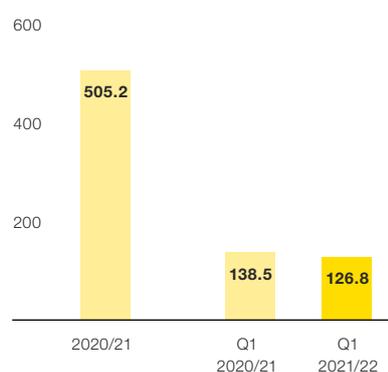


Headlines Q1 2021/22.

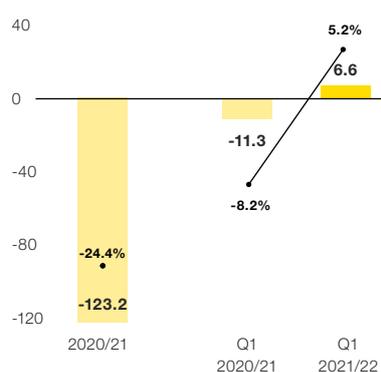
April 1, 2021 to June 30, 2021.

- > Return to profitability with lower revenues.
- > Cost reduction and restructuring measures show an effect.
- > Internally financed repayment of financing tranches led to a balance sheet reduction.
- > Delays in tenders do not permit more precise information to be reported on the degree of profitability in H2 2021/22.

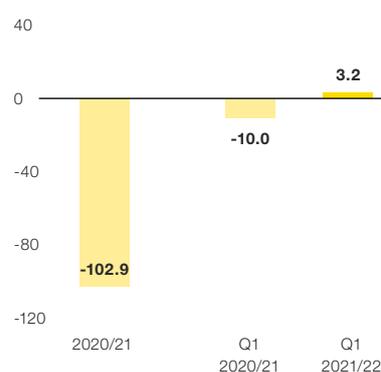
Revenues
in EUR million



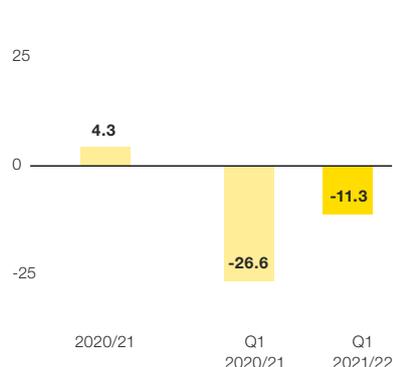
EBIT (in EUR million) and EBIT margin



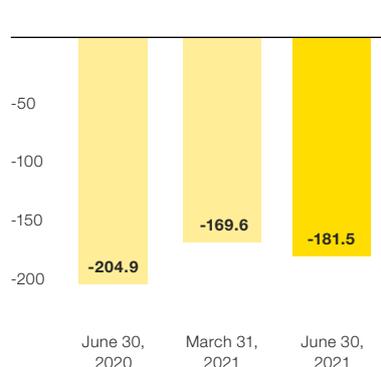
Result for the period attributable to equity holders in EUR million



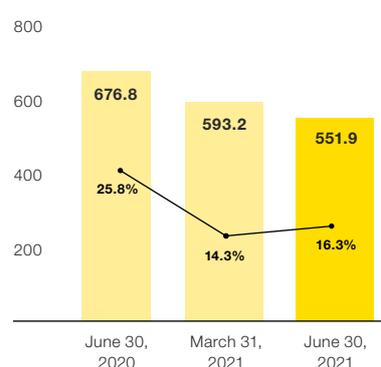
Free cash flow ¹⁾
in EUR million



Net debt ²⁾
in EUR million



Total assets (in EUR million) and equity ratio



The figures in this document have not been subjected to an audit or audit review conducted by a statutory auditor.

¹⁾ Cash flow from operating activities + cash flow from investing activities

²⁾ Cash and cash equivalents + other current financial assets – financial liabilities – lease liabilities

Remarks by the CEO.

Business performance in Q1 2021/22.

