





**Dopravní podnik hl. m. Prahy,
akciová společnost**

Contents





Contents

Introductory word	4	HR policy	24	Report on Activities of the Supervisory Board of Prague Public Transit Co. Inc. in 2004	36
Organization chart	6	Introduction	24		
Calendar of events in 2004	8	HR development	24	Tables	40
Prague Public Transit Co. Inc. in 2004	10	Remuneration policy	24	List of abbreviations	78
Transport	12	Education and training	24	Public Auditor's Statement on Audit of Annual Financial Statements as of 31/ 12/ 2004	79
Introduction	12	Social policy	25		
Transport system	13	External and internal communication	26		
Supply of transport services	13	Introduction	26		
Public transport priority	14	Marketing and promotion	27		
Traffic surveys	15	Passenger information	28		
Accident rate	15	Archive and PT Museum	29		
Services designed for people with reduced mobility and orientation ability	16	Service Quality Programme	30		
Ticket inspection	17	Quality system under ISO 9000 standards	30		
Technology	18	International relations	31		
Introduction	18	Future priorities	32		
Fleet and rolling stock	19	Companies with capital interest of Prague Public Transit Co. Inc.	34		
Investment projects	20	Inženýring dopravních staveb a. s.	34		
Power system	20	Pražská strojírna a. s.	34		
Environmental issues	21	Rencar Praha, a. s.	35		
Economics	22	SPŠD, SOU a U, a. s.	35		
Introduction	22	Elaugen DP Praha, s. r. o.	35		
Financial situation in 2004	22				
Tariff and fare revenues	22				

Introductory word





Dear members of the Prague City Assembly, Dear Passengers, Dear Business Partners and Colleagues,

Looking back at the year 2004 makes me think that it was quite successful. We managed to open an additional metro C extension and thus improve the quality of transport services available to residents of large housing estates in the northern part of the city; with respect to fleet and rolling stock renewal we managed to maintain progressive trend of previous years and concluded a contract on delivery of new low-floor trams. In addition to it, I think that the quality of urban public transport made at least one small step forward. In spite of quite complicated economic situation we managed to keep a balanced economic management.

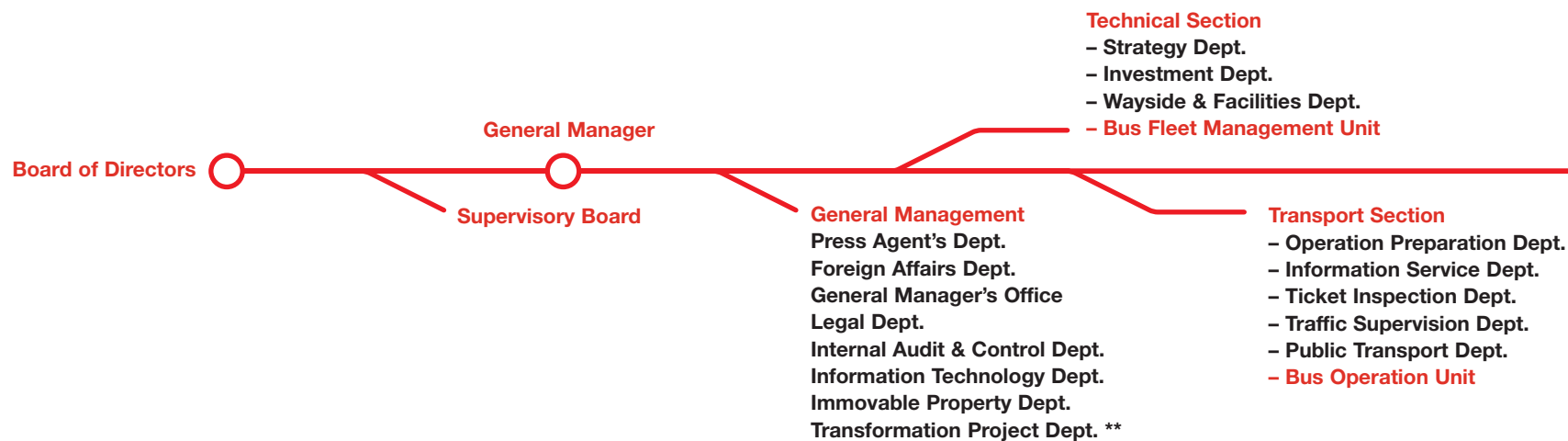
At the same time, however, my retrospective glance is very sad. Chairman of the Board of Directors and General Manager of Prague Public Transit Co. Inc., Ing. Milan Houfek, got seriously ill at the end of the year and passed away in February 2005. We were all deeply depressed that we had lost such a remarkable person and extremely competent manager. Naturally, both me and his colleagues are aware of the fact that it will be very difficult for us to overcome this loss.

Nevertheless, it is just the reason for me to consistently follow the line started up by Mr. Houfek. Particularly, I would like to stress that the process of transformation of the company goes on and its initial stages are to be finished by the end of 2005 – the next stage – i.e. optimization of all activities will not be much easier. In terms of development of the company and development of public transport system it is very important to continue with metro development via Prosek to Letňany, to maintain at least the most critical scope of renewal and modernization of corporate rolling stock and fleet; last, but not least, appropriate maintenance or reconstruction

of all technical supporting facilities and infrastructure managed by our company is also at the focus of attention. In conclusion, I would like to express my full respect and admiration for all achievements accomplished by Mr. Houfek during 10 years of his work at top posts of our company. Undoubtedly, he deserves expression of our thanks. Let's pay tribute to his memory.

Ing. Tomáš Jílek
Technical Manager,
acting on behalf of General Manager

Organization chart – as of 31/ 12/ 2004



** from March 2004

Board of Directors	Ing. Milan Houfek – chairman JUDr. Petr Hulinský – vice-chairman Radovan Šteiner – vice-chairman	Petr Hána – member Ing. Jan Heroudek – member Ing. Tomáš Jílek – member	Ing. Karel Matouš – member Ing. Václav Pomazal CSc. – member Ing. Vladimír Řihák – member	
Supervisory Board	Ing. Martin Hejl – chairman Jiří Šindelář – vice-chairman Mgr. Rudolf Blažek – member	Jiří Čada – member Ing. Jiří Kaňák – member Prof. Ing. Petr Moos, CSc. – member	Jan Štrof – 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 & Economic Manager Ing. Jaroslav Ďuriš – HR Manager RSDr. Antonín Fedorko – Safety & Security Manager	Ing. Ladislav Urbánek – Metro Division Manager Ing. Milan Pokorný – Tram Division Manager Ing. Ladislav Špitzer – Transformation Project Manager	

* from 10 November 2004; until 9 November 2004 the post was held by Ing. Jiří Paroubek



Human Resources Section

- Organization & Management Method Dept.
- HR Strategy Dept.
- Staff Dept.
- Social Welfare & Coll. Bargaining Dept.
- Staff Education & Training Dept.

Safety & Security Section

- Crisis Management & Planning Dept.

Commercial & Economic Section

- Financing Dept.
- Financial Accounting & Controlling Dept.
- Sales & PT Tariff Dept.
- BUS Economy Unit

Metro Division

- Management Section
- Transport Section
- Technical Section
- Economic Section

Services

- Communication & Safety
- Electrotechnical Service
- Facilities & Tracks
- Technology Units
- Safety System

Tram Division

- Management Section
- Transport Section
- Technical Section
- Commercial & Economic Section
- Production Section

Transport, Technical and Manufacturing Operations

Hloubětín	Strašnice	Converting Substations & Cable System
Kobylisy	Vokovice	Traction System
Motol	Žižkov	Wayside
Pankrác	Střešovice	Tram Repair Facility

Calendar of events in 2004





1 January	Commencement of the process of restructuring of Prague Public Transit Co. Inc.
19 January	Conclusion of contract with Škoda Transportation s. r. o. for delivery of sixty low-floor articulated trams
23 February	The 100th refurbished tram was handed over by Tram Repair and Maintenance Facility in Hostivař; at the same time Tram Repair and Maintenance Facility acquired ISO 9000 Certificate for repairs and modernizations of electric equipment
15 March	Board of Directors of Prague Public Transit Co. Inc. approved time and factual schedule of the process of restructuring and appointed Ing. Ladislav Špitzer Transformation Project Manager
27 March	Tram service reintroduced to Českomoravská Street following extensive reconstruction of tram track
31 March	Extensive traffic survey of bus services was carried out in the south-western part of the city
2 April	Hostivař bus garage celebrated 10 years of operation
5 April	Official commencement date of the Transformation Project
9 May	30th anniversary of metro service in Prague - first metro trains started to operate between Florenc and Kačerov thirty years ago; celebrations of this anniversary attracted great public interest
24 May	Commencement of development of the second stage of metro extension IV.C from Ládví to Letňany
25 June	Grand opening of the new, 4 km long metro C extension from Nádraží Holešovice station to Ládví station
10 August	The first easy-access kerb was introduced at Koleje Strahov bus stop
18 September	Traditional Open House Day attracted thousands of visitors to Zličín depot, Řepy bus garage and Motol tram depot
1 October	First changes were introduced within the framework of the Transformation Project: Bus Division was cancelled and replaced by new operational units – Bus Operation Unit and Bus Fleet Management Unit; activities of HR Department were integrated
1 November	Opening of reconstructed trackage of Pankrác depot
10 November	Comprehensive traffic survey was carried out on the metro system
4 December	Buses were dispatched for the last time from Dejvice garage which was cancelled effective from 31 December 2004
22 December	Two personal lifts facilitating easy access to Muzeum station (metro A) were made available for people with reduced mobility
31 December	Tram Division terminated its activities and was replaced by Tram Operation Unit, Tram Rolling Stock Management Unit and provisional Wayside Unit; integration of activities of the Transport Section and other corporate units

Prague Public Transit Co. Inc. in 2004



Prague Public Transit Co. Inc. is the major public transport operator within the territory of the Czech Republic. Every day we dispatch two thousands metro cars, trams and buses in Prague and adjacent region. Annual ridership figures exceed one billion. We offer fast, safe, comfortable and environmentally friendly means of transport able to successfully compete with private cars.

The year 2004 will make its mark in the history of Prague Public Transit Co. Inc. as the year of commencement of the greatest changes in corporate structure for the last several decades. From 1 January 2004 former Units were replaced by Divisions and conditions were created for further, more substantial changes of our company. In autumn, Bus Division was cancelled, followed by the Tram Division at the end of 2004; these Divisions were replaced by new Units with more transparent economic management than it was the case with former operations or divisions. Activities of the former General Management were gradually integrated throughout the year with the aim to achieve substantial cost savings.

The process of transformation responds to changing conditions of public transport operation within the entire Europe resulting in partial opening of this transport sector to market economy. More often, each operator will have to prove the economic efficiency of its operations compared to other operators. In response to this situation Prague Public Transit Co. Inc. decided to implement measures focused on gradual transformation of the company into a really efficient company. These measures are based on the Transformation Project approved by the Board of Directors in March 2004.



From the perspective of our clients the most important event was undoubtedly the opening of new metro extension from Nádraží Holešovice station to Ládví station significantly improving the quality of transport services provided in the northern part of the city. At the same time, construction works were started with respect to additional metro extension from Ládví to Letňany with planned completion by 2008.

In 2004 we continued to increase the quality of our services. Again, metro rolling stock was extended by a large number of new and modernized metro cars, our bus fleet acquired additional low-floor buses to be followed by new low-floor trams next year. Additional five metro stations were provided with barrier-free access in 2004. We also continued to implement priority measures giving priority to public transport vehicles.



Transport



Introduction

Prague public transport system covers a dense network including the city and its surroundings. The total length of lines operated by Prague Public Transit Co. Inc. amounts to over 2,500 kilometres, connecting the city centre with the most distant suburban areas. Each day, local residents as well as visitors to the city of Prague can rely on availability of metro trains, trams and buses which will carry them quickly a reliably to their destinations.

Opening of a new metro C extension from Nádraží Holešovice to Ládví was an important step in improving public transport availability and quality in the area of the Northern City. In connection with the opening of the new metro extension substantial changes were introduced also in the bus system. Two new tram lines were also introduced in 2004.

For many years public transport priority over private cars has been one of the key priorities of our company. The aim of such priority is to ensure seamless and smooth flow of trams and buses through the city. In addition to further implementation of proven priority measures we continued to extend the so-called active detection system to give priority to buses at traffic lights.

Additionally, one of the focuses of our company is to make travels by public transport easier and more 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 also these passengers to become our satisfied customers.



Transport system

Metro system

Services of underground railway system are used by 1,250,000 passengers each day. Metro system is the backbone of the entire public transport system in Prague with most of the stations serving as intermodal interchange terminals with follow-up tram and bus services. Prague metro system currently includes three lines (A, B, C) of the total length 54 km with 53 stations.

In 2004 Prague metro system was extended by a new extension between Nádraží Holešovice and Ládví. Development of this 4 km long extension with two stations, namely Kobylisy and Ládví stations, took almost four years and was opened to passengers at the end of June. The new line makes travelling significantly easier and better for residents of the area of the Northern City. Works are currently in progress in connection with development of additional metro C extension from Ládví station via Střížkov and Prosek to Letňany.

Metro Division also operates the chairlift in the Prague ZOO which is becoming increasingly attractive among the ZOO visitors.

Tram system

Tram system in Prague covers more than 140 km. Last year it included 26 day, 9 night tram lines and one nostalgic line. Two tram lines were added compared to 2003: night tram no. 59 operating from 2 July (Sídliště Řepy – Nádraží Hostivař) and tram no. 13 (to reinforce services available) between Smíchovské nádraží – Sídliště Barrandov operating from 1 September.

Main reconstruction projects included reconstruction of tram track in Českomoravská Street, which was reopened at the end of March. Other reconstructions included Želivského – Olšanská and Výtoň intersections and tram tracks in Chotkova and Nádražní Streets. In September ordinary tram services were reintroduced

in Seifertova Street and at the same time tram service was reintroduced in Radlická Street between Ženské domovy – Laurová stops after almost 3 years' disruption. In connection with development of metro C extension from Ládví to Letňany tram services between Ládví and Ďáblice Housing Estate were discontinued for about two years.

The funicular railway to Petřín, available to local residents and visitors to the city already since 1891, ranked again among the most popular tourist attractions. The funicular railway was in service throughout the year except for two regular disruptions in spring and autumn and one extraordinary service disruption in August.

Bus system

At the end of 2004 Prague Public Transit Co. Inc. operated 146 urban day lines, 20 suburban lines, 18 school lines, 13 night urban lines and 2 lines designed for people with reduced mobility and orientation ability. The total length of lines is well over 2,000 kilometers.

Substantial changes in the bus system were introduced in connection with the opening of the new metro extension from Nádraží Holešovice to Ládví.

Bus lines no. 127 and 146 were cancelled and bus lines no. 103, 144, 145, 152, 156, 186, 187, 200 and 210 were rerouted from 26 June; new line no. 201 between Nádraží Holešovice and Poliklinika Prosek was introduced in November. Bus line no. 204 was introduced from 1 September to increase the quality of public transport services provided to Velká Chuchle. Bus lines no. 262 and 263 were cancelled from 12 December and bus line no. 269 was reinforced.

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 155.8 mil. vehicle kilometres (v.km). The volume of transport services expressed in place kilometers (p.km) amounted to 18.9 bn p.km. Compared with 2003 the supply of transport services showed a slight increase, while the volume of place kilometers showed a more significant increase due to introduction of new vehicles with a higher passenger capacity available.

Increased volume of transport services was particularly a result of the opening of the new tram line to Barrandov Housing Estate in November 2003 as well as the opening of the new metro extension from Nádraží Holešovice to Ládví in June 2004.

