

# 2002

A n n u a l R e p o r t



Dopravní podnik hl. m. Prahy,  
akciová společnost



Dopravní podnik hl. m. Prahy,  
akciová společnost



# 2002

A n n u a l R e p o r t



Dopravní podnik hl. m. Prahy,  
akciová společnost



<b>Introductory word of General Manager</b>	<b>6</b>	<b>External and internal communication</b>	<b>39</b>
<b>Organization chart</b>	<b>8</b>	Introduction	41
<b>Calendar of events in 2002</b>	<b>10</b>	Marketing and promotion	41
<b>Prague Public Transit Co. Inc. in 2002</b>	<b>11</b>	Passenger information	42
<b>Transport</b>	<b>15</b>	Archive and PT Museum	43
Introduction	17	Service Quality Programme	44
Transport system	18	Quality system under ISO 9000 standards	44
Supply of transport services	19	International relations	45
Public transport priority	19	<b>Future priorities</b>	<b>47</b>
Traffic surveys	21	<b>Companies with capital interest of Prague Public Transit Co. Inc.</b>	<b>51</b>
Accident rate	21	Inženýring dopravních staveb, a. s.	53
Services designed for people with reduced mobility and orientation ability	21	Pražská strojírna, a. s.	54
Ticket inspection	22	Rencar Praha, a. s.	54
<b>Technology</b>	<b>23</b>	SPŠD, SOU a U, a. s.	55
Introduction	25	Elaugen DP Praha, s. r. o.	55
Fleet and rolling stock	26	PragoNet, a. s.	56
Investments	27	<b>Report on activities of the Supervisory Board</b>	<b>57</b>
Power supply	28	<b>List of abbreviations</b>	<b>62</b>
Environmental issues	29	<b>Tables</b>	<b>63</b>
<b>Economics</b>	<b>31</b>	<b>Public Auditor's Statement on Audit of Annual Financial Statements as of 31/12/2002</b>	<b>90</b>
Introduction	33		
Financial situation in 2002	33		
Tariff and fare revenues	34		
<b>HR policy</b>	<b>35</b>		
Introduction	37		
HR development	37		
Wage policy	37		
Education and training	38		
Social policy	38		

# Introductory



## **Introductory word of General Manager**

Dear members of Prague City Council,  
dear colleagues, dear friends!

You are just starting to browse through the Annual Report of Prague Public Transit Co. Inc. for 2002, reflecting the twelve months which have to be assessed from two different points of view.

The first half of 2002 was a follow-up to our earlier efforts.

We improved our services with the aim to offer attractive travel options within the city

in relation to increased car use in Prague road network.

The second week of August, however, brought events that changed not only the functioning of our company but the functioning of the city in a few hours. At the beginning of 2002 the sentence describing the metro system in Prague as the backbone of Prague public transport system seemed to be just a hackneyed phrase.

But this was no longer true in mid-August when we had to manage a situation beyond all existing crisis management plans. For several weeks our long-term visions took a back seat and the main task for the upcoming weeks and months was to recover metro operation as quickly as possible. Surface modes of transport, i.e. trams and buses, replaced the paralyzed metro system based on operating conditions. In my

# only word

opinion as well as in the opinion expressed by a number of renowned public transport experts we have managed this emergency situation very well in spite of all negative aspects. Recovery from flood damages was not the only priority in the second half of 2002. In several weeks we also initiated development of measures to eliminate any future metro flooding. Nobody of us can predict any future occurrence of a similar situation, whether next year or in the next five or five hundred years.

Not only the situation of the metro system calls for a thorough analysis. Equal attention is to be paid also to alternate transport services and measures taken with respect to provision of such services from mid-August 2002.

We should be able to transfer all positive aspects resulting from this emergency situation, particularly in the field of PT priority, to our day-to-day practice to make public transport a natural companion not only for local residents but also for visitors to the city.

Future development of public transport will undoubtedly require many discussions at various levels. After all, it is not only our own operation that offers many interesting inspirations for future developments.

Most West European cities are increasingly aware of the fact that a good-quality public transport system is essential for their future development.

Collective bargaining was a very important issue within our company. The bargaining was more difficult than ever. Due to a growing number of trade union organizations active within our company it has been much more difficult than ever to reach an agreement not only between trade unions and management but also between particular trade unions.

It was not only this experience which has led us to discussions about the most effective and well-functioning structure of our company. We have to aim at eliminating financial resources required by the public transport system due to the fact that resources granted by the municipal budget, being a decisive part of our funding, are not unlimited.

Our position on the public transport market in the future can be guaranteed only through our active performance and initiative approach to problem solving. Each of our employees has to be aware of this fact.



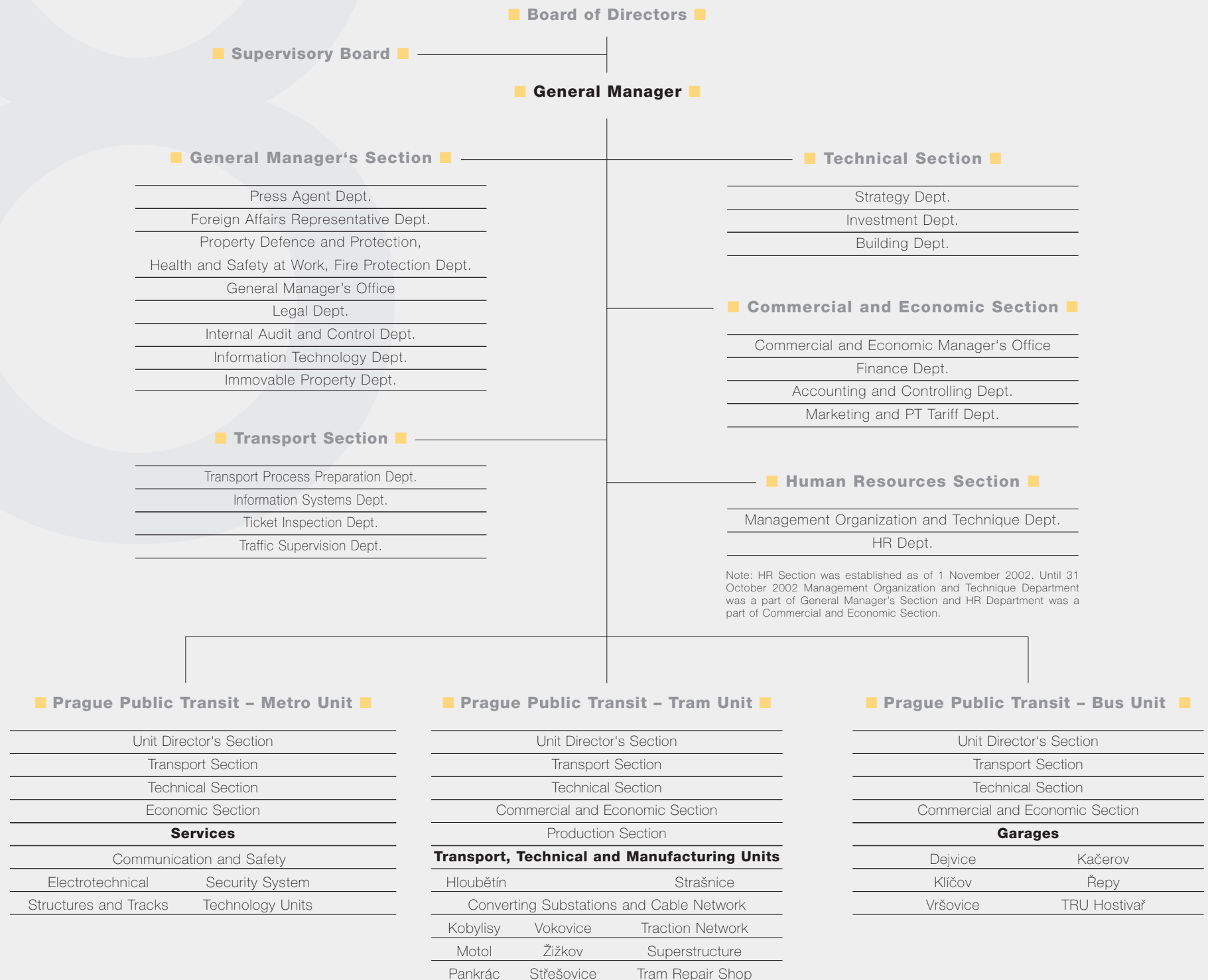
Ing. Milan Houfek

CHAIRMAN OF THE BOARD OF DIRECTORS AND GENERAL MANAGER



# Organizational

8



# on chart

9

## ■ Board of Directors ■

**Ing. Milan Houfek**  
CHAIRMAN

**Petr Hána**  
MEMBER

**Ing. Václav Pomazal, CSc.**  
MEMBER

**Mgr. Petr Hulinský**  
VICE-CHAIRMAN

**Ing. Jiří Kaňák**  
MEMBER

**Ing. Jiří Sklenařík**  
MEMBER

**Radovan Šteiner**  
VICE-CHAIRMAN

**Ing. Martin Vlk\***  
MEMBER

**Doc. Ing. Zdeněk Trojan, CSc.**  
MEMBER

---

\* member effective from 23. January 2002. As of 1. January 2002 Ing. Kamil Kotek resigned from his post of board member.

## ■ Supervisory Board ■

**Ing. Martin Hejl**  
CHAIRMAN

**Ing. Vladimír Göringer**  
MEMBER

**Jiří Čada**  
MEMBER

**Jiří Šindelář**  
VICE-CHAIRMAN

**Ing. Jiří Paroubek**  
MEMBER

**Tomáš Vrbík**  
MEMBER

**Mgr. Rudolf Blažek**  
MEMBER

**Ing. Václav Procházka**  
MEMBER

**Petr Zajíček**  
MEMBER

## ■ Management ■

**Ing. Milan Houfek**  
GENERAL MANAGER

**Ing. Petr Blažek**  
TRANSPORT MANAGER

**Ing. Tomáš Jílek**  
TECHNICAL MANAGER

**Ing. Václav Pomazal, CSc.**  
COMMERCIAL AND ECONOMIC MANAGER

**Ing. Jaroslav Ďuriš\***  
HUMAN RESOURCES MANAGER

**Ing. Ladislav Houdek**  
DIRECTOR,  
METRO UNIT

**Ing. Milan Pokorný**  
DIRECTOR,  
TRAM UNIT

**Ing. Ladislav Špitzer**  
DIRECTOR,  
BUS UNIT

---

\* appointed effective from 1 November 2002.

# Calendar of events

10

## **7 January**

Passengers were carried for the first time by the first articulated low-floor bus in Prague.

## **11 January**

The 10th anniversary of Prague Integrated Transport system as well as of the first line of Prague Public Transit Co. Inc. servicing passengers beyond the city boundaries.

## **11 February**

Signing of Wage Agreement for 2002 between Board of Directors and Trade Unions' chairmen.

## **28 April**

Žižkov tram depot celebrated 90 years of its existence.

## **15 May**

Conclusion of contract between the City of Prague, Česká spořitelna, a. s. and ČSOB, a. s. (Czech banks) on funding the delivery of 20 additional M1 metro trains.

## **18 May**

Thousands of residents and visitors to Prague took an opportunity to inspect construction of Metro extension IV.C from Nádraží Holešovice to Ládví.

## **12 June**

Delivery of the first series of 22 M1 metro trains was completed.

## **20 June**

Completion of the second stage of extensive reconstruction of tram track in Karmelitská Street.

## **26 June**

The first moving staircase platform designed for people with impaired mobility was put into service enabling easy access to Chodov metro station.

## **8 July**

Introduction of new express bus line no.100 on the route Ruzyně Airport – Zličín.

## **12 –14 August**

Prague was hit by disastrous floods; part of metro network and some tram tracks were flooded.

## **26 – 27 August**

Prague Public Transit hosted the meeting of UITP General Commission on Transport and Urban Life.

## **17 September**

Reintroduction of tram service in Černokostelecká Street following major reconstruction.

## **21 – 22 November**

Buses of Prague Public Transit Co. Inc. provided special transfers of participants of the NATO Summit in Prague.

## **19 December**

The oldest bus garage in Dejvice celebrated seventy years of its existence.



P r a g u e   P u b l i c   T r a n s i t   C o .   I n c .

i n   2 0 0 2







Hardly anybody could imagine the current life of big cities without public transport. Experience of the second half of the 20<sup>th</sup> century shows that elimination of public transport services and increasing number of roads to accommodate higher amounts of cars have led to a blind alley. Vitality of any city and quality public transport form communicating vessels – this is the basis of the transport policy for the 21<sup>st</sup> century. Prague Public Transit Co. Inc., major public transport operator within the territory of the Czech Republic, makes every effort to provide services to ensure basic needs of the city and its citizens and to assist the City of Prague in maintaining its position of an attractive destination for tourists from all over the world. Each day we offer fast, safe and environmentally friendly mode of transport to compete with private cars. The absolute majority of Prague residents will remember 2002 in connection with floods. Devastating natural catastrophe that hit our capital substantially affected also provision of public transport services and operation of our company as a whole. It affected all spheres of corporate activities as illustrated

below - August events form the central theme of all following chapters. However, the floodwaters that caused substantial damages to Prague Public Transit Co. Inc. did not put an end to implementation of significant activities and projects started by our company in previous years.

Again, we made progress with modernization of our fleet and rolling stock. We acquired over twenty new metro trains and additional low-floor buses and reconstructed trams. We believe that technically advanced fleet is one of essential prerequisites for public transport to become an attractive alternative to private cars. Metro extension to the northern part of the city was making good progress. Development of tram line to Barrandov which should be open to the public by the end of 2003 went on as well. Furthermore, we continued to implement priority measures to give priority to public transport in urban road network. We also continued to develop the Service Quality Programme assessing the level of services provided by our company from the perspective of our clients.

**Prague Public  
Transit Co. Inc.  
in 2002**



# 15

T r a n s p o r t



NA  
NICE

JÍZDA

OVNA  
ŠOVICE

STIVAŘ  
nádraží

ŘEPRAVA  
CVIČENCŮ

ÁŠTNÍ JÍZDA

19

NOVÝ HLUBETÍN  
Nádr. Vysočany - Balabenka  
Palmovka - SOKOLOVSKÁ  
Nám. Republiky - Můstek  
Václavské n. - MUZEUM  
Nám. brí. Synků  
SPORILOV

26

HÓTEL  
PODBABA INTERNATIONAL  
LENINOVA - HRADČANSKÁ  
Strassmayerovo n. - Revoluční  
Nádr. Střed - Bolzanova  
Nákl. nádr. Žižkov - ŽELIVSKÉHO  
Vinice - Průběžná  
STRASNICE RADOŠOVICKÁ

3

HLUBETÍN Černý Most  
Nádr. Vysočany - Palmovka  
Sokolovská - Nádr. Střed  
Václavské n. - Karlovo n.  
Palackého n. - Výtoň  
Podolská vodárna - Dvorce  
BRANÍK nádraží

3

VYSOČANY, nádraží  
Balabenka - Palmovka  
Dělnická - Vltavská  
Masarykovo nádr. - Václavské n.  
Karlovo n. - Palackého n.  
Výtoň - Dvorce  
BRANÍK, nádraží

15

HLUBETÍN Černý Most  
Kbelská - Harfa  
Balabenka - Palmovka  
Sídliště Invalidovna  
Thámová  
KARLÍN Sokolovská

CVIČNÁ  
JÍZDA

MOTOROVÝ VŮZ BEZ PRŮV  
Výhradně pro přímé  
a majitele předplatnic  
PLATTE POUZE DROBNÝMI

STRAV  
KRÁL

RA

9

HRDI  
Ohran  
Olša  
Vá  
N



# Transport

## Introduction

Public transport system in Prague forms a dense network covering the entire city and its surroundings.

The total length of lines operated by Prague Public Transit Co. Inc. amounts to more than 2,500 kilometers; these lines connect the city centre with the most distant suburbs.

Hundreds of metro trains, trams and buses dispatched every day on regular routes enable local residents and visitors to travel to work, schools, shopping centres, entertainment or cultural events.

When coordinating such a high number of connections we follow predominantly demands of our clients. Our company uses data collected through traffic surveys. These regular surveys enable us to establish the scope of services, intervals and timetables that are really suitable for passengers.

Provision of regular public transport services was dramatically affected by devastating August floods. Established network of Prague public transport was completely changed for several weeks. The period of conceptual development was replaced

by improvisation and operative management with the main aim to maintain at least basic functions of public transport.

Replacement of the metro system by surface transport modes seemed almost impossible but even in this situation Prague Public Transport Co. Inc. stood the test.

Ensuring smooth and seamless flow of public transport through the city is a necessary prerequisite for provision of good-quality public service. This is not really easy given conditions of the City of Prague: the total volume of transport performance in Prague has been constantly growing and the Czech metropolis surpasses even the biggest West European cities with respect to car ownership level per capita.

Accordingly, public transport priority is one of the main priorities of Prague Public Transport Co. Inc. Additionally, one of the focuses of our company is to make travels easier and quite common also for people with impaired mobility and orientation ability. Through improving our technical supporting facilities and professional behaviour of our staff we aim to win these passengers to become our satisfied customers.

## Transport

Transport system

■ **Metro /** Three lines (A, B, C) of the total length 50.1 kilometers with 51 stations – this is the current structure of the metro system in Prague. Metro network is the backbone of the entire public transport system in the Czech metropolis. Most stations serve as intermodal interchanges with follow-up tram and bus services. Metro services are used by over one million passengers every day.

In 2002 operation of the underground system in Prague was significantly affected by August floods which hit the whole city on 12 – 14 August. Substantial part of the metro system, including interchanges Florenc, Můstek and Muzeum were flooded and operation was suspended or substantially eliminated at many places. Thanks to intensive recovery works the entire line C was reopened on 18 November; line A was reopened on 21 December. Reopening of the central segment of line B has been scheduled for February 2003.

Signing of the contract between the City of Prague and Česká spořitelna, a. s. and ČSOB, a. s. (banking institutions) on funding the delivery of additional 20 M1 metro trains was an important step towards stabilization of the rolling stock and towards improving the quality of services provided.

Metro Unit also operates the chairlift in the Prague ZOO which has become increasingly popular among visitors. The chairlift, however, was also hit by high floodwaters of the river Vltava; its operation was therefore suspended at an earlier date.

■ **Trams /** In 2002 24 day, 8 night routes and one nostalgic tram route were operating within the network of more than 137 km. All remaining available capacity of the Tram Unit was used from 19 August to replace paralyzed metro lines (X-A and X-B). A part of the tram network itself was also hit by floodwaters; operation of all damaged segments was fully recovered within three months, excluding the tram track in Sokolovská Street running through the district of Karlín which was badly hit by the floods.

