFF ETC system in connection with three highway tolling projects in Santiago de Chile so far and delivered the equipment for vehicle detection and classification (VDC) as well as for vehicle registration (VDR). These projects were awarded by the respective road concessionaires. All three ETC systems have already commenced operation. Until 31 March 2009, approximately 260 lanes were equipped and approximately 1.3 million OBUs were supplied. The project generated revenues of EUR 104.8 million EUR, thereof EUR 11.9 million in the fiscal year 2008/09.

Projects in Australia (Melbourne City Link, Western Sydney City Orbital and Eastlink in Melbourne). In 1999, Kapsch TrafficCom implemented the world's first MLFF ETC system for an urban motorway on Australia's largest municipal highway in Melbourne and delivered the equipment for vehicle detection and classification (VDC) as well as for vehicle registration (VDR). The project was awarded by the road concessionaire. In January 2006, the MLFF ETC system and equipment for vehicle detection and classification (VDC) as well as for vehicle registration (VDR) on the Western Sydney City Orbital commenced commercial operation. The project was awarded by the Transurban Infrastructure Development Pty. Ltd. In July 2005, Kapsch TrafficCom was awarded the Eastlink project in Melbourne. In connection with this project, the company delivered a MLFF ETC system and the equipment for vehicle detection and classification (VDC) as well as for vehicle registration (VDR). Until 31 March 2009, approximately 350 lanes were equipped and approximately 4.5 million OBUs were supplied. The projects generated revenues of EUR 118.8 million EUR, thereof EUR 16.9 million in the fiscal year 2008/09.

Project in New Zealand. New Zealand has decided to implement its first ETC system in 2008. Kapsch TrafficCom New Zealand Ltd. has been contracted to implement a MLFF ETC system. Until 31 March 2009, the project generated revenues of EUR 5.7 million EUR.



Nationwide truck tolling system in Austria



Projects in Santiago de Chile



Projects in Australia and New Zealand

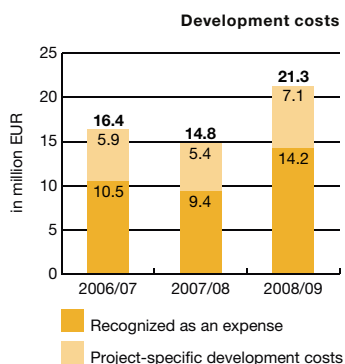
Research and Development.

Competence centers in Austria, Sweden, Argentina and U.S.A.

Kapsch TrafficCom has a network of research and development centers in Vienna (Austria), Jönköping (Sweden), Buenos Aires (Argentina) and Carlsbad (California, U.S.A.). The development centers are organized as competence centers. Research and development activities are being coordinated from the headquarters in Vienna. As of 31 March 2009, Kapsch Traffic Com employed approximately 210 research and development engineers in the research and development activities, including project management for research projects, quality assurance and testing, documentation and certification.

Research and development are a high priority

Research and development activities and in particular the knowledge on as well as the application of newest technologies based on national and international standards, are a high priority for Kapsch TrafficCom in light of its strategic objectives. Successful applied research and development is the foundation for the constant improvement of existing products and systems and the continuous reduction of production, installation, operations and maintenance costs, all of which are essential for maintaining our technological and competitive advantage.



Due to the fact that the competence centers cover all parts of the value chain from components to entire tolling systems and their interoperability, Kapsch TrafficCom largely focuses its activities on new and innovative applications and applied research and development for all kinds of road telematics.

In the fiscal year 2008/09 approximately 33 % of the research and development activities were customer specific; the remaining 67 % were generic.

The research and development activities are supplemented in some areas by joint projects and close collaborations with universities, public and private institutions and research and technology companies.

Research and development costs for the fiscal year 2008/09 amounted to EUR 21.3 million (fiscal year 2007/08: EUR 14.8 million).

Innovation and Quality.

We view our mission as consistently creating competitive advantages and benefits for our customers and partners while ensuring that we live up to our responsibility with regard to the environment. Our objective is global leadership in quality and innovation for traffic telematic solutions.

Kapsch TrafficCom wins over and retains customer confidence through a keen focus on customer requirements. Kapsch TrafficCom intends to achieve long-term partnerships with satisfied customers through optimized services. Kapsch TrafficCom is committed to a permanent and integrated innovation process that lives up to its market position as a leading European innovator and secures this position over the long term.

Kapsch TrafficCom seeks a leading role in the international benchmark of innovative companies. Within the “Best Innovator” award initiated by the consultant firm A. T. Kearney, with over 400 leading companies having participated so far, Kapsch TrafficCom succeeded in the categories “Innovation strategy” as well as “Innovation process” and was awarded overall winner of the “Best Innovator 2008” campaign in Austria.

