

# Kapsch TrafficCom

# Buy

#### Analyst: Daniel Lion, CIIA +43 (0)5 0100 - 17420 daniel.lion@erstegroup.com Share price (EUR) close as of 15/11/2022 11.4 Reuters KTCG.VI Free float 36.7% Number of shares (mn) KTCG AV Shareholders Kapsch-Group (63.3%) 13.0 Bloomberg Market capitalization (EUR mn) 148.2 Div. Ex-date Enterprise value (EUR mn) Target price 20.0 Homepage: 320.0 www.kapsch.net **Key figures Overview Financial Strength** EUR mn 2022 2023e 2024e 2025e 2022 2023e 2024e 2025e Net sales 519.8 536.4 586.1 641.8 **ROE** (%) -10.68 11.14 15.41 18.36 **EBITDA** 38.0 47.8 ROCE (%) -4.55 7.42 32.7 55.9 5.39 9.19 **EBIT** 11.0 18.5 29.6 37.9 Equity ratio (%) 15.21 16.62 19.27 19.95 EBT 31.5 Net debt (EUR mn) 177.06 169.06 166.98 5.3 13.6 23.2 182.48 Net profit -9.3 98 15.5 20.6 Gearing (%) 234 24 201.85 161 84 146 32 -0.72 FPS (FUR) 0.76 1 19 1 59 Improving market activity - but still a long way to go CEPS (EUR) 0.98 2 21 2 58 3 11 BVPS (EUR) 6.40 7.15 8.35 8.94 Dividend/Share (EUR) 0.00 0.00 1.00 1.00 A better than expected business and margin EV/EBITDA (x) 8.42 6.55 5.60 11.12 development along with slowly improving market 15.10 9.55 7.19 P/E (x) nm P/CE (x) 14.53 4.42 3.66 5.17

8.77

8 71

5.90

# Trading data & Statistics

Dividend yield (%)

EBITDA margin (%)

Operating margin (%)

Net profit margin (%)

Daily averages	5 days	30 days	last year
Volume	5,777	5,243	5,539
Trading value (EUR mn)	0.1	0.1	0.1

0.00

6.32

2.13

-1.19

0.00

7.08

3.45

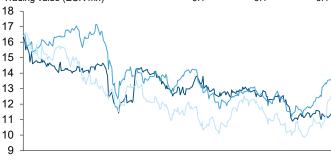
1.83

8.77

8 15

5.05

2.86



—Kapsch TrafficCom

Price performance: 1M 3M 6M 12M in EUR 2.3% -11.5% -10.2% -30.4%

A better than expected business and margin development along with slowly improving market dynamics in 2Q22/23 surprised us positively. Still, we regard the German compensation payment for the illegally scrapped ETC contract as the major trigger and the only reason, we **confirm our Buy** recommendation and a **target price of EUR 20** for the stock at the moment.

For FY22/23 we anticipate a low single-digit revenue growth y/y and a slightly improving operating profitability. The margin improvement is largely owed to a book gain from disposing non-core assets.

The balance sheet remains tight, equity and liquidity ratios hit new lows as of 1H22/23, but we expect them to improve somewhat until YE on the back of a working capital reduction and the non-core asset sale.

We continue to reflect EUR 100mn as a net compensation payment in our DCF. We believe a compensation in a range of EUR 70-150mn could be realistic. Only the timing is difficult to assess. The gross compensation of EUR 560mn for the JV and the publicly available ETC contract serve as a basis for our assumption.

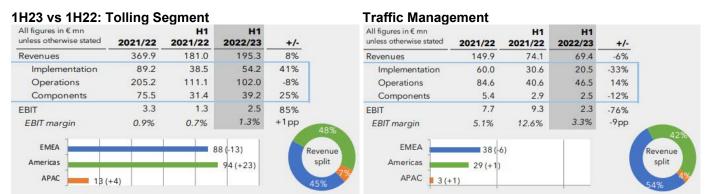
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# Market activity picking up

2Q22/23 ("2Q23") surprised on the positive side with regards to revenue development and the announcement that market activity is slightly improving. Recently signed orders include a Multi-Lane-Free-Float to be implemented in Gothenburg (volume of EUR 20-40mn), Smart City platform for mobility and safety management in Lima/Peru, and an intelligent transportation management system in Sharjah.

Shortages of components for especially On-Board-Units prevented a stronger sales development in the quarter, as supplies could not satisfy reviving market demand. KTC is currently reporting an order book for OBUs covering billings of three quarters. Capacities are currently being adjusted in order to satisfy these orders going forward.

From a regional perspective, North America was the strongest revenue driver from an absolute point of view (+24% y/y; +EUR 24mn), while growth in APAC was most dynamic (+41% y/y; +EUR 4.5mn) but from a low base.



Source: Company

FY23 guidance was confirmed and KTC expects also profitability to pick up somewhat in 2H23. While we believe this is a reasonable assumption when reflecting on the recent order intake and especially the pent-up On-Board-Unit demand, such a development is not carved in stone. Input cost pressure both from personal costs and materials remains a topic and KTC can only pass on higher costs with new contracts in many cases.