Dear shareholders,

Following a difficult phase, we have managed to ring in a visible turnaround. Even though revenues of EUR 127 million were relatively low, we were able to conclude the first quarter with a profit. Operating result (earnings before interest and taxes, EBIT) achieved EUR 7 million (previous year: EUR -11 million), while the earnings attributable to the equity holders were EUR 3 million (previous year: EUR -10 million). This corresponds to earnings per share of EUR 0.24 (previous year: EUR -0.77).

Q1 2021/22:
> Revenues: EUR 127 million
> EBIT: EUR 7 million

The Tolling segment contributed 71% to the total revenues, and the Traffic Management segment 29%. From a regional point of view, the percentage of revenues from EMEA (Europe, Middle East, Africa) climbed from 48% to 56%. The revenue contribution of the Americas (North, Central, and South America) region dropped from 47% to 40%, while that of the APAC (Asia-Pacific) region went down by half a percentage point. Mainly responsible for the lower revenues for the period was the decline in implementation business. The increase of the operations business was unable to offset this, especially since also the revenues in the component business went down due to COVID-19 and the supply chain.

The financial result was EUR -2 million (previous year: EUR -1 million). More than half of this was the result of unrealized foreign exchange losses. As arranged, partial repayments of the promissory note bond and a bank loan in the total amount of EUR 49 million were made in June. Since we had managed to increase the cash reserves in the months prior, these repayments were made using own funds. This effect of this asset/liability exchange was to reduce the balance sheet. On June 30, 2021, the balance sheet total was EUR 552 million (March 31, 2021: EUR 593 million).

**Repayments of EUR 49 million
from own funds.**

The positive quarterly result and the lower balance sheet total made the equity ratio increase to 16% (March 31, 2021: 14%).

The reduction in trade payables was the main reason for the negative free cash flow of EUR -11 million in the first quarter (previous year: EUR -27 million).

Consequently, the net debt went up to EUR 181 million (March 31, 2021: EUR 170 million).

After the quarterly closing date, there were also a few changes in the area of corporate governance:

- > On July 1, Andreas Hämmerle took over the responsibility for the financial agendas from me as the new CFO. I will now be focusing more of my time in sales matters.
- > Kapsch BusinessCom will be leaving the Kapsch Group, which holds 63% of the shares in Kapsch TrafficCom. While this will not have any effects on Kapsch TrafficCom business, there will be a change in the Supervisory Board: Kari Kapsch will be leaving at the next Annual General Meeting.

We have meanwhile decided to once again hold the Annual General Meeting virtually in 2021. In light of the uncertainties in connection with COVID-19 (Delta variant) and the fact that the case numbers are currently going up again, the risks involved with an in-person Annual General Meeting are unacceptable.

While the results for the first quarter are positive, they should not cause us to assume a linear projection for the financial year as a whole. Since the COVID-19 pandemic and its consequences continue to be a focal point of the political discourse in many countries and the national economies have not yet gained enough momentum, incoming new business is still somewhat weak. This could lead to a decline in profitability, especially during the second half of the year. We should no longer be in danger of falling into the red, as we have lowered the Group's cost base considerably in the last few months. Restructuring measures have not yet been completed and can even be intensified if necessary.

***Positive start for the 2021/22 FY;
cautious outlook for the
second half of the year.***

Looking back on the last two years, I am convinced that the main restructuring measures are already behind us and that we will finish the 2021/22 financial year with a profit again. As I have communicated before, we expect the current financial year to be a period of stabilization and solidification.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Kapsch', written in a cursive style.

Georg Kapsch
Chief Executive Officer

Selected key data.

2021/22 and 2020/21 refers to the respective financial year (April 1 to March 31)

Q1: first quarter of a financial year (April 1 to June 30)

Unless otherwise stated, all values in EUR million.

