



Annual Report

2009



Dopravní podnik
hlavního města Prahy





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Foreword

of the Chairman of the Board

Dear readers,

You hold in your hands the company Annual Report for 2009 which was for our company, I dare to say, crucial. The entire year was marked by hard work and completing transformation tasks from previous periods. At the end of 2009, Prague Public Transport Company, joint-stock company, finished the transformation process, however we still try to seek the reserves that would reduce company costs.

The Prague underground celebrated 35 years from opening its operation and put the last Soviet sets out of service. Also in connection with this move we have outsourced the repairs and administration of metro cars at all DPP depots. At metro line C this full service is provided by Siemens and at lines B and A by Škoda Transportation. Thus both companies look after the cars that they also manufacture and to which they can take the most qualified approach.

As part of the metro network enhancing another important step was taken which is commencing the works leading to extending metro line A from the Dejvická to Motol stations. Subterranean works themselves will start in 2010. This project is important also because a portion of its costs will be funded from the European Union funds. The project of extending metro line A was presented in Brussels in October 2009 to the EU representatives with the presence of myself and the CEO. The EU funds should help also in financing tram route development which started also in 2009. I can name for instance

the Podbaba route, the extension of which at the railway station level, will see another transfer point created between railway and bus transportation within the Prague Integrated Transport system.

Rail transport extension also applies to another strategic project – brand new metro line D. A tender for project documentation was published throughout the year including obtaining building permits.

In 2009 discussions, closely watched by media, took place about social security for DPP employees as well as negotiations on financing our company. I am really glad that we managed to keep a social contract and conclude the collective agreement which is valid until 2012. An important step for securing the stability of the Prague Public Transport Company was making the long-term contract for providing transport services within PIT with Prague for 2010-2019.

I am convinced that all steps taken in 2009 will lead to maintaining the stability of the Prague Public Transport Company and further improving the quality of services provided.

Radovan Šteiner

Chairman of the Board of Directors



Foreword

CEO

Dear Customers, Dear Colleagues,

Let me briefly inform you about the activities of the Prague Public Transport Company, joint-stock company in 2009. We have gone through a breakthrough year that, as I believe, will bring a future stability and room for further successful development.

In 2009 we managed to stabilise, thanks to new bus deliveries, the renewal of our fleet of vehicles. The buses will not only significantly decrease the fleet age by half but also will bring important environmental benefits. Our new buses meet the stringent environmental norm EEV (EURO 5) that will become a transportation standard in the years to come. Based on international trends and expert opinions DPP made a decision to direct bus transportation towards alternate drive types. Thus Prague residents can expect in the foreseeable future a couple of so called hybrid buses. Another important step is putting electro-buses into regular operation. Two special mini electro-buses operate on line 292 and provide connection between Malostranské square and Pod Petrinem Hospital. So our effort for environmental friendliness has also started to be fulfilled in bus transport.

Within the company transformation further development took place in 2009. DPP outsourced the metro coach maintenance and repair. This is handled only by the manufacturers of these coaches which brings not only the security in everyday operation but also secures the quality of these services. It is an important move that helps the current DPP strategy to focus on core activities – i.e. passenger transportation. Other projects are under way and we believe that this is also the way to achieve more efficient DPP economic results.

An important item in the medium-term strategy is the development of rail transport in the area of Prague. In cooperation with the Development Department of the Capital Prague it was made sure that the city plan over the next years would include new tram lines and also the new metro line D. Some of these plans can be implemented in the months to come (TT Podbaba). Another achievement in fulfilling this strategy was signing the contract for the construction of a new section of the metro line A. The design project of metro line D is under preparation.

As to the DPP operation financing, for the first time in modern history a 10-year long-term contract was signed with Capital City of Prague for providing transport services. The contract will bring better possibilities for finance management and mainly the opportunity for planned development.

As to employee relations DPP took a step towards a social settlement even during this time of the world financial crisis. A three-year contract was signed by agreement with the labour unions. The contract takes employee social requirements into consideration and at the same time it reflects the crisis period. Thanks to that a stable environment was maintained for the coming years.

Finally let me express my opinion that thanks to the relentless work of our employees the Transportation Enterprise of the Capital City of Prague (DPP) is, even before the period of worldwide economic crisis, able to provide its passengers services that rank us among the best transport systems in Europe and in the world. This fact was last shown by an independent research of the International Automobile Association in which the Prague municipal mass transportation was ranked in 4th place among 23 European cities.