A special focus lies on the ETC contract in South Africa, which is currently contracted until December 2022. There is an ongoing discussion in South Africa to cancel the ETC system in Gauteng operated by KTC but the financing of the highway authority (SANRAL) has not yet been solved. Consequently, we think it is likely to see the contract, which in the meantime is a profitable one, to be extended for a few more month. At some point this contract might be discontinued. We estimate the contract to generate some EUR 30-35mn in revenue p.a. and EUR 3-5mn in EBIT.

The Belarus ETC system operation is currently rather unaffected by the war in the Ukraine. Still, the risk of additional sanctions also impacting business with Belarus cannot be ruled out.

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### Change in estimates

Consolidated, IFRS	2022/23e = FY23e		2023/24e = FY24e		2024/25e = FY25e				
(EUR, mn)	Now	Before	Change	Now	Before	Change	Now	Before	Change
Revenues	536.4	514.6	4.2%	586.1	607.2	-3.5%	641.8	642.9	-0.2%
EBITDA	38.0	32.1	18.4%	47.8	47.9	-0.2%	55.9	56.0	-0.2%
EBITDA margin	7.1%	6.2%	13.6%	8.2%	7.9%	3.4%	8.7%	8.7%	0.0%
EBIT	18.5	12.6	46.8%	29.6	29.7	-0.3%	37.9	38.0	-0.2%
EBIT margin	3.5%	2.5%	40.8%	5.1%	4.9%	3.3%	5.9%	5.9%	-0.1%
Net profit	9.8	5.6	76.4%	15.5	15.6	-0.3%	20.6	20.6	-0.1%
Net margin	1.8%	1.1%	69.2%	2.6%	2.6%	3.3%	3.2%	3.2%	0.0%
EPS	0.76	0.43	76.4%	1.19	1.20	-0.3%	1.59	1.59	-0.1%
EPS adjusted	0.47	0.43	9.0%	1.19	1.20	-0.3%	1.59	1.59	-0.1%
DPS	0.00	0.00	nm	1.00	1.00	0.0%	1.00	1.00	0.0%

Source: Erste Group Research

We have adjusted our estimates for FY23 mainly to reflect the slightly higher than so far expected revenue development and the positive book gain of EUR 5mn related to the disposal of the Spanish public transportation business to Kontron. Closing is expected soon, which would be the trigger for the book gain becoming effective. Cash inflow is about EUR 8mn according to Kontron.

For FY24 we have slightly reduced our revenue expectation to match the disposed transportation business (EUR 13mn revenue p.a.). A discontinuation of the South African ETC system in Gauteng eventually happening in FY24 is not reflected in our estimates yet. On the other hand, our margin assumption could prove conservative in case KTC manages to finalize the remaining two troubled projects in the US and expand business as projected.

Among upcoming sizeable market potentials for both tolling and traffic management solutions we list the following countries. Timing can vary, of course. A Croatian highway tolling tender might be started soon. Also the just concluded pilot project for a modern tolling system concluded in Norway, aimed to generally replace the fuel tax with increasing EV penetration going forward should be seen positively for future demand for KTC.

Countries / regions with increasing market activity: Norway, Denmark, Croatia, Greece, South-East Asia, Australia, LatAM (ITS), North America.

### **Valuation**

The strongest growth driver for KTC remains the pending compensation payment from Germany, which could be a triple-digit EURmn amount for KTC. Such a compensation payment would be in the range of KTC's current market cap of EUR 150mn. We continue to believe that it will take some more time until this payment will be transferred – but most importantly it has legally already been confirmed by the arbitrary court in Germany. Such a payment will finally also help KTC substantially improving its really weak liquidity and equity kpi's. We would also only expect KTC to resume dividend payments once the compensation lifts the equity ratio to a more relaxed level of about 30% (now at 12.3% in 1H23). Hence, the DPS assumption of EUR 1 in FY24 could prove too optimistic.

Valuation-wise, we have just adjusted our valuation assumptions for the risk-free rate. We now use 2.5% for the detailed period and 3.5% for terminal value.

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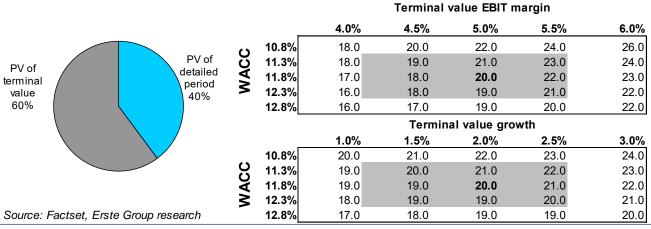
We continue to reflect EUR 100mn of compensation from Germany in the DCF, which is the only reason for our Buy recommendation at the moment.

