

Company Update

Transformation to Make Big Leap Forward in Next Six Months; Reiterate Buy

We had the pleasure to host the management of UTi Worldwide in a series of investor meetings last week to get an update on the company's Transformation initiative and discuss the outlook for each of its segments - below are key takeaways from those meeting. The company believes its \$75mm-\$95mm in targeted cost savings are "highly achievable," as they can control them regardless of what the freight markets are doing, and reiterated its near-to-medium-term consolidated operating margin target of 12%-13% (assuming revenues rebound to roughly FY12 levels). We believe the next six months will be critical for UTi, as it will go from roughly 10% of its global forwarding transactions on its new "OneView" system to 70% on the new system. Given the potential for significant cost savings (finally) being achieved in the next 12 months, we reiterate our Buy rating on the shares.

- The airfreight market is bouncing along the bottom, according to UTi, as volumes are no longer worsening but not improving more than just low-single-digits y/y. Buy rates have declined recently, but so have sell rates, limiting the yield expansion potential. Main forwarding competitors are Expeditors, DHL, and Kuehne + Nagel and strongest lanes are trans-Atlantic, S. Africa-Germany, and S. Africa-Asia. The trans-Pacific is the company's biggest lane but not where it has the best competitive advantage.
- Ocean freight is growing slowly (3%-4%), as more capacity continues to come online in the form of bigger vessels. Similar to airfreights, buy rates have been favorable recently, but yields are expected to remain flattish y/y in FY14 vs. FY13. Asia-Europe rate increases taken by carriers the past couple of months appear to be sticking, while trans-Pacific rates are still falling.
- The contract logistics and distribution segment at UTi has suffered from poor country concentration (i.e., Spain, France, and Italy) and the recent loss of a couple large customers, but the company is seeing a lot of opportunity for new business in China. Main contract logistics competitors are DHL, CEVA, and Kuehne + Nagel.
- South Africa is a significant region for UTi, contributing nearly 20% of revenues and a higher proportion of operating income. EMENA, which had been the most profitable region a couple years ago is now the least profitable. Improving volumes are seen out of Asia (China, Thailand, Hong Kong) today, while Europe has stabilized but is still "bad."
- Our EPS estimates remain relatively unchanged. We are just adjusting FY14 from \$0.48 to \$0.41 mainly due to F1Q14's miss and increasing FY16 slightly from \$1.03 to \$1.06.

Changes	Previous	Current
Rating	—	Buy
Target Price	\$16.00	\$18.00
FY14E EPS (Net)	\$0.48	\$0.41
FY15E EPS (Net)	—	\$0.80
FY14E Rev (Net)	\$1.60B	\$1.58B
FY15E Rev (Net)	\$1.68B	\$1.66B

Price (07/15/13):	\$16.59
52-Week Range:	\$17 – \$12
Market Cap.(mm):	1,725.4
Shr.O/S-Diluted (mm):	104.0
Enterprise Val. (mm):	\$1,931.7
Avg Daily Vol (3 Mo):	719,059
LT Debt/Total Cap.:	32.9%
Net Cash/Share:	\$0.00
Book Value/Share:	\$7.68
Dividend(\$ / %)	\$0.06 / 0.4%
S&P Index	1,682.50

EPS (Net)	2013A	2014E	2015E
Q1	\$0.15	\$(0.02)A	\$0.15
Q2	0.20	0.14	0.22
Q3	0.16	0.17	0.24
Q4	(0.13)	0.12	0.19
FY Jan	\$0.37A	\$0.41	\$0.80
P/E	44.8x	40.5x	20.7x

Excludes charges related to UTIW's transformation initiative and other nonrecurring items

Rev (Net)	2013A	2014E	2015E
FY Jan	\$1.59B	\$1.58B	\$1.66B
EV/Revenue	1.2x	1.2x	1.2x