PT priority

Hardly any European city experienced such an enormous increase in car traffic in the last decade of the last century as the Czech metropolis. Globally, Prague has ranked among the cities with the highest private car ownership and road network in Prague has become one of the most congested in Europe due to this enormous growth of private car ownership. This fact has had an adverse impact on smooth and regular flow of surface public transport.

To resolve this unsustainable situation measures have been taken to give priority to surface public transport and thus ensure its attractive character for local residents and visitors to the city. These measures are based on the "Project of Surface Public Transport Priority in Prague", elaborated on a continuous basis by Prague Public Transit Co. Inc. in cooperation with experts and municipal institutions. Obviously, consistently applied priority measures have a positive impact on smooth and regular flow of traffic and significantly increase competitive ability of public transport as opposed to private cars.

Tram system

Tram priority in Prague is provided by two types of measures: physical separation of tram tracks from the street level by means of physical barriers preventing cars from accessing the wayside and appropriate modification of signal timing at crossroads with traffic lights.

By the end of 2004 concrete humps separating tracks from the street level were installed along more than 7.5 km of tram tracks. These barriers facilitate smoother and safer flow of trams at places with frequent occurrence of collisions with car traffic. Last year, longitudinal humps (1, 471 m) were installed to the following localities:

- Ječná Street between Karlovo Square and I. P. Pavlova Square – uptown direction (453 m); implementation – March 2004;
- Radlická Street between Bieblova Street and access to Mrázovka tunnel – both directions (500 m); implementation – March 2004;
- Táboritská Street between Olšanské Square and Ondříčkova Street – downtown direction (53 m); implementation – May 2004;
- Partyzánská Street between Vrbenského and Na Zátorách – downtown direction (100 m); implementation – June 2004;
- Švehlova Street – under the railway bridge – downtown direction (30 m); implementation –July 2004;
- Rašínovo Embankment at Výtoň intersection between Plavecká – Libušina Streets and in Svobodova Street (335 m); implementation – August 2004.

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. During 2004 tram priority was newly introduced to seven intersections. At the end of the year there were 200 signalized intersections of which 82 with preferential signal timing (of which 35 with absolute and 47 with facultative priority).

Bus system

Since 2002, within the framework of the international "Trendsetter" Project, Prague Public Transit Co. Inc. has been introducing the so-called active detection system, giving priority to public transport buses at intersections equipped with traffic lights. This system is based on radio communication between the vehicle and signal timing controller and is interconnected with timetables of individual lines. As a result, the system is able to analyse position of the bus against the timetable and give priority to those buses which need it.

In 2003 priority by means of active detection was introduced to two intersections, namely Holečkova – Zapova and Barrandov Bridge – access ramp from Modřanská Street. Last year, this progressive priority system was introduced to additional five intersections located along feeder bus lines from Kobylisy metro station to Bohnice and Čimice housing estates.

Introduction of dedicated bus lanes has proved to be an effective priority measure, ensuring smooth and fast flow of buses, particularly on extremely busy roads. At the end of 2004 the total length of such dedicated bus lanes in the bus system in Prague amounted to more than 11.5 km.



Traffic surveys

Any quality and reliable operator cannot manage without a detailed knowledge of passenger needs and numbers. Accordingly, traffic surveys are an important focus of Prague Public Transport 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.

A number of minor as well as major traffic surveys were carried out in 2004. A comprehensive traffic survey of the metro system was carried out in November. The main aim was to identify and assess the number of passengers carried throughout the entire service day within the entire metro network. The results enable us to flexibly adapt metro services according to levels of use and actual passenger needs. An extensive regional survey of 47 bus lines servicing the south-western region of Prague, including neighbouring regions, was carried out in March. The most important local traffic surveys of operative nature included surveys of tram and bus services in connection with the opening of the new metro C extension Nádraží Holešovice – Ládví, continuous surveys verifying levels of use of express bus no. 100, connecting the international airport in Ruzyně with metro B Zličín station, or traffic surveys analysing levels of use with respect to tram services provided during summer holidays.

In May a tram loading test was carried out with the aim to identify and verify passenger loading capacity of particular tram types.

Accident rate

Our vehicles represent a reliable and safe means of transport. While the total annual number of traffic accidents in Prague increased by almost two thirds for the period 1990–2004, the accident rate with respect to public transport vehicles increased only by a fourth for the same period. Nevertheless, we cannot say we had no problems last year as far as traffic accidents are concerned.

In 2004 the number of accidents involving our corporate vehicles remained practically the same as in 2003. Number of accidents caused by our drivers showed a slight decrease compared to 2003. Unfortunately, the number of fatal injuries in accidents involving our corporate vehicles significantly increased with 7 fatalities in 2003 and as much as 22 fatalities in 2004.





Services designed for people with reduced mobility and orientation ability

One of the main focuses of our company is to provide high-quality services for all groups of citizens. Accordingly, our company makes a long-term effort to make travel conditions easier and better for people with impaired mobility and orientation ability. This is illustrated, among others, by a growing number of barrier-free entrances to underground stations, acquisition of low-floor vehicles and installation of special guidance systems for the blind.

In 2004 27 out of total 53 metro stations were easily accessible by means of lifts, modified freight lifts (accessible with an accompanying person) and access ramps. Last year inclining staircase platforms were tested in Strašnická and Nové Butovice stations and lifts were newly introduced to Budějovická and Pankrác stations. Just before Christmas two lifts were put into service at Muzeum station (line A). Easy access facilities are an integral part of newly developed Kobylisy and Ládví stations.

For easier orientation of the blind entrances to metro stations have been gradually provided with acoustic beacons currently available at all 53 stations. Station platforms are fitted with a guidance system (guide rails) – sixteen underground stations had been provided with this system by the end of 2004. New and refurbished metro trains are equipped with light signalling system to warn deaf people that the doors are about to close.

Special receivers installed in all trams and buses are an important step towards easily accessible public transport also for the blind. This unique system enables a remote-controlled activation of an external announcement informing the blind about the number and destination of the approaching vehicle; 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 low-floor vehicles. From 1995 Prague Public Transit Co. Inc. has been acquiring low-floor buses Karosa – Renault City Bus and Karosa – Iveco City Irisbus. In 2004 our corporate fleet was extended by additional 70 new low-floor buses; the total number of low-floor buses is thus 378. At the end of 2004 low-floor vehicles accounted for more than one fourth of our corporate fleet, all of them meeting easy access criteria.

Last year, low-floor buses serviced 83 regular routes; of which 9 were serviced exclusively by low-floor buses; with respect to other routes low-floor vehicles were employed at selected links specifically identified in timetables (so-called guaranteed links).

Apart from guaranteed links on regular routes our company operates also 2 special bus lines 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; they also have a reduced number of seats to accommodate more wheelchairs. The first special line services Jedlička's Centre and easy-access houses at Černý Most and Jižní Město II housing estates, the second one services easy-access houses at Řepy and Jihozápadní Město housing estates.

For two years, within the framework of the international Trendsetter Project, our company operates bus line no. 291 servicing medical facilities and health centres within Karlov area. Services are provided by two special low-floor E91 midi-buses.

Ticket inspection

Based on qualified estimates about 6% passengers using the Prague Integrated Transport system do not pay for services provided. The so-called "fare-evaders" annually cause losses to our company amounting to tens of millions CZK. The main task of our ticket inspectors is to keep such losses at an acceptable level and eliminate them as much as possible. In this respect, last year was quite favourable with penalty fares resulting from "fare-evading" being comparable to those collected in 2003.

Increased attention was paid to improving the quality of ticket inspectors' activities. In addition to defining new criteria for remuneration and work planning a great emphasis was put on improving the level of their general appearance which was frequently subject to criticism on the part of passengers. Starting from 1 April 2004 all ticket inspectors working on suburban bus lines, on the metro system and funicular railway to Petřín have been obliged to wear a uniform. This measure has mostly met with positive public response. We continued our successful cooperation with the Police of the Czech Republic and Municipal Police: more than 90 joint checks took place last year. Our company continued also its successful cooperation with Brož & Sokol & Novák, attorneys at law, contracted for the purposes of enforcing obligations for non-compliance with transport conditions. A pilot project of enforcing obligations for non-compliance with transport conditions involving a private distrainer brought positive results.

Number of penalty fares	Revenue from penalty fares
243,690	CZK 87,455,385.-
- 9.3 % compared to 2003	- 0.5 % compared to 2003





Introduction

Provision of high-quality public transport services at the beginning of the 21st century would be unthinkable without application of the latest technologies. Majority of operations and facilities in urban public transport sector cannot manage without state-of-the-art technology, let alone constantly growing clients' demands on operator's technical equipment. Prague Public Transit Co. Inc. makes best effort possible to introduce 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, strongly perceived by our clients, has been substantially improved in previous years. This is most obvious with respect to metro rolling stock - in 1999 metro services were still provided exclusively by old Soviet 81-71 trains and last year new and modernized metro trains accounted for more than half of the rolling stock.

Modernization of the oldest T3 tram cars aimed at increasing their reliability and travel comfort has been successfully progressing as well. Based on a contract concluded between Prague Public Transit Co. Inc. and Škoda Transportation s. r. o. in 2004 long-awaited deliveries of low-floor trams are to commence in 2005. Modernization of KT8D5 tram, consisting in adding a new central low-floor section, was also started in 2004.

Bus fleet renewal was also in progress. Our company acquired 100 new buses, of which 70 low-floor. In addition to acquisition of new vehicles our company implemented the scheme of substantial modernization of the fleet made up of older Karosa buses.

A number of important investment projects was implemented in 2004. New metro C extension from Nádraží Holešovice to Ládví was opened in June and development of the follow-up extension from Ládví to Letňany started a month earlier. Construction works at

Hostivař depot were in progress in connection with the development of the new metro A terminus planned for 2005. Construction works on Hlubočepy – Barrandov tram line, available to passengers from the end of 2003, were completed. Several existing tram tracks were repaired and modernization of metro safety control system was in progress.

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



Fleet and rolling stock

Metro

As of 31 December 2004 metro rolling stock consisted of 712 cars of type 81-71, 81-71M and new M1 cars. The proportion of the oldest Soviet 81-71 cars is annually eliminated; last year these types of vehicles accounted for less than half of the rolling stock (342 cars). The oldest vehicles are gradually replaced by reconstructed 81-71M trains and new M1 cars. By the end of 2004 metro rolling stock included 160 reconstructed and 210 new cars. The mean age of metro cars is 10 years.

As of 31 December 2004 Metro Division facilities housed as much as 32 81-71M cars delivered by Škoda Plzeň factory. 24 trains are fitted with LZA automatic train control designed for metro line A where such control is installed and tested. At the end of 2004 12 modernized trains were tested in passenger service on line A.

In November 2004 Prague Public Transit Co. Inc. took over the last of 20 trains of the second series of M1 cars delivered by Siemens. At the end of the year all 42 modern metro trains were in regular service on the line C along with reconstructed 81-71M trains equipped with MATRA PA 135 automatic train control.

As of 31 December 2004 203 vehicles were withdrawn from operation. Reasons of such removals can be divided into 5 following categories:

- Vehicles under reconstruction – 95 vehicles. These include 65 already reconstructed trains either undergoing tests (not in regular passenger service) on metro line A or trains to be fitted with LZA automatic train control. Other 30 vehicles have been moved for reconstruction to Škoda Plzeň factory.
- Vehicles withdrawn for regular maintenance and repairs – 40 vehicles withdrawn according the schedule based on mileage.
- Vehicles withdrawn due to extraordinary repairs – 1 vehicle. Additional 20 81-71M cars withdrawn due to a complaint procedure.
- Vehicles withdrawn from operation - 47 vehicles (44 vehicles waiting for reconstruction; one vehicle lent to Škoda Plzeň factory and one to Siemens and one for the purposes of emergency squad training).
- Reconstructed vehicles – 60 vehicles after reconstruction, already equipped with LZA automatic train control, which undergo tests in regular passenger service on metro line A.

Percentage of repairs amounted to 11 %. Metro technical supporting facilities consist of 3 depots each allocated to one particular line – Kačerov, Hostivař and Zličín. Extensive repairs are carried out at the Metro Maintenance and Repair Facility in Hostivař.

Trams

As of 31 December 2004 tram rolling stock consisted of 951 cars, of which 47 double-articulated cars of KT8D5 type, 151 cars of T6A5 type and 4 low-floor RT6N1 cars. The remaining cars are various modifications of T3 cars. The above mentioned figure does not include 17 historic tram cars used for nostalgic tram route and for contractual trips.

T3R.P cars have been acquired from 2000 through modernization of T3 cars. In 2004 50 tram cars were reconstructed at the Tram Repair Facility in Hostivař. At the end of last year 21 T3 cars and 2 KT8D5 cars were

withdrawn from operation for the purposes of modernization.

The mean age of tram rolling stock is 16.8 years. 237 T3 cars have exceeded their technical lifespan – these cars account for one fourth of the total number of trams. Percentage of repairs in 2004 was 6.37 %.

Tram car maintenance is carried out at Hloubětín, Kobylisy, Motol, Pankrác, Strašnice, Vokovice, Žižkov and Střešovice depots and at the Tram Repair Facility in Hostivař.

Buses

As of 31 December 2004 bus fleet consisted of 1,321 vehicles, of which 970 standard buses, 348 articulated buses and 3 midi-buses. The bus fleet, consisting predominantly of buses of local manufacturer - Karosa Vysoké Mýto – was renewed by 30 standard, 50 standard low-floor and 20 articulated low-floor buses.

All buses delivered in 2004 comply with emission limits under EURO III standard.

171 buses, of which 117 standard and 54 articulated, were withdrawn from inventory records in 2004. 394 standard and 78 articulated buses have exceeded their lifespan. As of 31 December 2004 the company operated 197 buses which had undergone general reconstruction.

Percentage of repairs amounted to 8.41 %, or 6.91 % after deduction of buses withdrawn due to a complaint procedure. Faultless operation between technical failures amounted to 15,725 km. The mean age of our bus fleet was 5.47 years.

Bus operation was provided by 6 garages: Dejvice (until 3 December 2004), Klíčov, Vršovice, Kačerov, Hostivař and Řepy.

Investment projects

Throughout 2004 CZK 10 bn. were invested by Prague Public Transit Co. Inc., of which 2.8 bn. drawn from own resources, over 5.5 bn. drawn from the municipal subsidy and CZK 471 mil. from the state budget. The remaining CZK 1.2 bn. were drawn from the loan granted by Česká spořitelna, a. s. and Československá obchodní banka, a. s. (funds available from the latter are used to cover acquisition of the second series of new metro trains).

The absolute majority of funds, approx. CZK 3.3 bn., were used for renewal of fleet and rolling stock – acquisition of new metro trains and buses, reconstruction of older Soviet metro trains and modernization of T3 tram cars. The most important investment projects implemented in 2004 included completion of metro extension IV.C from Nádraží Holešovice station to Ládví station and commencement of development of the second stage of this extension from Ládví to Letňany. In 2004 construction works were also started in connection with development of a new metro A station - Hostivař Depot – which is planned to be opened in 2006.

A considerable part of funds was also invested in reconstructions of tram tracks. The most difficult and costly one was the reconstruction of tram track in Českomoravská Street, where tram services were reintroduced at the end of March 2004.

Power system

In 2004 substantial changes in the power system management were implemented at Kačerov, Hostivař and Pankrác facilities. Existing contracts were terminated and effective from 1 January 2004 heat to these facilities has been supplied by a new supplier, namely České teplo s. r. o. (Czech Heat I.I.c.), providing also power supply services. This measure should result in significant operating cost savings.

