Kapsch.

KTC: Leading entity of the Kapsch Group.

➢ Kapsch founded in Vienna in 1892
➢ Electronic industry
➢ Strong brand in Austria
➢ Four key entities
   - Kapsch TrafficCom – KTC (Intelligent Mobility Systems)
   - Kapsch BusinessCom (ICT solutions for enterprises and public administration)
   - Kapsch CarrierCom (End-to-end telecom solutions for railway operators, public authorities, and airports)
   - Kapsch Public TransportCom (Intelligent infrastructure solutions for public transport operators & transportation agencies)
➢ Group revenues >EUR 1bn

Kapsch: Tradition meets Future.

125+ years in the ever-changing technology industry are a proof of the sustainable business approach and the entrepreneurial spirit within the family-owned Kapsch Group.

This, together with the professionalism, structures and transparency required from a listed company, are key success factors for Kapsch TrafficCom.
Kapsch TrafficCom.

At a glance.

Provider of Intelligent Mobility Solutions
- Tolling (Electronic Toll Collection – ETC)
- Mobility (Intelligent Mobility Solutions – IMS)

Solid financial parameter
- Revenues ~EUR 700mn
- EBIT ~EUR 50mn
- Sustainable dividend policy: Base dividend of EUR 1.
  Fiscal year: April 1 – March 31

Global player
- More than 5,200 employees
- Presence in >30 countries
- References in >50 countries

Listed at Vienna Stock Exchange
- IPO in 2007
- Free float 36.7%
Relevant mega trends & drivers for the ITS industry...  
... and how Kapsch TrafficCom addresses them.

Urbanization.
Share of people living in cities is rising:
Since 2007: > 50%  by 2030: > 60%
Urban population:
Today:  4.2 billion  by 2050: 6.7 billion

Mobility.
Increasing affluence: desire for mobility increases.
Mobility viewed as a basic need/necessity.
Emerging countries catch up economically: Strong growth of individual transportation.

Climate protection.
In Europe, >25% of energy consumption and CO₂ emissions attributed to transportation sector.
64% of total kilometers driven in cities; number of kilometers is expected to triple (2010-2050).

Financing of transportation networks.
Road infrastructure needs to be maintained and expanded (especially in emerging countries).

Technology and concepts.
Radical change in transport industry with new technologies and concepts, e.g. e-mobility, Mobility as a Service (MaaS), connected vehicles, big data-based applications.

Change of the ITS industry.
Convergence of the various ITS market segments calls for intelligent, holistic mobility solutions.

Kapsch TrafficCom’s approach.
The company helps deal with traffic flows more efficiently by
- collecting charges for the use of road infrastructure (ETC segment),
- managing traffic (IMS),
- applying traffic safety and security solutions (IMS),
- expanding from ITS to intelligent, holistic mobility solutions (both segments).

Purpose.
Make road traffic safer, more reliable, more efficient and more convenient, while reducing the environmental impact.
Reporting segments.

Tolling (Electronic Toll Collection, ETC).

Electronic toll collection
- Multi-lane free-flow
- Managed lanes (tollled)
- Mobile tolling
- eVignette

Plaza tolling
- Stand-alone manually operated tolling plazas
- Plaza tolling systems combined with electronic toll collection

City tolling
- Static city toll
- Situation-dependent road pricing

Tolling as a service (TaaS)
- European Electronic Toll Service (EETS)
- Tolling services for passenger cars

Components
- In-vehicle
- Road-side

Implementation
- Toll stations
- Enforcement stations
- Back office

Operation
- Consulting
- Technical operation
- Commercial operation

End-to-end solutions as a one-stop shop

Key financials

<table>
<thead>
<tr>
<th></th>
<th>2017/18</th>
<th>2017/18 H1</th>
<th>2018/19 H1</th>
<th>+/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td>521.6</td>
<td>260.7</td>
<td>262.1</td>
<td>1%</td>
</tr>
<tr>
<td>Implementation</td>
<td>138.9</td>
<td>68.2</td>
<td>73.6</td>
<td>8%</td>
</tr>
<tr>
<td>Operation</td>
<td>278.1</td>
<td>140.3</td>
<td>133.4</td>
<td>-5%</td>
</tr>
<tr>
<td>Components</td>
<td>104.7</td>
<td>52.2</td>
<td>55.1</td>
<td>6%</td>
</tr>
<tr>
<td>EBIT</td>
<td>53.5</td>
<td>32.1</td>
<td>24.8</td>
<td>-23%</td>
</tr>
<tr>
<td>EBIT margin</td>
<td>10.3%</td>
<td>12.3%</td>
<td>9.5%</td>
<td>-2.8%p</td>
</tr>
</tbody>
</table>

All figures in EUR mn unless otherwise stated.
Reporting segments.
Intelligent Mobility Solutions (IMS).