Ing. Martin Dvořák
Chief Executive Officer



Basic identification data

on the company



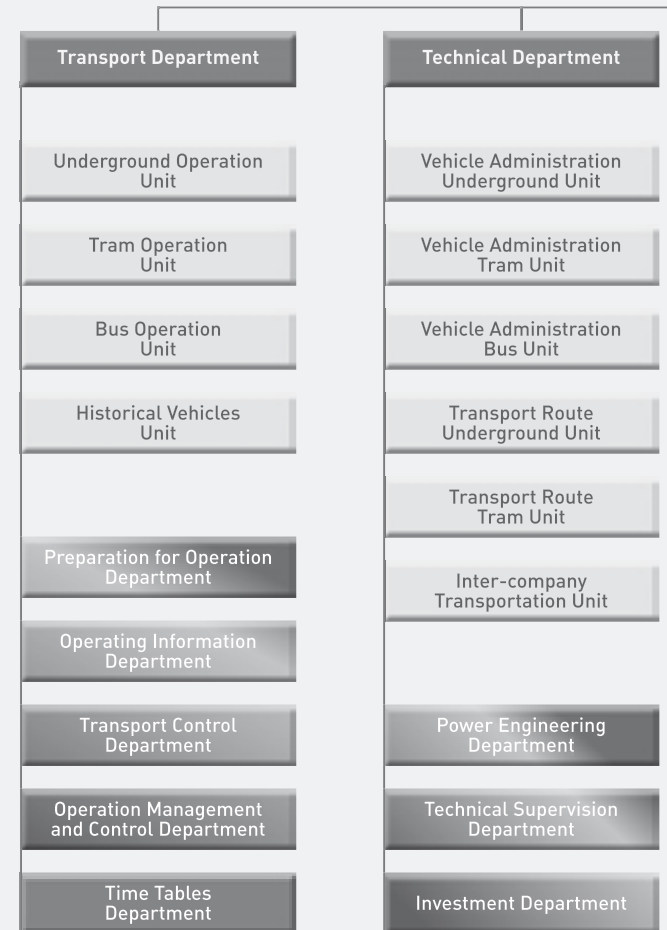
Company name:	Dopravní podnik hl. m. Prahy, akciová společnost
Registered office:	Sokolovská 217/42, 190 22 Praha 9
Co Reg. Number (IČ):	00005886
Tax Identific. Number (DIČ):	CZ00005886
Date of establishment:	11 July 1991
Legal form:	Joint stock company
Founder:	The Capital City of Prague
Entities taking share in the registered capital:	The Capital City of Prague 100%
Commercial Register:	Dopravní podnik hl. m. Prahy, akciová společnost was entered in the commercial register administered by the Municipal Court, Prague, on 11 July 1991, file sign: Rg.: B 847; (section B, insert No 847)
Registered capital:	CZK 30,726,125,000