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Risk free rate       2.5%       2.5%       2.5%       2.5%       2.5%         Equity risk premium       8.7%       8.7%       8.7%       8.7%       8.7%         Beta       1.5       1.5       1.5       1.5       1.5       1.5         Cost of equity       15.5%       15.5%       15.5%       15.5%       15.5%       15.5%       15.5%       15.5%       15.0%       5.0%       5.0%       5.0%       5.0%       5.0%       5.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25.0%       25	3.5% 8.2% 1.4 15.0% 6.0% 25.0% 4.5% 70% 11.8%
Beta       1.5       1.5       1.5       1.5       1.5         Cost of equity       15.5%       15.5%       15.5%       15.5%       15.5%         Cost of debt       5.0%       5.0%       5.0%       5.0%       5.0%         Effective tax rate       25.0%       25.0%       25.0%       25.0%       25.0%         After-tax cost of debt       3.8%       3.8%       3.8%       3.8%         Equity weight       48%       48%       48%       48%         WACC       9.4%       9.4%       9.4%       9.4%	1.4 15.0% 6.0% 25.0% 4.5% 70% 11.8%
Cost of equity         15.5%         15.5%         15.5%         15.5%           Cost of debt         5.0%         5.0%         5.0%         5.0%           Effective tax rate         25.0%         25.0%         25.0%         25.0%           After-tax cost of debt         3.8%         3.8%         3.8%         3.8%           Equity weight         48%         48%         48%         48%           WACC         9.4%         9.4%         9.4%         9.4%	15.0% 6.0% 25.0% 4.5% 70% 11.8%
Cost of debt         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         5.0%         3.8%         3.8%         3.8%         3.8%         3.8%         3.8%         48%         48%         48%         48%         48%         48%         48%         48%         48%	6.0% 25.0% <b>4.5%</b> 70% <b>11.8%</b>
Effective tax rate         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         25.0%         3.8%         3.8%         3.8%         3.8%         3.8%         3.8%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%         48%	25.0% 4.5% 70% 11.8%
After-tax cost of debt       3.8%       3.8%       3.8%       3.8%       3.8%         Equity weight       48%       48%       48%       48%       48%         WACC       9.4%       9.4%       9.4%       9.4%       9.4%       9.4%	4.5% 70% 11.8% 2029e (TV)
Equity weight       48%       48%       48%       48%       48%         WACC       9.4%       9.4%       9.4%       9.4%       9.4%	70% 11.8% 2029e (TV)
WACC 9.4% 9.4% 9.4% 9.4% 9.4%	11.8% 2029e (TV)
	2029e (TV)
DCF valuation	
(EUR mn) 2024e 2025e 2026e 2027e 2028e	2 00/
Sales growth 9.3% 9.5% 5.0% 6.7% 6.8%	2.0%
EBIT 29.6 37.9 41.8 46.5 52.1	39.1
EBIT margin 5.1% 5.9% 6.2% 6.5% 6.8%	5.0%
Tax rate 25.0% 25.0% 25.0% 25.0% 25.0%	25.0%
Taxes on EBIT -7.4 -9.5 -10.4 -11.6 -13.0	-9.8
NOPLAT 22.2 28.4 31.3 34.9 39.1	29.4
+ Depreciation 18.2 18.1 18.0 17.9 17.9	17.9
Capital expenditures / Depreciation 41.7% 42.4% 43.1% 43.7% 44.2%	100.0%
+/- Change in working capital -10.7 -9.5 -5.1 -7.1 -7.8	-0.8
Chg. working capital / chg. Sales -21.5% -17.0% -15.9% -15.9%	-5.0%
- Capital expenditures -7.6 -7.7 -7.7 -7.8 -7.9	-17.9
Free cash flow to the firm 22.1 29.3 36.5 37.9 41.3	28.6
Terminal value growth	2.0%
Terminal value	296.9
Discount factor 0.91 0.84 0.76 0.70 0.64	0.64
Discounted free cash flow - Mar 31 2022 20.2 24.5 27.9 26.4 26.4	189.4
Enterprise value - Mar 31 2022 314.8	
Minorities -5.3	
Non-operating assets 0.0	
Net debt 182.5	
Equity value - Mar 31 2022 237.6	
Number of shares outstanding (mn) 13.0	
Cost of equity 15.5%	
12M target price per share (EUR) 20.0	
Current share price (EUR) 11.4	
Up/Downside 75.4%	

# Enterprise value breakdown

# Sensitivity (per share)



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**Company description**Kapsch TrafficCom is among the market leaders in Electronic Toll Collection (ETC) systems and the clear no.1 worldwide in Dedicated Short Range Communication (DSRC). KTC has an strong track record of winning 5 out of 11 nationwide ETC systems in Europe (SUI, AUT, CZE, POL, BLR) and supplies the worldwide biggest interoperable ETC system - the E-ZPass system in the USA. KTC's solutions combine an excellent performance rate & low operating costs. KTC always strives to be technologically independent.

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 +10% < target price < +20%</td>

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