Traffic management
- Highway traffic management
- Urban traffic management
- Managed lanes
- Tunnels and bridges

Traffic safety & security
- Road safety enforcement
- Commercial vehicle enforcement
- Electronic vehicle registration

Connected vehicles
- V2X-automotive
- V2X-infrastructure (connected road)
- Connected mobility

Smart urban mobility
- Access management
- Smart parking
- Intermodal mobility

Broad set of solutions and services addressing different aspects of traffic/mobility.
- Some offerings are already fairly mature (e.g. traffic management).
- Others are investments into future growth (e.g. connected vehicles, smart parking).

Different revenue split than in ETC.
- Implementation of software and hardware has higher share.
- Operation revenues represent mainly technical operations.
- Potential to increase recurring revenues (mid-term to long-term).

Key financials

<table>
<thead>
<tr>
<th></th>
<th>2017/18</th>
<th>2017/18</th>
<th>2018/19</th>
<th>+/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td>171.6</td>
<td>79.1</td>
<td>73.7</td>
<td>-7%</td>
</tr>
<tr>
<td>Implementation</td>
<td>83.4</td>
<td>35.6</td>
<td>30.3</td>
<td>-15%</td>
</tr>
<tr>
<td>Operation</td>
<td>78.9</td>
<td>38.2</td>
<td>38.4</td>
<td>0%</td>
</tr>
<tr>
<td>Components</td>
<td>9.3</td>
<td>5.3</td>
<td>5.0</td>
<td>-4%</td>
</tr>
<tr>
<td>EBIT</td>
<td>-3.4</td>
<td>-6.8</td>
<td>-7.0</td>
<td>-3%</td>
</tr>
<tr>
<td>EBIT margin</td>
<td>-2.0%</td>
<td>-8.6%</td>
<td>-9.5%</td>
<td>-0.9%p</td>
</tr>
</tbody>
</table>

All figures in EUR mn unless otherwise stated.
System integrator with in-house production.

Hardware and software.

<table>
<thead>
<tr>
<th><strong>In-vehicle products</strong></th>
<th><strong>Radio frequency (RF) field products</strong></th>
<th><strong>Software platforms to be customized (selection)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>▶ 5.8 GHz DSRC transponders/on-board units</td>
<td>▶ 5.8 CEN DSRC transceivers</td>
<td>Tolling</td>
</tr>
<tr>
<td>▶ 5.9 WAVE/5G DRSC on-board units</td>
<td>▶ 5.9 WAVE/5G DSRC transceivers</td>
<td>▪ Back office</td>
</tr>
<tr>
<td>▶ 915 transponders</td>
<td>▶ 915 readers</td>
<td>▪ Kapsch Mobile CRM</td>
</tr>
<tr>
<td>▶ RFID-63 passive transponders</td>
<td>▶ RFID-63 readers</td>
<td>Traffic management</td>
</tr>
<tr>
<td>▶ GNSS/DSRC on-board units</td>
<td>▶ Handheld &amp; desktop transceivers and readers</td>
<td>▪ DYNAC®</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Video and sensor products</strong></th>
<th><strong>Traffic management products</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>▶ ANPR cameras</td>
<td>▶ EcoTrafiX™ controller</td>
</tr>
<tr>
<td>▶ Image processing suite</td>
<td></td>
</tr>
<tr>
<td>▶ Vehicle detection and classification systems</td>
<td></td>
</tr>
</tbody>
</table>

5.8 GHz DSRC transponders/on-board units

5.9 WAVE/5G DRSC on-board units

915 transponders

RFID-63 passive transponders

GNSS/DSRC on-board units

5.8 CEN DSRC transceivers

5.9 WAVE/5G DSRC transceivers

915 readers

RFID-63 readers

Handheld & desktop transceivers and readers

ANPR cameras

Image processing suite

Vehicle detection and classification systems

EcoTrafiX™ controller

ANPR cameras

Image processing suite

Vehicle detection and classification systems

EcoTrafiX™ controller

Software platforms to be customized (selection)

Tolling
- Back office
- Kapsch Mobile CRM

Traffic management
- DYNAC®
- EcoTrafiX™ suite

Connected vehicles
- Kapsch Connected Vehicle Software Suite

Intermodal mobility
- FluidHub
## Tolling extended to intelligent mobility solutions.