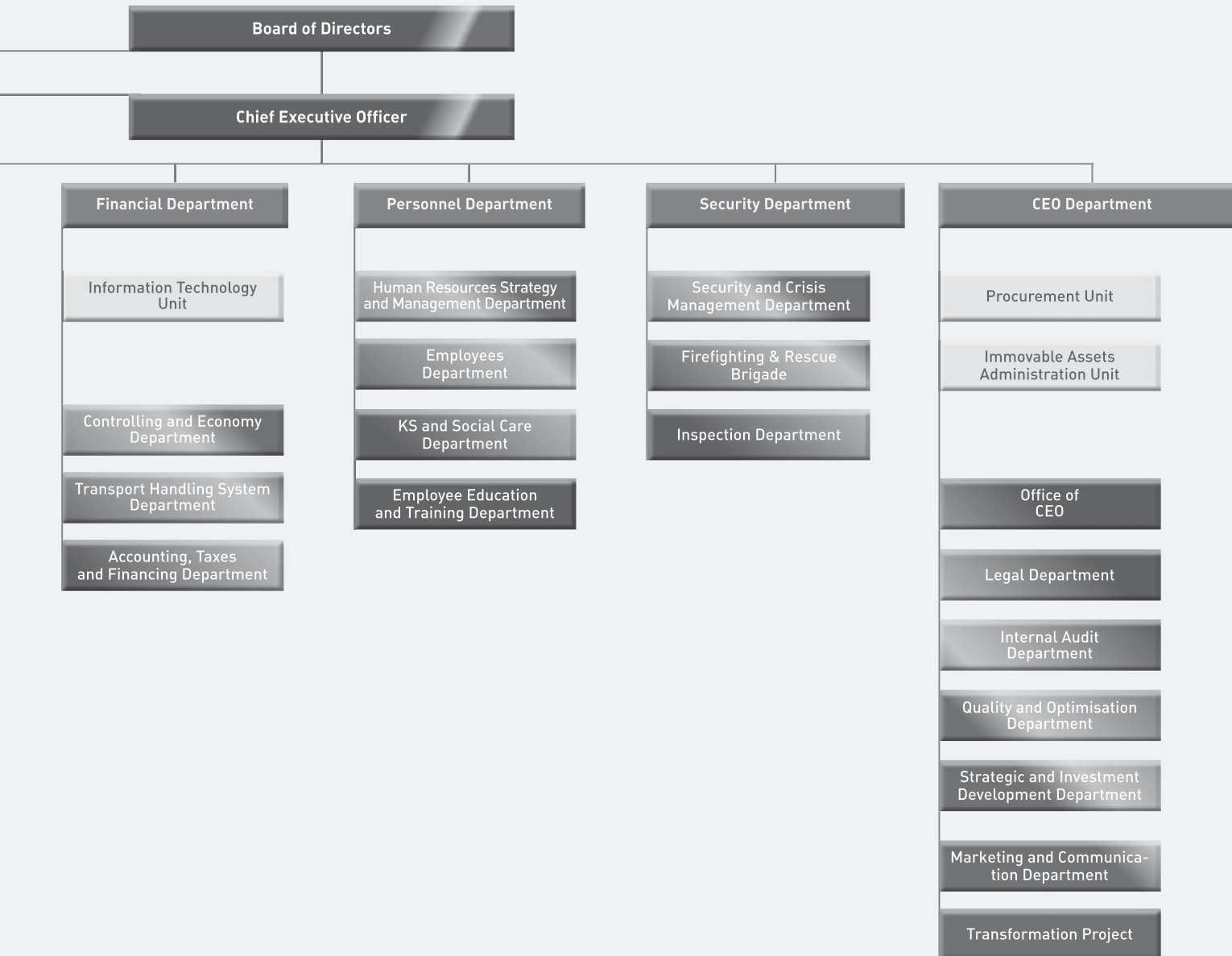


Organisational Structure

as of 31 December 2009

Supervisory Board





Personal data

Dopravní podnik hl. m. Prahy, a.s.

Board of Directors:

Radovan Šteiner	– Chairman
Ing. Martin Dvořák	– Vice-Chairman
Petr Hána	– Member
Ing. Jan Heroudek	– Member
Ing. Tomáš Jílek	– Member
Ing. Antonín Weinert, CSc.	– Member
Ing. David Vodrážka	– Member
MUDr. Pavel Bém	– Member
Jiří Janeček	– Member

Supervisory Board:

JUDr. Rudolf Blažek	– Chairman
Jiří Čada	– Vice-Chairman
Ivan Bednář	– Member
Ing. Karel Březina	– Member
JUDr. Tomáš Homola	– Member
Jan Lebeda	– Member*
Prof. Ing. Petr Moos, CSc.	– Member
Jiří Obitko	– Member
Petr Zajíček	– Member **

* till 2 July 2009 František Kadlec

** till 27 October 2009

Management:

Ing. Martin Dvořák	– CEO
Ing. Petr Blažek	– Director Transport
Ing. Radek Zamrazil	– Technical Director
Ing. Milan Tůma, MBA	– Director Services***
Ing. Ivo Štika	– Financial Director
Ing. Tomáš Petana	– Human Resource Director
Dr. Antonín Fedorko	– Director Safety
Ing. Radek Novotný	– Director Transformation

*** till 31 March 2009; Services Dept. cancelled 1 April 2009



Events in 2009

1st January	maintenance of M1 type metro cars was outsourced to Siemens
31st January	parade of historical vehicles on the occasion of the Republic exhibition organised by the National Museum for the 90th anniversary of Czechoslovakia origin
January	campaign "We behave responsibly or the principles of just conduct in the municipal mass transportation"
March–April	restoration of the tram route to Bílá Hora
9th May	35th anniversary of metro operation launch in Prague, on 8 May 2009 as part of the Open Doors Day the Kačerov depot was made accessible to the public, the historical Ečs metro set was running on line C, the winners of a knowledge quiz had the opportunity to see the service facilities (subsurface) of the Florenc metro station during a night transport closing
May	restoration of the tram route Újezd–Švanda Theatre including the restoration of trolley-line Anděl–Újezd
May–July	restoration of tram routes in the area of Kobylisy and Ďáblice
15th June	new Škoda 15T ForCity tram presented in Prague





20th June	6th anniversary of the Prague Museum Night, 28 institutions made accessible 55 objects for the public, 50 buses were put in service on 9 special lines and they drove altogether 6,915 km during this night
26th June	termination of the operation of metro cars 81-717.1 and 81-714.1 in Prague
31st August	the first standard SOR NB 12 buses were handed over; they were put into regular operation on 1 September
13th September	the last cinebus projection within its holiday travels; 82 evenings saw more than 15 thousand visitors take part
19th September	Open Doors Day in the Zličín depot, Řepy garage and Střešovice depot
13th October	opening the operation of articulated SOR NB18 buses, its is the longest bus that the DPP ever put into regular operation at 18,750 mm long
21st October	the first transport survey took place at 80 municipal and suburban bus lines
24th October	Střešovice depot celebrated 100 years from opening its operation in 1909

Transformation project

The strategic goal of the DPP a.s. management is to decrease the share of the Prague Capital in expense coverage while maintaining the security and quality of the service provided to citizens. The Transformation project was one of the methods of strategic goals implementation and continuation of the DPP transformation process that was launched in March 2004. The project objective was to simplify company management, focus mainly on the key business subject – securing MMT operation, to separate main DPP processes from the auxiliary and service processes.

The DPP transformation project was completed as of 31 December 2009. However, company effort to seek other savings will remain the management priority. One of the tools for achieving operating expense savings while gradually improving service quality and technology development is the outsourcing of ancillary activities. The objective is to secure the long-term economic sustainability of the company.