David G. Ross, CFA
 J. Bruce Chan
 Stifel Equity Trading Desk

dross@stifel.com
 chanb@stifel.com
 US: (800) 424-8870

(443) 224-1316
 (443) 224-1386
 Canada: (866) 752-4446



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Transformation update

- We found it interesting to learn that the company does not just have four global IT operating systems for freight forwarding (as we've heard since the 4asOne plan was introduced) but actually nine. Still, as the immortals say in *Highlander* – “there can be only one,” and that one (internally developed) system is called OneView.
- On the financial reporting side, UTi had been using six general ledger systems that are being replaced with Oracle, now active in 23 countries.
- The benefits of a single operating system should be significant, as the company will 1) reduce redundancies in order entry, 2) improve visibility internally and externally, 3) reduce manual error, 4) improve data gathering/analysis, 5) allow for better costing (and therefore better pricing/yield management). For example, in current operations with multiple systems on a shipment from Shanghai to Los Angeles, the data is entered into the system in Shanghai and then in Los Angeles, the worker has to enter in his data into the Shanghai system and then enter the data again into the L.A. system. Under OneView, the data gets entered once and both sides of the transaction can see it.
- OneView has been rolled out in 15 countries as of the end of F1Q14 and should be operational in 18-20 countries total (including one of the “big 3” – U.S., Germany, or S. Africa) by the company's F2Q14 conference call in early September. While tweaks have been made along the way and some smaller countries used some “manual work-arounds” in implementing the system, those work-arounds are to be fully automated by the time the system is introduced in the bigger territories. The remaining “big 3” countries should see the system go live by October 31 and by year-end, UTi expects 70% of their global forwarding transactions to be on OneView. This time next year, management expects OneView to be fully implemented.
- The company needs revenues to rebound to FY12 levels, though, in order to achieve its margins targets of 20% in freight forwarding and 10% in contract logistics. When those targets were first laid out, the expectation was for no revenue growth when it's in fact been negative.
- *Risks* – system lacks customer ease-of-use, implementation in big countries, further losses in contract logistics, further declines in global airfreight market, and loss of key personnel or labor unrest as significant headcount reduction nears.
- *Next steps* – after Transformation complete, the company will look for further opportunities to improve efficiency and also plans to focus its efforts on certain products/regions/lanes to continue to expand its margin beyond the targeted 12%-13%.

Other notes

- The company is still evaluating how to best return cash to shareholders, but we believe near-term share repurchases or dividend increases are unlikely.
- Once the new forwarding system is rolled out completely, EBITDA should increase significantly, allowing for more availability (cash + borrowing capacity) to buy back stock opportunistically. Acquisitions are not officially off the table near term, but we believe it would have to be a very attractive deal to consider prior to full implementation of OneView. Any future forwarding acquisitions would be immediately converted onto the UTi platform.
- Current cash on its balance sheet is largely held overseas and should not be brought back to the U.S. for tax reasons. Also, its bank covenants are based

around gross debt and not net debt.

- Capex, excluding current IT initiatives (roughly \$140mm in total capex spend on Transformation), is roughly \$50mm-\$60mm.
- Near-shoring is a trend the company is hearing a lot about but only seeing in small doses. We believe global supply chains are changing and will change but that the change should be gradual and that we'll still be talking about near-shoring/re-shoring for the next 10-15 years.
- Housing, auto and oil/gas are strong sectors for UTi presently in the U.S.

Target Price Methodology/Risks

Our 12-month target price is \$18, or 17x our CY15 EPS estimate of \$1.04.

Risks to Target Price

Global or regional economic recession; missteps in the integration of the company's global freight forwarding operating platform; customer concentration in the auto and retail sectors; foreign currency fluctuations; airline capacity; steamship capacity; rapidly rising fuel costs; poorly executed acquisition strategy; failure of cost reduction initiatives; financial integrity risk with rollout of Oracle Financials; and DOJ investigation and litigation risk.

Company Description

UTi Worldwide Inc. is an international, non-asset-based supply chain services and solutions company providing air and ocean freight forwarding, contract logistics, customs brokerage, distribution, inbound logistics, truckload brokerage, and other supply chain management services. The company serves a large and diverse base of global and local companies, including clients operating in industries with unique supply chain requirements, such as the pharmaceutical, retail, apparel, chemical, automotive, and technology industries. The company seeks to use its global network, proprietary information technology systems, relationships with transportation providers, and expertise in outsourced logistics services to deliver competitive advantage to each of its clients' supply chains.

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Equity Comps - Transportation

Comparative Valuation Matrix

(figures in \$US millions, except per share amounts)