*Kapsch TrafficCom – reducing the risk profile; less dependent on few large customers.*

<table>
<thead>
<tr>
<th>2007/08 (IPO)</th>
<th>2012/13</th>
<th>2017/18</th>
<th>In the 2020s</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainly tolling business</td>
<td>Mainly tolling business</td>
<td>Mainly tolling business</td>
<td>ETC and traffic management business expand further</td>
</tr>
<tr>
<td>Only a few customers</td>
<td>Strong ETC growth driven by a few large-scale customers</td>
<td>Customer base significantly diversified (also within ETC)</td>
<td>Intelligent mobility solutions, e.g.</td>
</tr>
<tr>
<td>Very limited traffic management activities</td>
<td>Little non-ETC business</td>
<td>Non-ETC portfolio massively expanded</td>
<td>- Smart urban mobility</td>
</tr>
<tr>
<td>Business in Europe, Australia and Chile</td>
<td>In total &lt;200 customer projects</td>
<td>ETC still the growth driver but non-ETC business gains relevance</td>
<td>- Connected vehicles</td>
</tr>
<tr>
<td>Growing share of business in the Americas</td>
<td></td>
<td>In total &gt;1,000 customer projects</td>
<td>grow rapidly and represent a substantial part of the business</td>
</tr>
</tbody>
</table>
What makes Kapsch TrafficCom unique?

- Ability to develop tailored solutions – proven track record
- Close to our customers
- Domain know-how
- Broad variety of technologies, prime quality
- Integrated, one-stop-shop
- Only real global player in ETC
  - Best practice
  - Risk diversification
- A leading position in our core business
- Size and financial stability
- Listed (transparence, access to capital)
- No principal-agent-conflict as one main shareholder is the CEO.
Financial results.
H1 2018/19.
H1 2018/19 and beyond.

Highlights.

- Germany: Contracts for implementation & operation of passenger vehicle toll system + for the automatic enforcement.
- Poland: Contract to support the further operation of the system for another 21-27 months.
- Czech Republic: Minister of Transport signs contract with a competitor; legal proceedings ongoing.
- EETS: JV with Axxès to build and operate technology platform for EETS; partnership with OMV to launch OMV Smart Toll.
- Deferments in certain projects had impact on revenues and earnings of H1 2018/19.

<table>
<thead>
<tr>
<th>Revenues</th>
<th>EUR 335.8 mn</th>
<th>EBIT</th>
<th>EUR 17.8 mn</th>
<th>EBIT margin</th>
<th>5.3%</th>
</tr>
</thead>
<tbody>
<tr>
<td>H1 2017/18</td>
<td>EUR 340 mn</td>
<td>H1 2017/18</td>
<td>EUR 25 mn</td>
<td>7.4%</td>
<td>-2.1%p</td>
</tr>
<tr>
<td>-1%</td>
<td></td>
<td>-30%</td>
<td></td>
<td>-37%</td>
<td></td>
</tr>
<tr>
<td>FY 2017/18: EUR 693.3 mn</td>
<td></td>
<td>FY 2017/18: EUR 50.1 mn</td>
<td></td>
<td>FY 2017/18: 7.2%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EPS</th>
<th>EUR 0.70</th>
</tr>
</thead>
<tbody>
<tr>
<td>H1 2017/18</td>
<td>EUR 1.1</td>
</tr>
<tr>
<td>-37%</td>
<td></td>
</tr>
<tr>
<td>FY 2017/18: EUR 2.21</td>
<td></td>
</tr>
</tbody>
</table>
**H1 2018/19.**
Other key financials.