Basic conditions of outsourcing projects implementation are

- at least keeping or further improving service quality
- cost reduction
- well prepared contract with a selected provider of the service that exactly defines the terms, rights and duties of contracting parties including penalties for failure to meet contractual provisions
- meeting the operation security conditions

Outsourcing projects is assumed to leave a strong management and control structure within DPP which will resolve the issues of provided service quality and further development.

In 2009 four projects were implemented:

- Securing maintenance of M1 metro vehicles in the form of Full Service
- Securing maintenance of 81-71M metro vehicles in the form of Full Service
- Outsourcing of machinery and equipment maintenance
- Operative leasing of cars

Other detected projects are in the stage of approval by the company bodies, verifying project economic and technical parameters, or in advanced stages of negotiations with potential suppliers which were qualified in the preceding stages of individual tenders.

Investments

In the course of 2009 we spent the total amount of CZK 5,667.59 million on investment

Of which:	
DPP own sources	CZK 1,779.90 million
subsidies from the state budget	CZK 52.60 million
grants from the EU structural funds	CZK 499.79 million
subsidies from the Prague City budget	CZK 3,335.30 million
total	CZK 5,667.59 million

Out of that received subsidies for payments of invoices from previous years were in total CZK 448.94 million

Government subsidised investments in the total amount of CZK 52.60 million for:

- bus purchases CZK 8.50 million
 - actions co-funded from the EU structural funds CZK 44.10 million
- out of that the subsidies for payments of invoices from previous years were CZK 33.68 million

(note: a non-investment grant was also received for the actions co-funded from the EU structural funds in the amount of CZK 0.17 million)

The amount of CZK 3,335.30 million was the subsidy of the Prague Capital budget of which received subsidies for payments of invoices from previous years were altogether CZK 33.61 million.

We received a grant from the EU structural funds in the total amount of CZK 499.79 million. Out of that received subsidies for payments of invoices from previous years were in total CZK 381.65 million.

(note: a non-investment grant was also received for the actions co-funded from the EU structural funds in the amount of CZK 1.94 million)





We used a substantial portion of the funds for car fleet restoration and modernisation:

- purchasing 5 new sets of M1 metro vehicles at a cost of CZK 400.0 million
- metro vehicles restoration at a cost of CZK 871.12 million
- purchasing new 14T trams we withdrew the amount of CZK 663.13 million
- purchasing new 15T trams we withdrew CZK 69.14 million
- tram restoration at a cost of CZK 261.25 million
- bus restoration at a cost of CZK 30.0 million
- bus purchase at a cost of CZK 498.0 million

We also paid a credit installment of CZK 253.0 million for purchasing 20 new M1 metro sets.

We used a significant part of the funds for tram route restoration with the payments at CZK 410.36 million.

Among the most important investments in 2009 was completing the construction of the 2nd part of the IVth section of metro line C (this section was put into operation in May 2008 and the length is 4.6 km).

We also completed these tram route restorations:

- Střelničná incl. the Ďáblická terminus – the construction started on 19 May 2009 and was completed as of 17 July 2009.
The operation was again put into operation on 18 July 2009
- Střelničná–Klapkova – the construction started on 19 May 2009 and was completed on 21 August 2009
The tram operation started again on 24 August 2009

Prolonging metro line A (Dejvice–Motol) and metro line D was under intense preparations.

Quality services provided



The success of our company providing the services in a competitive environment is dependent on a functional and constantly developing quality system which takes into account customer needs and fulfills their expectations. 2009 was a year of improving the level and developing established quality management standards and subsequent standards of provided services – passenger transport.

In the course of the assessed period the requirements of EN ISO 9001:2009 were implemented in the current DPP certified quality management systems and passenger requirements were considered.

For improving the level of provided service the quality standards that are defined in DPP are in accordance with the requirements and recommendations of the EN 13816 standard. As part of the Service Quality Programme DPP monitors, analyses and through measures taken improves the level of fulfilling individual quality standards. The Service Quality Programme serves fulfilling the long-term company objective – improving the level of provided services in the area of municipal mass transportation in Prague and its surroundings for better customer satisfaction. Throughout 2009 we revised and then updated setting cards of individual quality standards. As to the measurement of service execution we implemented calibration (objectification) of the subjective view of a fictive customer as a standard measurement technique. The trends of individual quality standards show improvement of the provided service – passenger transportation.

The Service Quality Programme guarantees regularly measuring quality standards in the areas:

- Operation accuracy
- Public information
- Passenger acceptance
- Uniform – employee appearance
- Functionality of ticket vendors
- Functionality of barrier-free facilities
- Fulfilling timetable of metro operation
- Transport availability at metro stations
- Vehicle cleanliness and appearance

The quality management systems were in 2009 re-certified from the viewpoint of meeting the criteria standards requirements of international certification companies.