The quality processes of Kapsch TrafficCom are based on ISO 9001 and fulfil the requirements of the V-Model, a project management method for the identification of an improvement requirement originally coming from the IT. The company follows an integrated management system for Health & Safety, Security, Environment and Quality (HSSEQ), with quality certified according to ISO 9001, environment certified according to ISO 14001 and health & safety certified according to OHSAS 18001. Kapsch TrafficCom is also certified for IT-Service-Management according to ISO 20000. All processes are documented in line with the norms and frequently audited.

An internal forum has been created within the improvement process for employees to actively contribute improvement suggestions. If feasible, these are implemented and premiums are awarded.

Innovation



Quality

Employees.

The table below sets forth the allocation of employees within the Kapsch TrafficCom Group, each as of 31 March 2009, 2008 and 2007:

Number and allocation of employees

Number of employees	31 March 2009	31 March 2008	31 March 2007
Breakdown by function			
Road traffic telematics	785	647	553
Manufacturing and logistics (Kapsch Components KG)	161	177	221
Total by function	946	824	774
Breakdown by region			
Europe:			
Austria	519	497	475
Sweden	110	97	89
Western Europe	10	1	0
Central and Eastern Europe (excluding Austria)	148	128	108
Latin America	112	80	94
Asia and Africa	14	12	2
Australia and New Zealand	10	9	6
U.S.A.	23	0	0
Total by region	946	824	774

The average number of employees in the Kapsch TrafficCom Group in the fiscal year 2008/09 was 898, a 13.5 % increase against an average of 791 in the fiscal year 2007/08. As of 31 March 2009, 946 employees (884 salaried and 62 non-salaried) were employed.

Corporate culture and values

Our management believes that the core corporate values – dynamism, respect, responsibility, family, discipline, performance, transparency and freedom – contribute to a good working environment.

Certain contributions are paid to an external pension fund for employees of Group entities in Austria under a defined contribution scheme, depending on the individual employee's income and the return on sales of the entity.

Employee profit participation

Kapsch TrafficCom is aware of the employees' contribution to its success and expresses this through an employee profit participation plan in which its employees participate in the profit of the Kapsch TrafficCom Group as a whole. The Kapsch TrafficCom Group rewards the commitment of its employees with a 5 % share in profit. Country-specific upper limits have been established to ensure that distribution is on par with purchasing power.

Social and cultural commitment.

In a firm awareness of its corporate social responsibility, the Kapsch Group – organized through Kapsch AG – supports a wide range of art and cultural organizations and projects, selected educational initiatives and social activities.

Music. A key element of this commitment covers sponsoring activities related to the Vienna Concert Hall (*Wiener Konzerthaus*). This cultural institution has an excellent reputation far beyond Austria's borders. Kapsch has been the main sponsor of the Vienna Concert Hall since 1992. The “Modern Vienna” festival – one of the world's best known festivals of contemporary music – has been supported by Kapsch since its launch in 1989.

Visual arts. Promoting less known artists is of particular concern to the Kapsch Group. Young domestic and international artists in particular are supported time and again by sponsorship campaigns. One example is the photo calendar in the “Art, Culture and Communication” series that Kapsch has supported since 1994. The calendar is presented annually in late fall in a private exhibition.

Sports. In the past year, Kapsch supported the sailor Norbert Sedlacek in the Vendée Globe 2008 regatta as partner and sponsor.

Educational institutions. As a company that is driven by technology and innovation, we are constantly interested in establishing contacts with the best talent in engineering at the earliest stage possible. For this reason, Kapsch TrafficCom decided seven years ago to start an extensive Gold Partnership with the Vienna Technical University (*Technikum Wien*). Since 2005, the Kapsch Group has also supported “*Universitäre Gründerservice Wien GmbH*” which aims to support and accompany young entrepreneurs to implement ideas relating to key business concepts.

Social projects. Kapsch TrafficCom takes pride in supporting selected social projects at home and abroad. Examples of the numerous projects include CliniClowns, St. Anna Children's Hospital and “wings for handicapped”, as projects within Austria, and ICEP – the Institute for Cooperation in Development Projects – as a project abroad.