In addition to emergency repairs of segments hit by the floods planned maintenance and repair works were also carried out

throughout 2002. The most important reconstruction schemes included the second stage of repair of the tram track in Karmelitská Street and reconstruction of the tram track in Černokostelecká Street (track grassing).

The tram track in Milady Horákové Street was also grassed; this sophisticated grassing helps to absorb noise and eliminate dust levels.

The funicular railway to Petřín ranked again among the most popular tourist attractions. Extension of opening hours until 23:30 was a novelty aimed particularly at satisfying the demands of foreign visitors.

■ **Buses /** At the end of 2002 Prague Public Transit Co. Inc. operated 150 urban day routes, 20 suburban routes, 20 school routes, 13 night urban routes and 2 routes designed for people with reduced mobility and orientation ability.

Several changes were introduced compared with 2002. Effective from 1 July Prague Public Transit Co. Inc. took over the operation of bus route no. 192 and handed over the so-far operated routes no. 221, 323 and 353, assigned by ROPID to another operator. From 2 September bus services in Modřany were reinforced and intervals of some bus routes in morning peaks were cut. Night services, particularly in southern parts of the capital, were substantially modified.

Introduction of express bus no. 100, connecting the International Airport Ruzyně with metro B station Zličín serviced by low-floor buses specially modified to deliver higher speed and provide more luggage space was a major event in the bus system.

Buses operated by Prague Public Transit Co. Inc. substantially participated in provision of transport services in the city hit by the flood. Buses were at first employed to evacuate people in the most hit parts of the city and then to provide substitute services to replace impaired segments of metro and tram system. Our buses did a good job when fulfilling a prestigious task to carry participants of the NATO Summit held in Prague in November 2002.

Supply of transport services

The overall supply of transport services provided by urban and suburban lines included in the Prague Integrated Transport system operated by Prague Public Transit Co. Inc., including special services designed for people with impaired mobility and orientation ability, amounted to approx. 155.5 mil. vehicle kilometers (v.km). The volume of transport services expressed in place kilometers (p.km) amounted to almost 18.0 bn. place kilometers. Supply of transport services in vehicle kilometers showed a slight increase compared with 2001, the volume of place kilometers showed a slight decrease.

Increased volume of transport services in vehicle kilometers was particularly a result of reinforced tram and bus transport services partially replacing metro service substantially impaired due to floods. Increased transport performance was also resulting from introduction of bus line no. 100 Ruzyně Airport - Zličín, increased frequency of bus route no. 192 to Barrandov housing estate from 1 June, cut intervals of some other bus services and extended night operation of the funicular railway to Petřín.

Annual decrease of supply of transport services in place kilometers was resulting from impaired metro operation due to floods and partial replacement of this system by surface transport; surface transport vehicles, however, have a lower passenger-carrying capacity available compared with metro trains.

Total volume of transport services (in '000 km)		
	v.km	p.km
Metro	36 914	6 677 259
Trams	50 466	5 798 116
of which: funicular railway	23	2 297
substitute bus services	850	59 523
Buses	68 092	5 507 075
Total	155 472	17 982 450

PT priority

As a result of the enormous increase of car traffic during the 1990s transport network in Prague has become one of the most congested networks in Europe. This fact has had a negative impact on speed and regularity of surface public transport. To resolve this unsustainable situation measures have been taken to give priority to public transport and thus ensure its attractive character for local residents and visitors. These measures are based on the “Project of Surface Public Transport Priority in Prague”, elaborated continuously by Prague Public Transit Co. Inc. in cooperation with experts of the Prague City Council, Police of the Czech Republic and Technical Road Administration.

- Trams /** Tram priority
- is ensured particularly by separating tram tracks from the street level and by introducing suitable signal timing at crossroads with traffic lights.
- By the end of 2002 concrete humps separating the track from the street level have been installed along more than 5 kilometers of tram tracks.
- These physical barriers ensure smooth and safer flow of tram traffic at places with frequent occurrence of conflicts with car traffic. Last year longitudinal humps (2003 m) were installed in the following localities:
- Svatovítská Street within the segment Václavkova – Milady Horákové – downtown direction (154 m),  
*implementation - June 2002,*
- Komunardů Street – uptown direction – from the front of “Dělnická” stop to Dělnická Street (47 m),  
*implementation - June 2002,*
- Masarykovo Embankment within the segment between Myslíkova and Na Struze Streets in both directions (361 m),  
*implementation - August 2002,*

Transport

- Seifertova Street within the segment Husinecká – Příběnická - downtown direction (324 m),  
*implementation - September 2002,*
- Štefáník's Bridge – in both directions (433 m),  
*implementation - October 2002,*
- Karlovo Square within the segment between "Karlovo náměstí" stop and intersection with Odborů Street – uptown direction (66 m),  
*implementation - October 2002,*
- Karlovo Square within the segment Resslova – "Morář" stop – uptown direction (100 m),  
*implementation - October 2002,*
- Smetanovo Embankment within the segment between Divadelní Street and "Karlovy lázně" stop – in the direction of Staroměstská metro station (75 m),  
*implementation - November 2002,*
- Rašínovo Embankment within the segment between Vyšehrad tunnel and intersection with Libušina Street – downtown direction (221 m),  
*implementation - November 2002,*
- Kapitána Jaroše Embankment next to exit from Letenský tunnel - downtown direction (187 m),  
*implementation - November 2002,*
- Národní Street within the segment Spálená – Karoliny Světlé – uptown direction (25 m),  
*implementation - December 2002,*
- Havlíčkova Street within the segment between traffic island of "Masarykovo nádraží" stop and intersection with Hybernská Street - downtown direction (30 m),  
*implementation - December 2002.*

Signal timing priority facilitates approaching trams to pass through the intersection without having to stop (so-called "absolute priority") or at least with a minimum delay. As of 31 December 2002 there were 193 crossroads with traffic lights within the tram network of which 60 with tram priority signal timing (of which 26 with absolute and 34 with facultative priority).

■ **Buses /** Introduction of reserved bus lanes has proved to be an effective priority measure, ensuring smooth and fast flow of bus traffic. In 2002 experimental introduction of bus priority at crossroads with traffic lights was tested for the first time – within the framework of European Commission's project called Trendsetter. Buses of Prague Public Transit Co. Inc. use currently 10.5 kilometers of bus lanes on roads and tram tracks. In 2002 reserved bus lanes (total length 1.5 km) were implemented at four places:

- Čimická Street within the segment Písečná – U dětského domova – downtown direction (350 m),  
*implementation - April 2002,*
- Kukulova Street within the segment Šafránecká – Podbělohorská – in the direction of Vypich (300 m),  
*implementation - May 2002,*
- Českobrodská Street within the segment Horní Hrdlořežská – Spojovací - downtown direction (650 m),  
*implementation - May 2002,*
- Tábořská Street within the segment between the underpass under the arterial road and Na Pankráci Street – uptown direction (200 m),  
*implementation - May 2002.*

Traffic surveys

Any quality and reliable operator cannot manage without being aware of passenger needs and numbers. Accordingly, traffic surveys are an important focus of Prague Public Transit Co. Inc. each year. Results of traffic surveys are a basis for implementation of changes and modifications of public transport services in line with passenger demands. Three comprehensive traffic surveys were carried out in the first half of 2002 within the framework of regular monitoring of PT network load. In January and February trams dispatched from particular depots in the morning period were surveyed within the entire tram network. The survey resulted in modification of morning tram service intervals applying to holiday as well as regular post-holiday timetables. Other traffic surveys focused on night tram and bus services, particularly on buses servicing the eastern part of the city. In the first half of 2002 a number of local surveys of operational nature was carried out as required by operational or traffic conditions. The aim of such surveys was particularly to monitor vehicle occupancy levels and passenger turnover at selected stops; the surveys also verified passenger-carrying capacity of substitute bus services during service interruptions. As a result of August floods and subsequent extraordinary conditions in PT operation all surveys carried out in the second half of 2002 were of operative nature. Their aim was to harmonize passenger demands with the passenger-carrying capacity offered, and that both with respect to substitute lines replacing paralyzed metro segments (X-A, X-B, X-C) and with respect to a number of follow-up lines within the entire city. Results and analysis of all surveys were immediately used by relevant management staff in their day-to-day decisions about implementation of updated measures to gradually improve the quality of PT operation.

Accident rate

The total number of traffic accidents as well as the number of traffic accidents with involvement of vehicles of Prague Public Transit Co. Inc. increased in 2002. Unfortunately, this growing trend included also traffic accidents caused by our drivers. The August floods were one of the main causes of the above mentioned increase. Tram and bus traffic grew intensely due to impaired metro services which resulted in higher accident risk. Nevertheless, this growth was not so dramatic taking into account the increased volume of transport services supplied by surface transport vehicles. Prague Public Transit Co. Inc. still maintains its reputation of being a reliable and safe operator. While the total annual number of traffic accidents in Prague doubled during 1990 – 2002 the traffic accident rate with respect to public transport vehicles increased only by a fourth for the same period.

Services designed for people with impaired mobility and orientation ability

Quality services for all groups of citizens – this is one of the main credos of Prague Public Transit Co. Inc. Our company therefore makes a long-term effort to make travel conditions easier and better also for people with impaired mobility and orientation ability. Within the metro system 23 out of total 51 stations are easily accessible by means of lifts, modified freight lifts (accessible with an accompanying person) and access ramps. In 2002 some of these measures facilitating easy access were improved; at Chodov and Skalka stations personal and freight lifts were put into service replacing existing freight lifts; Chodov station was also equipped with the first inclined staircase ramp for physically impaired people connecting the platform with the vestibule of the station. Preparations for installation of such ramps started at Strašnická, Nové Butovice and Smíchovské nádraží stations.

Transport

Transport

Number of penalty fares	Collected revenues (in CZK)
184 491	64 497 452
- 10,7 % compared with 2001	- 4,5 % compared with 2001

Last year works in connection with installation of a personal lift at Muzeum station (line A) were started. Personal lifts are now an integral part of projects of currently developed metro extensions as well as of planned metro extensions IV. C1, IV. C2 and I. D.

To enable easier orientation of visually impaired people entrances to metro stations are equipped with acoustic beacons. In 2002 these were installed at eight stations: Háje, Chodov, Opatov, Karlovo náměstí, Budějovická, Pankrác, Strašnická and Skalka. Station platforms are gradually fitted with guide rails – these guidance elements were newly introduced to Chodov and Háje stations.

Special receivers installed in all surface transport vehicles are an important step towards easily accessible public transport. This unique system enables a remote-controlled activation of an external announcement about the number and destination of the approaching tram or bus; possible intention of the blind passenger to get on is acoustically confirmed to the driver.

An important step towards making public transport services accessible to people with impaired mobility is the acquisition of additional easily accessible vehicles. In 2002 the bus fleet was extended by additional 19 low-floor Karosa Renault City Buses equipped with folding ramps at the central door enabling access of wheelchairs and by 12 low-floor articulated Karosa Renault buses. The total number of low-floor vehicles amounted to 257, all of them meeting easy-access criteria. Low-floor buses serviced 65 regular routes of which 9 were serviced exclusively by low-floor vehicles. With respect to other routes low-floor vehicles were employed at selected links designated in timetables (so-called guaranteed links).

Prague Public Transit Co. Inc. operates also 2 special bus routes primarily designed for people with impaired mobility. These routes are serviced by 4 modified Karosa buses equipped with hydraulic folding staircase forming an elevated platform with a reduced number of seats to accommodate

more wheelchairs. The first special bus route services the Jedlička's centre and easy-access houses at housing estates Černý Most and Jižní Město I, the second one services easy-access houses at housing estates Řepy and Jihozápadní Město.

Ticket inspection

Based on qualified estimates about 3-5 % passengers using the Prague Integrated Transport system do not pay for the services provided. The so-called fare-evaders cause our company revenue losses amounting to approx. tens of millions CZK. The main task of ticket inspectors is to maintain such losses at an acceptable level and to eliminate them as much as possible.

In 2002, following consultations with Personal Data Protection Office, ticket inspection activities were modified and improved to comply with applicable legislation. Publication of Amendment Acts on Railways No. 266/1964 Coll., and Road Transport No. 111/1964 Coll. strengthening the powers of ticket inspectors and thus making claims for violation of transport and tariff conditions more enforceable had a significant impact on ticket inspection activities. Thanks to successful cooperation with Municipal Police and Police of the Czech Republic 32 extensive joint inspections were organized during 2002.

Our company continued also its successful cooperation with Brož & Sokol & Novák, attorneys at law, to enforce obligations for non-compliance with transport conditions.

Collected revenues of Ticket Inspection Department were substantially influenced by August floods. During the period when public transport services were provided free of charge the main task of ticket inspectors was to inform local residents and visitors about current situation and stopgap measures in connection with provision of transport services. Ticket inspectors provided information directly in the streets as well as in provisionally established rooms in the Control Centre building of Prague Public Transit Co. Inc.

# 23

T e c h n o l o g y





118  
ČEROV  
KČ  
TKA  
KA  
ci  
atov

205  
ZELENÝ PR  
Poliklinika Budějov  
KačeroV • Novodvorská  
Labe • Nadraží • Modřany  
KOMORANY

203  
KACE  
Novodvorská  
VAVŘENOVA

182  
KAČEROV

196  
SMÍCHOVSKÉ NÁDR.  
Lihovar • Přistaviště  
Novodvorská  
Nemocnice Krč  
KAČEROV

196  
KAČEROV  
Nemocnice Krč  
Tempo  
SÍDLIŠTĚ LHOTKA

189  
SÍDL. LHOTKA  
KOLEJE JIŽNÍ MĚST

182  
KLOBOUČNICKÁ  
KačeroV • Nemocnice Krč  
SÍDLIŠTĚ LHOTKA  
Labe • Zátíšská  
NÁDR. BRANÍK (vybrané spoje)

177  
POLIKLINIKA MAZURSKÁ  
Střelnická • Prosek  
Vysočanská • Spojovací  
Skalka • Na Košíku • Opatov  
CHODOV

50  
177  
KLOBOUČNICKÁ  
CHODOV

150  
121  
ROZTYLY  
Spořilov • Bud  
Ryšánka • Nád  
Novodvorská



# Technology

## Introduction

To keep up with advanced technology development and to respond to constantly growing demands of the public with respect to public transport technical equipment is not easy taking into account enormous financial resources required. Prague Public Transit Co. Inc. aims at introducing vehicles and other technology units complying with current global quality to be able to provide more comfortable, safe and environmental-friendly services to its clients.

The quality of fleet and rolling stock, which is always in the customer focus, has been substantially improved in previous years. Twenty two new metro trains are already operating in regular passenger service (line C) and additional brand-new trains are planned to be delivered in the next two years.

Reconstructed metro trains carry passengers as well but only within the framework of test drives. Modernization of the oldest T3 tram cars aiming at increasing their reliability and travel comfort has been successfully progressing as well. In 2003 a tender is to be announced in connection with delivery of new low-floor trams.

Bus fleet renewal went on as well. The company acquired 73 new buses, including twelve low-floor articulated Karosa Renault buses. These buses appeared in the streets of Prague

for the first time at the beginning of 2002. Refurbishment of older bus types extending their useful lives has been continued – the two-hundredth bus was completed in Hostivař in December.

There were also abundant investments in 2002. In spite of critical situation resulting from August floods all important investments went on according to the schedule. The progress of works in connection with metro development in the northern part of the city and development of tram line to Barrandov did not substantially slow down. The new tram line is to welcome the first passengers by the end of 2003. Several segments of existing trams tracks were repaired, including grassing.

Modernization of metro safety equipment and reconstruction of metro power supply system went on.

Environmental issues are one of the long-term priorities of Prague Public Transit Co. Inc. Public transport operation itself is much more environmentally friendly compared with private cars but our company aims at applying quality environmental approach with respect to all parts of its operations. Elimination of power consumption with respect to electric traction (metro, trams) as well as lower fuel consumption and good-quality waste disposal management have become a common practice in previous years.

## Technology

Fleet and rolling stock

■ **Metro /** As of 31 December 2002 metro rolling stock consisted of 613 cars of type 81–71, 81–71M a new M1 cars. Out of this number there are 163 frontal cars 81–71, 245 inset cars 81–71, 38 frontal cars 81–71M, 57 inset cars 81–71M and 22 M1 trains, i.e. 44 frontal and 66 inset cars. Metro rolling stock has thus available 408 cars of 81–71 type, 95 modernized cars 81–71M and 110 new M1 cars. In addition to the above mentioned inventory there is also a historic set of three Ečs cars designed for special occasions.The mean age of cars is 11.84 years.

Delivery of 22 M1 trains was completed in 2002. All new trains operate in regular service on the line C. Contract on funding additional 20 M1 trains, supplied by Siemens, was concluded in May 2002.

As of 31 December 2002 the premises of the Bus Unit housed as much as 19 reconstructed 81–71M trains delivered by Škoda Plzeň factory. The first seven trains were delivered with MATRA PA 135 automatic train control and operate on the line C within the framework of passenger test drives. Starting from the eighth train all trains are fitted with LZA automatic train control as these trains have been designed for the line A currently undergoing modernization of automatic train control units.

As of December 2002 170 vehicles were removed from operation. Reasons of such removals can be divided into three following categories:

- necessary removals – 122 vehicles (25 under current or future reconstruction in Plzeň factory, 95 modernized and already delivered to Prague and two cars temporarily lent to Škoda Plzeň factory and Siemens) which are not to be included in regular operation schedules,
- vehicles removed due to regular maintenance and repairs – 46 vehicles put aside according to the schedule based on mileage,
- vehicles removed due to extraordinary repairs– 2 vehicles.

Percentage of repairs amounted to 15.31 %. Technical supporting facilities of metro consist of 3 depots each designed for the particular line – Kačеров, Hostivař and Zličín. Extensive repairs are carried out at Hostivař Metro Repair Shop.

■ **Trams /** As of December 2002 tram rolling stock consisted of 949 cars, of which 47 double-articulated of KT8 D5 type, 151 cars of T6 A5 type and 4 low-floor RT6N1 cars. The remaining 747 cars are various modifications of T3 cars. The above mentioned figure does not include 15 historic cars operated on nostalgic tram route and for contractual trips. New T3R.P cars have been acquired from 2000 through modernization of T3 cars. 40 trams of T3 type were reconstructed last year at Hostivař Tram Repair Shop. 91 cars in total have been modernized so far.