Company name (Ticker)	Rating	Closing Price 7/15/2013	Diluted S/O	Market cap.	Total Debt	Cash & equiv.	TEV ^(a)	Equity value as a multiple of			Enterprise value as a multiple of					TTM ROA	TTM ROE	TTM ROIC	PEG ratio ^(d)	Div. Yield	2013E FCF Yld	
								Earnings per Share	Book value	2012A ^(b)	2013E ^(b)	2014E ^(b)	TTM Revenue	TTM EBITDA	TTM EBITDA							TTM EBITDAR ^(c)
Non-Asset-Based Forwarding / Logistics																						
C.H. Robinson Worldwide (CHRW)	Sell	59.94	160.6	9,623.9	390.6	159.9	9,854.7	21.7x	20.7x	18.7x	6.5x	5.6x	12.1x	12.9x	12.5x	13.7x	17.8%	32.3%	28.3%	1.5	2.2%	1.8%
DSV A/S (DSV-DK)	NC	DKK 148.80	184.3	27,428.3	1,225.7	91.2	28,581.5	NE	NE	NE	NM	15.3x	NE	NM	43.6x	NM	7.4%	31.8%	15.2%	NM	0.7%	NM
Echo Global Logistics (ECHO)	Buy	20.16	24.0	483.8	0.0	44.1	439.8	32.5x	25.5x	19.8x	3.3x	3.0x	10.8x	12.9x	12.1x	18.1x	6.7%	10.8%	10.8%	0.7	0.0%	4.3%
Expeditors International (EXPD)	Buy	40.67	206.7	8,405.7	0.0	1,394.7	7,027.6	25.9x	23.6x	21.6x	4.0x	3.9x	11.4x	12.2x	11.5x	13.2x	11.2%	16.0%	15.7%	2.2	1.5%	4.7%
Forward Air Corp. (FWRD)	Hold	39.93	31.2	1,245.2	0.2	71.6	1,173.7	22.4x	20.5x	18.6x	3.3x	2.0x	9.9x	11.3x	9.5x	14.2x	13.1%	15.5%	15.6%	1.7	1.0%	3.6%
Hub Group (HUBG)	Hold	36.85	37.7	1,388.0	0.0	86.3	1,301.7	20.1x	17.7x	15.5x	2.7x	3.6x	9.9x	10.7x	9.3x	11.4x	7.7%	14.4%	14.5%	1.1	0.0%	2.2%
Kuehne + Nagel International AG (KNIN-CH)	Hold	CHF 112.30	120.1	13,485.1	65.2	895.1	12,893.7	24.4x	22.1x	19.7x	5.5x	1.5x	13.1x	12.2x	8.4x	13.1x	9.5%	26.5%	26.1%	1.3	3.1%	6.4%
Landstar System (LSTR)	Hold	53.05	46.8	2,483.4	130.5	139.8	2,474.2	19.2x	19.9x	18.0x	6.1x	0.9x	10.7x	10.6x	10.5x	12.0x	15.3%	35.2%	26.2%	1.2	0.0%	5.2%
Pacer International (PACR)	Buy	6.42	35.5	228.0	0.0	27.7	200.3	NM	25.7x	16.1x	1.9x	0.9x	9.0x	9.9x	4.1x	16.6x	2.8%	5.5%	6.1%	1.1	0.0%	14.4%
Panalpina Weltransport Holding (PWTN-CH)	Hold	CHF 116.40	23.7	2,753.2	3.3	418.9	2,351.9	NM	NM	29.7x	3.3x	1.4x	17.4x	22.5x	9.7x	29.0x	1.3%	3.3%	3.1%	2.0	1.7%	3.6%
Roadrunner Transportation Svcs. (RRTS)	Hold	29.95	36.1	1,081.8	157.3	16.2	1,222.9	25.8x	22.2x	19.7x	2.6x	1.1x	11.9x	14.5x	12.7x	16.6x	6.3%	11.2%	8.9%	1.3	0.0%	-0.5%
Universal Truckload Svcs. (UACL)	Buy	25.76	30.1	775.5	136.0	4.8	906.7	19.1x	15.9x	14.1x	11.1x	0.9x	8.7x	9.1x	8.7x	11.2x	17.8%	69.9%	33.0%	0.7	0.0%	4.4%
UTi Worldwide (UTIW)	Buy	16.59	104.0	1,724.7	392.3	185.3	1,931.7	35.3x	NM	21.3x	2.1x	1.2x	11.6x	15.0x	9.1x	29.4x	0.9%	2.2%	2.2%	1.5	0.4%	1.6%
XPO Logistics, Inc. (XPO)	Buy	21.78	45.4	989.7	111.6	206.2	895.2	NM	NM	NM	4.2x	17.8x	NM	NM	NM	NM	-10.5%	-14.7%	-10.1%	NM	0.0%	NM
Min				228.0	0.0	4.8	200.3	19.1x	15.9x	14.1x	1.9x	0.9x	8.7x	9.1x	4.1x	11.2x	-10.5%	-14.7%	-10.1%	0.7	0.0%	-0.5%
Mean				5,149.7	186.6	267.3	5,089.7	24.6x	21.4x	19.4x	4.4x	4.2x	11.4x	12.8x	12.4x	16.5x	7.7%	18.6%	14.0%	1.4	0.8%	4.3%
Median				1,556.3	88.4	115.5	1,616.7	23.4x	21.4x	19.2x	3.3x	1.7x	11.1x	12.2x	9.7x	14.0x	7.5%	15.0%	14.9%	1.3	0.2%	4.0%
Max				27,428.3	1,225.7	1,394.7	28,581.5	35.3x	25.7x	29.7x	11.1x	17.8x	17.4x	22.5x	43.6x	29.4x	17.8%	69.9%	33.0%	2.2	3.1%	14.4%
Stifel Transportation Average				8,504.1	1,567.9	482.1	9,629.1	20.4x	18.5x	16.6x	3.1x	2.3x	9.2x	9.5x	6.8x	14.4x	5.2%	15.5%	10.2%	1.3	1.0%	2.6%