Review of the QMS external audits carried out in 2009:

Department	Certified processes	Audit Type	Standard	Certification organisation
unit Metro operation	Public passenger transport	re-certification	ISO 9001, EN 13816	LRQA
workplace Tram repair shop	Repairs and modernisations of el. machinery and equipment of traction vehicles and rail vehicle parts	re-certification	ISO 9001	DNV
workplace BUS central workshops	Repairs and modernisations of diesel engines, repairs of road motor vehicle aggregates	supervisory	ISO 9001	
Unit Purchasing	Purchasing, storing and releasing spare parts, products and clothing	supervisory	ISO 9001	
STK centre	STK (the Technical Control Station) operation	supervisory	ISO 9001	

Auditors of the certification companies did not identify any serious deficiencies and confirmed meeting the requirements of mentioned criteria standards. Among the strengths of our certified quality management systems the auditors assessed the professional competency of our employees and helpful approach to passengers.

In 2009 we focused mainly on improving DPP employees perception by passengers. The project "Decent Driver" that was implemented as a pilot in 2008 and that is aimed at a comprehensive performance of bus and tram drivers, was put into routine service in 2009. This project includes activities ranging from training drivers assertive behaviour to assessing and awarding the best.

Within improving the level of passenger transportation a closer cooperation was established with organisations such as the Czech Blind United (SONS) Organisation for blind and partially sighted people and the Prague Organisation of the Wheelchair Bound, civic association (POV).

When increasing the level of services provided in the Prague region and surroundings we cooperated on setting up and optimising the PIT quality standards.



DET NORSKE VERITAS MANAGEMENT SYSTEM CERTIFICATE

Certificate No. 47603-2009-AQ-CZS-RvA

This is to certify that the Management System of

**Dopravní podnik hl.m. Prahy a.s.
Stanice technické kontroly č. 31.03**

at

U Vozovny 6, 108 56, Praha 6, Czech Republic

has been found to conform to

ISO 9001:2000

This Certificate is valid for the following product or service ranges:

Operation of motor vehicle Technical Inspection Facility.

Initial Certification date:
January 24th, 2006

This Certificate is valid until:
January 24th, 2012

The audit has been performed under the supervision of

Radka Lukšíková
Lead Auditor



Place and date:
Prague, February 12th, 2009
for the Accredited Unit:
DNV CERTIFICATION B.V.,
THE NETHERLANDS

János Zsigmond
Management Representative

Lack of fulfillment of conditions as set out in the Certification Agreement may render this Certificate invalid.

DNV GROUP, Box 110, Nydalen 13, NO-2007, Norway. Tel: +47 07 57 89 00 Fax: +47 07 57 91 01 - www.dnv.com



DET NORSKE VERITAS MANAGEMENT SYSTEM CERTIFICATE

Certificate No. 44781-2008-AQ-CZS-RvA

This is to certify that the Management System of

**Dopravní podnik hl.m. Prahy a.s.
Jednotka Správa vozidel Autobusy
Provozovna Ústřední dílny BUS**

at

U Vozovny 6, 108 56, Praha 10, Czech Republic

has been found to conform to

ISO 9001:2000

This Certificate is valid for the following product or service ranges:

**Overhauls and upgrading of diesel engines, overhauls of compressors, gearboxes, axles
and brake, air and electric components for motor vehicles.**

Initial Certification date:
November 15th, 1999

This Certificate is valid until:
November 8th, 2011

The audit has been performed under the supervision of

Karel Koubský
Lead Auditor



Place and date:
Prague, January 26th, 2009
for the Accredited Unit:
DNV CERTIFICATION B.V.,
THE NETHERLANDS

János Zsigmond
Management Representative

Lack of fulfillment of conditions as set out in the Certification Agreement may render this Certificate invalid.

DNV GROUP, Box 110, Nydalen 13, NO-2007, Norway. Tel: +47 07 57 89 00 Fax: +47 07 57 91 01 - www.dnv.com



DET NORSKE VERITAS MANAGEMENT SYSTEM CERTIFICATE

Certificate No.: 65641-2009-AQ-CZS-RvA

This is to certify that the Management System of:

Dopravní podnik hl. m. Prahy, akciová společnost
Jednotka Správa vozidel Tramvaje
provozovna Opravna tramvaji

Sokolovská 217/42, 190 22 Praha 9, Czech Republic

has been found to conform:

ISO 9001:2008

This Certificate is valid for the following product or service ranges:

- Overhauls and upgrading of**
- electrical machines and equipment for traction wheeled vehicles
 - tram bogies and bodies, gearboxes and parts for wheeled vehicles.

Initial Certification date:
05 November 1998

This Certificate is valid until:
16 December 2012

The audit has been performed under the supervision of:
Labomír Ondřejek
Lead Auditor

Place and date:

Prague, 07 December 2009
for the Accredited Unit:
DNV CERTIFICATION B.V.,
THE NETHERLANDS

Tomáš Urban
Management Representative

Lack of fulfillment of conditions as set out in the Certification Agreement may render this Certificate invalid.
HEADQUARTERS: Det Norske Veritas AS, Veritasveien 1, 1322 Sandvika, Norway. Tel: +47 22 37 00 00 Fax: +47 22 37 00 10 www.dnv.com



DET NORSKE VERITAS MANAGEMENT SYSTEM CERTIFICATE

Certificate No. 41755-2008-AQ-CZS-RvA

This is to certify that the Management System of:

Dopravní podnik hl.m. Prahy a.s.
Jednotka Zásobování

at:

Sokolovská 217/42, 190 22, Praha 9, Czech Republic

has been found to conform to:

ISO 9001:2000

This Certificate is valid for the following product or service ranges:

Purchase, storage and deliver of spare, products and cloths for repair and operational needs of Dopravní podnik hl.m.Prahy.