The mean age of tram rolling stock is 18.13 years. 330 cars have exceeded their technical lifespan and account for 34 % of the total number. Percentage of repairs in 2002 was 11.38 %. Tram car maintenance is carried out in 7 depots: Hloubětín, Kobylisy, Motol, Pankrác, Strašnice, Vokovice and Žižkov and at Hostivař Tram Repair Shop.

**Buses /** As of 31 December 2002 the Bus Unit had an inventory of 1,394 buses, of which 1,025 standard and 369 articulated. In 2002 the bus fleet was renewed by 31 standard, 19 standard low-floor, 11 articulated and 12 articulated low-floor buses. All low-floor buses delivered in 2002 comply with emission limits under EURO III standard. Apart from acquisition of new standard buses our company continued to implement the scheme of extending the useful life of buses by means of overhauls including grate (frame) replacement. 20 standard Karosa buses were repaired at Hostivař TRU . As of 31 December 2002 247 refurbished buses were in operation. Percentage of repairs amounted to 6.28 %, or 5.68 % after deduction of buses put aside for liquidation or disposal. Faultless operation between technical failures amounted to 13,846 km. The mean age of our bus fleet was 5.17 years as of 31 December 2002. Bus operation is provided by six garages: Dejvice, Klíčov, Vršovice, Kačerov, Hostivař and Řepy.

Investments

There were extremely abundant investments in 2002. Financial resources available to Prague Public Transit Co. Inc. for investments amounted to almost CZK 9.4 bn., of which approx. 3.4 bn. drawn from own resources, approx. 1.6 drawn from the municipal subsidy and CZK 517 mil. from the state subsidy for special purposes. The remaining 3.8 bn. were drawn from bonds, the loan granted by the European Investment Bank and the loan granted by Česká spořitelna, a. s. and Československá obchodní banka, a. s. The most important investment was the progress of metro extension IV.C from Nádraží Holešovice station to Ládví which should substantially improve transport services provided in the northern part of the city. Opening of this metro extension has been scheduled by mid-2004. Development of tram line Hlubočepy – Barrandov planned to open as early as by the end of 2003 went on successfully. Substantial resources were invested in renewal of fleet and rolling stock, and that both through acquisition of new vehicles and reconstruction of existing ones. Important resources were also invested in reconstruction of tram tracks in Karmelitská and Černokostelecká Streets and in modernization of metro automatic train control.

Technology

Power system

■ **Metro /** Prague metro is the major customer in the city in terms of power consumption. Power is supplied by twelve substations 110/22 kV of Pražská energetika, a. s. /Prague Power-producing Plant/ (hereinafter referred to as "PRE"), contracted as a single bulk consumption. In 2002 consumption amounted to 171,129 MWh, of which 50.5 % falling to traction power. Average price was 1.50 CZK/kWh. Heating is provided mainly from central resources of Pražská teplárenská, a. s. /Prague CHP Plant/ (110, 252 GJ/year) and also from local boiler houses and by means of electric power. Natural gas supplied by Pražská plynárenská, a. s. /Prague Gas Company/ is a medium for 4 boiler houses (1.5 mil. m³/year), water is supplied by Pražské vodovody a kanalizace, a. s. /Prague Waterworks and Sewerage/ in the volume of 640,000 m³/year. The total cost of media and sewage charges in 2002 amounted to CZK 345 mil., revenues from sales of media to third parties amounted to CZK 42.2 mil. As a result of August floods the costs of media incurred in 2002 were by approx. CZK 44 mil. lower compared with 2001.

■ **Trams /** Power failure rate development in the first half of 2002 was showing very positive trends with respect to all categories monitored. August floods had a negative impact on this situation: the premises of seven converting substations were flooded, two of them totally, by devastating floodwaters of the river Vltava. Recovery from damages was made much more difficult due to overloaded routes as a result of replacing metro services by tram lines X–A and X–B. Total periods of failures in minutes for 2002 dropped (from 4,154 to 3,865, i.e. to 93 %). This positive trend was influenced particularly by improved communication between central control units and service staff. In February 2002 Pivovar converting substation got on fire and out of service. Until development of a new fixed converting substation the relevant area will be supplied by two mobile sets of converting substations. Very demanding reconstruction of Střed converting substation was started last year. The relevant area of Karlín converting substation, completely damaged by the floods, was temporarily provided with one mobile converting substation. By the end of 2002 preparations were started to open a new container converting substation Karlín. The installed capacity and annual power consumption ranks the Tram Unit among major customers of PRE. Traction power supply for 2002 amounted to approx. 164.7 mil. kWh, i.e. financial costs of approx. CZK 326 mil. (including 22 % VAT).

■ **Buses /** In 2002 the total diesel oil consumption of the Bus Unit amounted to 29.8 mil. l. Total costs of diesel oil amounted to CZK 444.3 mil. Average fuel consumption of the fleet was 43.24 l/100 km; standard buses 40.03 l/100 km and articulated buses 51.42 l/100 km.

The costs of other media amounted to CZK 55 mil.

Consumption of heat supplied by Pražská teplárenská, a. s. amounted to 65,020 GJ/year. Consumption supplied by Pražská plynárenská, a. s. amounted to 3.1 mil. m3 of natural gas. The total consumption of electric power supplied by PRE amounted to 8.2 mil. kWh. Consumption of liquefied gas/propane supplied by Český plyn, a. s. /Czech Gas/ amounted to 31,344 l, i.e.16.6 tons.

■ **Headquarters /** The structure of power consumption was changed last year due to changed ownership (disposal of premises in Drahobejlova and Charvátova Streets, returning of storehouse premises in Krč). August floods did not affected any technical facilities within the power system operated by corporate headquarters. Works in connection with preparation of the tendering procedure for future electric power supplies for the entire company were started in the course of 2002.

**Environmental issues**

■ **Metro /** In the field of environmental protection there has been a constant search for opportunities to replace input materials adversely affecting environment by environmentally friendly materials. These include e.g. environmentally friendly methods of washing down graffiti (metro trains) or replacement of hydrocarbon solvents when degreasing components etc. One of environmentally friendly measures is the replacement of wick lubricators applied to 81–71 metro cars designed for additional lubricating of rails in curves by solid environmentally friendly lubricants (Centrac system) to lubricate the necessary number of wheels. This measure has eliminated pollution of tracks and particularly service areas in depots by oil.

Particular attention has been paid to eliminating noise levels. Noise eliminating measures were taken on the bridge between Rajská zahrada and Černý Most station (line B). With respect to newly developed extension IV. C1 noise and vibration eliminating measures are an integral part of the relevant project documentation. Lower noise levels are an important benefit of new M1 trains as well as of reconstructed 81–71M trains.

Waste disposal management, handling of chemical substances, water and air protection management were carried out in line with applicable legal standards.

**Technology**

Technology

■ **Trams /** Special attention has been traditionally paid by the Tram Unit to sewage disposal system. In the course of 2002 development of tram wash equipped with sewage plant continued at Pankrác depot. Sewage plant at Motol depot was replaced which resulted in low pollution levels of sewage water discharged from the tram wash thus meeting permissible limits set by applicable Sewerage Rules. Tram Repair Shop in Hostivař has been included into the category of major air pollution sources. Last year there were several emission measurements imposed by Act No. 86/2002 Coll. Results of such measurements carried out by an authorized measuring group showed that the unit did not exceed permissible limits. When performing reconstructions of tram tracks advanced building technologies are applied to eliminate negative environmental impacts of tram traffic. These technologies include e.g. vibration and noise eliminating mats, rail silencing or replacement of aluminium pantograph bars by carbon ones. Grassing of tram tracks has environmental (elimination of noise and dust levels) as well as aesthetical benefits.

■ **Buses /** In 2002 deemulsification sewage plant designed for treatment of waters polluted by oil was put into regular operation at Řepy garage. The Bus Unit also managed to stabilize operation of the new sewage plant in Hostivař TRU; introduction of quality sludge tank resulted in significant reduction of sewage and easier sewage disposal. Higher quality water protection should be provided as a result of completion of water management measures applied to service areas and new pumping station of diesel oil and cooling media at Vršovice garage. The Bus Unit focused also on fitting traffic controllers' cars with simple emergency sets. These sets enable controllers to perform easy initial recovery steps to eliminate negative consequences of minor spills of service liquids and oils. The fact that as much as 10% of corporate bus fleet meet the requirements set by the most strict emission standard EURO III undoubtedly contributes to elimination of air pollution in Prague.

■ **Headquarters /** Last year attention was paid to landscaping on corporate land. Revitalization of Rohanský Island was in progress. Following August floods a part of this island was used as a temporary rubbish dump for waste disposed from Karlín area. Initial works were started with the aim to reclaim the waste dump in Modřany.

# 31

E c o n o m i c s



3  
14  
1949-50  
Dvoutraťový lístek  
na elektrické dráhy  
za 190 Kčs měsíčně  
9730  
Jaroslav Babiánek  
Praha XIV., Na Veselí 12

233  
255  
DVE LINKY  
překryvné sítě  
od března 1973  
až do února 1974  
za 70 Kčs měs.  
Iméno:  
Bydl:

GYMNASIUM  
Libeň č. 3, U  
telefon 830  
Rozitko a podpis správy školy

JEDNOTRAŤOVÝ LÍSTEK  
Dopravní podnik hlavního města Prahy  
za 33 Kčs měsíčně  
5  
1958-59  
Iméno:  
Byt:  
TELEFON 632-29

SÍŤOVÝ LÍSTEK MĚSÍČNÍ  
NA ELEKTRICKÉ DRÁHY  
1950  
300 Kčs  
Iméno:  
Byt:  
Jaroslav Babiánek  
Praha XIV., Na Veselí 12

29  
255  
PS

MĚSÍČNÍ JIZDENKA  
NA JEDNU LINKU  
od března 1966 do února 1967  
za 33 Kčs měs.  
Iméno:  
Bydl.:  
ANTONÍN NOSEK  
PRAHA I. MASLOVA UL. 7  
TELEFON 443-39

018938  
MĚSÍČNÍ JIZDENKA  
na DVE linky  
základní  
a překryvné sítě  
od března 1973  
až do února 1974  
za 70 Kčs měs.  
Iméno:  
Bydl:

11  
225

005317  
MĚSÍČNÍ JIZDENKA  
na DVE linky  
základní  
a překryvné sítě  
od března 1973  
až do února 1974  
za 70 Kčs měs.  
R

005962  
MĚSÍČNÍ JIZDENKA  
na DVE linky  
základní sítě  
od března 1972  
až do února 1973  
za 70 Kčs měs.  
Iméno:  
Bydl:

17  
20

00  
MĚSÍČNÍ  
na DVE  
základní s  
od března 19  
až do února 19  
za 70 Kčs me  
Iméno:



# Economics

## Introduction

Economical and effective use of financial resources is one of the main priorities of economic policy of Prague Public Transit Co. Inc.

Economic management of Prague Public Transit Co. Inc. was substantially influenced by August floods. The scope of damages and effort of the staff of all corporate units to immediately recover from damages and restart operation was reflected in the economic situation of the company, and that not only in directly "quantifiable" cost items but also in all economic management criteria assessed.

These include particularly decreased revenues from fares but also decreased revenues from additional activities.

The flood resulted in provisional closing of books as of 31 July 2002 in line with emergency governmental resolution and in subsequent establishment of analytical accounts to book costs in connection with recovery from flood damages. Extra costs were thus strictly separated from costs of ordinary operation.

## Financial situation in 2002

Based on public service contract on provision of public passenger transport services Prague Public Transit Co. Inc. was granted a non-investment subsidy from the municipal budget of Prague City Council amounting to CZK 7.004 bn. As a result of increased wage costs in line with collective bargaining, reinforced operation of Prague Integrated Transport lines and partial coverage of post-flood emergency operational measures this subsidy was increased in the course of 2002. The total amount of the subsidy was thus CZK 7.229 bn. In addition to this the Bus Unit was granted subsidy amounting to CZK 38.686 mil. to cover the cost of transport services provided by suburban routes running through the territory of the City of Prague and subsidy amounting to CZK 8 mil. to cover the cost of bus routes running through outer zones. Apart from unplanned coverage of flood damages financial situation was also affected by final settlement of metro train delivery based on the contract concluded in 1995. A new contract on acquisition of additional twenty metro trains which will be covered from loans granted to our company was concluded. Indemnification for flood damages amounting to CZK 900 mil. had a quite positive impact on financial situation. In 2002 the company incurred the loss amounting to CZK 2,157,126,000 compared with the financial plan. This loss resulted from the fact that the costs and revenues of floods were recorded in books under extraordinary income from operations resulting in the loss amounting to CZK 2,157,221,000. When we assess the income from operations from the perspective of ordinary economic management there has been a positive income from 2002 operations amounting to CZK 95,000.

## Economics

Tariff and revenues from fare

Revenues from fares for 2002, like other items, were substantially influenced by August floods. Net revenues (excluding penalty fares) from integrated transport dropped by more than 3 % compared with 2001. This drop, particularly with respect to revenues from single tickets, was a result of post-flood measures: from 14 until 25 August our company announced free of charge carriage by public transport and from 26 August until further notice validity period of single tickets was extended (from 60 to 90 minutes with respect to transfer tickets and from 15 to 30 minutes with respect to non-transfer tickets). The total amount of the drop amounted to CZK 93.167 mil.

Tickets with optional commencement of validity period (so-called flexible tickets) have been enjoying great popularity among passengers, which is very positive. Sales of this type of ticket have been continuously increasing since its introduction in July 2000; it has more than tripled compared with 2001.

All types of tickets valid for individual zones within the Prague Integrated Transport system have been also constantly in great demand, and that both season tickets and single tickets. Nevertheless, the share of revenues from such tickets is quite low, approx. 3.1 %.

# 35

H R P o l i c y



Zahájení provozu  
metra  
9. května 1974  
Jízdenka  
prvního dne  
Platí od 15. do 16. h  
00093

Zahájení provozu  
metra  
9. května 1974  
Jízdenka  
prvního dne  
Platí od 20. do 21. h  
00093

I.P. PAVLOV  
19763

Zahájení provozu  
metra  
9. května 1974  
Jízdenka  
prvního dne  
Platí od 17. do 21. h  
00093

00093  
  
Zahájení provozu  
metra  
9. května 1974  
Jízdenka  
prvního dne  
Platí od 18. do 19. h.  
00093

00093  
  
Zahájení provozu  
metra  
9. května 1974  
Jízdenka  
prvního dne  
Platí od 12. do 13. h  
00093

00093  
  
Zahájení  
9. května 1974

00093  
  
Zahájení provozu  
metra  
9. května 1974  
Jízdenka  
prvního dne  
Platí od 16. do 17. h  
00093

00093  
  
Zahájení provozu  
metra  
9. května 1974  
Jízdenka  
prvního dne  
Platí od 11. do 12. h  
00093

00093  
  
Zahájení provozu  
metra  
9. května 1974  
Jízdenka  
prvního dne  
Platí od 11. do 12. h

18. h  
93

2835

280

02619



# HR Policy

## Introduction

Prague Public Transit Co. Inc. employs almost thirteen thousand employees of various professions. Corporate management is aware of the fact that employees are the most valuable asset of each company.

HR policy is therefore the focus of attention of our company. Our aim is to employ people who are competent, reliable and committed to their work as well as satisfied with their working environment and general climate within the company. The most important step in maintaining stability between the employer and employees in 2002 was signing of the "Agreement on Wage Development for 2002". The agreement was finally reached following difficult negotiations, lasting many hours.

Establishment of HR Department within the General Management effective from November 2002 illustrates the special attention paid by our company to human resources policy. The main aim of this department is particularly to implement and manage a consistent HR and remuneration corporate policy.

## HR Development

As of 31 December 2002 Prague Public Transit Co. Inc. employed 12,954 employees. The number and structure of employees are based on the needs and job opportunities within our company. Due to a significant decline in fluctuation there is only natural staff turnover. The number of employees has been recently growing particularly with respect to key positions such as surface transport drivers and metro train drivers. Structure of employees in terms of education and age did not substantially change in 2002. There is prevalence of middle-aged generation with secondary education corresponding to job structure in our company.

## Remuneration policy

Remuneration policy in 2002 was based on the "Agreement on Wage Development for 2002" negotiated between the management and trade union representatives. This agreement guaranteed a 7.5% increase in wage funds compared with 2001. Average wage of corporate staff in 2002 amounted to CZK 18,710.

The Wage Agreement included also rules governing the plan of wage costs volumes in 2002. These rules set procedure applied to cases of demonstrable increased wage demands resulting from occurrence of extraordinary activities. Collective agreements for 2002 were concluded at individual Units and Headquarters which included principles governing staff remuneration and provision of individual wage items. In the course of wage increase negotiations the corporate management and trade union representatives agreed on outsourcing an independent company to carry out a study comparing the level of workload of tram, bus and metro drivers. The comprehensive study has been performed based on specifications discussed by Prague Public Transit Co. Inc. with trade union representatives by Trexima company. Results of the study will be gradually used in wage management in the years to come.

In the second half of 2002 drawing of wage funds was changed due to substantial modifications in organization of individual public transport modes in the post-flood period. These modifications were reflected in increased volumes of over-time work of tram and bus drivers. Performance of repair works necessary to recover damaged transport segments, vehicles, structures and facilities also required increased volumes of over-time work.

Training and education

Technology development and increased demands of passengers make high demands on professional qualification and knowledge of the staff. A systematic process of changing staff behaviour (particularly how they treat passengers), level of knowledge and increasing the staff quality has been applied throughout the company with the aim to maintain, increase and deepen professional skills of the staff.

Personal development training scheme has been targeted on middle management which is an important element in corporate management structure. This scheme was started as early as in 1997 in cooperation with Transport Technical College, Secondary Vocational Training Centre and Apprentice Training Centre Co. Inc. Training topics are flexibly focused particularly on current issues. In 2002, for example, there were seminars dealing with health insurance and accounting and tax issues.

Assertive behaviour has been further developed by employees who are in direct contact with the public, i.e. particularly ticket inspectors and staff of Travel Information Centres.

Social policy

Considerable demands imposed on human resources are compensated by meeting social needs of our employees as much as possible.

Social policy is adapted to the needs and specific issues of individual corporate units and forms an integral part of Collective Agreements. A number of activities and events have been organized also by trade unions or in cooperation of both

parties. Social policy includes meeting social needs of employees, creating better social climate at workplaces, including health and safety at work; employee benefits include also corporate catering, medical care and leisure time activities.

Special attention has been paid to workplaces with aggravated or harmful working conditions. Employees are provided with safety equipment not only based on applicable legal regulations but also based on other specific rules governing health protection (e.g. drink consumption in summer season, warm refreshments in frosty season, vitamins, etc.).