Earnings Data	2020/21	Q1 2020/21	Q1 2021/22	+/-
Revenues	505.2	138.5	126.8	-8.4%
thereof in tolling segment	358.2	106.0	89.6	-15.4%
thereof in traffic management segment	147.0	32.5	37.2	14.4%
EBITDA	-67.1	-4.7	12.0	> 100 %
EBIT	-123.2	-11.3	6.6	> 100 %
thereof in tolling segment	-117.2	-8.9	3.1	> 100 %
thereof in traffic management segment	-6.0	-2.5	3.4	> 100 %
EBIT margin	-24.4%	-8.2%	5.2%	13.4%p
thereof in tolling segment	-32.7%	-8.4%	3.5%	11.9%p
thereof in traffic management segment	-4.1%	-7.6%	9.2%	16.8%p
Financial result	-9.6	-1.5	-2.0	-38.8%
Result from associated companies	-0.4	-0.3	-0.1	-63.4%
Income taxes	27.8	2.8	-1.3	> -100 %
Result for the period attributable to equity holders	-102.9	-10.0	3.2	> 100 %
Earnings per share in EUR	-7.91	-0.77	0.24	> 100 %
Cash flow	2020/21	Q1 2020/21	Q1 2021/22	+/-
Cash flow from operating activities	11.1	-22.6	-10.3	54.6%
thereof cash flow from earnings	-71.8	-2.2	5.5	> 100 %
thereof change in net working capital	82.9	-20.4	-15.7	22.9%
Cash flow from investing activities	-6.8	-4.1	-1.1	73.8%
Free cash flow ¹⁾	4.3	-26.6	-11.3	57.5%
Cash flow from financing activities	-26.8	-7.2	-30.3	> -100 %
Balance sheet data	March 31, 2021		June 30, 2021	+/-
Total assets	593.2		551.9	-7.0%
Non-current assets	185.9		190.9	2.7%
Current assets	407.2		361.0	-11.4%
Non-current liabilities	198.3		228.0	15.0%
Current liabilities	310.1		234.2	-24.5%
Total equity ²⁾	84.8		89.7	5.8%
Equity ratio ²⁾	14.3%		16.3%	2.0%p
Net debt ³⁾	-169.6		-181.5	7.0%
Gearing ⁴⁾	200.1%		202.3%	2.2%p
Other information	March 31, 2021		June 30, 2021	+/-
Employees, end of period	4,657		4,538	-2.6%

¹⁾ Cash flow from operating activities + cash flow from investing activities

²⁾ Including non-controlling interests

³⁾ Cash and cash equivalents + other current financial assets - financial liabilities - lease liabilities

⁴⁾ Net debt/equity

Financial calendar.

August 29, 2021	Record Date: Annual General Meeting
September 8, 2021	Annual General Meeting
November 18, 2021	Results H1 2021/22
February 16, 2022	Results Q1-Q3 2021/22

Contact details for investors.

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Disclaimer.

Certain statements in this report are forward-looking statements. They contain the words "believe," "intend," "expect," "plan," "assume," and terms of a similar meaning. Forward-looking statements reflect the beliefs and expectations of the company. Actual events can deviate significantly from the expected developments, due to a range of factors. As a result, readers are cautioned not to place undue reliance on such forward-looking statements. Kapsch TrafficCom AG disclaims any obligation to update forward-looking statements made herein.

This report was created with care and all data has been checked conscientiously. Nevertheless, the possibility of layout and printing errors cannot be excluded. Differences in calculations may arise due to the rounding of individual items and percentages. The English translation is for convenience; only the German version is authentic.

When referring to people, the authors strive to use both the male and female forms as far as possible (for example: he or she). For readability reasons, occasionally only the masculine form is used. However, it is always referred to women, men and non-binary persons.

This report does not constitute a recommendation or invitation to purchase or sell securities of Kapsch TrafficCom.

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Kapsch TrafficCom

Kapsch TrafficCom is a globally renowned provider of transportation solutions for sustainable mobility. Innovative solutions in the application fields of tolling, tolling services, traffic management and demand management contribute to a healthy world without congestion.

Kapsch TrafficCom has brought projects to fruition in more than 50 countries around the globe. With one-stop-shop solutions, the company covers the entire value chain of customers, from components to design and implementation to the operation of systems.

Headquartered in Vienna, Kapsch TrafficCom has subsidiaries and branches in more than 25 countries. It has been listed in the Prime Market segment of the Vienna Stock Exchange since 2007 (ticker symbol: KTCG). In its 2020/21 financial year, around 4,660 employees generated revenues of EUR 505 million.

>>> www.kapsch.net/ktc