Initial Certification date:
November 15th, 2002

This Certificate is valid until:
November 15th, 2011

The audit has been performed under the supervision of:
Zdeněk Grabemüller
Lead Auditor



Place and date:

Prague, November 20th, 2008
for the Accredited Unit:
DNV CERTIFICATION B.V.,
THE NETHERLANDS

János Zepkó
Management Representative

Lack of fulfillment of conditions as set out in the Certification Agreement may render this Certificate invalid.
HEADQUARTERS: Det Norske Veritas AS, Veritasveien 1, 1322 Sandvika, Norway. Tel: +47 22 37 00 00 Fax: +47 22 37 00 10 www.dnv.com



CERTIFICATE OF APPROVAL

This is to certify that the Quality Management System of:

**Dopravní podnik hl. m. Prahy, akciová společnost,
Jednotka Provoz Metro
Prague
Czech Republic**

has been approved by Lloyd's Register Quality Assurance
to the following Quality Management System Standards:

ISO 9001:2008

The Quality Management System is applicable to:

Public transportation.

Approval
Certificate No: PRA 0004485

Original Approval: 19 June 2006

Current Certificate: 19 June 2009

Certificate Expiry: 18 June 2012

Juditha Krumm
Issued by: Lloyd's Register EMEA, Prague office,
for and on behalf of Lloyd's Register Quality Assurance Limited



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This document is subject to the provision on the reverse.
Těšnovská 31, 140 00 Prague 4, Czech Republic CZ81376721

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Grants from the funds of the European Union

DPP a.s., in order to get larger financing or funding for its investment actions, employed also in 2009 the possibilities of getting support from the Structural Funds of the EU within the European funds planning period 2007-2013.

Currently we strive to get support within 2 programmes:

1) Operational Programme Prague – Competitiveness (OPKK)

Within Priority Axis 1, Area of Intervention 1.1 applications are submitted mainly for the construction and restoration of tram routes and barrier-free metro entries. Based on the rules, DPP can get up to 92.5% of eligible expenses of each submitted project.

Within the 2nd call in January 2009 the application was submitted for the following 4 projects that were, by the ZHMP Resolution No 28/32 from 18 June 2009, approved for funding:

RTT Střelničná including the Ďáblická terminus

Part of this line construction was the restoration of three sections of the tram route at Střelničná and Ďáblická Streets and the restoration of the Ďáblice tram terminus. Other sections of the Střelničná tram route were restored in relation to the construction of the IV.C1 metro line as well as subsequent IV.C2 section. The total eligible project expenses (excluding VAT) were CZK 142 million. The project was executed in the period May to July 2009.

RTT Střelničná–Klapkova incl. the Březiněveská terminus

Part of this construction was the restoration of the tram route rail node at the crossing of Střelničná and Klapkova Streets including the Březiněveská terminus. The project was closely tied in terms of operation and transport with the above RTT at Střelničná Street including the Ďáblická terminus as well as with the rail restoration of the Kobylisy depot, trolley-line in Klapkov Street and the replacement of rail structure before the terminus of the Kobylisy depot. The total eligible project expenses were CZK 98 million. The project was executed in the period May to September 2009.

RTT Myslíkova

Part of this construction is the restoration of the tram route in Myslíkova Street, tram route rail nodes at the street crossings at Spálená and Myslíkova and Myslíkova with the Masaryk Quay, the restoration of the subsequent TT section from Myslíkova Street to the Jiráskek Square, and stops at Jiráskek Square and Myslíkova Street. The project is closely tied in terms of transport with RTT Spálená Street and Národní rodu, with the restoration of the metro station Národní třída and with the restoration of service tunnels of the National Theatre. The restoration of roads and pavements will be executed in parallel as a separate TSK action. The total eligible expenses of the RTT Myslíkova project which is running from November 2009 to July 2010 are CZK 145 million.

Lift at the Chodov metro station

Barrier-free access of metro stations over the last couple of years has been achieved in several cases through inclined staircase platforms. The reason was their relatively lower cost and lower technical severity. However their operation showed dissatisfaction with their speed (given by the standards) and low resistance against vandalism. A typical example is at Chodov station where the inclined staircase deck from the vestibule platform will be replaced by a passenger lift located at the edge of the fixed staircase (similar to the one at the Florenc C station). A building permit was issued for the action and its execution is running from October 2009 to May 2010. The total eligible costs of the project are CZK 28 million.