Operational staff who are in direct contact with passengers are provided with uniforms.

- All employees can take advantage of the following benefits:
- discounted corporate fare in means of public transport even for family members and former employees (pensioners),
  - one additional week of holidays,
  - free paid hours beyond the scope of Labour Code and an option to take unpaid leave for single parents,
  - corporate catering, including meals and drinks from vending machines by shift work,
  - provision of leisure-time and recreation facilities owned or hired by the company.



E x t e r n a l   a n d   i n t e r n a l  
c o m m u n i c a t i o n





33  
452  
455  
462  
487  
2142  
2259  
87  
142  
2259  
3032  
1108  
1181  
1182  
1186  
1187  
1191  
1193  
1194  
1195  
907  
1214  
1216  
1306  
1322  
1351  
1414  
1419  
1520  
4218  
422  
1207  
1214  
1216  
1306  
1322  
1351  
1414  
1419  
1520  
4218  
422



# communication

## Introduction

Current society is often called an information society. This means that production, reception and processing of information start to play one of the key roles in the life of individuals and institutions. Prague Public Transit Co. Inc. is aware of the growing need of quality information and good communication with customers.

Our company therefore provides a wide scope of information and promotion materials to our clients with the aim not only to inform passengers about the latest news in public transport but also to make them familiar with our corporate background, history and plans for the future. The need of timely, available and up-dated information became even more obvious during the post-flood period when public transport services were modified hastily and operatively in line with gradual recovery of damaged segments.

Great attention has been paid to the Service Quality Programme and to certification of particular operations under ISO standard.

Both above mentioned activities have a significant impact on the quality of our services perceived by our customers and business partners.

We are pleased that the Service Quality Programme of Prague Public Transit Co. Inc. has been highly recognized even abroad.

## Marketing and promotion

Corporate-wide effort to provide quality services has to be supported by good presentation of successful achievements. In order to be well perceived by our customers it is not enough to provide only necessary information about day-to-day travels by public transport. It is necessary to make our clients familiar, using attractive and easily understandable forms, with the full scope of services provided as well as our corporate background so that they are able to create their own idea of the very complex nature of our operations.

In spring 2002 we launched a wide promotion campaign called "Choice your Rhythm" the aim of which was to provide more information about season tickets with optional commencement of validity period (i.e. so called "flexible" tickets) and present their benefits.

Information campaign called "Sales are on" informing passengers about extended period of season ticket sale at the turn of August/September and/or September/October was quite successful. The campaign paid special attention to students which were able to obtain necessary application forms through internet websites for the first time ever.

Similar campaign was organized also at the very end of 2002 with the aim to persuade our clients to buy season tickets for 2003 well in advance to avoid unnecessary queuing.

The campaign also offered purchase of tickets through internet and an option to pay by smart card for the first time.

## External and internal communication

**External and internal communication**

After the August floods the public became very interested in issues in connection with Prague metro flooding. On the occasion of reopening of reconstructed segments exhibitions were installed at individual stations to make passengers familiar not only with immediate flood and post-flood conditions but also to provide a comprehensive historic and current background of each station supported by many interesting photographs illustrating the scope of damages incurred and measures taken to recover ordinary operation. Exhibitions were accompanied also by publication of a two-page "newspaper" summarizing facts presented on exhibition panels.

Special attention has always been paid to events which could have a substantial impact on provision of our services. We published a comprehensive leaflet informing about long-term disruption of tram service in Karmelitská Street, a special leaflet with distinctive and attractive graphic design to promote new express bus line no. 100 connecting Ruzyně airport with Zličín metro station.

An important part of our promotion activities is to inform passengers about corporate activities and background which are not directly connected to daily operation but are an integral part of the company. In 2002 we published materials promoting PT Museum at Střešovice and nostalgic tram no. 91. Each year our company publishes also several books dealing with the rich history of our company. Last year we published for example a spectacular book called "Buses and Trolleybuses of Prague Public Transport" providing a comprehensive summary of all bus and trolleybus types which have ever appeared in the streets of Prague.

In 2002 we organized some events which have already become a tradition and give variety to everyday travels. Easter and Christmas concerts at metro stations met again with great public interest.

Our corporate page called "Public Transit Company for You" published twice a week in Metro daily informs our readers about the latest transport service news.

**Passenger information**

In the course of 2002 ordinary information leaflets were published to inform passengers about all major activities both of permanent and temporary nature. Our employees prepared also a number of standard information materials (map of Prague introducing PT network and listing names of surface transport stops, Guide to Prague Public Transport in three languages) as well as some interesting novelties, such as e.g. brochure informing about transport services designed for people with impaired mobility and orientation ability, including, among others, timetables of low-floor buses and information about easy access to Prague metro. Another novelty was the Prague Integrated Transport Atlas with a unique method of plotting transport networks over the basic map background.

The August floods and the following post-flood weeks really verified the ability of our company to provide timely, accurate and quality information. At the time when public transport conditions were changing every hour the key task was to inform local residents as well as visitors about the current network condition promptly and reliably. With a gradual recovery from flood damages it was necessary to provide information about reopening of damaged segments.

A chart illustrating current routings supported by explanations was published approximately once a week in the post-flood period. From September 2002 passengers were informed about major reroutings through information folders distributed in cooperation with the Czech Post to each household and also to a considerable number of hotels, travel agencies, hostels, restaurants, etc. in Prague. Updated maps of Prague illustrating PT network were placed in display cases at metro premises, in JCDecaux's City light display cases and folded maps were distributed particularly through Travel Information Centres and ticket offices. At metro stations updated information was located on information panels next to station staff sites; our company used also PA system at stations and visual information system at Muzeum station. At selected intermodal interchanges passengers were informed by our ticket inspectors.

Our network of Travel Information Centres was also hit by the floods.

After 16 August only two centres were providing its services: Muzeum and Ruzyně Airport. A Call Centre was established as early as on 13 August in the Central Control building and our staff answered about several thousands queries each day. Our internet websites played also an important information role. Apart from actual information our websites offered also a search program to assist passengers in searching for optimum connections.

**Archive and Public Transport Museum**

The Archive of Prague Public Transit Co. Inc. has been getting increasingly engaged in promotion of its abundant history. Consequences of mid-August floods which hit out capital and caused enormous damages to our company are documented in the Archive by a number of photographs, written documents and film materials.

Public Transport Museum in Prague is frequently visited by local and foreign tourists interested in the history of transport. Last year the Museum was visited by fewer visitors compared with 2001. This was a result of generally smaller numbers of tourists visiting Prague due to August floods.

On the other side, the interest to visit the collection outside regular visiting hours has almost doubled (mostly school groups).

Collection of historic vehicles is continuously extended and existing vehicles undergo repairs and reconstructions based on resources available. In February 2002 our company completed repair of the engine and general refurbishment of the breakdown car "Praga RN no. 7" which is the oldest running special road vehicle in the museum. Tram cars underwent repairs and refurbishment as well – refurbishment of the interior of "krasin" trailer no. 1314 was completed; the trailer will be restored to its original design after its delivery in 1931. Repairs of "vamberák" trailer no. 728 have continued from June to restore its shape of the 1950s and 1960s. The oldest bus included in the collection, Škoda RO, undergoes extensive and thorough refurbishment.

Střešovice depot not only houses the museum but also provides trips by old vehicles and operates nostalgic tram no. 91. In 2002 operation of the route was terminated at an earlier date due to August floods.

**External and internal communication**

External and internal communication

Service Quality Programme

The aim of Prague Public Transit Co. Inc. is to provide high-quality services to win passengers to more frequent use of public transport modes. The task of the Service Quality Programme is to perceive public transport quality through the eyes of our clients. The Programme has been implemented for five years, consisting of five basic quality standards. In 2002 the most significant changes were implemented with respect to "Punctuality of Operation" and "Passenger Information" standards. The Service Quality Programme was materially affected by mid-August floods; relevant measurements and standard assessments were substantially limited particularly with respect to the metro system. "Punctuality of Operation" standard can be considered one of the most important standards viewed from the customers' perspective. Accordingly, the desired standard level was increased to 80% in Tram and Bus Units effective from January 2002. Punctuality of metro operation had been monitored only until 31 July and restarted from 18 November on the line C. Results within the monitored period achieved desired levels. "Passenger Information" standard underwent the greatest changes in 2002. Definition of acceptable/unacceptable situation was modified and monitored information was categorized into permanent and temporary. Starting from the second half of 2002 the standard was extended by "Service Offer" to monitor the availability of information materials at locations frequented by tourists and the access to phone information about PT services. The aim of "Customer Welcome" standard is to achieve the most active approach of the staff to customers at metro stations, Travel Information Centres and ticket offices. Very good results were achieved throughout the year. Very good results of "Uniform" standard measurements which have not dropped below 96% throughout the year show that our staff have already adapted themselves to customer demands and their well groomed looks contribute to improved corporate image. Results of "Operability of Ticket Vending Machines" standard were subject to substantial fluctuations throughout the year. In 2002 the main aim was to extend the number of ticket vending machines in surface transport network but this task was not implemented due to lengthy building permit procedures.

Quality system under ISO 9000 standards

Independently of the Service Quality Programme selected units of Prague Public Transit Co. Inc. have been implementing the quality management system based on principles and requirements of ISO 9000 standards. The certification was started in 1998 by the Tram Unit by obtaining a Certificate for "Repairs and Modernization of Electric Units, Gearboxes and Components for Rail Vehicles" which was extended next year by "Repairs of Traction Vehicle Equipment and Tram Bogies". In November 2002 Trade and Purchasing Department obtained a Certificate for "Purchasing, Storage and Dispatch of Clothing and Products for Repairs of Tram and Tram Tracks". The Bus Unit acquired the first Certificate in 1999 for "Repairs and Modernization of Diesel Engines and Compressors for Road Motor Vehicles", extended by "Repairs of Power Steering for Road Motor Vehicles" in 2001 and by "Repairs of Gearboxes and Brake Elements for Road Motor Vehicles" in 2002. Certification has been provided by a globally renowned and prestigious company – Det Norske Veritas.



International relations

Principal activities of Prague Public Transit Co. Inc. in the field of international cooperation are mostly performed within the framework of its long-term membership in the International Public Transport Association (UITP) and the Association of German Transport Undertakings (VDV).

During the fourth week of May 2002 Prague hosted the meeting of UITP Information Technology and Innovations Commission. The main subject of discussions was the so-called e-Ticketing, current global trend focused on the use of intelligent smart cards as long-term tickets.

On 26 and 27 August 2002 Prague Public Transit Co. Inc. hosted the 82nd meeting of UITP General Commission on Transport and Urban Life. The meeting was a hard test of organizational abilities of the host who was facing the flood consequences. Participants of the meeting thus witnessed the gradual development of substitute transport network and highly appreciated its flexibility and the effort to provide passengers with maximum information possible as well as large-scale priority granted by the municipal authority to public transport in this period. The meeting was attended also by the UITP's General Secretary, Mr. Hans Rat, who met with General Manager of Prague Public Transit Co. Inc., Mr. Milan Houfek. In addition to expressing his solidarity he also offered assistance of his organization by facilitating an independent analysis performed by foreign experts and coordination of financial support in recovery from flood damages incurred by metro stations and tunnels.

Support and assistance to the capital hit by devastating floods as well as to our public transport undertaking was offered from countries all over Europe. Fire brigades and rescue teams from German, Danish, Belgian and Polish cities assisted in pumping water out of flooded metro stations; an airplane fully loaded with drying equipment and sanitary aids to disinfect stations arrived from Russia. Parisian RATP provided for delivery of cables to recover MATRA PA 135 automatic train control system on metro line C. They all deserve recognition

and appreciation for their immense and irreplaceable help. International cooperation of Prague Public Transit Co. Inc. within the framework of solving European R&D tasks MOST and PRISMATICA continued also in 2002. The City of Prague successfully started its cooperation in the Trendsetter project in the working group with the cities of Stockholm, Lille and Pécz within the framework of the new research initiative CIVITAS. This project solves tasks targeted at provision of transport services in city centres by special midibus lines and principles of bus priority at crossroads with traffic lights. Publication of the article "Service Quality Programme of Prague Transport Undertaking" in UITP periodical Public Transport International no. 05/2002 and invitation to present our Service Quality Programme at the conference called "Modern Urban Rail Systems for Sustainable Mobility and Better Quality of Life in Big Cities" held in Shanghai in November 2002 was a recognition of our activities in the field of customer focus. The lecture within the section "Urban Rail Systems and Customers" was called "Customer-oriented Qualitative Approach in Prague".

External and internal communication

# 46

# 47

F u t u r e   p r i o r i t i e s







# priorities

At the beginning of the 21st century Prague Public Transit Co. Inc. faces an important challenge: it has to offer better quality services to be able to maintain its market position. Being a good transport operator is not enough – it is necessary to get better on a continuous basis. If our services do not meet passenger demands potential customers will choose other, alternative modes of transport. And they really have a good option: the car ownership level per capita ranks Prague among the top positions in Europe.

The Service Quality Programme is one of the main priorities for the years to come. Its aim is to improve the level of services provided to win greater number of customers. Our company intends to continue the process of certification of particular units and departments under ISO 9000 standards.

In the nearest future the main priorities include recovery of the metro system to its condition before August 2002. Fast reopening of the system and reconstruction of all technologies are important from the perspective of life of the entire city.

Other priorities include bus and tram priority at the expense of private cars. Priority measures taken so far have had a substantially positive impact on fast and regular flow of public transport and will be therefore implemented even in the future.

Our clients pay also considerable attention to vehicle comfort as well as to overall vehicle design. Modernization of fleet and rolling stock is also one of our priorities in the nearest future. Acquisition of new metro trains and buses has been carried out for several years and we do hope that brand-new low-floor tram cars will be available to local passengers and visitors very soon. Naturally, we intend to continue to refurbish older vehicles through reconstructions to extend their useful lives, eliminate power consumption and improve travel comfort. Our aim is to acquire all three fleets at a high level of technology able to satisfy all groups of passengers.

Development of transport network is one of the main prerequisites of improving the quality of public transport. In this sector our company has enormous ambitions which are naturally limited by financial funds available. As early as by the end of 2003 we will open the new tram line to Barrandov housing estate and in 2004 we will open the new metro extension IV.C from Nádraží Holešovice to Ládví. Our future plans include also further extension of metro line C to the northern part of Prague and development of new D line from Libuš to the city centre.

## Future priorities



50

# 51

C o m p a n i e s   w i t h   c a p i t a l   i n t e r e s t  
o f   P r a g u e   P u b l i c   T r a n s i t   C o .   I n c .



# companies

## ■ Inženýring dopravních staveb, a. s.

(Transport Constructions Engineering Co. Inc.) - The company was established in 1994. Registered office of the company is in Prague 2, Na Moráni 3. Until 2000 it had been owned exclusively by its founder, Prague Public Transit Co. Inc. In line with a long-term plan of the founder to eliminate its interests in its "subsidiaries" 66 % of shares of Inženýring dopravních staveb were sold to Kvatris, s.r.o., owned by select management of the company. Prague Public Transit Co. Inc. retained 34 % blocking shares.

The core activity of the company is to ensure performance of development and construction activities for investors including the initial project, obtaining necessary area approvals and building licences, construction works management and supervision and obtaining final approvals for use. All such activities are performed also for its shareholder, i.e. Prague Public Transit Co. Inc. while focusing also on all major development activities in Prague funded by governmental, municipal and private resources. Major constructions managed by the company in 2002 included development of metro extension IV.C1 from Holešovice to Ládví, development of tram line Hlubočepy – Barrandov and completion of reconstruction of Karmelitská Street. Gradual reconstructions of technology units and parts of metro facilities went on until suspension of these works in the second half of 2002 due to flooded metro.

Inženýring dopravních staveb was authorized to coordinate all works in connection with the recovery of the metro system. Thanks to extraordinary efforts of all parties involved lines A and C were reopened by the end of 2002.

In spite of all problems resulting to the city and our transport undertaking due to August floods most of developed projects were in progress. Tram track Černokostelecká was opened following reconstruction and reconstruction of the bridge over the river Berounka in Lahovice was started in the second half of 2002. Preparations for reconstruction of Českomoravská Street scheduled for 2003 were completed.

Activities performed for investors other than Prague Public Transit Co. Inc. included preparations in connection with development of a part of the city ring road from Strahov Tunnel to Pelc – Tyrolka, commencement of works in connection with construction of the sports hall of Sazka company in Vysočany, office building of Olympus company in Prague 6 and construction of residential houses in Strahov. The company continued its successful cooperation with the City of Prague in exploitation of municipal land, including, among others, the successful disposal of land in Pobřežní Street. In 2002 the company repeatedly qualified for the quality system certificate under ISO 9001 based on standards published in 2001 thus proving that its successful achievements are based on permanent monitoring and increasing the quality of all activities performed.

## Companies with capital interest of Prague Public Transit Co. Inc.



Companies with capital interest  
of Prague Public Transit Co. Inc.

■ **Pražská strojírna, a. s.**

(Prague Machinery Plant Co. Inc.) - Since its establishment in 1994 the company has been a "subsidiary" of its only shareholder, Prague Public Transit Co. Inc. Its registered office is in Prague 8, Sokolovská 115.

The company is engaged in design, production and assembly of components and units for construction and maintenance of tram tracks. The subject of its business activities was extended following successful development of 3 types of co-generation aggregates, homologated in Ukraine. In 2002 Pražská strojírna manufactured and supplied rail structures for reconstructions of tram tracks Hradčanská, Koh-i-noor, Čechovo Square and Pankrác depot. Single-point replacement was developed for the latter reconstruction.

The company has increased the sale of its products to foreign markets. In 2002 point control systems acquired homologation in Melbourne. The company has expanded to new foreign markets by delivering 56 points systems for a newly developed modern tram depot in Moscow. The cities of Zürich, Switzerland, and Szeged, Hungary, have also become new customers. Throughout the year point systems were also delivered to depots in Bremen and Frankfurt a./M. A new cooperation was developed with a U.S. company which will represent Pražská strojírna on the North American market.

Activities of the company were substantially affected by August floods. The premises of the company had been flooded up to the level of 4 m resulting not only in disruption of production but also in damages to movable and immovable assets amounting to CZK 165 mil. Accordingly, in the second half of 2002 the company gave a lot of time and effort to recover from damages and minimize the losses resulting from disruption of production. In this period priority was given to deliveries to Prague Public Transit Co. Inc. to be able to replace the paralyzed metro system by tram services.