- **Net CAPEX**
  - 2017/18: 8.8
  - H1 2017/18: 2.4
  - H1 2018/19: 2.8

- **Free cash flow**
  - 2017/18: 33.1
  - H1 2017/18: -1.0
  - H1 2018/19: -16.9

- **Net cash/debt**
  - Sep 30 2017: -15.7
  - Mar 31 2018: -31.7
  - Sep 30 2018: -25

- **Balance sheet total and equity ratio**
  - Sep 30 2017: 639.1
  - Mar 31 2018: 621.1
  - Sep 30 2018: 614.6

- **CAPEX on previous year’s level.**
- **Free cash flow followed development operating result; net working capital increased stronger than in H1 2017/18.**

- **Negative free cash flow and dividend payment (EUR 19.5 mn) caused net cash to turn into net debt.**

- **Balance sheet continues to be very robust.**
Outlook & medium-term goals.

Outlook 2018/19

- Revenues and EBIT at previous year's levels

**Revenues** (medium-term)
- Growing in both segments
- Grow stronger than the market
- Higher growth rates for IMS in the long run

**EBIT margin** (medium-term)
- ETC: comfortably >10%
- IMS: in good environment, 8% possible
- Group: > 10%
Dividends.

Dividend policy*

➢ At least the higher of
  1/3 of the earnings per share (EPS) and EUR 1.

➢ Depending on economic development, the market environment and capital needs for upcoming projects, the dividend payment can be higher or lower. ...

➢ ... However, within a reference period of 3 years, the company aims at paying out an average annual dividend of at least EUR 1.

* As of November 29, 2016.

Dividend payouts

2016: EUR 1.50 (EPS 2015/16: 2.39)
2017: EUR 1.50 (EPS 2016/17: 3.35)
2018: EUR 1.50 (EPS 2017/18: 2.21)
Kapsch TrafficCom share.

Shareholder structure

- Axion S.A./Funds managed by Shareholder Value Management AG: 8.4%
- KAPSCH-Group Beteiligungs GmbH: 63.3%
- Institutional investors: 21.0%
- Miscellaneous: 0.7%
- Retail: 6.6%
- Free float: 36.7%

Institutional investors by region

- Austria: 37.3%
- Other: 2.1%
- UK and Ireland: 3.8%
- North America: 22.0%
- Continental Europe (excl. Austria): 35.0%

Source: Shareholder survey from March 2018, participation notification, estimates by Kapsch TrafficCom.

1) Trading positions and unidentified shareholders.

Basic information

- Listed in Prime Market segment at the Vienna Stock Exchange since 2007
- 13 million shares
- Coverage by: Erste Group, Kepler Cheuvreux, ODDO Seydler Bank/FMR, Raiffeisen Centrobank

Select events

- February 21, 2019: Results Q1-Q3 2018/19
- June 18, 2019: Results FY 2018/19

More information: [www.kapschtraffic.com/ir](http://www.kapschtraffic.com/ir)
CZ: Offer for nation-wide tolling system not considered the cheapest
CZ: Tender cancelled
Profit warning: Q1 below expectations, lowered outlook
New project: Modernize toll system in CH
CZ: Minister signed contract with competitor
New project: Support operation of nation-wide toll system in PL
Sale of stake in ParkJockey
New project: Passenger vehicle toll in DE

Results 2016/17
Final Q1 results
Dividend ex date
New project: Automatic enforcement of passenger vehicle toll in DE
H1 results

ATX PRIME
Kapsch TrafficCom
This presentation is made by Kapsch TrafficCom AG (“Kapsch TrafficCom”) solely for use at this presentation. It is furnished to you solely for your information and its content may not be copied, distributed, disclosed or otherwise be made available, directly or indirectly, to any other person by any recipient, or published, in whole or in part, for any purpose.

The facts and information contained herein are as up to date as is reasonably possible and are subject to revision in the future. Neither Kapsch TrafficCom nor any of its respective directors, officers, employees or advisors nor any other person makes any representation or warranty, express or implied, as to the accuracy, completeness or fairness of the information or opinions contained in this presentation. Neither Kapsch TrafficCom nor any of its respective directors, officers, employees and advisors nor any other person shall have any liability whatsoever for loss howsoever arising, directly or indirectly, from any use of this presentation.