For the project from the 1st OPPK call "TT Radlická" we received in 2009 the amount of CZK 448 million and for the project "RTT Střelnická incl. the Ďáblická terminus" from the 2nd OPPK call another CZK 131.5 million at the end of 2009. Thus from the beginning of the grant withdrawal possibility from the EU Dopravní podnik hlavního města Prahy received nearly **CZK 1 billion for 7 successful projects**.

2) Operational Programme Transport (OPD)

Within Priority Axis 5 it is assumed to withdraw an EU grant for lengthening metro line A from Dejvická station. This operating section V. of line A is

approx. 6 km long and the stations planned are Červený Vrch, Veleslavín, Petřiny and Motol. A building permit was already issued for the construction and execution will take place in period 2010–2014. The total project costs are CZK 18.7 billion (in CU 2008) whereas the EU contribution is approximately CZK 8.02 billion. The remaining part will be co-funded by the Prague Capital which committed itself to it by its ZHMP (municipal council) Resolution No. 27/56 from 28 May 2009. In 2009 a feasibility study was being prepared and the application itself in cooperation with Jaspers (the EIB initiative). Application submission is planned in the 1st quarter of 2010.

The possibilities of support withdrawing also from other operational programmes are continuously checked, for instance the Prague Adaptability OP, Environment OP, International Cooperation OP and Inter-Regional Cooperation OP. However, getting support from these programmes for DPP seems unrealistic at the moment.

Transportation

DEVELOPMENT OF TRANSPORT NETWORK

Underground

In 2009 three lines A, B, C were operated. The number of stations is 57 and the length of metro lines is 59.4 km. From 5 January 2009 the operation is restricted in the section Ládví to Letňany in working days from approx. 6:30 am to 7:30 pm and every other metro train is in service.

Trams

As of 31 Dec 2009 the operation of the tram lines network was 141.59 km long and secured by 24 daily, 9 night lines and 1 historical line with a total length 547.84 km. In the tourist season from 4 April to 17 November 2009 a historical tram line was operated on Saturdays, Sundays, and bank holidays.

Since 1 July 2009 line No. 8 was moved to the section Podbaba to Starý Hloubětín and line No. 15 was established (Vypich to Vysočany Station / Vysočanská). Since 29 November 2009 line routing changes were made in the region of Prague 5.

In Prague 4 line 17 was significantly enhanced and line 21 was shortened. As to the transport constructions that affected tram lines, the construction of the Blanka Road tunnel needs to be mentioned which required a long-term interruption of tram operation in the Letná area.

Buses

At the end of 2009 DPP operated within the Prague Integrated Transport a road network 825 km long, 116 daily municipal lines, 16 suburban lines, 16 school lines, 13 night municipal lines and 2 lines for persons with limited mobility. The overall length of all lines was 1,815.00 km.

The significant changes in line routing from 1 Sep 2009 applied mainly to Prague 4 and Prague 11. Other key changes in bus transport operation from 29 November 2009 touched mainly the region of Prague 9.

The fundamental changes in suburban transport were realised from 14 June 2009 and affected mainly Jesenice and Říčany.

TRANSPORT PERFORMANCE

The total transport output of municipal and suburban lines included in the PIT system operated by DPP including a special line of transport for persons with limited orientation abilities and movement reached 162,402 thousand car kilometres (car/km). The transport volume expressed in seat kilometres (s/km) is 20,665,028 thousand s/km. The transport output in car/km decreased year-on-year by 0.62%, the seat/km volume decreased by 0.16%. This difference is affected by servicing a higher number of articulated vehicles at the expense of the standard ones (further putting 14T trams into operation and increased use of articulated buses).

SERVICES FOR PASSENGERS WITH LIMITED MOVEMENT AND ORIENTATION ABILITIES

Underground

At the end of 2009, out of the total number of 57 metro stations 35 stations were accessible through public personal lifts, escalators or direct barrier-free entrances. These include 5 stations on line A (Dejvická, Muzeum, Strašnická, Skalka, Depo Hostivař), 13 stations on line B (Zličín, Stodůlky, Luka, Lužiny, Hůrka, Nové Butovice, Smíchovské nádraží, Florenc, Vysočanská, Kolbenova, Hloubětín, Rajská zahrada, Černý Most) and 14 stations on line C (Letňany, Prosek, Střížkov, Ládví, Kobylisy, Nádraží Holešovice, Vltavská, Florenc, Hlavní nádraží, Muzeum, Vyšehrad, Pankrác, Budějovická and Chodov). Another 3 stations on line C allow barrier-free movement with trained accompaniment via service lifts at the Háje, Opatov and Roztyly stations. Lift construction at the Můstek stations on lines A and B is under preparation.

Trams

In 2009, we experienced a significant increase in the dispatch of low-floor trams that were used at the end of 2009 for selected connections of 19 lines; barrier-free connections are marked in the time table at the stops.

Dopravní podnik hlavního města Prahy (Prague Public Transit Company) guarantees the dispatch of low-floor cars on the following lines:

› 1, 2, 3, 4, 7, 8, 9, 11, 12, 14, 15, 16, 17, 19, 20, 22, 24, 25 and 26.