In connection with the opening up of the electric power market a public tender was announced to award contract for electric power supplies designed for metro and tram operations. Based on the results of the tender the contract for power supplies in 2005 and 2006 was awarded to the best bidder, namely Pražská energetika, a. s. /Prague Power-Producing Plant Co. Inc./.

Metro

Prague metro ranks among major customers in the city in terms of power consumption. Power is supplied by thirteen substations 110/22 kV of Pražská energetika, a. s. /Prague Power-Producing Plant Co. Inc./ contracted as a single bulk consumption. In 2004 power consumption amounted to 206,499 MWh, of which 51.1 % falling to traction power. Average price was CZK 1.55 /kWh.

Heating is provided mainly from central resources of Pražská teplárenská, a. s. /Prague CHP Plant Co. Inc./ (37,629 GJ/year) and also from local boiler houses and by means of electric power. Natural gas supplied by Pražská plynárenská, a. s. /Prague Gas Co. Inc./ is a medium for 4 boiler houses (1.1 mil. m³/year). Water is supplied by Pražské vodovody a kanalizace, a. s. /Prague Waterworks and Sewerage Co. Inc./ in the volume of 539,000 m³/year.

The total cost of media and sewage charges in 2004 amounted to CZK 386 mil., revenues from sales of media to third parties amounted to CZK 37.4 mil.

The costs of media incurred in 2004 were by approx. CZK 33 mil. higher compared with 2003.

Trams

Consumption of traction power for tram transport amounted to 161.0 MWh, i.e. financial costs of approx. CZK 328 mil. The costs of consumption of other media (heat, gas, water) amounted to almost CZK 100 mil.

During 2004 a new converting substation was built at Vokovice to replace the original converting substation which gave way to new residential development. Construction costs were paid by a private investor. The converting substation is equipped with two transformers with rectifiers with the capacity of 1 650 kVA and a home consumption transformer with the capacity of 100 kVA. Power consumption of Pankrác depot increased as a result of the opening of the hall of daily maintenance and tram wash, requiring to increase technical maximum of the depot to 200 kW and to replace current transformers. Particularly new heating of all points of the reconstructed depot trackage, opened on 1 November, required to increase reserved capacity to 240 kW as from 1 January 2005.

Buses

In 2004 the total diesel oil consumption of buses amounted to 29.4 mil. l; the costs of diesel oil amounted to CZK 544.7 mil. Average fuel consumption of the fleet was 44.7 l/100 km.

Consumption of heat supplied by Pražská teplárenská, a. s. /Prague CHP Plant Co. Inc./ amounted to 51,071 GJ which is CZK 135.5 mil. Hostivař and Kačerov facilities were supplied by České teplo, s. r. o. /Czech Heat I.I.c./ Consumption supplied by Prague CHP Plant amounted to 1.8 mil. m³ of natural gas, i.e. CZK 19.5 mil. Consumption of power supplied by Pražská energetika, a. s. /Prague Power-Producing Plant Co. Inc./ amounted to 8.4 mil. kWh, i.e. CZK 15.9 mil. Consumption of



liquified gases/propane supplied by Český plyn, a. s. /Czech Gas Co. Inc./ amounted to 20,520 l, i.e. CZK 0.26 mil.

Environmental issues

Metro

In the field of environmental protection there has been a constant search for opportunities to replace input material adversely affecting environment by environmentally friendly materials. This includes e.g. environmentally friendly methods of washing down graffiti (metro trains) or replacement of hydrocarbon solvents when degreasing components. Particular attention has been paid to eliminating noise levels with respect to older metro track segments. Noise and vibrations eliminating measures are an integral part of the completed metro C extension. Lower noise levels are an important benefit of new M1 trains as well as of reconstructed 81-71M trains the number of which has been growing annually.

Works in connection with the post-flood recovery (2002 floods) went on even last year; pump station at Kačerov depot was reconstructed. Waste disposal management, handling of dangerous chemical substances, water and air protection management were carried out in line with normal practices and applicable legal standards.

Tram

Special attention was traditionally paid to sewage disposal system. A new tram wash was put into trial operation at the Tram Repair and Maintenance Facility in Hostivař. The tram wash consists of 3 units: undercarriage, car body and car interior washing. Sewage water from the tram wash is discharged to Alfa sewage plant for treatment. A part of treated water is used for car washing and the remaining water is

discharged to the drainage system on the premises. Results of analyses show that discharged sewage water does not exceed pollution limits permitted by the Prague Sewerage Rules.

Last year, in-process store of some kinds of waste (fluorescent lamps, galvanic cells, discarded sleepers etc.) and component parts of stop posts was moved from Povítavská Street to the premises of the Tram Repair and Maintenance Facility in Hostivař. This step led to better conditions with respect to water protection in case of floods. Environmentally friendly methods were applied also in connection with reconstructions of fixed converting substations Vyšehrad and Hostivař involving replacement of an oil-cooled transformer by an air-cooled transformer. Similarly, environmentally friendly methods are applied to reconstruction of tram tracks.

Bus

In 2004 filling of fuel tanks and installation of leakage signal system was completed at Řepy garage. Additional steps leading to better water management included construction of oil separators at the parking area on the premises of Hostivař garage and bus terminus in Kobylisy. Separators play an important role in preventing rain water from being polluted by oil and undissolved substances.

In line with the decision of the Czech Environmental Inspection old environmental burden at Klíčov garage had to be further monitored. Results of these measurements were positive and it can be stated that spontaneous decomposition processes go on satisfactorily.

Cancellation of Dejvice garage was an important event with respect to environmental protection. This cancellation was preceded by an environmental audit, identifying pollution levels by means of 35 trial holes. The audit established contamination of surface levels

of soil in certain parts of parking areas. As a result, recovery works were started, including replacement of contaminated soil.

The fact that as much as almost one fourth of our corporate bus fleet meet requirements set by the strictest emission standard EURO III undoubtedly contributes to elimination of air pollution in Prague.

Management

Last year special attention was paid to landscaping and removal of illegal dumps on corporate land. Old burdens of Rohanský Island were finally removed and a golf course was established in the area. A fen where a toad green can be found was preserved. Re-cultivation of Modřany dump (former municipal waste dumping ground) went on; the aim of this long-term process is to remove environmental burdens and to establish a sports facility.

A study dealing with the impact of tram speed on noise levels was elaborated in 2004. Results of this analysis imply that speeds ranging between 30–50 km/h do not increase noise levels.

Economics

Introduction

Cost-effective and proper use of funds is a key priority of Prague Public Transit Co. Inc. in the field of economics. Last year, economic management of our company was still partially affected by consequences of floods of August 2002. Considerable funds were required for recovery from flood damages. Positive trend of growing revenues from fares has been maintained: revenues from fares in 2004 increased by more than CZK 200 mil. compared to 2003.

Financial situation in 2004

Based on Public Service Contract on provision of public passenger transport services Prague Public Transit Co. Inc. was granted a non-investment subsidy for 2004 from municipal budget amounting to CZK 7.584 bn. This subsidy was gradually increased throughout the year as a result of various activities and events, such as e.g. World Ice Hockey Championship, operation of safety systems or post-flood recovery. As a result, the total amount of the subsidy was CZK 7.977 bn.

At the beginning of 2004 financial situation of Prague Public Transit Co. Inc. was very favourable, particularly due to the fact that investment funds from the previous year were not drawn in full. Throughout 2004 the company drew all funds from the loan granted for acquisition of 20 new metro trains. The first of 61 quarterly installments was paid on 31 December 2004. The amount of the loan to this date was CZK 4.276 bn. At the end of the year the company paid high amounts for investment projects and settled a large number of invoices which resulted in a substantial reduction of financial resources available to the company. This was partially also due to a changed VAT rate introduced in 2004. In spite of reduced funds financial situation of Prague Public Transit Co. Inc. was positive enough not requiring to draw any funds from the current account with Česká spořitelna, a. s. /Czech Savings Bank Co. Inc./.

Tariff and revenues from fares

Following a substantial drop in revenues from integrated transport fares in the “flood” year 2002 fare-box revenues showed a significant increase in 2003 as well as in 2004. In 2004 net revenues including penalty fares amounted to CZK 2.971 bn. which is by 7.5 % higher compared with 2003.

This increase was mainly a result of revenues from single tickets, short-term season tickets (so-called “tourist” tickets).

Revenues from season tickets (more than 54 % of all fare-box revenues) still account for the most important portion of revenues. Tickets with optional commencement of validity period (so-called “flexible” tickets) have become increasingly popular among passengers. People show an increased interest also in all types of tickets valid for specific zones within the Prague Integrated Transport system. Their share in total revenues, however, is quite low, approx. 4.2 %.





HR policy

Introduction

Prague Public Transit Co. Inc. employs almost thirteen thousands employees of various professions. Corporate management is aware of the fact that employees are the most valuable asset of each company. HR policy has been therefore increasingly at the focus of attention. Our aim is to have competent, reliable and proactive staff who are in turn satisfied with their working environment and overall corporate climate.

Last year, the most crucial step concerning HR policy was related to the implementation of the Transformation Project.

HR Section integrating all corporate HR departments was established as from 1 October 2004. The task of HR Section is to implement a single remuneration and employment policy and to develop corporate human resources.

The most important step in maintaining stability between the employer and employees was conclusion of the "Collective Agreement for 2004". The conclusion of this Agreement was a result of difficult and lengthy negotiations between corporate management and trade unions representatives. The Agreement was concluded for the period from 1 July 2004 to the end of 2004.

HR development

As of 31 December 2004 Prague Public Transit Co. Inc. employed 12,848 employees of which 10,818 men and 2,030 women. The number and structure of employees are based on the needs and job opportunities within our company. Workers represent the largest staff group (36 %), followed by PT drivers (32 %) and technical and economic staff (25 %). Recently, the number of employees has been growing practically only with respect to key professions such as surface transport drivers and metro train drivers.

There were no substantial changes in the structure of employees in terms of education and age last year. There is a prevalence of middle-aged generation with secondary education which corresponds to our corporate job structure.

Remuneration policy

Remuneration policy was based on conclusions of collective bargaining resulting in the conclusion of the Collective Agreement effective from 1 July 2004. This bargaining started up the process of factual integration of corporate remuneration policy. A key step in this respect was the introduction of a general regulation concerning remuneration of public transport drivers, i.e. tram drivers, bus drivers, metro train drivers and metro train drivers – instructors. At the same time, the process included unification of conditions for eligibility of employees for extra payments and bonuses.

Volume of wage resources was increased by 6.5 % compared to 2003. Average monthly wage of employees of Prague Public Transit Co. Inc. amounted to CZK 21,113 in 2004.

Training and education

The process of technological innovations and growing demands of passengers make high demands on professional qualification and knowledge of our staff. A systematic process of changing staff behaviour (particularly in terms of how they treat passengers), increasing their knowledge and their competence has been applied throughout the company with the aim to maintain, increase and improve their qualifications.

Regular training is provided particularly for operational staff within the scope laid down by applicable regulations.

Education and Professional Training Scheme designed for middle-management staff has attracted an increased attention. The scheme was introduced in 1997 and organized in cooperation with the Transport Technical College, Secondary Vocational Training Centre and Apprentice Training Centre. Training topics are continuously adapted to demands and requirements of managerial staff and flexibly focused particularly on current labour issues.

The first year of "Line Management Training" project, focused on training of staff at foreman's positions, was completed in June 2004. The project, accredited by the Czech Ministry of Education, is aimed at transformation from traditional directive management to a managerial concept of this position. To this date, forty trainees have successfully passed the course and the second year was started in September 2004.

In 2004 we continued to pay great attention to improving assertive behaviour of the staff who are in direct contact with our customers, i.e. particularly ticket inspectors and information offices staff.



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 priorities and specific issues of individual departments and forms an integral part of Collective Agreements. Some events are also organized 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 is paid to workplaces with aggravated or harmful working conditions. Employees are provided with safety equipment not only in line with applicable legislation but also based on other rules governing health protection (e.g. drink consumption during summer season, hot refreshments in frosty season, vitamin programme etc.). Operational staff who are in direct contact with passengers are provided with uniforms.

In 2004 our company started to contribute to staff pension supplementary insurance based on conditions negotiated in the Collective Agreement.

All employees of the company can take advantage of the following benefits:

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



External and internal communication



Introduction

Good communication with customers is a key to success of each company. Accordingly, Prague Public Transit Co. Inc. offers to existing and potential clients a wide scope of information and promotion materials, providing quality information about the latest developments in urban public transport.

To be positively perceived by its clients requires consistent efforts with respect to good reputation and image. In addition to provision of information necessary for everyday trips by public transport it is also necessary to make our clients familiar – in an attractive and easily understandable form - with a wide scope of services offered as well as with our corporate background and abundant corporate activities. This is the only way how to make our existing and potential customers aware of the complexity of tasks solved by our company to be able to assess themselves how these tasks are successfully achieved.

Great attention is paid to the Service Quality Programme and certification of particular operations under the ISO standard. Both above mentioned activities have a significant impact on the quality of our services perceived by our customers and business partners.



Marketing and promotion

Celebrations of the 30th anniversary of metro services in Prague ranked among the most important events of the first half of 2004. These celebrations culminated by the Open House Day at Kačerov depot on 9 May. Several thousands local residents and visitors to the city of Prague visited the depot to become familiar with corporate supporting facilities of the system which significantly changed the life of the capital during last decades. "30 Years of Prague Metro" publication as well as an exhibition installed in the Museum of the City of Prague met with positive response.

The first year of Prague Museum Night organized on the night of June 5/6 2004 attracted great public interest. The opportunity to visit selected Prague museums, including Prague Public Transport Museum in Střešovice, was used by several tens of thousands local residents and visitors to the city. Prague Public Transit Co. Inc. as a co-organizer of this event provided transfers between particular museums.

In summer months a campaign promoting Prague Public Transport Museum in Střešovice was launched. The success of this promotion campaign was illustrated by the number of visitors which was the second highest in its twelve years' history.

In 2004 our company continued with successful events of previous years. On the occasion of the opening of the new metro C extension from Nádraží Holešovice to Ládví our company organized a children's day called "Hurray for Holiday!". On Saturday, 18 September, local citizens had an opportunity to get familiar with supporting facilities of their operator on the occasion of the traditional Open House Day. The event took place at Zličín depot facility, Řepy bus garage and Motol tram depot and attracted many visitors.

A well-established campaign promoting timely purchase of season tickets for 2005 took place at the turn of November and December 2004. This campaign contributed to elimination of long queues in front of ticket offices at the beginning of January which were subject to criticism in the past with ticket sales staggered in the period of more than one month. At the beginning of December several thousands of children with their parents did not miss St Nicholas' Afternoon organized at Střešovice depot. Christmas concerts at metro stations have a fixed place in the calendar of events organized by our company.

An important role in promoting Prague Public Transit Co. Inc. is played by our corporate websites available at www.dpp.cz or through www.mhdpraha.cz. More than three mil. people visited our websites last year.

Our annual promotion activities include also publications providing information about the rich history of our company. In addition to the book about thirty years of history of Prague metro our company published a publication about Motol tram depot and the third volume of "Prague Transport Geography".

Our corporate page called "Prague Public Transit Company for You" is published twice a week in Metro Daily. This page offers the latest news about service modifications and current events, information offices, opening hours of ticket offices, job offers and books published.

Increased revenues of Prague Public Transit Co. Inc. for 2004 document not only our quality of services but also more positive perception of our company influenced by marketing and promotion.

Passenger information

Accurate, up-to-the-minute and quality information about timetables, connections, routings and fares is a service mostly demanded by passengers. Provision of quality information has a substantial impact on creating a positive image of the company as a whole.