Whilst all reasonable care has been taken to ensure that the facts stated herein are accurate and that the opinions contained herein are fair and reasonable, this document is selective in nature and is intended to provide an introduction to, and overview of, the business of Kapsch TrafficCom. Where any information or statistics are quoted from any external source, such information or statistics should not be interpreted as having been adopted or endorsed by Kapsch TrafficCom as being accurate. We have not independently verified market data provided by third parties or industry or general publications.

This presentation contains forward-looking statements, based on the beliefs and assumptions currently held by the management of Kapsch TrafficCom, which are expressed in good faith and are in its opinion, reasonable. These statements may be identified by words such as “expectation” or “target” and similar expressions, or by their context. Forward-looking statements involve known and unknown risks, uncertainties and other factors, which may cause actual results, financial condition, performance, or achievements of Kapsch TrafficCom, or results of our industry generally, to differ materially from the results, financial condition, performance or achievements expressed or implied by such forward-looking statements.

Given these risks, uncertainties and other factors, recipients of this document are cautioned not to place undue reliance on these forward-looking statements. Kapsch TrafficCom disclaims any obligation to update these forward-looking statements to reflect future events or developments.

This presentation does not constitute or form part of any offer or invitation to sell or issue, or any solicitation of any offer to purchase or subscribe for, any securities of Kapsch TrafficCom in any jurisdiction in which such solicitation, offer or sale would be unlawful, nor shall part, or all, of this presentation form the basis of, or be relied on in connection with, any contract or investment decision in relation to any securities. Any such offers will only be made when a prospectus is published.

This document is directed only at persons (i) who are outside the United Kingdom or (ii) who have professional experience in matters relating to investments falling within Article 19(5) of the Financial Services and Markets Act 2000 (Financial Promotion) Order 2005 (as amended) (the “Order”) or (iii) who fall within Article 49(2)(a) to (d) (“high net worth companies, unincorporated associations etc.”) of the Order (all such persons together being referred to as “Relevant Persons”). Any person who is not a Relevant Person must not act or rely on this presentation or any of its contents. Any investment or investment activity to which this presentation relates is available only to Relevant Persons and will be engaged in only with Relevant Persons.

The shares have not been and will not be registered under the U.S. Securities Act of 1933, as amended, or any U.S. state securities law.

The distribution of this presentation in other jurisdictions may be restricted by law and persons into whose possession this presentation comes should inform themselves about, and observe, any such restrictions. By accepting this presentation you agree to be bound by the foregoing instructions and restrictions.
Thank you for your attention.
Appendix.
References and recent major projects.
## References in more than 50 countries.

### Global

<table>
<thead>
<tr>
<th>All figures in EUR mn unless otherwise stated</th>
<th>2017/18</th>
<th>% of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td>693.3</td>
<td></td>
</tr>
<tr>
<td>thereof ETC</td>
<td>521.6</td>
<td>75%</td>
</tr>
<tr>
<td>thereof IMS</td>
<td>171.6</td>
<td>25%</td>
</tr>
</tbody>
</table>

### Americas

<table>
<thead>
<tr>
<th>All figures in EUR mn unless otherwise stated</th>
<th>2017/18</th>
<th>% of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td>209.1</td>
<td>30%</td>
</tr>
<tr>
<td>thereof ETC</td>
<td>139.3</td>
<td>20%</td>
</tr>
<tr>
<td>thereof IMS</td>
<td>69.8</td>
<td>10%</td>
</tr>
</tbody>
</table>

### EMEA

<table>
<thead>
<tr>
<th>All figures in EUR mn unless otherwise stated</th>
<th>2017/18</th>
<th>% of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td>441.9</td>
<td>64%</td>
</tr>
<tr>
<td>thereof ETC</td>
<td>346.8</td>
<td>50%</td>
</tr>
<tr>
<td>thereof IMS</td>
<td>95.1</td>
<td>14%</td>
</tr>
</tbody>
</table>

### APAC

<table>
<thead>
<tr>
<th>All figures in EUR mn unless otherwise stated</th>
<th>2017/18</th>
<th>% of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td>42.3</td>
<td>6%</td>
</tr>
<tr>
<td>thereof ETC</td>
<td>35.5</td>
<td>5%</td>
</tr>
<tr>
<td>thereof IMS</td>
<td>6.8</td>
<td>1%</td>
</tr>
</tbody>
</table>
Overview: Major project.
Implementation and operation of the system to collect the German passenger vehicle toll.