For five years Pražská strojírna has been holding certification under ISO 9001 and even in the difficult post-flood period it has fulfilled all its obligations resulting from the certification.

■ **Rencar Praha, a. s.**

(Rencar Prague Co. Inc.) - Rencar Praha, a.s., with its registered office in Prague 8, Na Žertvách 2196/34, was established in 1990 with the aim to use the property of Prague Public Transit Co. Inc. for advertising purposes. The company is engaged in all kinds of advertising activities from fully decorated trams, buses and metro trains to lease of leaflets at bus stops. Its majority owner is Europlakat, spol. s r.o., Prague Public Transit Co. Inc. has retained a 28 % interest.

In 2002 Rencar Praha, a.s., through its majority owner, became a member of JCDecaux Group, the most significant worldwide group active on the outdoor advertising market. Rencar Praha, a.s. also had to cope with damages caused by August floods. In spite of almost complete "dropout" of its major advertising media – the metro system - the company managed to maintain an adequate scope of utilization of advertising space and mainly to stimulate interest in advertising space available on trams and buses. As a result of this the total share of rental income allocated to Prague Public Transit Co. Inc. did not decrease significantly.

In 2002 Rencar Praha, a.s. continued to support non-profit and charitable activities, this time mainly in connection with the post-flood recovery. It cooperated particularly with Člověk v tísni (Man in Trouble) and ADRA organizations. Successful and recognized scheme called "Poetry for Passengers" went on as well.



■ **SPŠD, SOU a U, a. s.**

(Transport Technical College, Secondary Vocational Training Centre, Apprenticeship Training Centre) –Transport Technical College, Secondary Vocational Training Centre, Apprenticeship Training Centre Co. Inc. was established on 1 January 1998 based on provisions of the Amendment Act on Education amending legal relations of non-governmental schools. Registered office of the company is in Prague 5, Plzeňská 102/219, with detached premises in Prague 1, 2, 4, 8, 9 and 10. In the school year 2001/2002 there were 1,740 students and apprentices in full-time and part-time study. Additional activities of the company include staff retraining courses, organization of seminars and training for headquarters and corporate units as well as periodical examinations in welding, fire protection and safety at work. In spite of the fact that detached premises located at Rohanský Island were hit by August floods, necessary investments were carried out to provide top educational technology for theoretical and practical training.

■ **Elaugen DP Praha, s. r. o.** – Since its establishment in 1997 the company has been engaged in renewal of rail profiles. Its founders are Prague Public Transit Co. Inc. (40 %) and Elaugen Holding GmbH (60 %). Registered office of the company is on the premises of Hloubětín depot. The company has been annually increasing its performance and generating higher turnover. In addition to deliveries to its major customers – Prague Public Transit Co. Inc., transport undertaking of the City of Liberec, SsaŽ Praha, Metrostav and Hans Wendel the company has won two additional customers, transport undertakings of the Cities of Bratislava and Plzeň. The company provided contracted annual deliveries of rail grinding for the former and rail welding for the latter customer. The company acquired machines enabling to work simultaneously for more customers or to achieve higher performance in shorter service disruptions. New machines are more environmentally friendly producing lower noise and emission levels which is to be appreciated both by the staff and by local residents living in the immediate vicinity. In winter season when the core activity, i.e. grinding and building-up of rails, could not be performed due to unfavourable weather conditions Elaugen DP Praha performed maintenance of traffic islands in districts of Prague 1, 5, 6 and 9.

**Companies with capital interest  
of Prague Public Transit Co. Inc.**

**Companies with capital interest  
of Prague Public Transit Co. Inc.**

■ **PragoNet, a. s.** – PragoNet has been active on the telecommunication market since 1996 as the operator of PragoNet metropolitan optical network and provider of modern wide-band telecommunication services, particularly to meet the needs of municipal and state administration, administrators of technical and security infrastructure of the city, other operators and providers of telecommunication services as well as commercial institutions. Its majority owner (51 %) is T-Systems – a subsidiary of Deutsche Telekom AG, a German national operator. Prague Public Transit Co. Inc. holds an 11% interest and the City of Prague a 38 % interest. In 2002 the company again managed to increase its profits. Revenues almost doubled to CZK 475 mil. The company generated a profit before taxes in the amount of CZK 13 mil. and the net profit after deferred taxes amounted to CZK 7 mil. (compared with CZK 2.9 mil. in 2001). In 2002 the company started full operation of public voice services and TDSL satellite service;

operator dialling service was prepared both technically and commercially to be started up by 1 January 2003. International telecommunication services offered by the company for the first year achieved a considerable market share (each fourth minute of international telecommunication was transmitted through PragoNet's network. Considerable funds were again invested in development of networks and technologies. By the end of 2002 accumulated investments amounted to over CZK 1.2 bn. Part of assets, however, was devalued by August floods. Major damages were incurred by key cable networks located in the metro system; many access networks led under the surface in flooded localities were also damaged. Estimated damage amounts to more than CZK 100 mil. In spite of the fact that all networks remained in working condition a complete reconstruction will be necessary in 2003. Registered office of the company is in Prague 10, Korunní 98.

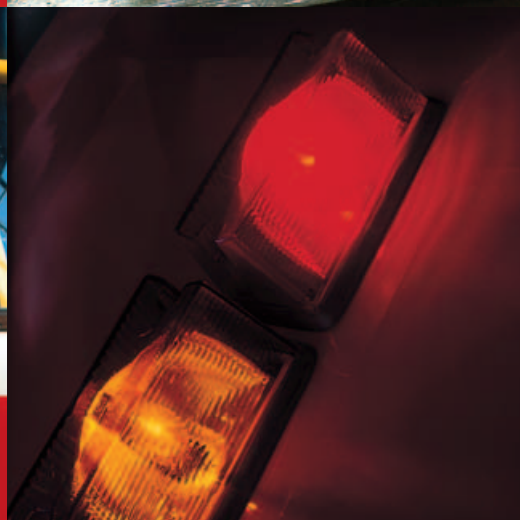
# 57

R e p o r t   o n   a c t i v i t i e s  
o f   t h e   S u p e r v i s o r y   B o a r d

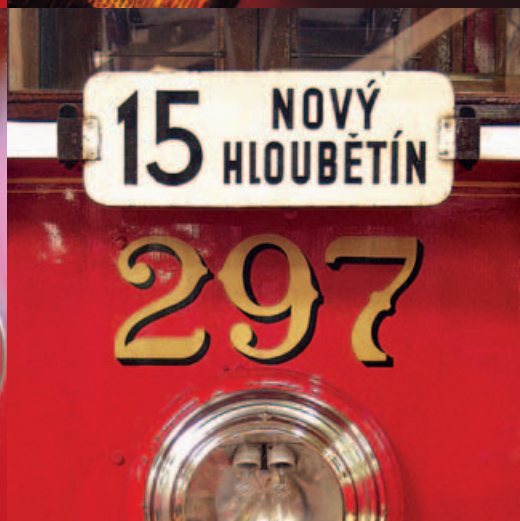




sezení a 6 míst  
ati mříže za j  
ati, neb se o ně  
ísne zakáza  
e při jízdě s řidičem  
vystupovati za  
dovolení



638



MOTOROVÝ VŮZ BEZ PŘÍVODČÍHO  
Výhradně pro přímé jízdy  
a majitele předplatních jízdenek  
PLATÍ POZICE 3000 1000 NIMCEMII

VSTUP



8347

Dopravní podnik hl. m. Prahy,  
akciová společnost





# report

In the course of 2002 nine members of the Supervisory Board met on a regular basis in accordance with the agreed schedule as well as on irregular basis, when necessary. On their regular meetings they discussed key issues based on the skeleton plan, including the following:

- continuous monitoring of economic management of Prague Public Transit Co. Inc. and its subsidiaries,
- supervision over implementation of conclusions made by the Annual General Meeting,
- discussion of materials and conclusions approved by the Board of Directors and ordinary general meetings,
- assessment of effectiveness of contracted legal services provided by attorneys at law, Brož & Sokol & Novák,

- continuous monitoring of deliveries of new metro trains of the first series, preparations in connection with future deliveries of new metro trains of the second series and renewal of tram rolling stock,
- operative discussions concerning material corporate issues,
- membership in tender commissions to assess bids of individual contractors,
- continuous monitoring of the progress of metro extension IV.C1 and development of Hlubočepy – Barrandov tram line.

## Report on activities of the Supervisory Board

59

**Report on activities  
of the Supervisory Board**

Apart from the above mentioned issues the Supervisory Board focused its attention to issues not resolved in 2001. The Supervisory Board prepared its position on the annual closing of books and its position on economic performance for the Annual General Meeting held on 14 February 2002. The Annual General Meeting approved economic results of Prague Public Transit Co. Inc. for 2001. In its position the Supervisory Board appreciated a number of positive achievements of Prague Public Transit Co. Inc. in 2001 and stated that the company fulfilled, without any material failures, tasks laid down by the Project of Organization of Public Passenger Transport within the Prague Region for 2001. In the conclusion of the position on the annual closing of books for 2001 the Supervisory Board advised the Annual General Meeting to assign a task to the Board of Directors to assess particular items of costs and revenues where significant differences had been identified against the budget or against the previous years' figures.

In 2002 the Supervisory Board monitored economic management of the company on a regular basis and discussed quarterly results and calculation of costs of PT. Economic results for the 1st and 2nd quarter of 2002 were assessed positively. Results achieved in the 3rd and 4th quarter reflected consequences of disastrous August floods when all tram and bus capacity available was employed to provide public transport services after summer holidays. At the same time, maximum effort was made to perform all works necessary to recover from flood damages and to recover the metro system, power supply system of the Tram Unit and damaged tram tracks. Flood and post-flood situation was discussed by the Supervisory Board on its meeting in August 2002 and with regard to the existing emergency situation it recommended the Board of Directors to call on the Municipal Board to convene a general meeting to provide current information about flood consequences. The Supervisory Board also asked the General Manager to provide information material in writing specifying powers of corporate management staff in solving emergency situations and related regulations.

The Supervisory Board continuously monitored the progress of works in connection with metro recovery. For each of its meetings the Supervisory Board requested the Board of Directors, General Manager, Managers of particular sections as well as Unit Directors to present oral and written information about the progress of recovery. Provision of sources necessary to fund the costs of maintenance and repairs, including indemnification, was also monitored.

Special issues addressed by the Supervisory Board on a regular basis throughout 2002 included the proposal to amend financial terms and conditions applied to remuneration of Brož & Sokol & Novák, attorneys at law, continuous monitoring of the impact of increased diesel oil prices on costs and the issue of future procurement of electric power supplies.

Major tasks of operative nature addressed by the Supervisory Board included the tender for camera surveillance system for the metro and subsequent difficulties in connection with implementation of the system in metro segment IV. B; the Supervisory Board discussed the contents of an anonymous letter concerning suspicion that an improper procedure might have been applied in connection with acquisition of spare parts for trams and initiated investigations to establish whether the complaint was legitimate or not after clarification of licence conditions.

The Supervisory Board also discussed an extraordinary incident – a pile-up of trams on the tram track in Modřany.

The Supervisory Board also monitored preparations and progress of collective bargaining and legal relevance of actions organized by Federation of Tram Drivers.

In connection with organization of public tenders commissions were established to assess and evaluate bids from potential contractors with respect to relevant investment or delivery and board members took part in such commissions where necessary.

A special commission was established to supervise financial recovery from flood damages with two members of the Supervisory Board appointed as members of such commission.

To conclude with, it can be stated that in the course of 2002 the Supervisory Board acted in compliance with the Articles of Association, performed its supervisory role in a proper and systematic fashion and supervised the performance of the Board of Directors and business activities of the company.

**Report on activities  
of the Supervisory Board**



# abbreviations

List  
of abbreviations

- PPT Co. Inc.** / Prague Public Transit Co. Inc.
- PT** / public transport
- PIT** / Prague Integrated Transport
- SBS** / substitute bus services
- ČSOB, a. s.** / Československá obchodní banka, a. s. (Czechoslovak Commercial Bank)
- UITP** / Union Internationale des Transports Publics (International Public Transport Union)
- TRU Hostivař** / Transport and Repair Unit Hostivař
- ROPID** / Regional Organizer of Prague Integrated Transport
- RATP** / Régie Autonome des Transports Parisiens (transport undertaking, Paris)
- TL** / tram line
- P+R** / parking facilities of Park & Ride type
- SPŠD, SOU a U, a. s.** / Transport Technical College, Secondary Vocational Training Centre and Apprenticeship Training Center Co. Inc.



T a b l e s





Operational and technical data

Number and length of routes	66
Average speed	66
Percentage of fleet/rolling stock repairs	66
Average number of vehicles in operation/day	66
Traction power consumption	66
Diesel oil consumption	66
Vehicles recorded in accounting books and vehicles in operation	67
Types and number of metro vehicles recorded in accounting books/ in operation	68
Types and number of trams recorded in accounting books/ in operation	68
Types and number of buses recorded in accounting books/ in operation	69
Accident rate	70
List of routes	71

Data on supply of transport services

Vehicle and place km	75
Number of passengers carried within the capital and outer zones	75
Number of passengers by type of ticket	75

HR indicators

Number of employees	76
Number of employees by profession categories	76
Age structure of employees	76

Economic indicators

Coverage of PT operating costs	77
Share of particular costs in total PT costs	77
Structure of direct costs of PT excluding infrastructure	77
Share of PT operating costs and infrastructure costs in total PT costs	77
Share of individual costs in total PT costs	77
List of ticket types	78
Fare-box revenues by type of ticket	81
Wages paid by categories	81
Total investment resources	82
Special purpose investment subsidies	82
Total investment costs in 2002	83

Profit and loss statement (full extent) as of 31/12/2002

84
----

Balance sheet (full extent) as of 31/12/2002

86
----

Public Auditor's Statement on Audit of Annual Financial Statements as of 31/12/2002

90
----

Tables - contents

Operational and technical data

Number of routes and operational length (km)		Daytime	Nighttime	Total length
Metro	3			50.10
Trams	24		8	497.50
Buses	192		13	2 228.20

Average speed (km/h)		Commercial	Operational
Metro		35.36	33.21
Trams		19.48	14.40
Buses		25.93	17.10

Percentage of fleet/rolling stock repairs*		%
Metro		15.31
Trams		11.38
Buses		6.28

\* net of vehicles put aside for modernization, reconstruction and disposal

Average number of vehicles in operation/day					
	Morning peak	Off-peak	After. peak	Saturday	Sunday
Metro	292	165	284	135	128
Trams	708	572	708	387	386
Buses	998	439	962	439	419

Traction power consumption (in kWh)		Total	Per 1 v.km
Metro		85 849 034	2.33
Trams		164 281 069	3.31
Total		250 130 103	

Diesel oil consumption (in l)		Total	Per 1 v.km
Standard buses		19 514 577	0.3987
Articulated buses		9 856 635	0.5148
Total		29 371 212	0.4313

Vehicles recorded in accounting books and vehicles in operation as of 31/12/2002					
		vehicles recorded in ac. books		vehicles in operation	
		Total	of which: M+R* disposal		
Metro cars		616	122	0	491
of which:					
81–71		408	27		381
81–71M (modernized)		95	95		0
M1		110			110
Ečs (historic)		3			0
Trams		964	17	0	932
of which:					
KT8D5 (articulated)		47			47
RT6N (articulated)		4			4
T3, T3R.P		355	17		338
T3M		103			103
T3–SU		289			289
T6A5		151			151
historic tram cars		15			0
Buses		1 394	0	9	1 376
of which:					
standard (S)	B731, B731R, B951	194			194
	B732, B732R	358		4	354
	B732R pro ZTP	7			7
	B931	199			199
	C734, C734R	13			13
	C934	1			1
	total standard	772		4	768
standard low-floor (SL)	CITY standard	241			241
	Neoplan 4014	3			3
	total low-floor	244			244
articulated (A)	B741, B741R, B961	181		5	176
	B941	175			175
	total articulated	356		5	351
articulated low-floor (AL)	CITY articulated low-floor	13			13
long-distance	LC735, LC936, Neoplan, Mercedes	9			0
Total		2 974	139	9	2 799

\*M+R = vehicles undergoing modernization and reconstruction  
Vehicles in operation include vehicles certified for operation in public passenger transport, including vehicles undergoing ordinary repairs.  
Vehicles recorded in accounting books include also vehicles under reconstruction, modernization and put aside for disposal as well as historic vehicles and long - distance buses.

Operational and technical data



Operational and technical data

Types and numbers of metro cars by year of manufacture (recorded in ac.books as of 31/12/2002)																		
Type of car/Year of manufact.	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93
81–7171 – frontal	0	0	11	9	2	6	16	10	14	21	28	12	12	12	10	0	0	0
81–7141 – inset	0	0	4	9	11	26	20	14	21	32	39	18	18	18	15	0	0	0
Ečs (historic)	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	15	18	13	32	36	24	35	53	67	30	30	30	25	0	0	0

Type of car/Year of manufact.	94	95	96	97	98	99	00	01	02	Total	Mean age
81–7171 – frontal	0	0	0	0	0	0	0	0	0	163	17.37
81–7141 – inset	0	0	0	0	0	0	0	0	0	245	17.30
81–717M – frontal (modernized)	0	0	0	0	0	0	8	12	18	38	0.74
81–714M – inset (modernized)	0	0	0	0	0	0	10	20	27	57	0.70
M1.1 – frontal	0	0	0	0	0	0	0	30	14	44	0.68
M1.2; M1.3 – inset	0	0	0	0	0	0	0	45	21	66	0.68
Ečs (historic)	0	0	0	0	0	0	0	0	0	3	26.00
Total	0	0	0	0	0	0	18	107	80	616	11.84

Types and numbers of trams by year of manufacture (recorded in ac.books as of 31/12/2002)																	
Type of car/Year of manufact.	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
T3	2	0	1	4	25	56	9	0	35	19	0	56	23	12	22	0	0
T3M	0	0	0	0	0	0	0	0	0	35	0	15	12	9	12	0	0
Total	2	0	1	4	25	56	9	0	35	54	0	71	35	21	34	0	0

Type of car/Year of manufact.	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95
T3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
T3M	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
T3–SU	0	0	0	17	50	0	80	40	62	0	40	0	0	0	0	0	0
KT8D5 (articulated)	0	0	0	0	0	0	0	4	0	0	37	6	0	0	0	0	0
T6A5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
RT6N (articulated) L*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	17	50	0	80	44	62	0	77	6	0	0	0	1	80

Type of car/Year of manufact.	96	97	98	99	00	01	02	Total	Mean age
T3	0	0	0	0	0	0	0	264	31.46
T3M	2	6	10	1	0	0	0	103	24.31
T3R.P	0	0	0	0	2	49	40	91	0.58
T3–SU	0	0	0	0	0	0	0	289	16.40
KT8D5 (articulated)	0	0	0	0	0	0	0	47	13.13
T6A5	50	20	0	1	0	0	0	151	6.38
RT6N (articulated) L*	4	0	0	0	0	0	0	4	6.00
Total	56	26	10	2	2	49	40	949	18.13

L\* – low-floor vehicles  
**Note:** excluding 15 historic trams; special purpose vehicles (operating and service cars, training cars) are not included in vehicles recorded in accounting books. Vehicles in operation include vehicles certified for operation in public passenger transport, including vehicles undergoing ordinary repairs. Vehicles recorded in accounting books include also vehicles under reconstruction, modernization and put aside for disposal as well as historic vehicles and long - distance buses.