The most important event of 2004 was the opening of the new metro C extension Nádraží Holešovice – Ládví and related modifications of Prague Integrated Transport (PIT) system. On this occasion we provided updated information at metro stations, at stops and onboard surface transport vehicles as well as in “City light” displays; the latest information was also available from folders with maps, brochures and leaflets. All changes in public transport services as well as regional and suburban bus services resulting from the opening of the new metro extension are also published in the latest copy of “Prague Integrated Transport Atlas”, a popular publication with a unique method of plotting the public transport system on a transparent paper over the basic map background.

Each major change and disruption of public transport services was accompanied by a standard information campaign – including publication of leaflets placed in public transport vehicles, at stops and display cases at metro stations, announcements at metro stations and information provided to passengers on corporate pages of the Metro Daily. Information is also disseminated through large-screens of Metrovision information system

on the metro and through an electronic display located on the premises of the Control Centre. With respect to information about service disruptions substantially affecting line routings installation of graphic and text panels clearly illustrating service disruptions and relevant measures has proved a good measure. In connection with the national change of timetables (on 12 December 2004) in addition to standard information materials a new brochure called “Prague Integrated Transport Timetables” was published, supported by a CD which included not only timetables of particular lines but also general information about the PIT system.

A key role in informing the public is played by Travel Information Centres – almost 470,000 customers used the services of our five offices last year. The most demanded services included information about journey planning and fares, timetables and tickets. Staff of information offices also provided information service during important events which took place last year (World Ice Hockey Championship, Prague Marathon Race, metro extension C opening, Open House Day). Our Call Centre available to public from January 2003 is also used very frequently. Call Centre’s staff answer over five thousand calls each month.

Our corporate websites become an increasingly important source of information. Journey Planner and PIT Timetables Portal, offering all information concerning timetables of urban and regional public transport lines, are the most visited sites. Throughout the year about 6 website users visited our

website/minute. Up-to-the-minute information about urban transport and timetables for mobile phone users is also available through wap pages at <http://wap.dpp.cz>.

A completely new quality of information service was introduced by the opening of tram line Hlubočepy – Barrandov at the end of 2003. Stops are equipped with modern information elements, including, for example, digital information display panels or so called integrated information units. Such units enable our customers to buy a ticket from the ticket vending machine or to use the touch screen to search information about connections and timetables or to get directly through to our corporate Call Centre.



Archive and Public Transport Museum

Reading room of the corporate Archive was frequently visited not only by our staff looking for information necessary for their work but also by other visitors, particularly university students looking for materials required for their seminar papers or dissertations. Materials of the Archive concerning Prague horse tram were lent for the purposes of an exhibition organized at the Museum of the City of Prague called "Horses and the People of Prague". Prague Public Transport Museum, located at Střešovice depot, is a frequent destination of local and foreign visitors interested in the history of transport. In 2004 the collection of old public transport vehicles was opened from 3 March until 17 November. The Museum was also open to public on 5 June on the occasion of Prague Museum Night when it was visited by 2,500 visitors. In 2004 the Museum was visited by almost fifteen thousands visitors.

Each year particular attention is paid to repairs and reconstructions of existing exhibits. At the beginning of 2004 repair of "krasin" trailer no. 1314 was completed and the trailer was displayed with other exhibits, coupled with motor car no. 357. In May a new arrival was added – "vamberák" trailer no. 728, illustrating operational condition after World War II. Addition of roller blinds, canvas and curtains helped to accentuate the atmosphere of the period.

Exhibits of the corporate museum are respected and extremely valuable unique pieces. The collection of fifty old public transport vehicles and thirty other exhibits displayed at the Museum has been declared a cultural monument by the Czech Ministry of Culture; it is an extremely valuable illustration of urban public transport development in Europe.

Apart from housing the Museum, Střešovice depot also offers trips by old trams. Nostalgic tram no. 91 runs every 60 minutes on Saturdays, Sundays and public holidays from the beginning of April until mid- November. 13,709 local residents and visitors to the city did not miss the opportunity to experience a trip by an old tram last year.



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 services. The task of the Service Quality Programme, implemented already in 1998, is to perceive the quality of the service provided through the eyes of our clients. The programme was started at the time of accumulated changes when public transport in Prague had to cope with dropping passenger numbers, changes in funding model as well as increasingly growing competition of private cars. The programme responded also to the requirement of a higher responsibility towards passengers, who were more and more demanding in terms of better service quality. For 7 years of its existence the results of the Programme have proven that it has become an effective instrument of gradual improving the quality of services offered.

The Service Quality Programme is implemented within the framework of five basic standards: "Punctuality of Operation", "Passenger Information", "Customer Welcome", "Uniform – Staff Appearance" and "Operability of Ticket Vending Machines". Results of regular measurements performed last year showed stable results comparable to previous years with respect to all standards with a significant improvement of the "Operability of Ticket Vending Machines" standard. Increased revenues from ticket vending machines sales are one of the results of improved reliability and availability of ticket vending machines.

In 2004 our company introduced a new quality standard called "Operability of Barrier-free Access to Metro Stations". This involves 28 easy access facilities (lifts and platforms) at 23 out of all 53 metro stations. Measurements carried out throughout the year showed gradual improvements towards the set desired level.

The Service Quality Programme of Prague Public Transit Co. Inc. is based on the principles of new sectoral standard CSN EN 13 816 "Public Passenger Transport – Service Quality Definition and Measurement". Thanks to this standard public transport sector has a privileged logistic background specifically regulating compliance with ISO 9001:2000 standard and its requirement for a continuous improvement of processes based on objective measurement and monitoring of customer satisfaction.

Quality system under ISO 9000 standards

Independently of the Service Quality Programme our company has been implementing the quality management system based on principles and requirements of ISO 9000 standards.

The process of certification was started in 1998 by Tram Repair Facility by obtaining a Certificate for "Repairs and Modernization of Electric Units, Gearboxes and Components for Rail Vehicles" which was extended the next year by "Repairs of Traction Vehicle Equipment and Tram Bogies". In December 2003 the quality management system was re-certified based on new rules defined by ISO 9001:2000 standards and the system was extended to the entire operation. The current Certificate thus includes "Repairs and Modernization of Electric Units and Traction Vehicle Equipment, Tram Bogies and Bodies, Gearboxes and Components for Rail Vehicles".

In 2002 the quality management system in the then Tram Unit was also implemented and successfully certified in the Trade and Purchasing Department. The Certificate includes "Purchasing, Storage and Dispatch of Clothing and Products for Repairs of Trams and Tram Tracks". Compliance with ISO standard requirements was confirmed by a periodical audit in November 2004.

The quality of our bus technical supporting facilities is illustrated by the fact that in 1999 Engine and Compressor Repair Facility in Hostivař acquired the quality certificate based on ISO 9002 international standard applying to "Repairs and Modernization of Diesel Engines and Compressors for Road Motor Vehicles", gradually extended during 2001–2003. The current Certificate includes "Repairs and Modernization of Diesel Engines, Repairs of Compressors, Gearboxes and Brake Elements, Power Steering and Pneumatic Systems for Road Motor Vehicles".

Certification has been provided by a prestigious and globally renowned company - Det Norske Veritas.



International relations

Basic activities of Prague Public Transit Co. Inc. in the field of international relations are predominantly realized within the framework of its long-term membership in the International Public Transport Association (UITP). Employees of Prague Public Transit Co. Inc. take part in activities and projects of the UITP Management Board and seven expert Committees/Commissions: Steering Committee, EU Committee, Metro, Urban Rail and Bus Committee, Commission on Transport and Urban Life and Information Technology and Innovations Commission. Committees and Commissions enable their members to get familiar with the latest technology and management trends in addition to an intense exchange of experience.

Our membership in the UITP EU Committee is not only a representation of urban public transport in Prague but also of the entire sector of local urban, suburban and regional public transport in a body which represents interests of public transport undertakings in relation to EU institutions. The main tasks of the Committee include monitoring of legislation, provision of information about Community policy developments which might affect the activities of UITP members, lobbying management and advising its members about all aspects of European policy relating to the public transport sector.

Another source of important information about trends in European public transport is represented by UITP conferences and meetings dealing with special sectoral issues. In 2004 representatives of Prague Public Transport Co. Inc. took part in the conference on ticketing and passengers processing systems in transport held in Bologna, Italy, a conference held in Geneva dealing with personal safety in public transport and a conference held in Nürnberg on automated metro systems. Representatives of our company were also invited to the closing conference of the European project

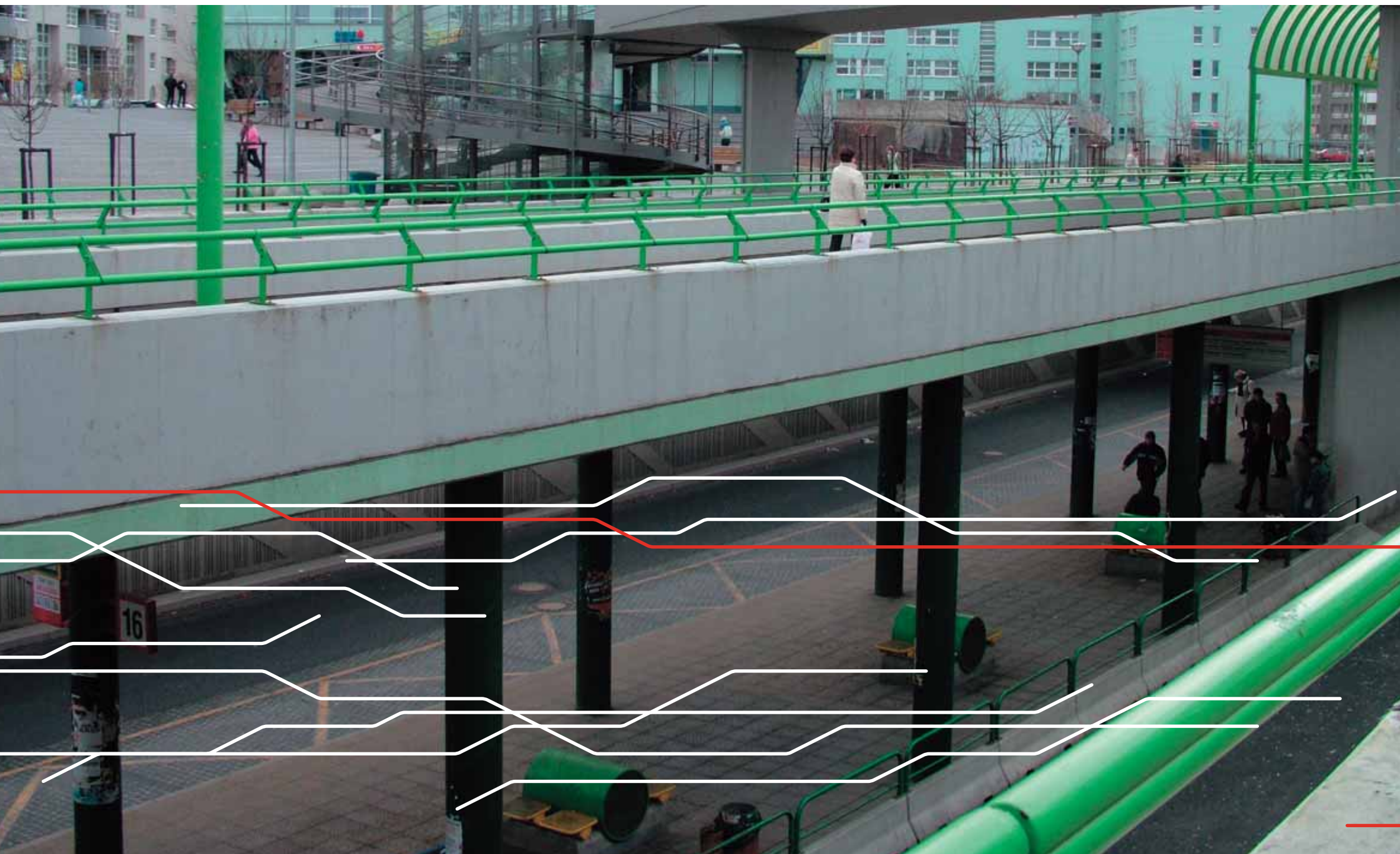
VOYAGER, dealing with issues of vision for public transport in Europe in 2020. Starting from last year, our company – as a member of the project consortium – has been engaged in the MODURBAN Project, focused on development of guided urban rail systems.


Employees of our company were members of the delegation of the Association of Public Transport Undertakings of the Czech Republic which took part in the Nahverkehr 2010 Congress, held in Linz in March 2004. Representatives of our company presented papers on Prague public transport system within the framework of the section dedicated to enlarged Europe. Our representatives took part also in Impacts Conference held in Budapest in May 2004, dedicated to public transport in European cities, as well as in the plenary session of UITP European Regional Division in November.

Prague Public Transit Co. Inc. had an honour to welcome several important foreign visits who came to Prague to get familiar with the operation and supporting facilities of our company, such as e.g. representatives of Abidjan transport undertaking, Ivory Coast, and representatives of Helsinki public transport undertaking headed by the General Manager of the company, Mr. Lahderanta. Mrs. Milena Bodmer, senior lecturer of Federal University of Rio de Janeiro, presented her lecture dealing with Management of Transport Services in a Globalized Economic Environment for senior management of our company.



Future priorities





The year 2005 will be the most critical in terms of the Transformation Project; the project implementation is aimed at increasing the efficiency of performance and competitive ability of the company on public transport market. The process of transformation implemented to this date has been focused on identification of strengths and weaknesses of the company and the latter are to be solved by future stages of the transformation. In 2005 most of units will undergo a process of optimization resulting in decisions about the future structure of Prague Public Transit Co. Inc.

Our main priority for the years to come is to further develop the public transport system, mainly through developing additional extensions of the underground and tram systems. In 2006 we plan to open a new metro A terminus – Hostivař Depot. This will extend the existing metro line by approx. 1 km. Development of the second stage of metro IV.C extension from Ládví to Letňany was started last May. This 4.5 km extension with 3 stations is to be opened in 2008.

Our future development plans include also a completely new metro line (D line) from Libuš to the city centre. With regard to tram system development there are several projects in the process of preparation, namely the extension of Barrandov tram line to Holyně, intermodal interchange between tram line in Podbaba and a new train station as well as a new tram line Laurová – Radlická.

Modernization of our corporate fleet and rolling stock is also one of our future priorities. Our aim is to acquire a state-of-the-art technology with respect to all three parts of our fleet able to satisfy all groups of passengers. We will continue in acquisition of new and modernized metro trains as well as in acquisition of new, mostly low-floor buses. Starting from 2005 tram rolling stock will be extended by long-awaited deliveries of new articulated low-floor trams. Modernization of older types of T3 tram cars is to be continued and the first modernized articulated KT8D5 tram cars are to be put into service in 2005.

An increased attention has been paid to the Service Quality Programme which is to be the main instrument of improving the quality of services provided by our company. Similarly, we will continue the process of certification of particular operations under ISO 9000 standards.

Tram and bus priority over private cars is also one of the main priorities of our company. Priority measures implemented so far have had a very positive impact on fast and regular flow of public transport and we are therefore committed to further extension of such measures even in the years to come.

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



Inženýring dopravních staveb a. s. (Transport Constructions Engineering Co. Inc.)

The core activity of the company is to ensure activities related to development projects for various investors, including project design, obtaining necessary development approvals and building licences, performing professional management and supervision of construction works and obtaining final approvals for use. Prague Public Transit Co. Inc. holds a 34 % interest in the company.

Pražská strojírna a. s. (Prague Machinery Plant Co. Inc.)

The company is engaged in design, production and assembly of components and units for construction and maintenance of tram tracks. Prague Public Transit Co. Inc. holds 100 % shares.