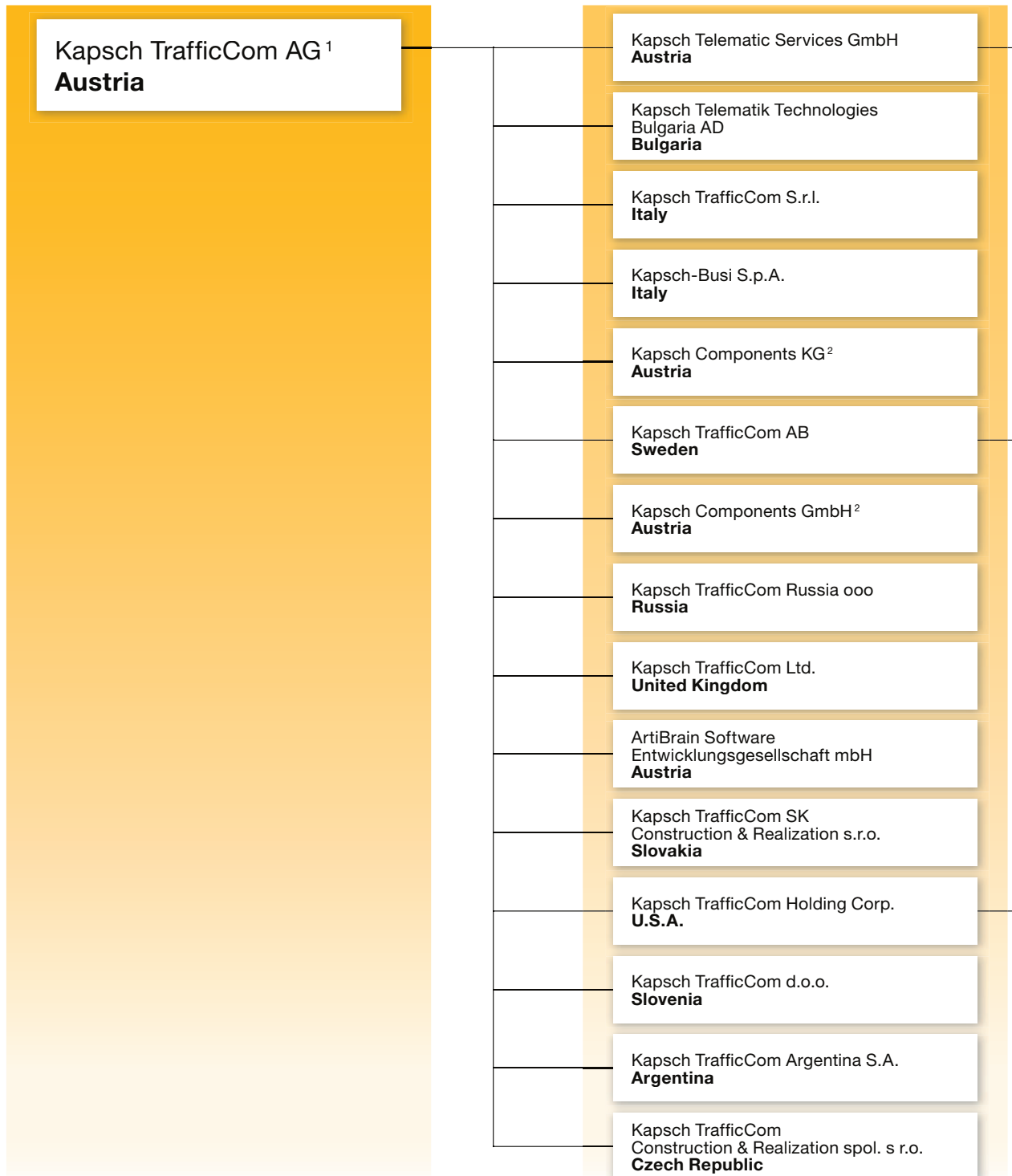
For employees. Supporting the employees of the Kapsch TrafficCom Group when it comes to education and training has always been a key element in the corporate philosophy. In addition to technical training measures, Kapsch TrafficCom also offers programs for the development of personal skills as part of the “Kapsch University”.

Environment. Kapsch TrafficCom already has valid quality and environmental certificates in line with ISO 14001. In the future, the Kapsch TrafficCom Group will continue to increase its social involvement: it is particularly important to use environmental resources in an increasingly sustainable and responsible manner.