Types and numbers of buses by year of manufacture (recorded in ac.books as of 31/12/2002)																
Type of car/Year of manufact.	89	90	91	92	93	94	95	96	97	98	99	00	01	02	Total	Mean age
B731, B731R	0	0	0	0	0	38	125	0	0	0	0	0	0	0	163	7.63
B951	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31	0.21
B732, B732R	0	0	0	2	17	121	1	7	38	39	43	46	31	20	365	5.42
B741, B741R (articulated)	0	0	4	4	41	0	40	70	0	0	0	1	10	0	170	7.42
B961 (articulated)	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	0.60
B931	0	0	0	0	0	0	11	133	25	0	20	0	10	0	199	5.56
B941 (articulated)	0	0	0	0	0	0	0	0	55	50	50	0	20	0	175	4.37
C734, C734R	0	0	0	0	0	2	3	1	5	1	0	1	0	0	13	6.17
C934	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3.72
CITY standard L*	0	0	0	0	0	0	1	5	10	26	50	80	50	19	241	2.73
long-distance **	1	0	0	0	0	0	0	0	3	5	0	0	0	0	9	5.82
CITY articulated L*	0	0	0	0	0	0	0	0	0	0	0	0	1	12	13	0.40
NEOPLAN L*	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	8.06
Total	1	0	4	6	58	162	183	216	136	121	164	128	122	93	1 394	5.17

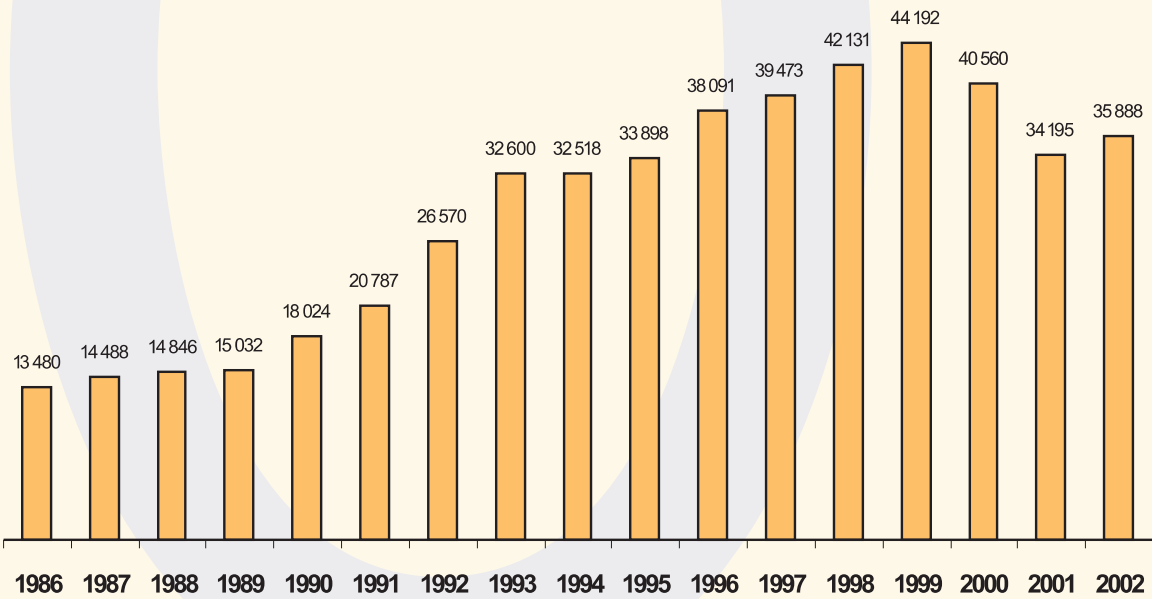
L\* – low-floor vehicles  
\*\* – type LC735; LC936; Mercedes; Neoplan  
**Note:** special purpose vehicles (operating and service cars, training cars) are not included in vehicles recorded in accounting books. Vehicles in operation include vehicles certified for operation in public passenger transport, including vehicles undergoing ordinary repairs. Vehicles recorded in accounting books include also vehicles under reconstruction, modernization and put aside for disposal as well as historic vehicles and long - distance buses.

Operational and technical data

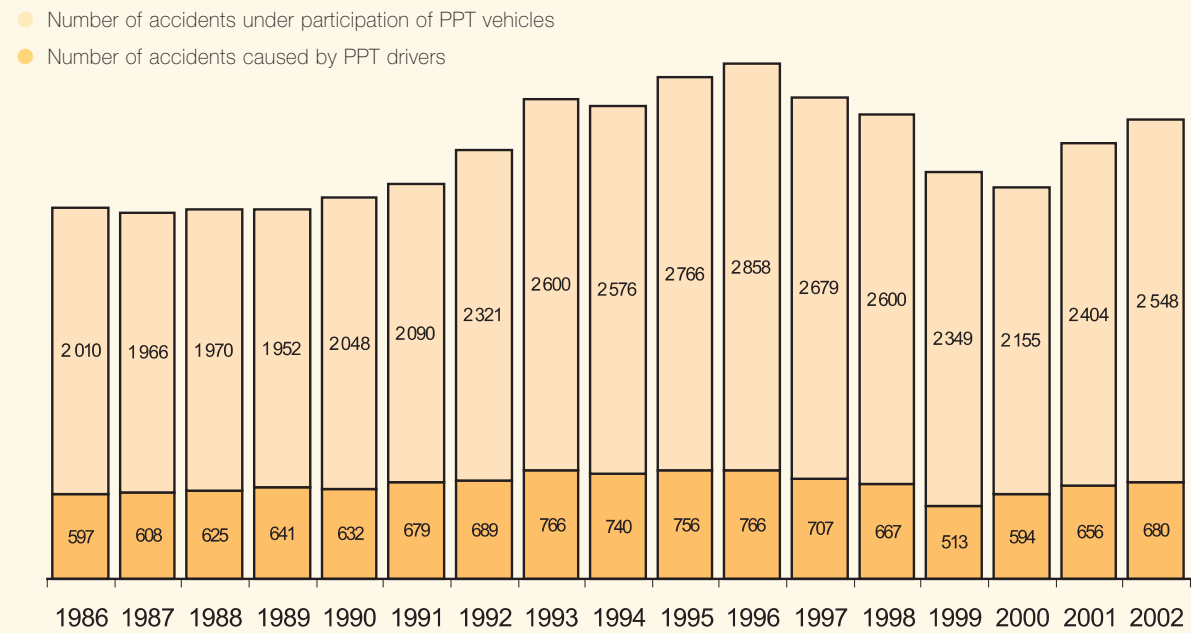
Operational and technical data

Accident rate				
Year	accidents in Prague	accidents with participation of PPT	accidents caused by PPT	v.km/1 accident caused
1998	42 131	2 600	667	223 681
1999	44 192	2 349	513	296 534
2000	40 560	2 155	594	256 314
2001	34 195	2 404	656	232 756
2002	35 888	2 548	680	227 108

Development of accident rate in Prague



Accident rate in PPT Co. Inc.



Lines and routes operated by Prague public transit Co. Inc. (as of 31/12/2002)	
<b>Metro lines</b>	
A Skalka - Dejvická	
B Zličín - Smíchovské nádraží - Českomoravská - Černý Most	
C Nádraží Holešovice - Háje	
<b>Tram routes</b>	
<b>Daytime operation</b>	
1 Petřiny - Spojovací	
2 Červený vrch - Petřiny	
3 Lehovec - Sídliště Modřany / Levského	
4 Kotlářka - Čechovo náměstí	
5 Vozovna Kobylisy - Olšanské hřbitovy	
6 Smíchovské nádraží - Kubánské náměstí	
7 Sídliště Řepy - Kotlářka - Ústřední dílny DP	
8 Bílá hora - Nádraží Vysočany / Vysočanská	
9 Sídliště Řepy - Spojovací	
10 Sídliště Ďáblice - Sídliště Řepy	
11 Černokostelecká - Spořilov	
12 Palmovka - Hlubočepy	
(until 17. 2. 2002 Starý Hloubětín - Palmovka - Hlubočepy)	
14 Střelnická - Laurová	
16 Spojovací - Nádraží Braník	
17 Sídliště Ďáblice - Sídliště Modřany / Levského	
18 Petřiny - Vozovna Pankrác	
19 Lehovec - Kubánské náměstí	
20 Divoká Šárka - Podbaba	
21 Levského - Národní třída - Sídliště Modřany	
(semi-circular line)	
22 Bílá hora - Nádraží Hostivař	
23 Malovanka - Kubánské náměstí	
24 Sídliště Ďáblice - Nádraží Strašnice / Radošovická	
25 Podbaba - Vozovna Kobylisy	
26 Divoká Šárka - Nádraží Hostivař	
<b>Nighttime operation</b>	
51 Divoká Šárka - Nádraží Strašnice / Radošovická	
52 Lehovec - Sídliště Modřany / Levského	
53 Sídliště Ďáblice - Vozovna Pankrác	
54 Lehovec - Hlubočepy	
55 Vozovna Kobylisy - Ústřední dílny DP	
56 Petřiny - Spořilov	
57 Bílá Hora - Nádraží Hostivař	
58 Sídliště Řepy - Spojovací	

<b>Bus routes</b>
<b>Daytime operation</b>
100 Zličín - Letiště Ruzyně
(operating from 8. 7. 2002)
101 Strašnická - Centrum Zahradní Město - Plynárna Měcholupy
102 Nádraží Holešovice - Staré Bohnice - Zámky
103 Palmovka - Ďáblice - Březiněves
104 Na Knížecí - Slivenecká
105 Smíchovské nádraží - Filmové ateliéry - Smíchovské nádraží
(semi-circular line, operating from 6. 3. 2002)
106 Kavkazská - Nádraží Braník
107 Dejvická - Suchdol
108 Špejchar - Sídliště Na Dědině
109 Palmovka - Sídliště Rohožník
111 Skalka - Sídliště Petrovice - Pitkovice
112 Nádraží Holešovice - Zoologická zahrada - Podhoří
113 Kačerov - Písnice
114 Kačerov - Šeberák
115 Chodov - Keblovská
116 Dejvická - Bořislavka
117 Kačerov - Poliklinika Modřany
118 Dvorce - Koleje Jižní Město
119 Dejvická - Letiště Ruzyně
120 Na Knížecí - Klukovice
121 Roztyly - Nádraží Braník
122 Chodov - Nádraží Hostivař - Léčiva
123 Na Knížecí - Šmukýřka
124 Kavkazská - Dvorce
126 Smíchovské nádraží - Pražská čtvrť
127 Českomoravská - Sídliště Bohnice
128 Smíchovské nádraží - Klukovice
(until 30. 8. 2002 Smíchovské nádraží - Sídliště Barrandov)
129 Smíchovské nádraží - Baně
130 Na Knížecí - Sídliště Stodůlky
131 Hradčanská - Bořislavka
133 Florenc - Sídliště Malešice
135 Florenc - Želivského
136 Sídliště Ďáblice - Sídliště Spořilov
137 Na Knížecí - U Waltrovky
138 Skalka - Tolstého
139 Želivského - Na Beránku
140 Českomoravská - Čakovice
141 Černý Most - Generála Janouška - Černý Most
(semi-circular line)
142 Nové Butovice - Nad Malou Ohradou

Operational and technical data



Operational and technical data

143 Dejvická - Stadión Strahov	193 Náměstí bratří Synků - Mikrobiologický ústav
144 Nádraží Holešovice - Poliklinika Mazurská	194 Skalka - Léčiva
145 Poliklinika Prosek - Jesenická	195 Čakovice - Jesenická
146 Černý Most - Satalická obora - Poliklinika Prosek	196 Smíchovské nádraží - Kačerov
147 Dejvická - Výhledy	197 Na Knížecí - Háje
148 Podolská vodárna - Kavčí hory - Budějovická	198 Smíchovské nádraží - Sídliště Písnice
149 Dejvická - Nové Butovice	199 Smíchovské nádraží - Nové dvory - Smíchovské nádraží (semi-circular line)
150 Kloboučnická - Poliklinika Modřany (until 1. 9. 2002 Kačerov - Nádraží Braník)	200 Nádraží Holešovice - Sídliště Bohnice
151 Českomoravská - Poliklinika Prosek	202 Poliklinika Mazurská - Za Avíí / Vinoř
152 Nádraží Holešovice - Sídliště Čimice	203 Vavřenova - Kačerov - Jižní Město
154 Skalka - Koleje Jižní Město	204 Opatov - Léčiva (cancelled as of 26. 1. 2002)
155 Želivského - Sídliště Malešice	205 Zelený pruh - Komořany
156 Nádraží Holešovice - Avia Letňany - Nádraží Holešovice (semi-circular line)	207 Staroměstská - Ohrada
157 Na Beránku - Kačerov (one-way operation only)	208 Želivského - Dolní Počernice
158 Českomoravská - Čakovice - Miškovice	210 Nádraží Holešovice - Čakovice
160 Dejvická - Lysolaje	211 Nové Butovice - Velká Ohrada
161 Dejvická - Nebušice	212 Jižní Město - Tiskařská - Jižní Město (semi-circular line)
162 Ke Stírce - Dolní Chabry	213 Želivského - Jižní Město
163 Skalka - Štěrboholy - Bezděkovská	215 Kačerov - Sídliště Libuš
164 Nové Butovice - Bílá hora	216 Špejchar - Bořislavka - Nové Vokovice
166 Českomoravská - Třeboradice - Teplárna Třeboradice	217 Na Knížecí - Dejvická
167 Na Knížecí - Nemocnice Na Homolce	218 Dejvická - Sídliště Na Dědině
168 Palmovka - Dolní Počernice	219 Nové Butovice - Bavorská
170 Vavřenova - Jižní Město	221 Černý Most - Čertousy (handed over to Hotliner operator as of 1. 6. 2002)
171 Kačerov - Sídliště Písnice	222 Černý Most - Výzkumné ústavy Běchovice
172 Smichovské nádraží - Velká Chuchle - Smíchovské nádraží (semi-circular line)	223 Černý Most - Horní Počernice
174 Špejchar - Velká Ohrada	224 Strašnická - Skalka
175 Nádraží Holešovice - Ke Stírce - Šimůnkova	225 Nové Butovice - Sídliště Na Dědině - Letiště Ruzyně
176 Karlovo náměstí - Stadión Strahov	226 Opatov - Hrnčře
177 Chodov - Poliklinika Mazurská	227 Jižní Město - Opatov - K Sukovu (cancelled as of 26. 1. 2002)
179 Nové Butovice - Letiště Ruzyně	228 Skalka - Dubeč
180 Kafkova - Sídliště Řepy	229 Skalka - Koloděje
181 Sídliště Čimice - Nádraží Hostivař	230 Sídliště Stodůlky - Řeporyjské náměstí
182 Kloboučnická - Sídliště Lhotka - Nádraží Braník (until 1. 9. 2002 Kloboučnická - Sídliště Lhotka)	231 Na Knížecí - Divčí Hradý - Na Knížecí (semi-circular line)
183 Vozovna Kobylisy - Sídliště Petrovice	233 Palmovka - Červený mlýn
184 Nové Butovice - Petřiny	234 Habrová - Sídliště Skalka
185 Českomoravská - Letecké opravny	235 Nové Butovice - Velká Ohrada - Nové Butovice (semi-circular line)
186 Černý Most - Sídliště Bohnice	238 Želivského - Léčiva
187 Nádraží Holešovice - Prosek - Palmovka	239 Želivského - Rektorská
188 Želivského - Kavčí hory	240 Dubeč - Sídliště Petrovice (cancelled as of 26. 1. 2002)
189 Kačerov - Sídliště Lhotka	241 Smíchovské nádraží - Lipence
191 Na Knížecí - Petřiny	
192 Budějovická - Klukovice (taken over from operator ČSAD Prague - west as of 1. 6. 2002; from 30. 8. 2002 Budějovická - Sídliště Barrandov)	

242 Háje - Továrny Hostivař
243 Smíchovské nádraží - Sídliště Zbraslav
244 Smíchovské nádraží - Sídliště Radotín
245 Nádraží Radotín - Lahovská - Nádraží Radotín (semi-circular line)
246 Smíchovské nádraží - Nádraží Radotín
247 Smíchovské nádraží - Lochkov
248 Smíchovské nádraží - Holyně
249 Sídliště Stodůlky - Třebonice
250 Černý Most - Sídliště Rohožník
251 Nádraží Klánovice - Sídliště Rohožník
253 Smíchovské nádraží - Na Beránku
254 Dejvická - Přední Kopanina - Letiště Ruzyně
256 Nové Butovice - Nádraží Radotín
257 Zličín - Sobín
259 Českomoravská - Vinoř
260 Jižní Město - Koh-i-noor (one-way operation only)
261 Černý Most - Klánovice
262 Avia Letňany - Klánovice
263 Avia Letňany - Xaverov - Výzkumné ústavy Běchovice
264 Skalka / Nádraží Uhříněves - Královice
265 Skalka - Lipany - Tehovičky (until 14. 12. 2002 Skalka - Lipany)
266 Skalka / Nádraží Uhříněves - Hájek
267 Háje - Uhříněves
268 Skalka - Nedvězí
269 Avia Letňany - Sídliště Rohožník
271 Skalka - Háje
272 Kačerov - Sídliště Písnice
273 Hloubětínská - Ve žlíbku
274 Palmovka - Avia Letňany - Palmovka (semi-circular line)
277 Přeštická - Skalka (one-way operation only)
280 Českomoravská - Vinoř