Rencar Praha, a. s.
(Rencar Prague Co. Inc.)

The company is engaged in all kinds of advertising activities starting from large-scale advertisements on trams, buses and metro trains to leases of display cases at bus stops. Prague Public Transit Co. Inc. owns a 28 % interest in the company.

SPŠD, SOU a U, a. s.
(Transport Technical College, Secondary Vocational Training Centre, Apprentice Training Centre)

The main activity of the company is education and training at three types of schools, i.e. Transport Technical College, Secondary Vocational Training Centre, Apprentice Training Centre. Prague Public Transit Co. Inc. holds 100 % shares.

Elaugen DP Praha, s. r. o.

The company is engaged in renewal of rail profiles of tram tracks. Prague Public Transit Co. Inc. owns a 40% interest in the company.



Report on activities of the Supervisory Board of Prague Public Transit Co. Inc. in 2004



In 2004 there was a change in the membership of the Supervisory Board of Prague Public Transit Co. Inc. consisting of nine members, and that based on the letter of Ing. Jiří Paroubek who submitted his resignation from the post of Supervisory Board member in connection with his appointment to the post of minister. In its capacity of the General Meeting the Prague City Council took into account this resignation by its Resolution No.1876 as of 9 November 2004 and on 10 November 2004 elected Mr. Jan Štrof, member of the Prague City Council, to act as a member of the Supervisory Board of Prague Public Transit Co. Inc.

In the course of 2004 the Supervisory Board met on a regular basis in line with the agreed schedule as well as on an irregular basis when necessary. On their regular meetings board members discussed key issues based on the skeleton plan, including the following:

- continuous monitoring of economic performance of the company, including supervision over implementation of conclusions made by the previous Annual Meeting and other General Meetings,
- monitoring of economic performance and supervision over implementation of conclusions made by Annual General Meetings of companies with capital interest of Prague Public Transit Co. Inc.,
- continuous monitoring of the progress of the strategic plan, elaborated based on results of a comprehensive analysis of in-house situation, which resulted in the Transformation Project,
- monitoring of the progress of collective bargaining at Prague Public Transit Co. Inc.,
- continuous monitoring of the post-flood recovery of the Prague metro system which was hit by floods in August 2002, including funding, designing and development of flood-protection measures within the metro system,
- monitoring of development of financial plan of Prague Public Transit Co. Inc. for 2004,



- continuous monitoring of price developments with respect to electric power and fuel in relation to the cost of public transport,
- participation in tender commissions established to assess bids of individual contractors,
- continuous monitoring of deliveries of new metro trains of the second series and preparations in connection with future deliveries for tram rolling stock renewal,
- continuous monitoring of the progress of development of metro extension IV.C,
- monitoring of funding and the progress of completion of Hlubočepy – Barrandov tram line.

Apart from the above mentioned issues the Supervisory Board focused its attention at issues not resolved in 2003 and transferred to the subsequent period. The Board also flexibly solved material issues affecting the company as necessary.

The Annual General Meeting held on 11 May 2004 approved economic results of Prague Public Transit Co. Inc. for 2003. In accordance with Art. 198 of the Commercial Code, the Supervisory Board prepared its position on annual closing of books, position on the report on economic performance of the company, on Public Auditor's Statement on Audit of Annual Financial Statements as of 31 December 2003, on the report on relations between interrelated entities and on the proposal of the Board of Directors for distribution of profit gained from floods in 2003. In its position the Supervisory Board stated, among others, that the extraordinary profit of Prague Public Transit Co. Inc. for 2003 amounting to CZK 1,834,769,222 was a result of delays in funding (subsidies) the costs incurred in 2002 in connection with the post-flood recovery; this profit will be distributed and used in line with applicable Articles of Association of Prague Public Transit Co. Inc. and applicable legislation of the Czech Republic to cover the extraordinary loss incurred by floods in 2002. In the conclusion of its position on annual closing of books for 2003 the Supervisory Board advised

the Annual General Meeting to assign the Board of Directors of Prague Public Transit Co. Inc. to continue to pay particular attention to post-flood recovery with a special focus on funding schedule for 2004.

In 2004 the Supervisory Board discussed quarterly economic performance and calculation of PT costs on a regular basis and continuously monitored economic performance of Prague Public Transit Co. Inc. This is closely related to financial plan for 2004. In its resolution from 15 September 2004 the Supervisory Board expressed its concerns that financial plan of the company had not been approved by this date and assigned the Board of Directors to develop a procedure enabling to submit financial plan of the company for 2005 and all subsequent years always no later than in the 1st quarter of the relevant year.

In the first six months particular attention was paid to the collective bargaining for 2004. With regard to the fact that a properly negotiated Collective Agreement can guarantee reasonable security for employees (especially remuneration conditions for all staff categories), by its resolution from 17 March 2004, the Supervisory Board called on all parties involved in collective bargaining to take the most constructive approach possible to conclude negotiations concerning the Collective Agreement for 2004 by 31 March 2004. In its further resolution (from 23 June 2004) the Supervisory Board appreciated those trade unions who expressed their consent to the draft Collective Agreement by 16 June 2004 and thus showed their maximum effort to maintain social peace in the company.

In 2004 great attention was paid to funding of costs connected with the final stage of recovery of technical condition of the metro system. The Supervisory Board regularly requested the Board of Directors to submit information and reports in writing about the current status of recovery from floods and the progress of implementation of flood-protection measures in the metro system. Concurrently, the Supervisory Board

monitored issues related to the amount of costs, distribution of costs and obtaining resources for cost coverage.

One of special issues closely monitored by the Supervisory Board included steps taken by the Board of Directors in connection with the process of transformation of Prague Public Transit Co. Inc., prepared and implemented based on the results of a comprehensive analysis of the situation. As a result, in March 2004 the Supervisory Board approved its member, prof. Ing. Petr Moos, CSc., to act as its representative on the Steering Committee of the Transformation Project.

The Supervisory Board was involved also in public procurement procedures. Its members were represented in commissions established to assess bids of potential contractors for relevant investment projects or deliveries also in 2004.

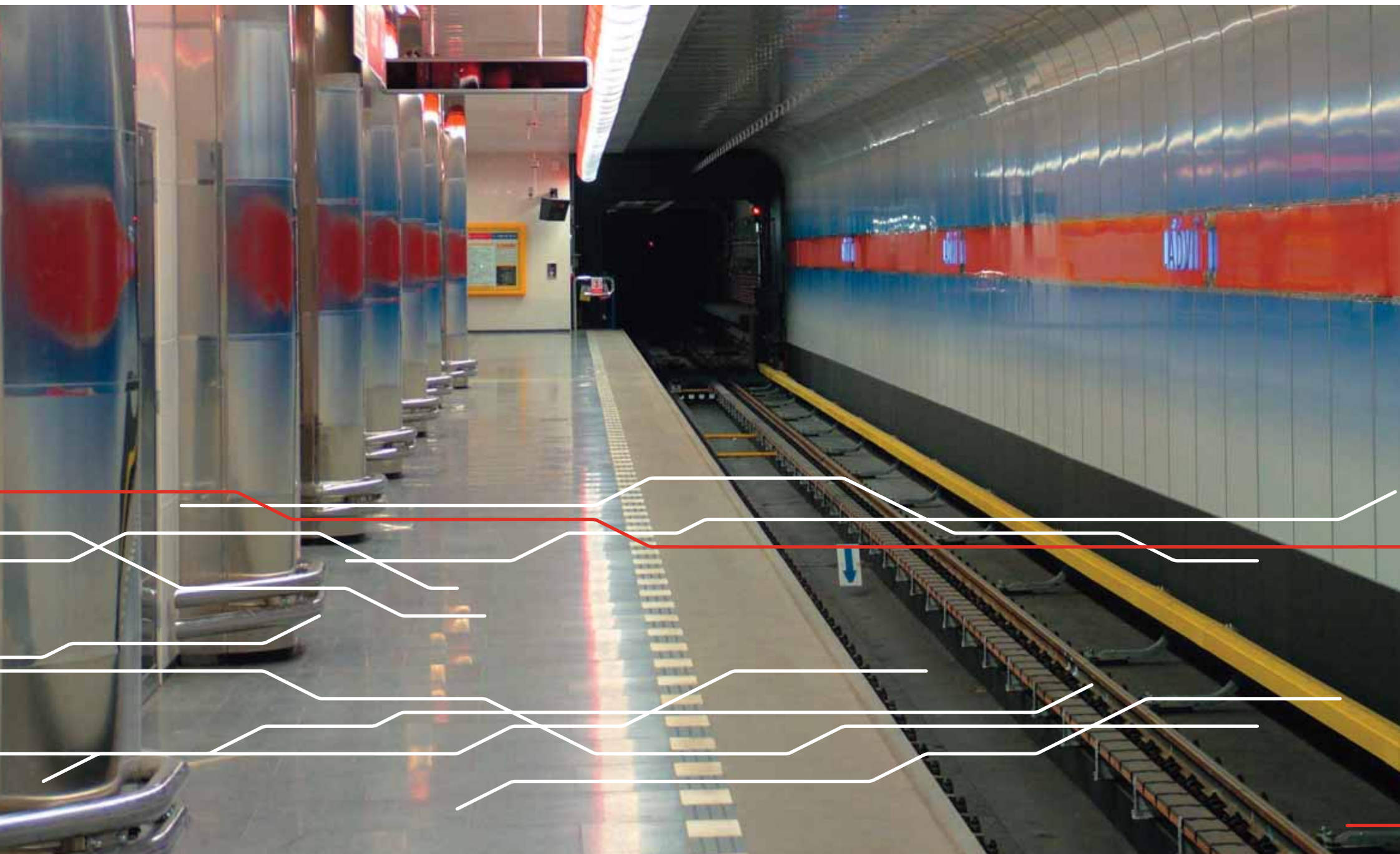
Last year's development of diesel oil prices in terms of its impact on economic management of the company posed a serious problem. Accordingly, the Supervisory Board continuously monitored the impact of increased prices on the costs incurred by Prague Public Transit Co. Inc. Similarly, future power supplies were also monitored as the impact of costs of traction power is quite substantial.

Particular issues were mostly discussed in the presence of relevant invited managers (Chairman of the Board of Directors and General Manager, Managers of particular Sections, Division Managers) who were able to flexibly respond to their suggestions and comments.

In conclusion, it can be stated that in the course of 2004 the Supervisory Board of Prague Public Transit Co. Inc. acted in compliance with the Articles of Association and with the interests of its shareholder – the City of Prague – and 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.



Tables - Contents





Operational and technical indicators - 2004

Number and length of lines	42
Average speed	42
Percentage of repairs – excluding vehicles under modernization or reconstruction	42
Average number of vehicles in operation/day	43
Traction power consumption	43
Diesel oil consumption	43
Rolling stock/fleet as of 31/ 12/ 2004 – inventory (accounting) records and operating records	44
Types and numbers of metro cars - inventory (accounting) records by year of manufacture	46
Types and numbers of trams - inventory (accounting) records by year of manufacture	47
Types and numbers of buses - inventory (accounting) records by year of manufacture	48
Comparison of accident rate - Prague vs PPT Co. Inc.	49
Lines and routes operated by Prague Public Transit Co. Inc.	50

Data on supply of transport services

Vehicle and place kilometers	54
Types and numbers of metro cars - inventory (accounting) records by year of manufacture	
Number of passengers by types of tickets in the City of Prague (P+0)	54
Number of passengers in the City of Prague (P+0) and outside zones in 2004	55
Number of passengers by types of tickets in outer zones	55

HR indicators

Number of employees	56
Age structure of employees based on records as of 31/ 12/ 2004	56
Number of employees by profession categories in 2004	57

Economic indicators

Share of particular costs in total PT costs	58
Structure of PT direct costs excluding infrastructure	58
Share of PT operating costs and infrastructure costs in total PT costs	59
Share of cost categories in total PT costs	59
Calculation of PT costs / 1 operational v.km, including impact of floods	59

List of ticket types in 2004

Single tickets within the City of Prague (P+0)	60
Short-term season tickets	60
Season tickets valid within the City of Prague	61
Season tickets valid within the City of Prague with optional commencement of validity period	62
Single tickets for outer zones	63
Extra season tickets for outer zones for buses and trains	64
Extra monthly coupons for outer zones - special discounted	65
Single tickets for outer zones – special discounted	66
Revenues from PT fares and outer zones in 2004	67
Wages paid by categories	67
Volume of total investment resources	68
Special purpose investment subsidies	69
Volume of total investment costs in 2004	70

Profit and Loss Statement (full extent) as of 31/ 12/ 2004

72

Balance Sheet (full extent) as of 31/ 12/ 2004

74

Operational and technical indicators – Year 2004

Number and length of lines (km)

	Daytime	Nighttime	Total length
Metro	3	-	54.0
Tram*	26	9	559.30
Bus	186	13	2,118.0
Total	215	22	2,731.3

* excluding nostalgic tram line n. 91 and funicular railway to Petřín

Average speed (km/h)

	Commercial	Operational
Metro	34.6	33.2
Tram	19.3	14.2
Bus	26.1	16.7

Percentage of fleet/rolling stock repairs - excluding vehicles under modernization or reconstruction

	%
Metro	11.00
Tram	6.37
Bus	8.41



Average number of vehicles in operation/day (in regular operation outside holiday period)

	Morning peaks	Off-peaks	After. peaks	Saturdays	Sundays
Metro	396	191	366	152	142
Tram	716	561	713	401	398
Bus	967	439	904	403	414
Total	2,079	1,191	1,983	956	954

Traction power consumption (kWh)

	total kWh	per 1 v.km
Metro	105,535,869	2.35
Tram	160,949,887	3.23
Total	266,485,756	

Diesel oil consumption (l)

	litres	per 1 v.km
Bus	29,160,985	0.4464

Fleet and rolling stock as of 31/12/2004
inventory (accounting) records and operating records

		inventory (accounting) records			operating records for PT +/-
		total	of which:		
			M+R */	disposal	
Metro		715	222	0	490
of which:					
81-71		342	77		265
81-71 M (modernized)		160	145		15
M1		210			210
EČS (historic)		3			
Tram		968	23	0	928
of which:					
KT8 D5		47	2		45
RT6N		4			4
T3, T3R.P		357	21		336
T3M		103			103
T3SU		289			289
T6A5		151			151
historic tram cars		17			

Until 2000 no distinction was made between operating records and inventory (accounting) records.

Vehicles undergoing modernization and reconstruction have been recorded separately from 2001. As a result fleet and rolling stock status has been divided into:

- inventory (accounting) records of total fleet and rolling stock
- operating records.

Unlike operating records inventory records include also vehicles under reconstruction, modernization, put aside for disposal, historic vehicles and long-distance buses. Operating records include vehicles certified for operation in public passenger transport, including vehicles undergoing ordinary repairs.

* / M+R = vehicles undergoing modernization and reconstruction

+ / the total does not include historic vehicles and long-distance buses



NOTE:
Inventory records – total number of vehicles =
3 004 – 246 vehicles under modernization and
reconstruction – 18 vehicles put aside for disposal –
3 historic metro cars and 17 historic tram cars – 9 long-
distance buses = 2 711 vehicles included in operating
records for PT.