About the project
- Implementation and operation of the German passenger vehicle toll system
  - Technology: eVignette (for highways and federal roads).
- Awarded: December 2018.
- Term:
  - Operation: 12 years from the first collection of the passenger vehicle toll, can be extended to up to 15 years.

Organizational & financial
- 50/50 joint venture (JV) with CTS EVENTIM.
- Consolidation: At equity (expected) → 50% of JV’s result for the period included in EBIT of Kapsch TrafficCom.
- Project volume for the JV: ~EUR 1.6 billion over minimum contract period.

Federal Republic of Germany
- Capital: Berlin
- Official language: German
- GDP (PPP)/cap*: USD 50,639
- Currency: Euro
- Population*: 82.7 million
- Member of the European Union

*Source: World Bank (Data for 2017)
Overview: Major project.

Automatic enforcement of the German passenger vehicle toll.

About the project

- Planning, development, implementation, operation and maintenance of the automated enforcement system for the German passenger vehicle toll:
  - Technology: Automatic number plate recognition (ANPR).
  - Equipment (e.g. cameras, scanners).
  - Central system (software).
- Awarded: October 2018.
- Term: until 12 years from the first collection of the passenger vehicle toll, can be extended to up to 15 years.

Financial

- Total project volume in the range of <EUR 100 million up to EUR 120 million.
- Remuneration for the implementation paid during the operation phase.
**Collection**

**German residents:** Vehicle information provided by the central vehicle register.

**Non-German residents:** Registration options:
- Self-service terminal
- Webshop
- Mobile app

**Automatic enforcement**

1) German number plate yes/no
   - Yes: data deleted
   - No: prepare act

2) Registered yes/no
   - Yes: data deleted
   - No: forward number plate data to public agency

3) Forward act to public agency for enforcement

---

1) Kraftfahrt-Bundesamt (KBA)
2) Bundesamt für Güterverkehr (BAG)
Overview: Major project.
Road safety and traffic management in Zambia.

About the project

➢ Nation-wide concession contract to improve road safety and traffic management.

➢ Main components:
  ▪ Vehicle inspection,
  ▪ Vehicle registration,
  ▪ Speeding fines and other traffic-related infringements.

➢ Term: 17 years starting from January 1, 2018.

Organizational & financial

➢ Joint venture (JV) with local partner Lamise Trading (49%).

➢ Full consolidation since September 2018 (before: at equity).

➢ JV’s expected revenues for 3 years: EUR 90 - 110 million.
Overview: Major project.

Nation-wide tolling system in Bulgaria.

About the project

➤ Implement nation-wide tolling system, start: 01/2018
  ▪ Satellite technology for trucks over 3.5 tons,
  ▪ eVignette for passenger cars.
➤ Tolls collected on all class I, II, and III roads, (all paved roads, no cities).
➤ Some details:
  ▪ 500 terminals for registering and issuing eVignettes,
  ▪ 100 enforcement vehicles, 100 weigh-in-motion facilities, 100 tolling gantries.
➤ Kapsch TrafficCom’s 6th nation-wide toll collection system in Europe (after Austria, Switzerland, Poland, the Czech Republic, and Belarus).

Financial

➤ Total project volume of about EUR 76.6 million.
Overview: Major project.

Tolling in Maryland (USA).

About the project

➢ Contract to replace and maintain all roadside tolling equipment in the mixed-mode, cash, and express toll lanes under management of the Maryland Transportation Authority.

➢ The new roadside equipment will include:

  ▪ RFID toll readers,
  ▪ Automated license plate recognition (ALPR) cameras,
  ▪ Scanners in the mixed-mode lanes,
  ▪ Stereoscopic Vehicle Detection and Classification sensors.

➢ Term: Start in February 2018, replacement of all toll equipment by 2020, six years of subsequent technical operation as well as the option to extend the contract for additional four years.

Financial

➢ Total project volume of more than EUR 55 million.
Overview: Major project.
Port Authority of New York and New Jersey (USA).

About the projects

1. Tolling (2016)
   - Replace the toll collection system at all bridges and tunnels and ongoing system maintenance.
   - Term: Upon completion, maintenance for a 6-year period, with options to extend for up to three 2-year periods.
   - Total project volume >EUR 100 million.