(a) Total Enterprise Value = Market Capitalization of Equity + Total Debt - Cash + Market Value of Minority Interest

(b) Stifel estimates for those rated and First Call mean estimates for unrated securities

(c) Enterprise value adjusted to include the capitalization of off balance sheet operating leases with lease expense (or rent expense) being added back to EBITDA for the valuation multiple calculation

(d) 2014E P/E divided by First Call mean or Stifel estimated long-term growth rate

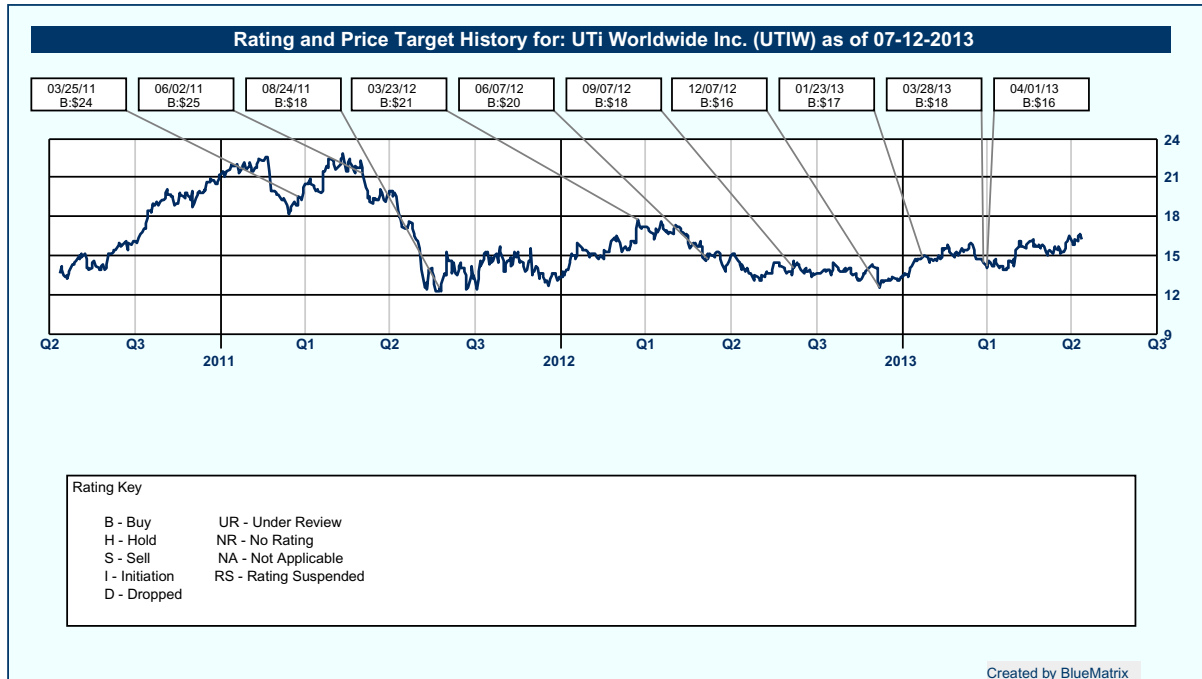
Excludes non-recurring items

Calculations may vary due to rounding

Source: Company data, First Call, and Stifel estimates

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Stifel makes a market in the securities of UTi Worldwide Inc..

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HOLD -For U.S. securities we expect the stock to perform within 10% (plus or minus) of the S&P 500 over the next 12 months. For Canadian securities we expect the stock to perform within 10% (plus or minus) of the S&P/TSX Composite Index. For other non-U.S. securities we expect the stock to perform within 10% (plus or minus) of the MSCI World Index. A Hold rating is also used for yield-sensitive securities where we are comfortable with the safety of the dividend, but believe that upside in the share price is limited.

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