* / M+R = vehicles undergoing modernization and
reconstruction

+ / the total does not include historic vehicles and
long-distance buses

		inventory (accounting) records			operating records for PT +/-
		total	of which:		
			M+R */	disposal	
Bus		1,321	1	18	1,293
of which:					
standard (S)	B731, B951	223		6	217
	B732, B732R	197		9	188
	B732R for disabled	7			7
	B931	199			199
	C734, C734R	11			11
	C934	1			1
	total standard	638	0	15	623
standard low-floor (SL)	CITY standard	319			319
	Neoplan 4014	3			3
	E91 midibus	4	1		3
	total low-floor	326	1	0	325
articulated (A)	B741, B741R, B961	120		3	117
	B941	175			175
	total articulated	295	0	3	292
articulated low-floor (AL)	CITY articulated low-floor	53			53
long-distance	LC735, LC936, Neoplan, Mercedes		9		
Total		3,004	246	18	2,711

Types and numbers of metro cars - inventory (accounting) records by year of manufacture (as of 31/12/2004)

METRO Type of car/ Year of manufact.	76	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93
81-7171 - frontal	0	7	3	2	4	14	6	11	19	24	12	12	12	10	0	0	0
81-7141 - inset	0	2	3	3	20	16	13	15	31	36	18	16	18	15	0	0	0
Historic	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type of car/ Year of manufact.	94	95	96	97	98	99	00	01	02	03	04	Total	Mean age
81-7171 - frontal	0	0	0	0	0	0	0	0	0	0	0	136	18.82
81-7141 - inset	0	0	0	0	0	0	0	0	0	0	0	206	18.75
81-717M - frontal (modernized)	0	0	0	0	0	0	8	12	18	12	14	64	1.81
81-714M - inset (modernized)	0	0	0	0	0	0	10	20	27	18	21	96	1.79
M1.1- frontal	0	0	0	0	0	0	0	30	14	18	22	84	1.62
M1.2; M1.3 - inset 0	0	0	0	0	0	0	0	45	21	27	33	126	1.62
Historic	0	0	0	0	0	0	0	0	0	0	0	3	28.00
Total												715	9.98



Types and numbers of trams - inventory (accounting) records by year of manufacture (as of 31/12/2004)

TRAM Type of car**/ Year of manufact.	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
T3	0	0	0	1	7	23	6	0	16	15	0	53	21	12	21	0	0
T3M	0	0	0	0	0	0	0	0	0	35	0	15	12	9	12	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

Type of car/ Year of manufact.	96	97	98	99	00	01	02	03	04	Total	Mean age
T3	0	0	0	0	0	0	0	0	0	175	32.11
T3M	2	6	10	1	0	0	0	0	0	103	26.31
T3R.P	0	0	0	0	2	49	40	41	50	182	1.52
T3 - SU	0	0	0	0	0	0	0	0	0	289	18.40
KT8D5 (articulated)	0	0	0	0	0	0	0	0	0	47	15.13
T6A5	50	20	0	1	0	0	0	0	0	151	8.38
RT6N (articulated) *L	4	0	0	0	0	0	0	0	0	4	8.00
Total										951	16.75
Historic										17	

*L – low-floor vehicles

Types and numbers of buses - inventory (accounting) records by year of manufacture (as of 31/12/2004)

BUS Type of car /Year of manufact.	89	91	92	93	94	95	96	97	98	99	00	01	02	03	04	Total	Mean age
B 731	0	0	0	0	16	116	0	0	0	0	0	0	0	0	0	132	9.44
B951	0	0	0	0	0	0	0	0	0	0	0	0	31	30	30	91	1.28
B 732, B732R	0	0	0	0	24	0	2	16	25	40	46	31	20	0	0	204	5.55
B 741, B741R (articulated)	0	0	1	3	0	14	60	0	0	0	1	10	0	0	0	89	8.32
B 961 (articulated)	0	0	0	0	0	0	0	0	0	0	0	0	11	20	0	31	1.99
B931	0	0	0	0	0	11	133	25	0	20	0	10	0	0	0	199	7.52
B941 (articulated)	0	0	0	0	0	0	0	55	50	50	0	20	0	0	0	175	6.32
C 734, C734R	0	0	0	0	2	3	0	4	1	0	1	0	0	0	0	11	8.19
C 934	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5.68
CITY standard *L	0	0	0	0	0	1	4	10	26	49	80	50	19	30	50	319	3.62
long-distance **T	1	0	0	0	0	0	0	3	5	0	0	0	0	0	0	9	7.77
CITY articulated *L	0	0	0	0	0	0	0	0	0	0	0	1	12	20	20	53	1.24
Midibus E91 *L	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	1.33
NEOPLAN *L	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	10.02
Total	1	0	1	3	43	147	199	113	107	160	128	122	93	103	101	1,321	5.47

*L) low-floor vehicles

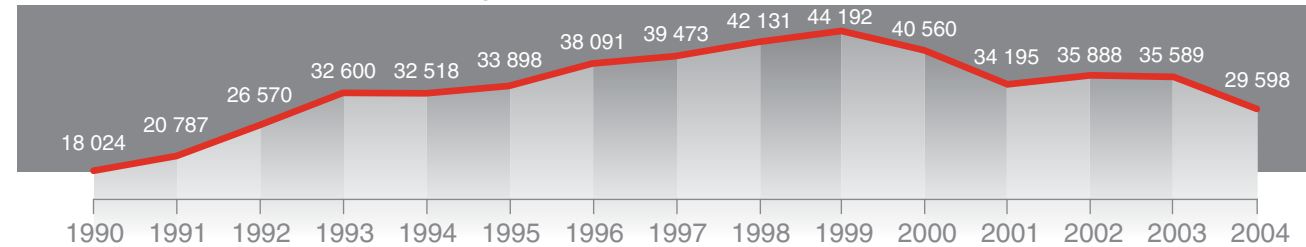
**T) type of bus - LC735; LC936; Mercedes; Neoplan



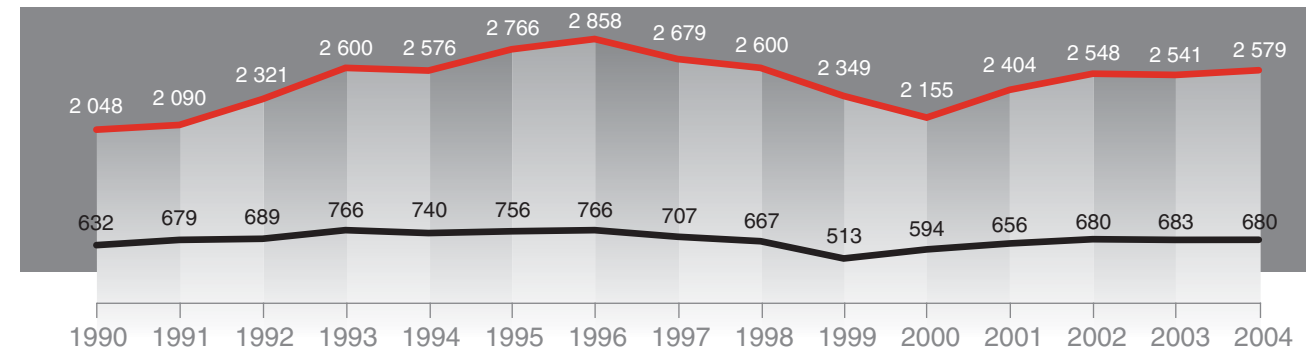
Comparison of accident rate: Prague vs Prague Public Transit Co. Inc.

YEAR	accidents - Prague	accidents - PPT	caused by PPT
1999	44,192	2,349	513
2000	40,560	2,155	594
2001	34,195	2,404	656
2002	35,888	2,548	680
2003	35,589	2,541	683
2004	29,598	2,579	680

Development of accident rate in Prague



Development of accident rate in PPT Co. Inc.



Number of accidents involving PPT vehicles

Number of accidents caused by PPT drivers

Lines and routes operated by Prague Public Transit Co. Inc. (as of 31/12/2004)

METRO LINES

- A Skalka - Dejvická
- B Zličín - Smíchovské nádraží - Českomoravská - Černý Most
- C Ládví - Háje (until 25. 6. 2004 Nádraží Holešovice - Háje)

TRAM LINES

Day service

- 1 Petřiny - Spojovací
- 2 Červený Vrch - Petřiny
- 3 Lehovec - Sídliště Modřany / Levského
- 4 Kotlářka - Čechovo náměstí
- 5 Výstaviště - Olšanské hřbitovy
- 6 Laurová - Kubánské náměstí
- 7 Sídliště Řepy - Kotlářka - Ústřední dílny DP
- 8 Podbaba - Nádraží Vysočany / Vysočanská
- 9 Sídliště Řepy - Spojovací
- 10 Sídliště Ďáblice - Sídliště Řepy
- 11 Černokostelecká - Spořilov
- 12 Palmovka - Sídliště Barrandov
- 13 Smíchovské nádraží - Sídliště Barrandov
(in service from 1. 9. 2004)
- 14 Vozovna Kobylisy - Sídliště Barrandov
- 15 Březiněveská / Kobylisy - Vypich
(until 25. 6. 2004 Střelničná - Vypich)
- 16 Spojovací - Nádraží Braník
- 17 Sídliště Ďáblice - Sídliště Modřany / Levského
- 18 Petřiny - Vozovna Pankrác
- 19 Lehovec - Kubánské náměstí
- 20 Divoká Šárka - Smíchovské nádraží - Sídliště Barrandov
- 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 Bílá Hora - Vozovna Kobylisy
- 26 Divoká Šárka - Nádraží Hostivař

Night service

- 51 Divoká Šárka - Nádraží Strašnice / Radošovická
- 52 Lehovec - Sídliště Modřany / Levského
- 53 Sídliště Ďáblice - Vozovna Pankrác
- 54 Lehovec - Sídliště Barrandov
- 55 Vozovna Kobylisy - Ústřední dílny DP
- 56 Petřiny - Spořilov
- 57 Bílá Hora - Nádraží Hostivař
- 58 Sídliště Řepy - Spojovací
- 59 Sídliště Řepy - Nádraží Hostivař
(in service from 2. 7. 2004)



BUS LINES

Day service

Urban lines

- 100 Zličín - Letiště Ruzyně
- 101 Strašnická - Centrum Zahradní Město - Plynárna Měcholupy
- 102 Nádraží Holešovice - Staré Bohnice - Zámky
- 103 Ládví - Ďáblice - Březiněves (until 25. 6. 2004 Palmovka - Ďáblice - Březiněves)
- 104 Na Knížecí - Slivenecká
- 106 Kavkazská - Nádraží Braník
- 107 Dejvická - Suchbátův
- 108 Špejchar - Čiolkovského (until 30. 6. 2004 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 / Čechova čtvrť
- 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
- 127 Českomoravská - Sídliště Bohnice (cancelled from 26. 6. 2004)
- 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 Palmovka - Čakovice
- 141 Černý Most - Generála Janouška - Černý Most (semi-circular line)
- 142 Nové Butovice - Nad Malou Ohradou
- 143 Dejvická - Stadion Strahov
- 144 Kobylisy - Poliklinika Mazurská (until 25. 6. 2004 Nádraží Holešovice - Poliklinika Mazurská)
- 145 Ládví - Jesenická (until 25. 6. 2004 Poliklinika Prosek - Jesenická)
- 146 Černý Most - Satalická obora - Poliklinika Prosek (cancelled from 26. 6. 2004)
- 147 Dejvická - Výhledy
- 148 Podolská vodárna - Kavčí hory - Budějovická
- 149 Dejvická - Nové Butovice
- 150 Kloboučnická - Poliklinika Modřany / Čechova čtvrť
- 151 Českomoravská - Poliklinika Prosek
- 152 Sídliště Ďáblice - Sídliště Čimice (until 25. 6. 2004 Nádraží Holešovice - Sídliště Čimice, until 13. 8. 2004 Kobylisy - Sídliště Čimice)
- 154 Skalka - Koleje Jižní Město
- 155 Želivského - Sídliště Malešice
- 156 Ládví - Avia Letňany - Ládví (semi-circular line) (until 25. 6. 2004 Nádraží Holešovice - Avia Letňany - Nádraží Holešovice)
- 157 Na Beránku - Kačerov (one direction only)
- 158 Českomoravská - Miškovice
- 160 Dejvická - Lysolaje
- 161 Dejvická - Nebošice
- 162 Ke Stírce - Dolní Chabry
- 163 Skalka - Štěrboholy - Bezděčská
- 164 Nové Butovice - Bílá Hora
- 166 Českomoravská - Třeboradice - Teplárna Třeboradice
- 167 Na Knížecí - Nemocnice Na Homolce
- 168 Palmovka - Dolní Počernice
- 170 Vavřenova - Jižní Město
- 171 Kačerov - Sídliště Písnice
- 172 Smíchovské nádraží - Velká Chuchle - Smíchovské nádraží (semi-circular line)
- 174 Špejchar - Velká Ohrada
- 175 Ke Stírce - Šimůnkova (until 25. 6. 2004 Nádraží Holešovice - Ke Stírce - Šimůnkova)
- 176 Karlovo náměstí - Stadion Strahov
- 177 Chodov - Skalka - Poliklinika Mazurská
- 179 Nové Butovice - Letiště Ruzyně
- 180 Kafkova - Sídliště Řepy
- 181 Sídliště Čimice - Nádraží Hostivař
- 182 Kloboučnická - Sídliště Lhotka - Nádraží Braník
- 183 Vozovna Kobylisy - Sídliště Petrovice
- 184 Nové Butovice - Petřiny
- 185 Palmovka - Letecké opravny

186	Černý Most - Sídliště Bohnice	212	Jižní Město - Tiskařská - Jižní Město (semi-circular line)	246	Smíchovské nádraží - Lochkov - Nádraží Radotín
187	Ládví - Prosek - Palmovka (until 25. 6. 2004 Nádraží Holešovice - Prosek - Palmovka)	213	Želivského - Jižní Město	247	Chaplinovo náměstí - Lochkov
188	Želivského - Kavčí hory	215	Kačerov - Sídliště Libuš	248	Smíchovské nádraží - Holyně
189	Kačerov - Sídliště Lhotka	216	Špejchar - Bořislavka - Nové Vokovice	249	Sídliště Stodůlky - Třebonice
191	Na Knížecí - Petřiny	217	Na Knížecí - Dejvická	250	Černý Most - Sídliště Rohožník
192	Budějovická - Pražská čtvrť	218	Dejvická - Sídliště Na Dědině	251	Nádraží Klánovice - Sídliště Rohožník
193	Náměstí Bratří Synků - Mikrobiologický ústav	219	Nové Butovice - Bavorská	253	Smíchovské nádraží - Na Beránku
194	Skalka - Léčiva	222	Černý Most - Výzkumné ústavy Běchovice	254	Dejvická - Přední Kopanina - Letiště Ruzyně
195	Avia Letňany - Jesenická	223	Černý Most - Horní Počernice	256	Nové Butovice - Nádraží Radotín
196	Smíchovské nádraží - Kačerov	224	Strašnická - Skalka	257	Zličín - Sobín
197	Na Knížecí - Háje	225	Nové Butovice - Ciolkovského - Letiště Ruzyně (until 30. 6. 2004 Nové Butovice - Sídliště Na Dědině - Letiště Ruzyně)	259	Českomoravská - Vinoř
198	Smíchovské nádraží - Sídliště Písnice	226	Opatov - Hrnčiče	260	Jižní Město - Koh-i-noor (one direction only)
199	Smíchovské nádraží - Nové dvory - Smíchovské nádraží (semi-circular line)	228	Skalka - Dubeč	261	Černý Most - Klánovice
200	Kobylisy - Sídliště Bohnice (until 25. 6. 2004 Nádraží Holešovice - Sídliště Bohnice)	229	Skalka - Koloděje	262	Avia Letňany - Klánovice (cancelled from 12. 12. 2004)
201	Nádraží Holešovice - Poliklinika Prosek (in service from 8. 11. 2004)	230	Sídliště Stodůlky - Řeporyjské náměstí	263	Avia Letňany - Xaverov - Výzkumné ústavy Běchovice (cancelled from 12. 12. 2004)
202	Poliklinika Mazurská - Za Avíí / Vinoř	231	Na Knížecí - Divčí Hrad - Na Knížecí (semi-circular line)	264	Skalka / Nádraží Uhřetěves - Královice
203	Vavřanova - Jižní Město	233	Palmovka - Obchodní centrum Čakovice	265	Skalka - Lipany - Kolovraty
204	Smíchovské nádraží - Sídliště Radotín (one direction only) (in service from 1. 9. 2004)	234	Habrová - Sídliště Skalka	266	Skalka / Nádraží Uhřetěves - Hájek
205	Zelený pruh - Komořany	235	Nové Butovice - Velká Ohrada - Nové Butovice (semi-circular line)	267	Háje - Uhřetěves
207	Staroměstská - Ohrada	238	Želivského - Léčiva	268	Skalka - Nedvězí
208	Želivského - Dolní Počernice	239	Želivského - Rektorská	269	Avia Letňany - Sídliště Rohožník
210	Nádraží Holešovice - Obchodní centrum Čakovice - Čakovice (until 25. 6. 2004 Nádraží Holešovice - Čakovice)	241	Smíchovské nádraží - Lipence	271	Skalka - Háje
211	Nové Butovice - Velká Ohrada	242	Háje - Továrny Hostivař	272	Kačerov - Sídliště Písnice
		243	Smíchovské nádraží - Sídliště Zbraslav	273	Hloubětínská - Ve Žlíbků
		244	Smíchovské nádraží - Sídliště Radotín	274	Palmovka - Avia Letňany - Palmovka (semi-circular line)
		245	Nádraží Radotín - Otěšinská - Nádraží Radotín (semi-circular line) (until 10. 5. 2004 Nádraží Radotín - Lahovská - Nádraží Radotín)	277	Přeštická - Skalka (one direction only)
				280	Českomoravská - Vinoř