<b>Suburban bus routes</b>
301 Sídliště Stodůlky - Chýnice
305 Českomoravská - Čakovičky
306 Zličín - Jeneč
312 Dejvická - Tuchoměřice, kulturní dům - Tuchoměřice, Štěrbův mlýn - Tuchoměřice, Špejchar - Lichoceves (until 14. 12. 2002 Dejvická - Tuchoměřice, kulturní dům - Lichoceves)
323 Černý Most - Radonice (handed over to Hotliner operator as of 1. 6. 2002)
324 Opatov - Čestlice
325 Opatov - Čestlice
326 Opatov - Jesenice - Jesenice, Belnická - Jesenice, Osnice
327 Opatov - Jesenice

329 Skalka - Škvorec, nám.
351 Českomoravská - Hovorčovice - Měšice, Agropodnik - Čakovičky - Libiš, Spolana 4
352 Sídliště Stodůlky - Jinočany, náměstí
353 Černý Most - Zeleneč (handed over to Hotliner operator as of 1. 6. 2002)
354 Českomoravská - Podolánka
355 Dejvická - Horoměřice, V lípkách - Únětice
356 Dejvická - Horoměřice, V lípkách - Statenice
357 Zličín - Hostivice, Staré Litovice - Chýně
358 Zličín - Chýně
359 Dejvická - Únětice
364 Skalka / Nádraží Uhříněves - Doubek
365 Českomoravská - Mratín - Kostelec n. Lab., nám.
366 Českomoravská - Kostelec n. Lab., nám.
372 Dejvická - Tuchoměřice, Štěrbův mlýn - Tuchoměřice, Špejchar - Lichoceves (cancelled as of15. 12. 2002)

<b>Nighttime operation</b>
501 Smíchovské nádraží - Pražská čtvrť
502 Vítězná náměstí - Suchdol
503 Lehovec - Sídliště Rohožník
504 Ohrada - Sídliště Písnice (until 31. 8. 2002 Ohrada - Na Beránku)
505 Sídliště Čimice - Jižní Město
506 Sídliště Malešice - Uhříněves
507 Smíchovské nádraží - Sídliště Radotín - Sídliště Zbraslav - Smíchovské nádraží (semi-circular line, one-way operation only)
508 Anděl - Sídliště Stodůlky
509 Čakovice - Na Beránku (until 31. 8. 2002 Florenc - Čakovice)
510 Divoká Šárka - Letiště Ruzyně
511 Florenc - Nádraží Hostivař
512 Lehovec - Ve žlíbku
513 Jilemnická - Sídliště Lhotka (operating from 1. 9. 2002)

<b>Schoolbus routes</b>
551 Opatov - Brechtova (one-way operation only)
552 Náměstí Míru - Karlov (one-way operation only)
553 Hostivařská - Záběhlická škola (one-way operation only, cancelled as of 10. 9. 2002)
554 Ronešova - Sídliště Lehovec (one-way operation only)
555 Jenerálka - Žákovská (one-way operation only)
556 Za horou - Škola Kyje (one-way operation only)
558 Bazovského - Nádraží Veleslavin (one-way operation only)

Operational and technical data

Operational and technical data

559 Jahodnice II - Žárská (one-way operation only) (do 1. 9. 2002 Bezdrevská - Žárská)
560 Bílá hora - Na okraji (one-way operation only)
561 Sídliště Zbraslav - Velká Chuchle
562 Sídliště Rohožník - Horní Počernice
563 Divoká Šárka - Červený vrch (one-way operation only)
564 Sídliště Rohožník - Hulická / Polesná - Sídliště Rohožník
565 Stadion Strahov - Weberova (one-way operation only)
566 Kolovraty - Picassova (one-way operation only)
567 Habrová - Olšanské náměstí (one-way operation only)
568 Sídliště Zličín - Za slánskou silnicí (one-way operation only)
569 Klikovka / Podolská vodárna - Nad přívozem (cancelled as of 22. 6. 2002)
570 Sídliště Petrovice - Picassova (one-way operation only)
571 Správa soc. zabezpečení - Škola Radlice (one-way operation only)
572 Lipence - U Včely (operating from 1. 3. until 28. 6. 2002)
572 Lyčkovo náměstí - Třeбенická / Šimůnkova (operating from 2. 10. 2002)
573 Molákova - Na Korábě (operating from 2. 10. 2002)

Routes for disabled persons

103001 Bryksova - Florenc - Chodov
103003 U spojů - Sídliště Ďáblice - Florenc - Sídliště Řepy - Zličín (until 13. 1. 2002 Sídliště Ďáblice - Florenc - Sídliště Řepy - Zličín)

Funicular railway

Újezd - Petřín
----------------

Nostalgic tram route

91 Vozovna Střešovice - Výstaviště
------------------------------------

Vehicle and place km (in '000)*	v.km	p.km
● Metro	35 581	6 443 280
● Trams	49 883	5 733 222
of which: funicular railway	22	2 189
outsourced substitute bus services	850	59 523
● Buses	65 653	5 342 516
Total	151 117	17 519 018

\* excluding irregular

Number of passengers within the capital (P + 0) and outer zones (in '000)		
	total/year	average/day
Total number of passengers	1 115 609	3 056
of which: zone (P + 0)	1 096 384	3 004
outer zones	19 225	53
of which: Metro	416 516	1 141
Trams	358 079	981
Buses	341 014	934

Number of passengers by type of ticket (in '000)	total	%
Civil season tickets		
- monthly	74 643	6.69
- quarterly	82 734	7.42
- annual	197 871	17.74
Discounted season tickets:		
- monthly	53 766	4.82
- quarterly	184 211	16.51
Season tickets with optional commencement of validity period:		
- 30 days	22 013	1.97
- 90 days	39 531	3.54
Annual season tickets issued without provision of personal data of the holder	27	0.00
Free of charge transportation	236 507	21.20
Single transfer tickets incl. P+R	110 103	9.87
Non-transfer short-term local tickets	30 876	2.77
Other season tickets	64 102	5.75
Total PT (zones P + 0)	1 096 384	98.28
- Discounted monthly civil extra coupons	6 315	0.57
- Discounted monthly extra coupons (children 6-15)	2 413	0.21
- Discounted quarterly civil extra coupons	7 449	0.67
- Short-term season tickets valid for all PIT fare zones	3	0.00
- Single tickets	3 045	0.27
Total outer zones	19 225	1.72

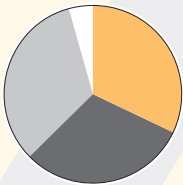
Total PT (zone P + 0) + outer zones	1 115 609	100.00
-------------------------------------	-----------	--------

Data on supply of transport services





HR indicators



Number of employees 2002 (average equivalent number)	
● Metro Unit	4 138
● Tram Unit	3 939
● Bus Unit	4 259
○ General Management	565
Total	12 901

Number of employees by profession categories (average equivalent number)					
Profession category	Metro Unit	Tram Unit	Bus Unit	GM	Total
PT drivers, total	458	1 203	2 334	0	3 995
of which: metro drivers	458				458
tram drivers		1 203			1 203
bus drivers			2 334		2 334
Truck drivers	25	88	21	2	136
Operators and attendants	177	254	366	15	812
Total workers	2 112	1 614	949	29	4 704
of which: repairs and maintenance	1 070	830	619	24	2 543
operation	1 042	388	137		1 567
other workers	0	396	193	5	594
Total technical and economic staff	1 366	780	589	519	3 254
of which: dispatchers	123	91	99	19	332
foremen	132	153	46	2	333
operators	445	261	0	196	902
tutors	0	10	8		18
other	666	265	436	302	1 669
Total employees	4 138	3 939	4 259	565	12 901
of which: male (%)	81.9	82.8	90.1	55.3	83.7
female (%)	18.1	17.2	9.9	44.7	16.3

Age structure (current number)																
	total		-21		21 - 30		31 - 40		41 - 50		51 - 54		55 - 60		+ 60	
	male	female	male	female	male	female	male	female	male	female	male	female	male	female	male	female
Workers	4 393	426	44	0	820	41	801	58	1 059	118	658	101	852	94	159	14
Operators and attendants	4 444	437	0	0	643	33	1 088	74	1 176	127	641	109	787	73	109	21
T+E staff	2 007	1 247	3	5	240	104	351	222	506	401	342	268	456	231	109	16
Total	10 844	2 110	47	5	1 703	178	2 240	354	2 741	646	1 641	478	2 095	398	377	51
Subtotal	12 954		52		1 881		2 594		3 387		2 119		2 493		428	

Coverage of PT operating cost (in '000 CZK)		%
● Subsidies (excluding suburban buses)	7 229 071	70.97
● Revenues from core activity	2 526 867	24.81
○ Revenues from other activities	429 969	4.22
Total PT costs excluding flood costs	10 185 907	100.00
Extraordinary flood revenues	905 352	
Extraordinary flood costs	3 062 574	
Total PT costs including flood costs	13 248 481	

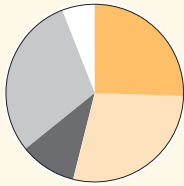
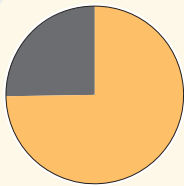
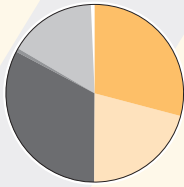
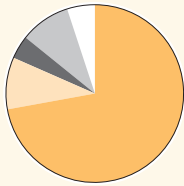
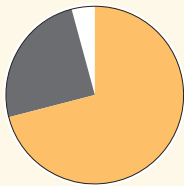
Share of particular costs in total PT costs (in '000 CZK)		%
● Direct costs	7 348 414	72.14
● Operation overhead	962 161	9.45
● Administration overhead	429 868	4.22
● PT coordination and management costs	929 557	9.13
○ Other costs (museum, funicular railway, deferred tax)	515 907	5.06
Total PT costs excluding flood costs	10 185 907	100.00
Extraordinary flood costs	3 062 574	
of which: IDS, a. s.	2 547 784	
own costs	514 790	
Total PT costs including flood costs	13 248 481	

Structure of PT direct costs excluding infrastructure (in '000 CZK)		%
● PT vehicles repairs	1 395 563	29.22
● Fuel, material and traction power consumption	1 006 106	21.06
● PT drivers costs	1 567 975	32.82
● Substitute bus services	22 290	0.47
● PT vehicles depreciation	761 619	15.94
○ Other direct costs of PT operation	23 308	0.49
Total PT direct costs	4 776 861	100.00

Share of infrastructure costs in total PT costs (in '000 CZK)		%
● PT operating costs	7 614 354	74.75
● Infrastructure costs	2 571 553	25.25
Total PT costs excluding flood costs	10 185 907	100.00
Extraordinary flood costs	3 062 574	
Total PT costs including flood costs	13 248 481	

Share of cost categories in total PT costs (in '000 CZK)		%
● Depreciation and deferred tax	2 599 249	25.52
● Wage costs	2 891 707	28.39
● Diesel oil and power consumption	1 048 390	10.29
● Repairs and maintenance	3 039 633	29.84
○ Other costs	606 928	5.96
Total PT costs excluding flood costs	10 185 907	100.00
Extraordinary flood costs	3 062 574	
Total PT costs including flood costs	13 248 481	

Economic indicators



Types of tickets in 2002

Single tickets valid within the capital (zone P + 0)		price (in CZK)
Basic transfer full - price tickets		
- 60 min. or 90 min.		12,-
- sold by bus driver		15,-
Basic transfer discounted tickets		
- 60 min. or 90 min.		6,-
- sold by bus driver		9,-
Non-transfer short-term local tickets		
- full-price		8,-
- for children from 6-15		4,-
Tickets in connection with P+R system		
- full-price return ticket		20,-
- one-day ticket		50,-
Season tickets valid within the capital (zone P + 0)		price (in CZK)
Short-term season tickets		
- 24 hours		70,-
- 24 hours for children from 6-15		35,-
- 3 days		200,-
- 7 days		250,-
- 15 days		280,-
Discounted civil season tickets		
- monthly		420,-
- quarterly		1 150,-
- annual		3 800,-
Discounted season tickets		
<i>For children from 6 to 15 years:</i>		
- monthly		100,-
- quarterly		280,-
<i>For pupils and students from 15 to 26 years, university students up to 26 years</i>		
- monthly		210,-
- quarterly		570,-
<i>For pensioners</i>		
- monthly		210,-
- quarterly		570,-
<i>Tickets in connection with P+R system</i>		
- one-day ticket		50,-

Season tickets with optional commencement of validity period within the capital	price (in CZK)
Season tickets issued without provision of personal data of the holder	
- 30 days	560,-
- 90 days	1 600,-
- annual	5 900,-
Discounted season tickets issued based on provision of personal data of the holder	
<i>civil</i>	
- 30 - day civil season ticket	420,-
- 90 - day civil season ticket	1 150,-
<i>for children from 6 to 15 years:</i>	
- 30 - day season ticket	100,-
- 90 - day season ticket	280,-
<i>for pupils and students from 15 to 26 years, university students up to 26 years</i>	
- 30 - day season ticket	210,-
- 90 - day season ticket	570,-
<i>for pensioners (see Tariff)</i>	
- 30 - day season ticket	210,-
- 90 - day season ticket	570,-
Single tickets for outer zones in PIT system in 2002*	price (in CZK)
Basic full-price transfer tickets:	
- for three follow-up zones 90 min.	18,-
- for four follow-up zones 120 min.	24,-
- for five follow-up zones 150 min.	30,-
- for six follow-up zones 180 min.	36,-
- for seven follow-up zones 210 min.	42,-
Basic discounted transfer tickets:	
- for three follow-up zones 90 min.	9,-
- for four follow-up zones 120 min.	13,-
- for five follow-up zones 150 min.	16,-
- for six follow-up zones 180 min.	19,-
- for seven follow-up zones 210 min.	22,-
Short-term season tickets for all zones	
- 24-hours ticket	100,-
- 24-hours ticket for children from 6 to 15 years	50,-

\* These tickets do not apply to trains of Czech Railways excluding line 171 within the segment Hlavní nádraží Praha - Řevnice, line 221 within the segment Hlavní nádraží Praha - Senohraby, line 011 within the segment Hlavní nádraží Praha (or Masarykovo nádraží) - Poříčany, line 231 within the segment Masarykovo nádraží Praha (or Hlavní nádraží) - Lysá nad Labem and line 232 within the segment Lysá nad Labem - Milovice

Economic indicators



Economic indicators

80

Extra season tickets (coupons) for outer zones within PIT system		price (in CZK)
Coupons for one outer zone		
- discounted monthly civil		230,-
- discounted quarterly civil		630,-
- discounted monthly for children (6-15)		110,-
Coupons for two zones		
- discounted monthly civil		350,-
- discounted quarterly civil		960,-
- discounted monthly for children (6-15)		170,-
Coupons for three zones		
- discounted monthly civil		590,-
- discounted quarterly civil	1	620,-
- discounted monthly for children (6-15)		290,-
Coupons for four zones		
- discounted monthly civil		820,-
- discounted quarterly civil	2	240,-
- discounted monthly for children (6-15)		410,-
Coupons for five zones		
- discounted monthly civil	1	020,-
- discounted quarterly civil	2	790,-
- discounted monthly for children (6-15)		510,-
Coupons for six zones		
- discounted monthly civil	1	250,-
- discounted quarterly civil	3	420,-
- discounted monthly for children (6-15)		620,-

Fare-box revenues by type of ticket (in '000 CZK)		
PT (zone P + 0)		(%)
- revenues from season tickets + lump sum + PT tickets	1 474 812	60.24
- revenues from single tickets incl. ticket vending machines	875 358	35.75
- revenues from penalty fares	98 097	4.01
Total PT (zone P + 0)	2 448 267	100.00
Outer zones		(%)
- revenues from single tickets incl. ticket vending machines	26 004	33.08
- revenues from extra season coupons	52 596	66.92
Total outer zones	78 600	100.00
Total PT (P+0) + outer zones	2 526 867	

Wages paid by categories (in '000 CZK)*					
	Metro	Trams	Buses	Management	Total
PT drivers	133 725	271 788	563 606	0	969 119
Workers	445 323	333 378	174 478	5 739	958 918
Operators and attendants	37 572	37 025	66 190	2 821	143 608
T+E staff	352 235	182 434	139 032	152 158	825 859
Total	968 855	824 625	943 306	160 718	2 897 504

\* including wages paid in connection with recovery from flood damages

Economic indicators

Economic indicators

82

Total volume of investment resources (in '000 CZK)		
Own resources		
Depreciation + deferred tax		2 599 249
Extraordinary revenues*		823 286
Total own investment resources		3 422 535
Other resources		
State subsidy		517 000
Municipal subsidy		4 200 322
Loan from Česká spořitelna, a. s. and ČSOB, a. s.**		1 217 811
Contribution from "Hope of the 3 <sup>rd</sup> Millennium" fund***		1 000
Total other investment resources		5 936 133
Total volume of investment resources		
9 358 668		
* transfer of property to the City of Prague in connection with metro development		
** loan in connection with acquisition of the 2 <sup>nd</sup> series of metro trains		
*** reconstruction of lift for disabled persons at Skalka metro station		

Special purpose investment subsidies (in '000 CZK)		Drawn from	
Name of project	budget of the City of Prague		state budget
Metro extension IV.B	60 000		
TL Hlubočepy - Barrandov	635 237		
Acquisition of new metro cars - renewal and development	742 196		
Renewal of metro cars - modernization	150 000		
Acquisition of low-floor buses	27 215		22 000
P + R facilities - vending machines	568		
Metro extension IV.C - stage II.	40 000		
Modernization of trams	159 167		
Reconstruction of TL Karmelitská	76 046		
Reconstruction of automatic train control (metro line A)	149 893		
Feeder services to metro IV.C1	60 000		
Metro extension IV.C - stage I.	2 087 500		495 000
Zličín depot - completion	12 500		
Total	4 200 322		517 000

Volume of total investment costs in 2002 (in '000 CZK)

Metro development	
Projects in progress	
Zličín depot - completion	12 500
Metro extension IV.B	60 000
Technical centre - TC4	5 606
Metro extension IV.C - stage I.	2 582 500
Projects in preparation	
Metro extension IV.C - stage II.	118 236
Metro extension I.D	888
Total metro development	
2 779 730	
Other investment projects	
Escalator replacement	6 450
Construction of tram line Hlubočepy - Barrandov	635 237
Reconstruction of tram tracks	227 955
Reconstruction of cable network	430 368
Construction and reconstruction of converting substations	151 250
Depots and central workshops	101 987
Garages and parking facilities	120 476
Automatic train control - line A	149 892
MATRA automatic train control - installation in new cars	9 497
MATRA automatic train control - installation in reconstructed cars	114 039
Total other investment projects	
1 947 151	
Fleet/rolling stock renewal	
Metro	
Reconstruction of cars	650 949
Acquisition of new cars	2 025 667
Trams	
Added technical value to trams	198 451
Buses	
Reconstruction of buses	41 104
Acquisition of new buses	400 181
Total fleet/rolling stock renewal	
3 316 352	
Other investments in technical facilities	
Post-flood reconstruction of technical facilities	848 017
Post-flood reconstruction of technical facilities	
467 418	
Volume of total investment costs	
9 358 668	