Corporate social responsibility

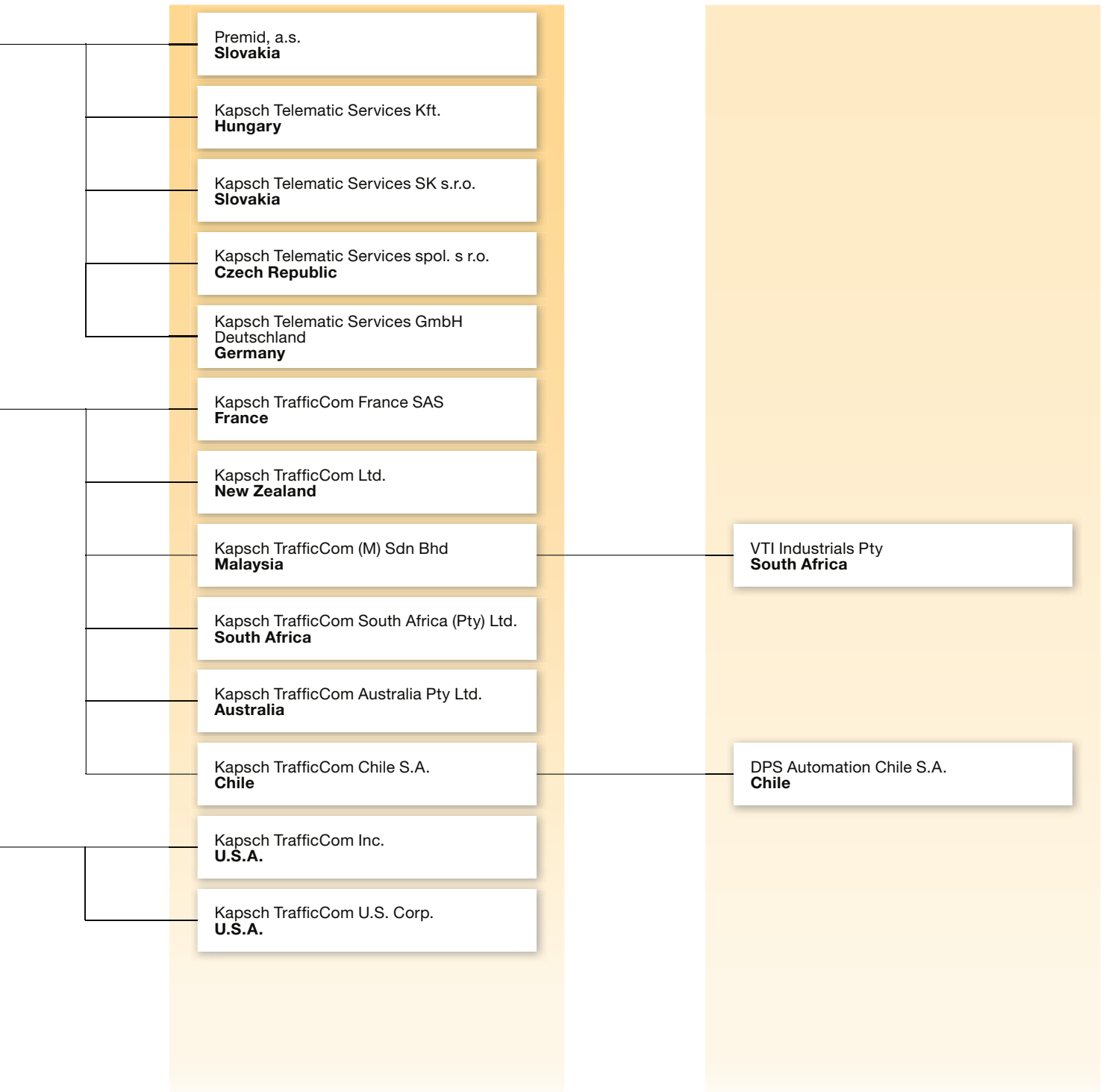
Kapsch TrafficCom AG and its subsidiaries.

The following chart shows the corporate structure with the major companies of the Kapsch TrafficCom Group as of 31 March 2009:



¹ The parent company Kapsch TrafficCom AG, Vienna, with the exception of Kapsch Telematic Services GmbH, Kapsch Telematic Services Kft., Kapsch Telematic Services spol. s r.o., Kapsch TrafficCom Construction & Realization spol. s r.o., Premid, a.s., Kapsch-Busi S.p.A, Kapsch Telematik Technologies Bulgaria AD, Kapsch Telematic Services SK s.r.o., and Kapsch Telematic Services GmbH Deutschland, directly or indirectly holds 100 % of the shares in the fully consolidated subsidiaries. The company also has representative offices in São Paulo, Brazil, and Beijing and Guangzhou, China.

² Kapsch Components GmbH is the sole general partner (Komplementär) of Kapsch Components KG.



Kapsch TrafficCom is an international supplier of innovative road traffic telematics solutions. Its principle business is the development and supply of electronic toll collection (ETC) systems, in particular for the multi-lane free-flow (MLFF) of the traffic, and the technical and commercial operation of such systems. Kapsch TrafficCom also supplies traffic management systems, with a focus on road safety and traffic control, and electronic access systems and parking management. With more than 220 references in 36 countries in all 5 continents, and with more than 14 million on-board units (OBUs) and nearly 12,000 equipped lanes, Kapsch TrafficCom has positioned itself among the leading suppliers of ETC systems worldwide. Kapsch TrafficCom is headquartered in Vienna, Austria, and has subsidiaries and representative offices in 22 countries.