291 I. P. Pavlova - Karlovo náměstí - I. P. Pavlova
(semi-circular line)

Suburban lines

301 Sídliště Stodůlky - Chýnice
305 Českomoravská - Čakovičky
306 Zličín - Jeneč
(from 12. 12. 2004 handed over to ČSAD
Kladno, a. s. operator)
312 Dejvická - Tuchoměřice, kulturní dům -
Tuchoměřice, Štěrbův mlýn - Tuchoměřice,
Špejchar - Lichoceves
324 Opatov - Čestlice
325 Opatov - Čestlice
326 Opatov - Jesenice - Jesenice, Belnická -
Jesenice, Osnice
327 Opatov - Jesenice, Osnice
329 Skalka - Škvorec, náměstí
347 Motol - Bílá Hora - Hostivice, Staré Litovice
(from 12. 12. 2004 taken over from ČSAD
Kladno, a. s. operator)
351 Českomoravská - Hovorčovice -
Měšice, Agropodnik - Čakovičky -
Libiš, Spolana 4
352 Sídliště Stodůlky - Jinočany, náměstí
354 Českomoravská - Podolanka
355 Dejvická - Horoměřice, V Lipkách - Únětice
356 Dejvická - Horoměřice, V Lipkách - Statenice
357 Zličín - Hostivice, Staré Litovice
358 Zličín - Chýně
359 Dejvická - Únětice
364 Skalka / Nádraží Uhřetěves - Doubek
365 Českomoravská - Mratín - Kostelec n. Lab., nám.
366 Českomoravská - Kostelec n. Lab., nám.

Night service
Urban lines

502 Vítězné náměstí - Suchdol
503 Lehovec - Sídliště Rohožník
504 Ohrada - Sídliště Písnice
505 Sídliště Čimice - Jižní Město
506 Sídliště Malešice - Uhřetěves
507 Smíchovské nádraží - Sídliště Zbraslav
508 Anděl - Sídliště Stodůlky
509 Čakovice - Na Beránku
510 Divoká Šárka - Letiště Ruzyně
511 Florenc - Nádraží Hostivař
512 Lehovec - Ve Žlábku
513 Jilemnická - Sídliště Lhotka
514 Chaplinovo náměstí - Sídliště Radotín

School bus lines

551 Opatov - Brechtova
(one direction only)
552 Náměstí Míru - Karlov
(one direction only)
554 Ronešova - Sídliště Lehovec
(one direction only)
555 Jenerálka - Žákovská
(one direction only)
556 Za Horou - Škola Kyje
(one direction only)
558 Bazovského - Nádraží Veleslavín
(one direction only)
559 Jahodnice II - Žárská
(one direction only)
560 Bílá Hora - Na Okraji
(one direction only)

561 Sídliště Zbraslav - Velká Chuchle
(one direction only)
562 Sídliště Rohožník - Horní Počernice
563 Divoká Šárka - Červený Vrch
(one direction only)
564 Sídliště Rohožník - Hulická / Polesná -
Sídliště Rohožník
565 Stadion Strahov - Weberova
(one direction only)
566 Škola Kolovraty - Picassova
(one direction only)
567 Habrová - Olšanské náměstí
(one direction only)
568 Sídliště Zličín - Za Slánskou silnicí
(one direction only)
570 Sídliště Petrovice - Picassova
(one direction only)
571 Správa soc. zabezpečení - Škola Radlice
(one direction only)
572 Lyčkovo náměstí - Třebenická / Šimůnkova
(cancelled from 16. 2. 2004)

Special bus lines

103001 Bryksova - Florenc - Chodov
103003 U Spojů - Sídliště Ďáblice - Florenc -
Sídliště Řepy - Zličín

FUNICULAR RAILWAY

Újezd - Petřín

NOSTALGIC TRAM LINE

91 Vozovna Střešovice - Výstaviště

Data on supply of transport services

Vehicle and place kilometers (in '000)

Year 2004	vehicle km*	place km*
Metro	44,666	8,215,418
Tram	49,125	5,682,432
Bus	62,032	4,979,181
Funicular railway	22	2,198
Total	155,845	18,879,229

* excluding contractual transport services, substitute bus services and nostalgic line

vehicle km (in '000)



Number of passengers by type of ticket in the City of Prague (P + 0)

	total (in '000 passengers)	%
Discounted civil season tickets:		
- monthly	71,594	6.17 %
- quarterly	70,815	6.10 %
- annual	189,113	16.30 %
Discounted season tickets:		
- monthly	53,405	4.60 %
- quarterly	149,587	12.89 %
Season tickets with optional commencement of validity period:		
- 30 days	59,062	5.09 %
- 90 days	89,947	7.75 %
Annual season tickets issued without provision of personal data of the holder	24	0.00 %
Free of charge transportation	197,542	17.02 %
Single transfer tickets incl. P+R	148,179	12.76 %
Non-transfer short-term local tickets	36,513	3.15 %
Other season tickets	67,963	5.86 %
Total (zones P + 0)	1,133,744	97.69 %

place km (in '000)





Number of passengers in the City of Prague (P + 0) and outer zones in 2004 (in '000)

Number of passengers within the capital (P + 0) and outer zones including funicular railway	1,160,532	100 %
zone (P + 0)	1,133,744	97.69 %
outer zones	26,788	2.31 %
of which: Metro	496,013	43.75 %
Tram	342,844	30.24 %
Bus + outer zones	321,675	26.01 %

Number of passengers by type of ticket in outer zones (in '000 passengers)

- discounted monthly civil extra coupons	8,152	0.70 %
- discounted monthly extra coupons (children 6-15)	2,533	0.22 %
- discounted quarterly civil extra coupons	8,689	0.75 %
- short-term season tickets valid for all PIT fare zones (30 %)	7	0.00 %
- single tickets	5,692	0.49 %
- extra monthly coupons and single tickets for outer zones – special discounted	1,715	0.15 %
Total outer zones	26,788	2.31 %
Total (zone P + 0) + outer zones	1,160,532	100.00 %

HR indicators

Number of employees (average equivalent number) as of 31/12/2004

Metro	4,218	
Tram	4,032	
Bus	4,157	
General Management	567	
Total	12,974	



Age structure (based on records as of 31/12/2004)

[illegible]



Number of employees by profession categories (average equivalent number) for 2004

Profession category	Metro	Tram	Bus	Gen. Management	Total
PT drivers, total	491	1,327	2,317	0	4,135
of which: metro drivers	491				491
tram drivers		1,327			1,327
bus drivers			2,317		2,317
Truck drivers	24	87	22	2	135
Operators and attendants	176	252	350	15	793
Total workers	2,114	1,589	894	30	4,627
of which: repairs and maintenance	1,061	824	599	24	2,508
operation	1,053	382	103		1,538
other workers		383	192	6	581
Total technical and economic staff	1,413	777	574	520	3,284
of which: dispatchers	118	92	98	18	326
foremen	143	152	76	2	373
operators	484	261	218	193	1,156
tutors		9	8		17
other	668	263	174	307	1,412
Total	4,218	4,032	4,157	567	12,974
of which: male (%)	83.25	82.7	90.23	55.65	84.2
female (%)	16.72	17.3	9.77	44.35	15.8

Economic indicators

Share of particular costs in total PT costs (in '000 CZK)

Direct costs including infrastructure	8,144,141	72.94 %	
Operation overhead	978,928	8.77 %	
Administration overhead	468,531	4.20 %	
PT coordination and management costs	1,361,504	12.19 %	
Other costs (museum, funicular railway, deferred tax)	213,043	1.91 %	
Total PT costs excluding flood costs	11,166,147	100.00 %	
Extraordinary flood costs	722,340		
of which: IDS a. s.	288,895		
own costs	433,445		
Total PT costs including flood costs	11,888,487		



Structure of PT direct costs excluding infrastructure (in '000 CZK)

PT vehicles repairs and maintenance	1,455,208	27.17 %	
Fuel, material and traction power consumption	1,175,775	21.95 %	
PT drivers costs	1,856,992	34.67 %	
Substitute bus services	39,011	0.73 %	
PT vehicles depreciation	805,404	15.04 %	
Other direct costs of PT operation	23,033	0.43 %	
Total PT direct costs excluding infrastructure	5,355,423	100.00 %	





**Share of PT operating costs and infrastructure costs
in total PT costs (in '000 CZK)**

PT operating costs	8,377,429	75.03 %
Infrastructure costs	2,788,718	24.97 %
Total PT costs excluding flood costs	11,166,147	100.00 %
Extraordinary flood costs	722,340	
Total PT costs including flood costs	11,888,487	

Share of cost categories in total PT costs (in '000 CZK)

Depreciation and deferred tax	2,433,361	21.79 %
Wage costs	3,302,445	29.58 %
Diesel oil and power consumption	1,188,141	10.64 %
Repairs and maintenance	3,366,956	30.15 %
Other costs	875,244	7.84 %
Total PT costs excluding flood costs	11,166,147	100.00 %
Extraordinary flood costs	722,340	
Total PT costs including flood costs	11,888,487	

Calculation of PT costs per 1 operational vehicle km including impact of floods*

	CZK/v.km
Metro	102.6977
Tram	50.2327
Bus	43.1760
General Management *	12.1975

* excluding PT coordination and management costs and costs of post-flood recovery

Types of tickets in 2004

Single tickets valid in the City of Prague (zone P + 0)

Type of ticket	Price (in CZK)
Basic transfer full-price ticket:	
- 60 min. or 90 min.	12.-
sold by bus driver	15.-
Basic transfer discounted ticket:	
- 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.-

Short-term season tickets

Type of ticket	Price (in CZK)
Short-term season tickets valid in the City of Prague (zone P + 0):	
- 24 hours	70.-
- 24 hours for children from 6-15	35.-
- 3 days PRAGUE PAS	200.-
- 3 days	200.-
- 7 days	250.-
- 15 days	280.-
Short-term season tickets valid for all zones:	
- 24 hours	100.-
- 24 hours for children from 6-15	50.-



Season tickets valid in the City of Prague (zone P + 0)

Type of ticket	Price (in CZK)
Discounted civil season tickets:	
- monthly	420.-
- quarterly	1,150.-
- annual	3,800.-
Discounted season tickets:	
For children from 6 to 15 years:	
- monthly	100.-
- quarterly	280.-
For pupils and students from 15 to 26 years, university students up to 26 years:	
- monthly	210.-
- quarterly	570.-
For pensioners (see Tariff):	
- monthly	210.-
- quarterly	570.-

Season tickets with optional commencement of validity period valid in the City of Prague (zone P + 0)

Type of ticket	Price (in CZK)
Season tickets issued without provision of personal data of the holder with optional commencement of validity period:	
- 30 days	560.-
- 90 days	1,600.-
- annual	5,900.-
Discounted season tickets issued based on provision of personal data of the holder with optional commencement of validity period:	
civil tickets:	
- 30 - day civil season ticket	420.-
- 90 - day civil season ticket	1,150.-
for children from 6 to 15 years	
- 30 - day season ticket	100.-
- 90 - day season ticket	280.-
for pupils and students from 15 to 26 years, university students up to 26 years	
- 30 - day season ticket	210.-
- 90 - day season ticket	570.-
for pensioners (see Tariff)	
- 30 - day season ticket	210.-
- 90 - day season ticket	570.-



Single tickets for outer zones

Type of ticket	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.-

These tickets are not valid on trains of the Czech Railways excluding lines specified in PIT Tariff

Extra season tickets for outer zones for buses and trains

Type of ticket	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.-



Extra monthly coupons for outer zones - special discounted

Type of ticket	Price (in CZK)
Coupons for children from 6 to 15 years:	
- for one separate outer zone	80.-
- for two outer zones	125.-
- for three outer zones	215.-
- for four outer zones	305.-
- for five outer zones	380.-
- for six outer zones	465.-
Coupons for pupils and students from 15 to 26 years:	
- for one separate outer zone	170.-
- for two outer zones	260.-
- for three outer zones	440.-
- for four outer zones	615.-
- for five outer zones	765.-
- for six outer zones	940.-

Single tickets for outer zones - special discounted

Type of ticket	Price (in CZK)
Transfer tickets for children from 6 to 15 years:	
- for two follow-up zones 60 (90) min.	4.-
- for three follow-up zones 90 min.	6.-
- for four follow-up zones 120 min.	9.-
- for five follow-up zones 150 min.	11.-
- for six follow-up zones 180 min.	13.-
- for seven follow-up zones 210 min.	15.-
Transfer tickets for pupils and students from 15 to 26 years:	
- for two follow-up zones 60 (90) min.	9.-
- for three follow-up zones 90 min.	13.-
- for four follow-up zones 120 min.	18.-
- for five follow-up zones 150 min.	22.-
- for six follow-up zones 180 min.	27.-
- for seven follow-up zones 210 min.	31.-
Non-transfer short-term local tickets:	
- for children from 6 to 15 years	3.-
- for pupils and students from 15 to 26 years	6.-



Revenues from PT fares and outer zones in 2004
Share of revenues by ticket types

PT (zone P + 0)	2,721,572	
- revenues from season tickets + lump sum + PT tickets	1,547,539	54.29 %
- revenues from single tickets incl. ticket vending machines	1,174,033	41.19 %
- revenues from penalty fares	128,865	4.52 %
Total PT (zone P + 0)	2,850,437	100.00 %
Outer zones		
- revenues from single tickets incl. ticket vending machines	50,350	41.89 %
- revenues from extra season coupons	69,848	58.11 %
Total outer zones	120,198	100.00 %
Total PT (P+0) + outer zones	2,970,635	

Wages paid by categories (in '000 CZK)

	Metro	Tram	Bus	Gen. Management	Total
PT drivers	163,934	343,279	614,842		1,122,055
Workers	497,713	381,795	192,995	6,623	1,079,126
Operators and attendants	40,952	41,857	73,771	3,297	159,877
T+E staff	403,223	205,532	157,650	175,508	941,913
Total	1,105,822	972,463	1,039,258	185,428	3,302,971