Economic indicators



PROFIT AND LOSS STATEMENT  
(full extent)  
as of 31. 12. 2002  
(in whole '000 CZK)

Year	Month	IN
2002	12	00005886

Business entity or other name of the accounting unit

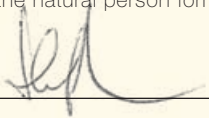
Dopravní podnik hl. m. Prahy,  
akciová společnost

Registered office or place of residence of the accounting unit  
and office address if not indential to the place of residence

Sokolovská 217/42  
190 22 Praha 9

Item		TEXT	Data for relevant account. period		
a	b		current 1	last 2	before last 3
I.		Revenues from sales of goods	8 133	7 394	7 224
A.		Costs in connection with sales of goods	7 302	6 717	6 500
+		Margin (I.-A.)	831	677	724
II.		Performance (II.1. through II.3.)	3 311 894	3 343 356	3 172 771
II.	1.	Revenues from sales of own products and services	2 779 073	2 899 253	2 798 290
	2.	Variations, in-house own production stock	827	-12 229	1 445
	3.	Capitalization	531 994	456 332	373 036
B.		Production consumption (B.1.+B.2.)	4 185 460	4 307 114	4 039 024
B.	1.	Material and energy consumption	2 377 000	2 453 628	2 383 090
B.	2.	Services	1 808 460	1 853 486	1 655 934
+		Value added (I.-A.+II.-B.)	-872 735	-963 081	-865 529
C.		Personnel costs (C.1. through C.4.)	4 118 957	3 738 928	3 498 117
C.	1.	Wage costs	2 891 707	2 638 273	2 459 893
C.	2.	Remuneration paid to members of company and corporate bodies	3 268	3 150	3 171
C.	3.	Social welfare cost	1 030 661	938 920	875 977
C.	4.	Social costs	193 321	158 585	159 076
D.		Taxes and charges	49 753	53 414	69 959
E.		Depreciation of tangible and intangible fixed assets	2 100 776	1 906 918	1 852 839
III.		Revenues from sales of fixed assets and materials	115 336	352 490	150 079
F.		Net book value of fixed assets and materials sold	95 279	233 909	124 875
IV.		Settlement of reserves and deferred operating revenues	55 400	0	0
G.		Creation of reserves and deferred operating costs	0	27 700	27 700
V.		Settlement of adjustments to operating revenues	5 862	50 586	11 536
H.		Settlement of adjustments to costs	20 775	31 839	52 228
VI.		Other operating revenues	7 429 701	7 108 328	6 732 276
I.		Other operating costs	-104 452	77 641	36 205
VII.		Transfer of operating revenues	0	0	0
J.		Transfer of operating costs	0	0	0
*		Operating profit/loss (taking into account items I. through J.)	452 476	477 974	366 439

Item	TEXT	Data for relevant account. period		
		current	last	before last
a	b	1	2	3
VIII.	Revenues from sales of securities and deposits	18 496 207	43 686 950	49 629 015
K.	Securities and deposits sold	18 495 408	43 624 763	49 634 401
IX.	Return on long-term financial assets (IX.1. through IX.3.)	3 645	2 612	0
IX.	1. Return on securities and investments in companies within the group	3 645	2 612	0
	2. Return on other long-term securities and investments	0	0	0
	3. Return on other long-term financial assets	0	0	0
X.	Return on short-term financial assets	30 320	76 361	81 459
L.	Financial assets costs	0	0	0
XI.	Revenues from excessive valuation of securities	0	0	0
M.	Cost of excessive valuation of securities	0	0	0
XII.	Settlement of reserves to financial revenues	47 888	15 815	0
N.	Creation of reserves for financial costs	0	47 888	15 815
XIII.	Settlement of adjustments to financial revenues	0	0	0
O.	Settlement of adjustments to financial costs	0	0	0
XIV.	Income interest	46 505	26 451	28 389
P.	Cost interest	0	0	1
XV.	Other financial revenues	145 110	7 859	19 299
Q.	Other financial costs	228 175	188 484	114 510
XVI.	Transfer of financial revenues	0	0	0
R.	Transfer of financial costs	0	0	0
*	Profit/loss resulting from financial transactions (taking into account items VIII. through R.)	46 092	-45 087	-6 565
S.	Income tax from ordinary activities (S.1.+S.2.)	498 473	467 914	384 626
S.	1. due	0	0	0
	2. deferred	498 473	467 914	384 626
**	Profit/loss, ordinary activities (operating profit/loss + profit/loss resulting from fin. transactions-S.)	95	-35 027	-24 752
XVII.	Extraordinary revenues	905 352	43 563	37 959
T.	Extraordinary costs	3 062 573	8 536	13 207
U.	Income tax from extraordinary activities (U.1.+U.2.)	0	0	0
U.	1. due	0	0	0
	2. deferred	0	0	0
*	Extraordinary profit/loss (XVII.-T.-U.)	-2 157 221	35 027	24 752
W.	Transfer of profit share to partners (+/-)	0	0	0
***	Profit/loss for the accounting period (+/-) (profit/loss from ordinary activities + extraordinary profit/loss-W.)	-2 157 126	0	0
	Profit/loss before taxes (+/-) (operating profit/loss + profit/loss resulting from fin. transaction + XVII.-T.)	-1 658 653	467 914	384 626

Drawn up (date): <b>10. 2. 2003</b>		Signature of a statutory body of the accounting unit or signature of the natural person forming the accounting unit 
Legal form of the accounting unit: <b>joint-stock company</b>	Subject of business activity: <b>Urban public transport operation and other activities</b>	

BALANCE SHEET  
(full extent)  
as of 31. 12. 2002  
(in whole '000 CZK)

Year	Month	IN
2002	12	00005886

Business entity or other name of the accounting unit

Dopravní podnik hl. m. Prahy,  
akciová společnost

Registered office or place of residence of the accounting unit  
and office address if not indential to the place of residence

Sokolovská 217/42  
190 22 Praha 9

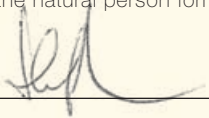
Item	ASSETS	Current accounting period			Last	Before last
		Gross	Correction	Net	Net	Net
a	b	1	2	3	4	5
	TOTAL ASSETS (A.+B.+C.+D.)	88 774 245	-17 687 842	71 086 403	64 446 353	58 439 442
A.	Claims, own underwritten equity	0	0	0	0	0
B.	Fixed assets (B.I.+B.II.+B.III.)	84 342 128	-17 612 496	66 729 632	60 182 602	54 872 796
B. I.	Intangible fixed assets (B.I.1. through B.I.7.)	309 971	-208 919	101 052	96 749	61 615
B. I. 1.	Acquisition costs	0	0	0	0	0
	2. Intangible products of research and development	0	0	0	0	0
	3. Software	266 405	-205 197	61 208	80 261	53 488
	4. Assessable rights	6 482	-2 950	3 532	1 249	2 082
	5. Other intangible fixed assets	20 235	-772	19 463	13 241	1 065
	6. Unfinished intangibles	10 657	0	10 657	347	900
	7. Advances on intangible fixed assets	6 192	0	6 192	1 651	4 080
B. II.	Tangible fixed assets (B.II.1. through B.II.9.)	83 757 640	-17 403 577	66 354 063	59 821 655	54 467 316
B. II. 1.	Land	3 442 874	0	3 442 874	3 126 217	3 100 555
	2. Buildings, halls and constructions	42 851 459	-7 586 053	35 265 406	35 047 607	34 000 812
	3. Individual items of property and sets of property	21 593 946	-9 817 524	11 776 422	10 739 268	7 777 303
	4. Cultivated areas of permanent growth	0	0	0	0	0
	5. Basic herd and beasts of draught	0	0	0	0	0
	6. Other tangible fixed assets	35 433	0	35 433	35 433	35 433
	7. Unfinished tangibles	12 969 214	0	12 969 214	9 167 303	7 814 314
	8. Advances on tangible ixed assets	2 864 714	0	2 864 714	1 705 827	1 738 899
	9. Adjustments to acquisitions	0	0	0	0	0
B. III.	Long-term financial assets (B.III.1. through B.III.7.)	274 517	0	274 517	264 198	343 865
B. III. 1.	Shares and interests					
	in companies with decisive inluence	163 042	0	163 042	235 558	316 065
	2. Shares and interests					
	in companies with substantial inluence	84 475	0	84 475	1 640	800
	3. Other long-term securities and interests	27 000	0	27 000	27 000	27 000
	4. Borrowings to companies within the group	0	0	0	0	0
	5. Other financial assets	0	0	0	0	0
	6. Unfinished long-term financial assets	0	0	0	0	0
	7. Advances on long-term financial assets	0	0	0	0	0

Item		ASSETS		Current accounting period			Last	Before last
				Gross	Correction	Net	Net	Net
a	b			1	2	3	4	5
C.		Current assets (C.I.+C.II.+C.III.+C.IV.)		4 278 880	-75 346	4 203 534	4 182 411	3 525 918
C. I.		Inventories (total C.I.1. through C.I.6.)		523 305	0	523 305	489 418	465 105
C. I.	1.	Material		509 738	0	509 738	482 996	447 999
	2.	Unfinished production and semi-finished articles		1 744	0	1 744	917	13 146
	3.	Products		0	0	0	0	0
	4.	Animals		0	0	0	0	0
	5.	Goods		2 171	0	2 171	2 184	1 986
	6.	Advances on inventories		9 652	0	9 652	3 321	1 974
C. II.		Long-term receivables (total C.II.1. through C.II.5.)		232 536	0	232 536	777 289	627 791
C. II.	1.	Trade receivables		191 403	0	191 403	751 908	624 208
	2.	Receivables towards partners and corporation		0	0	0	0	0
	3.	Receivables in companies with decisive influence		0	0	0	0	0
	4.	Receivables in companies with subst. influence		0	0	0	0	0
	5.	Other receivables		41 133	0	41 133	25 381	3 583
C. III.		Short-term receivables (total C.III.1. through C.III.7.)		1 355 907	-75 346	1 280 561	1 157 962	706 993
C. III.	1.	Trade receivables		950 406	-75 072	875 334	554 753	460 722
	2.	Receivables towards partners and corporation		0	0	0	0	0
	3.	Social welfare		0	0	0	0	0
	4.	State - tax receivables		393 731	0	393 731	590 624	235 948
	5.	Receivables in companies with decisive influence		0	0	0	0	0
	6.	Receivables in companies with subst. influence		0	0	0	0	0
	7.	Other receivables		11 770	-274	11 496	12 585	10 323
C. IV.		Financial assets (total C.IV.1. through C.IV.4.)		2 167 132	0	2 167 132	1 757 742	1 726 029
C. IV.	1.	Cash		18 686	0	18 686	15 846	16 143
	2.	Bank accounts		2 148 446	0	2 148 446	588 247	132 943
	3.	Short-term financial assets		0	0	0	1 153 649	1 576 943
	4.	Unfinished short-term financial assets		0	0	0	0	0
D.		Other assets - temporary accounts (D.I.+D.II.)		153 237	0	153 237	81 340	40 728
D. I.		Adjustment (D.I.1.+D.I.2.+D.I.3.)		50 892	0	50 892	52 429	21 923
D. I.	1.	Deferred expenses		50 292	0	50 292	3 765	4 910
	2.	Deferred income		600	0	600	776	1 198
	3.	Active differences in rates of exchange		0	0	0	47 888	15 815
D. II.		Contingent receivables		102 345	0	102 345	28 911	18 805



Item		LIABILITIES	Status current per.	Status last per.	Status before last per.
a		b	6	7	8
		TOTAL LIABILITIES (A.+B.+C.)	71 086 403	64 446 353	58 439 442
A.		Equity capital (A.I.+A.II.+A.III.+A.IV.+A.V.)	59 070 102	60 910 791	55 470 791
A.	I.	Registered capital (A.I.1.+A.I.2.+A.I.3.)	30 726 125	30 726 125	30 726 125
A.	I.	1. Registered capital	30 726 125	30 726 125	30 726 125
		2. Own shares and trade shares	0	0	0
		3. Changes in basic capital	0	0	0
A.	II.	Capital funds (total A.II.1. through A.II.4.)	30 681 257	30 361 003	24 920 207
A.	II.	1. Share premium	0	0	0
		2. Other capital funds	30 623 094	30 361 003	24 920 207
		3. Difference in valuation, assets and liabilities overvaluation	58 163	0	0
		4. Difference in valuation, resulting from overvaluation during transformation	0	0	0
A.	III.	Profit funds (total A.III.1. through A.III.3.)	6 663	6 687	7 483
A.	III.	1. Statutory reserve fund	1 582	1 582	1 582
		2. Indivisible fund	0	0	0
		3. Statutory and other funds	5 081	5 105	5 901
A.	IV.	Profit/loss, previous year (total A.IV.1. through A.IV.2.)	-186 817	-183 024	-183 024
A.	IV.	1. Undistributed profit, previous years	0	0	0
		2. Outstanding loss, previous years	-186 817	-183 024	-183 024
A.	V.	Profit/loss, current accounting period	-2 157 126	0	0
B.		External resources (B.I.+B.II.+B.III.+B.IV.)	9 424 534	2 976 998	2 444 062
B.	I.	Reserves (total B.I.1. through B.I.5.)	2 347 627	103 288	43 515
B.	I.	1. Statutory reserves	0	55 400	27 700
		2. Income tax reserve	0	0	0
		3. Other reserves	0	0	0
		4. Deferred tax liability (receivable)	2 347 627	0	0
		5. Reserves for exchange-rate losses	0	47 888	15 815
B.	II.	Long-term liabilities (total B.II.1. through B.II.6.)	8 029	56 694	87 862
B.	II.	1. Liabilities towards companies with decisive influence	0	0	0
		2. Liabilities towards companies with substantial influence	0	0	0
		3. Long-term advances received	5 335	9 871	9 871
		4. Bonds issued	0	0	0
		5. Long-term bills due	0	0	0
		6. Other long-term liabilities	2 694	46 823	77 991

Item		LIABILITIES	Status current per.	Status last per.	Status before last per.
a		b	6	7	8
B.	III.	Short-term liabilities (total B.III.1. through B.III.9.)	5 784 428	2 817 015	2 312 684
B.	III.	1. Trade liabilities	1 585 653	634 911	605 901
		2. Liabilities towards parnernts and corpotation	0	0	0
		3. Liabilities towards employees	40 115	38 561	42 701
		4. Social welfare liabilities	130 840	111 585	112 535
		5. State-tax liabilities and subsidies	3 836 771	25 285	22 232
		6. Liabilities towards companies with decisive influence	0	0	0
		7. Liabilities towards companies with substantial influence	0	0	0
		8. Other liabilities	191 049	161 312	151 868
		9. Deferred tax liability	0	1 845 361	1 377 447
B.	IV.	Bank credits and financial assistance (total B.IV.1. through B.IV.3.)	1 284 450	1	1
B.	IV.	1. Long-term bank credits	1 284 450	0	0
		2. Current bank credits	0	1	1
		3. Short-term financial assistance	0	0	0
C.		Other liabilities - interim accounts (C.I.+C.II.)	2 591 767	558 564	524 589
C.	I.	Adjustments (C.I.1.+C.I.2.+C.I.3.)	381 149	474 742	454 642
C.	I.	1. Deferred expenses	1 578	2 796	12
		2. Deferred income	379 571	447 399	452 338
		3. Other liabilities	0	24 547	2 292
C.	II.	Contingent liabilities	2 210 618	83 822	69 947

Drawn up (date): 10. 2. 2003		Signature of a statutory body of the accounting unit or signature of the natural person forming the accounting unit 
Legal form of the accounting unit: joint-stock company	Subject of business activity: Urban public transport operation and other activities	





**Public Auditor's Statement  
on Audit of Annual Financial Statements as of 31 December 2002**

We have performed the audit of enclosed annual financial statements of **Prague Public Transit Co. Inc.** as of December 31, 2002. Statutory body of the company is responsible for drawing up the annual financial statements. Our task is to deliver our opinion on these financial statements based on our audit.

The audit has been performed in accordance with Act on Auditors and Auditors's Directives of the Chamber of Auditors of the Czech Republic. The above mentioned directives require auditors to plan and perform any audit in such a way to enable the auditor to gain a reasonable certainty that financial statements do not include any significant discrepancies. The audit includes selective verification of integrity and conclusiveness of sums and data shown in annual financial statements. The audit also includes an assessment of accounting principles applied and of material estimates made by the company as well as an evaluation of general presentation of financial statements. We believe that the audit performed by our agency provides an appropriate basis for our statement.

**Public Auditor's Statement**

**In our opinion, financial statements in all significant aspects truly reflect assets, liabilities, equity and financial standing of Prague Public Transit Co. Inc. as of 31 December 2001 and income from 2002 operations in compliance with the Accounting Act and applicable legal regulations of the Czech Republic.**

**In Prague on March 17, 2003**

Ing. Zdeněk Raška  
Public Auditor  
Licence KA ČR No. 647  
responsible for submission of the statement



A & CE, Auditors and Experts Ltd.  
Prague 4, Bělehradská 17  
Licence KA ČR No. 157  
Ing. Rostislav Otříšal, CSc.  
Auditor and Managing Director



**Dopravní podnik hl. m. Prahy, akciová společnost**  
**Sokolovská 217/42, 190 22 Praha 9**  
**IČO (Identification No.): 0000 5886**  
**DIČ(Tax Identification No.): 009 – 0000 5886**  
**Telephone: +420 296 191 111**  
**internet: [www.dpp.cz](http://www.dpp.cz)**  
**e-mail: [dp-praha@r.dpp.cz](mailto:dp-praha@r.dpp.cz)**

#### **Edition**

Ing. Karel Vavroušek  
Ing. Petr Malík  
Ing. Petr Vitek  
Marek Šebeš

#### **Pictures**

Mgr. art Martin Tiso  
JEROME s. r. o.

#### **Graphic design**

Art. Filip Tošovský

#### **Setting, make-up, production**

JEROME s. r. o.

Published in  
800 copies in Czech  
400 copies in English

**Prague, April 2003**