2. Traffic Management (2017)
   - Design and install an Agency-Wide Advanced Transportation Management Software (ATMS).
   - Term: 4-year base term followed by two additional 1-year optional support periods.
   - Total project volume >EUR 8 million.
Appendix.

Miscellaneous.
### Promissory note bond & long-term bank loan.

#### Corner stones of the promissory note bond

- **Issued 2016**
- **Volume:** EUR 62mn + USD 14.5mn
- **3 tenors (5/7/10 years)**
- **Partially fixed interest, partially variable**

#### Corner stones of the long-term bank loan

- **Issued January 2018**
- **Volume:** EUR 50mn
- **Term:** 6 years
- **Fixed interest:** 0.8% p.a.
- **Redemption:** 2.5 years grace period, then 8 half-year installments

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
<th>Currency</th>
<th>Amount</th>
<th>Interest Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>Promissory note bond (PNB)</td>
<td>EUR</td>
<td>62.0mn</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>Corporate bond repaid</td>
<td>EUR</td>
<td>-70.8mn</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>Loan</td>
<td>EUR</td>
<td>50.0mn</td>
<td></td>
</tr>
<tr>
<td>2021</td>
<td>PNB: EUR -26mn</td>
<td>EUR</td>
<td>-26mn</td>
<td>1.22% p.a</td>
</tr>
<tr>
<td></td>
<td>PNB: EUR -4.5mn</td>
<td>EUR</td>
<td>-4.5mn</td>
<td>6M EURIBOR + 120bps</td>
</tr>
<tr>
<td></td>
<td>PNB: USD -14.5mn</td>
<td>USD</td>
<td>-14.5mn</td>
<td>3M LIBOR + 170bps</td>
</tr>
<tr>
<td>2022-2024</td>
<td>Loan</td>
<td>EUR</td>
<td>8 x EUR -6.25mn</td>
<td></td>
</tr>
<tr>
<td>2023</td>
<td>PNB: EUR -23mn</td>
<td>EUR</td>
<td>-23mn</td>
<td>6M EURIBOR + 150bps</td>
</tr>
<tr>
<td>2026</td>
<td>PNB: EUR -8.5mn</td>
<td>EUR</td>
<td>-8.5mn</td>
<td>2.26% p.a.</td>
</tr>
</tbody>
</table>
**Corporate milestones (1).**

More than 125 years in the ever-changing electronic industry.

1892
Kapsch founded

- Morse telegraph devices
- Telephones (fixed and mobile)
- Capacitors and dry batteries
- Radios, incl. portable radios
- TVs (black & white, later color)
- Telecom networks

1991
Toll collection division within Kapsch Aktiengesellschaft

1992
Kapsch founded

1995
Contract for the realization of the nationwide Ecopoint System, the world’s 1st emissions-based TMS

2002
Kapsch Aktiengesellschaft restructured in:
- Kapsch TrafficCom
- Kapsch BusinessCom
- Kapsch CarrierCom

2004
Austria introduces the national truck road user charging system: the worldwide 1st nationwide multi-lane free-flow system on major highways

2007
IPO of Kapsch TrafficCom

Nation-wide ETC system in Czech Republic goes into operation

Feb 2019 | Investor Presentation

www.kapschtraffic.com | 30
Corporate milestones (2).
More than 125 years in the ever-changing electronic industry.

2007
IPO of Kapsch TrafficCom
Nation-wide ETC system in Czech Republic goes into operation

2011
Capital increase
USA: Selected by E-ZPass Group for new 10 year technology and services contracts

2010
Poland: Contract for implementation and operation of nation-wide tolling system
North America: Acquisition of MARK IV IVHS

2012
Belarus: Contract for implementation and operation of nation-wide tolling system

2016
Acquisition of the transportation business of Schneider Electric

2017
Zambia: Concession agreement for nation-wide road safety and traffic management
Bulgaria: Nation-wide tolling system

2018
Germany: Contracts for implementation & operation of passenger vehicle toll system + for the automatic enforcement
We make traffic solutions intelligent.

Why is this so important to us?

❖ Because we want you to reach your destination quickly, comfortably, and safely.

❖ Because we want to enable our customers to provide the very best service at a low cost.

❖ Because we want to protect the environment.