Volume of total investment resources (in '000 CZK)

Own resources		
depreciation + deferred tax	2,433,361	
part of provision generated in previous years	382,885	
Total own investment resources	2,816,246	
Other resources		
subsidy – state budget	470,700	
subsidy – budget of the City of Prague	5,511,382	
loan granted by Česká spořitelna, a.s. and ČSOB, a.s. *	1,210,155	
Total other investment resources	7,192,237	
Total volume of investment resources	10,008,483	

* loan granted for acquisition of the 2nd series of metro trains



Special purpose investment subsidies (in '000 CZK)

	Drawn from municipal budget	Drawn from state budget
RTT Výtoň	82,905	
RTT Chotkova	55,367	
RTT Českomoravská	27,208	
Technical Centre II.B (TC4)	5,000	
TL Hlubočepy – Barrandov	350,000	
Metro cars renewal – modernization	800,000	
Modernization of trams (rec. T3 and KT8D5)	328,949	
Reconstruction of safety control system (metro line A)	61,002	
Hostivař Depot metro station (2x P+R)	480,000	
Metro extension I.D	357	
Flood protection – metro system	590,000	
Metro extension IV.B	60,000	
Metro extension IV.C – stage II.	750,000	450,000
Acquisition of standard buses	129,303	
Acquisition of low-floor buses	285,417	20,700
Acquisition of low-floor articulated buses	160,408	
Acquisition of trams	112,960	
Renewal of radio networks of PPT Co. Inc.	81,046	
RTT Nádražní	27,500	
Metro extension IV.C – stage I.	1,098,960	
Completion of facility at Chodov station	25,000	
Total	5,511,382	470,700

Volume of total investment costs in 2004 (in '000 CZK)

Metro development		
Projects in progress		
Metro extension IV.B	60,000	
Metro extension IV.C – stage I.	1,098,960	
Metro extension IV.C – stage II.	1,200,000	
Technical Centre TC4	5,365	
Hostivař Depot metro station	480,617	
Projects in preparation		
Metro line D	357	
Total investments in metro development	2,845,299	
Other investment projects		
Escalator replacement	73,051	
Development of TL Hlubočepy – Barrandov	350,000	
Reconstruction of tram tracks	399,400	
Reconstruction of cable network	650,341	
Development and reconstruction of converting substations	46,081	
Depots and central workshops	35,126	
Garages and parking facilities	82,189	
Safety control system – line A	61,002	
Safety control system – line B	29	
MATRA automatic train control – installation in rec. and new cars	20,717	
Total other investment projects	1,717,936	



Volume of total investment costs in 2004 (in '000 CZK) - continued

Fleet/rolling stock renewal		
Metro		
Reconstruction of cars	846,040	
Acquisition of new cars (loan drawing + charges and loan interest)	1,266,875	
Acquisition of new cars - 6 cars typ M1	200,000	
Tram		
Added technical value to trams	328,950	
Acquisition of new trams	112,960	
Bus		
Acquisition of new buses	595,828	
Total fleet/rolling stock renewal	3,350,653	
Other investments in technical facilities	2,094,595	
Total volume of investment costs	10,008,483	
of which loan drawn for acquisition of metro cars amounting to	1,210,155	
loan payment	71,266	

Profit and loss statement (full extent) as of 31. 12. 2003 (in whole '000 CZK)

Item no. a	TEXT b	Data for the relevant accounting period	
		current as of 31. 12. 2004	last as of 31. 12. 2003
I.	Revenues from sales of goods	8,734	8,462
A.	Costs in connection with sales of goods	8,187	7,598
+	Margin (I.-A.)	547	864
II.	Performance	3,854,910	3,684,177
II. 1.	Revenues from sales of own products and services	3,251,283	2,987,008
1.1.	Revenues from fares	2,841,770	2,624,616
1.2.	Other revenues	409,513	362,392
2.	Variations, in-house own production stock	1,007	-1,175
3.	Capitalization	602,620	698,344
B.	Production consumption	4,692,305	4,401,472
B. 1.	Material and energy consumption	2,705,671	2,407,413
2.	Services	1,986,634	1,994,059
2.1.	Maintenance and repairs	722,764	714,634
2.2.	Other services	1,263,870	1,279,425
+	Value added (I.-A.+II.-B.)	-836,848	-716,431
C.	Personnel costs	4,702,918	4,397,882
C. 1.	Wage costs	3,302,445	3,091,858
2.	Remuneration paid to members of company and corporate bodies	2,706	2,571
3.	Social welfare and health insurance costs	1,172,172	1,105,485
4.	Social costs	194,535	197,968
5.	Costs of pension insurance	31,060	0
D.	Taxes and charges	71,311	47,464
E.	Depreciation of tangible and intangible fixed assets	2,233,513	2,039,848
III.	Revenues from sales of fixed assets and materials	155,486	161,417
III. 1.	Revenues from sales of fixed assets	19,158	22,951
2.	Revenues from sales of materials	136,328	138,466
F.	Net book value of fixed assets and materials sold	124,722	132,713

Identification Number
00005886

Company
**Dopravní podnik hl. m. Prahy,
akciová společnost**

Registered office
**Sokolovská 217/42
190 22 Praha 9**



Drawn on (date):
9. 2. 2005

Legal form of the
accounting unit:
incorporated company

Subject of business activity:
**Public transport
operation and
other activities**

Signature of the
statutory body of
the accounting unit

[Handwritten signature]

Item no.		TEXT	Data for the relevant accounting period	
a	b		current 1	last 2
F.	1.	Net book value of fixed assets sold	6,155	10,471
	2.	Materials sold	118,567	122,242
G.		Settlements of operating reserves and adjustments and complex deferred costs	-875	120,154
IV.		Other operating revenues	8,293,315	7,653,770
IV. 1.		Subsidy for cost coverage	8,015,576	7,450,105
	2.	Other operating revenues	277,739	203,665
H.		Other operating costs	252,909	191,767
*		Operating profit/loss	227,455	168,928
VI.		Revenues from sales of securities and interests	0	66,065
J.		Securities and interests sold	0	27,000
VII.		Return on long-term financial assets	11,494	5,364
VII.1.		Return on interests in controlled and managed entities and accounting units under substantial influence	11,494	5,364
X.		Interest from revenues	33,159	40,459
N.		Interest from costs	162,132	18,528
XI.		Other financial revenues	92,757	17,892
O.		Other financial costs	2,885	4,001
*		Profit/loss resulting from financial transactions	-27,607	80,251
Q.		Tax on income from ordinary activities	199,848	249,179
	2.	- deferred	199,848	249,179
**		Profit/loss resulting from ordinary activities	0	0
XIII.		Extraordinary revenues	4,057	5,099,793
R.		Extraordinary costs	722,340	3,265,024
*		Extraordinary profit/loss	-718,283	1,834,769
***		Profit/loss for the accounting period (+/-)	-718,283	1,834,769
****		Profit/loss before taxes	-518,435	2,083,948

Balance sheet (full extent) as of 31. 12. 2004 (in whole '000 CZK)

Item no. ASSETS		Current accounting period			Previous accounting period
a	b	Gross 1	Correction 2	Net 3	Net 4
	TOTAL ASSETS	105,252,991	-21,166,222	84,086,769	79,568,585
B.	Fixed assets	101,425,386	-21,071,598	80,353,788	74,420,269
B. I.	Intangible fixed assets	367,520	-302,450	65,070	83,556
3.	Software	311,473	-294,409	17,064	53,271
4.	Assessable rights	6,482	-5,454	1,028	2,072
6.	Other intangible fixed assets	22,266	-2,587	19,679	19,344
7.	Unfinished intangibles	23,940	0	23,940	2,191
8.	Advances on intangible fixed assets	3,359	0	3,359	6,678
B. II.	Tangible fixed assets	100,808,460	-20,769,148	80,039,312	74,085,112
B. II. 1.	Land	4,252,848	0	4,252,848	3,869,491
2.	Buildings	45,337,768	-8,902,362	36,435,406	35,640,450
3.	Individual property items and property sets	27,571,278	-11,866,786	15,704,492	13,917,881
6.	Other tangible fixed assets	35,433	0	35,433	35,433
7.	Unfinished tangibles	21,827,950	0	21,827,950	17,890,905
8.	Advances on tangible fixed assets	1,783,183	0	1,783,183	2,730,952
B. III.	Financial assets	249,406	0	249,406	251,601
B. III. 1.	Interests in controlled and managed entities	162,691	0	162,691	162,225
2.	Interests in accounting units under substantial influence	86,715	0	86,715	89,376

Identification Number
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Company
**Dopravní podnik hl. m. Prahy,
akciová společnost**

Registered office
**Sokolovská 217/42
190 22 Praha 9**



Item no. a	ASSETS b	Current accounting period			Previous accounting period
		Gross 1	Correction 2	Net 3	Net 4
C.	Current assets	3,784,655	-94,624	3,690,031	5,097,777
C. I.	Inventories	512,575	0	512,575	539,736
C. I. 1.	Material	489,824	0	489,824	528,539
2.	Unfinished production and semi-finished articles	1,576	0	1,576	569
5.	Goods	1,900	0	1,900	2,795
6.	Advances on inventories	19,275	0	19,275	7,833
C. II.	Long-term receivables	561,529	0	561,529	385,456
C. II. 1.	Trade receivables	558,479	0	558,479	360,441
5.	Long-term advances allocated	2,629	0	2,629	1,166
7.	Other receivables	421	0	421	23,849
C. III.	Short-term receivables	1,478,172	-94,624	1,383,548	1,264,193
C. III. 1.	Trade receivables	493,730	-93,993	399,737	492,332
6.	State – tax receivables	855,319	0	855,319	587,990
7.	Short-term advances allocated	81,306	0	81,306	119,302
8.	Contingent accounts, active	33,935	0	33,935	31,027
9.	Other receivables	13,882	-631	13,251	33,542
C. IV.	Short-term financial assets	1,232,379	0	1,232,379	2,908,392
C. IV. 1.	Cash	19,734	0	19,734	16,281
2.	Bank accounts	1,212,645	0	1,212,645	2,892,111
D. I.	Time adjustments	42,950	0	42,950	50,539
D. I. 1.	Deferred expense	42,950	0	42,950	49,851
3.	Deferred income	0	0	0	688

Balance sheet (full extent) as of 31. 12. 2004 (in whole '000 CZK)

Item no.	LIABILITIES	Status – current accounting period 5	Status – previous accounting period 6
a	b		
	TOTAL LIABILITIES	84,086,769	79,568,585
A.	Capital stock	60,814,336	61,248,212
A. I.	Registered capital	30,726,125	30,726,125
A. I. 1.	Registered capital	30,726,125	30,726,125
A. II.	Capital funds	31,314,086	31,029,679
2.	Other capital funds	31,254,035	30,967,432
3.	Difference in valuation resulting from overvaluation of assets and liabilities	60,051	62,247
A. III.	Reserve funds, indivisible fund and other profit funds	0	1,582
A. III. 1.	Statutory reserve fund/Indivisible fund	0	1,582
A. IV.	Profit/loss – previous years	-507,592	-2,343,943
2.	Outstanding loss – previous years	-507,592	-2,343,943
A. V.	Profit/loss – current accounting period (+-) 0	-718,283	1,834,769
B.	External resources	22,824,067	17,836,788
B. I.	Provisions	100,000	100,000
B. I. 1.	Provisions based on special legal regulations	100,000	50,000
4.	Other provisions	0	50,000
B. II.	Long-term liabilities	2,797,923	2,804,008
B. II. 1.	Trade liabilities	779	201,578
5.	Long-term advances received	490	5,624
10.	Deferred tax liability	2,796,654	2,596,806



Drawn on (date):
9. 2. 2005

Legal form of the
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Subject of business activity:
**Public transport
operation and
other activities**

Signature of the
statutory body of
the accounting unit

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Item no.		LIABILITIES	Status – current accounting period 5	Status – previous accounting period 6
a		b		
B. III.		Short-term liabilities	15,650,185	11,634,240
B. III. 1.		Trade liabilities	1,591,041	1,353,317
	5.	Liabilities towards employees	23,389	34,347
	6.	Liabilities resulting from social welfare and health insurance	138,412	142,814
	7.	State – tax liabilities and subsidies	13,612,846	9,626,921
	7.1.	State – tax liabilities	39,998	42,526
	7.2.	Subsidies	13,572,848	9,584,395
	8.	Short-term advances received	66,346	249,344
	10.	Contingent accounts, passive	7,701	24,795
	11.	Other liabilities	210,450	202,702
B. IV.		Bank loans and financial assistance	4,275,959	3,298,540
B. IV. 1.		Long-term bank loans	3,990,895	3,298,540
	2.	Short-term bank loans	285,064	0
C. I.		Time adjustments	448,366	483,585
C. I. 1.		Deferred expenses	153	82,803
	2.	Deferred income	448,213	400,782

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.	Czech Commercial Bank Co. Inc.
UITP	Union Internationale des Transports Publics (International Association of Public Transport)
ROPID	Regional Organizer of Prague Integrated Transport
RATP	Régie Autonome des Transports Parisiens (transport undertaking, Paris)
SPŠD, SOU a U, a. s.	Transport Technical College, Secondary Vocational Training Centre and Apprentice Training Centre
IDS a. s.	Transport Constructions Engineering Co. Inc.
T+E	technical and economic staff
TL	tram line
TT	tram track
RTT	reconstruction of tram track
P+R	Park & Ride parking facility
CYQUAL	Cycle of Quality (quality club of European transport undertakings)
EU	European Union
LZA	line safety control – metro line A



Auditor's Report
on Audit of Annual Financial Statements as of 31/12 2004

We have audited the attached annual financial statements of Dopravní podnik hl. m. Prahy, akciová společnost, Identification No. 00 00 58 86, with its registered office at Sokolovská 217/42, 190 22, Praha 9. The main subject of business activity of the company is operation of public passenger transport by light rail (trams), underground railway and by road.

The Board of Directors of the company is responsible for accounting records, accuracy, traceability and correctness and for preparation of the audited financial statements. Our responsibility is to submit our opinion on the enclosed annual financial statements.

The audit has been conducted in accordance with Law No. 254/2000 Coll. on Auditors and in accordance with Auditing Directives of the Chamber of Auditors of the Czech Republic No. 1-27 and 54. These Directives lay down the requirement for the audit to be planned and conducted in such a way to reasonably persuade the auditor that financial statements are free of any material misstatements. The audit included random examination of completeness and conclusiveness of figures and information mentioned in annual financial statements. We also assessed applied accounting principles and material estimates and decisions made by the management of the accounting unit which are reflected in annual financial statements. We also assessed the overall presentation of these financial statements. We believe that the audit provides a reasonable basis for submission of our statement.

Auditor's Statement

In our opinion, with respect to all material aspects the annual financial statements present a true and fair picture of the assets, liabilities and equity and of profit/loss and financial situation of Dopravní podnik hl. m. Prahy, akciová společnost, as of 31 December 2004 in accordance with Section 7, Art. 2 of Law No. 563/1991 Coll. on Accounting as amended and in accordance with applicable regulations of the Czech Republic.

In Prague, 8 March 2005

Ing. Zdeněk Rabas
Auditor

Certificate of the Chamber of Auditors
of the Czech Republic No. 647
Responsible for Submission of the Report



A&CE Auditři a znalci
Praha, spol. s r.o. (Auditors and Experts)
Praha 4, Bělehradská 17
Certificate of the Chamber of Auditors
of the Czech Republic No. 157
Ing. Rostislav Otřisal, CSc.
Auditor and Managing Director

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