The dispatch of 67 low-floor trams is guaranteed (it was 47 at the end of 2008).

The number of connections secured by reconstructed KT8D5N2 and T3R.PLF cars will keep rising.

Buses

At the end of 2009, low-floor buses were dispatched for guaranteed connections of 99 daily city lines and 4 suburban lines. These connections are provided by 253 standard low-floor and 49 articulated buses.

In addition, the Prague Public Transit Company operates a special transport line for citizens with limited orientation and movement capacity. Two bus lines provide transport in particular to barrier-free buildings at housing estates of Černý Most, Jižní Město II, Jihozápadní Město and Řepy, to the Jedlička Institute and to various health facilities.

HISTORICAL VEHICLES

In 2009, renovation of the Tatra trolleybus was completed and passenger figures were added to the car of the horse tram for purposes of the permanent exhibition of historical vehicles in the Museum of the Prague Public Transit Company. On the occasion of the hundredth anniversary of the Střešovice depot, the interior of the parlour car registration No. 200 was introduced, which had been restored to its original condition from the beginning of the last century. On the same occasion, the newly reconstructed motor car of the historical tram registration No. 2272 was put into operation for contractual rides.

The successful year also meant an increased number of passengers on the regular line No. 91 and number of visitors to the Museum of the Prague Public Transit Company, which achieved the figure of 28,500.

PREFERENCE OF MUNICIPAL MASS TRANSPORTATION

Last year DPP continued, in cooperation with the city bodies of the transport dept. of the CR Police, a commissioned designer, IDS Praha, a.s. and other institutions, preparing the "Project of MMT preference in Prague".

As to tram operation the focus was on installing longitudinal separation segments between rails and roads and on the adjustment of light signal facilities for tram preference. Separation segment installation was based on assumptions included in the "Project of MMT preference in Prague" and in compliance with coordinating investment and restoration actions. The total length of separation segments installed along tram routes was 255 m. At the end of 2009 the total length of the separation segments was 9,992 m. During 2009 the light signalling equipment was equipped with tram preference at 19 crossings. The number of crossings with tram preference at the end of the year was 136 out of the 218 through which trams pass.

As to bus operation the preference development continued mainly in the area of active bus preference at the crossings controlled by lights. An increased stress was put on two complex projects of bus transport preference – "Hierarchisation of bus operation in the Želivského and Jižní Město sections (213)" and "Project of preference in the area of Prague 4". Within these projects fundamental measures were prepared for marking bus lanes on roads and bus traffic on tram lanes including preference at crossings. Besides that the

preference measures were implemented within the "Project of MMT preference in Prague". In 2009 the designated traffic lanes for MMT buses were marked on approximately 7,800 m of roads and approximately 200 m of tram lanes. At the end of 2009 the total length of designated lanes was approximately 14.8 km on roads and 8.7 km on tram lanes.

In 2009 the active preference system was installed at 19 more light signalling sites including equipping additional buses with respective preference components. The number of crossings (crosswalks) with bus preference at the end of 2009 was 93.

Effects of preference

- keeping (or increasing) the number of transported persons in consequence of stopping (or slowing down) passenger drain to the area of individual transport
- shortening travelling times and direct saving of operated cars
- energy savings (electricity for trams, oil for buses)
- eliminating the need for increasing line numbers that would occur when preference is not applied
- positive impact of preference on accident rate

Last year **the saving of 6** operated buses was achieved.

Results of the Transport Control department:

Number of disciplinary actions	Revenue from disciplinary actions
233,405	CZK 109,012,949
i.e. by 0.94% less than compared to 2008	i.e. by 7.15% less than compared to 2008

NEW SOFTWARE FOR TIMETABLES AND RELATED TASKS

During 2009 the innovation of the Timetable SW was related mainly to completing the project of break rotations in tram transport. SW modification and adjustment were made not only in the area of creating timetable graphics and shifts but also in creating driver shifts. Automatic reading into related programmes (driver shift creation, car fleet management, control room system, etc.) was tuned. The synchronisation of related programmes is made also for bus transport.

Also several functions were implemented from another SW development stage that will secure entirety, accuracy and better availability of the data included in timetables.

TRANSPORT CONTROL

Also in this year the transport control work was paid extraordinary attention in order to enhance and improve their activities. When hiring new controllers the stress was mainly put on their language skills as it was shown in the past that language barriers caused an increasing number of foreigner complaints. The cooperation with Crowsnest and Erika a.s. continued in purchasing electronic tickets; the so-called SMS tickets that are increasingly used by passengers. The popularity evidence of this ticket purchase shows more than one million tickets purchased a month by means of mobile telecom devices. Generally known problems with the multifunctional universal chip card – opencard

(hereinafter OC) suspended, by DPP decision from January 2009, the requirements for necessary modification of controller reader functions for fare validation on OC, and after the budget is released the problems will be resolved. The cooperation with the Municipal Police and the CR Police was quite intense this year. We managed to organise 200 common control actions. Since 2007 the transport controls are organised every day with the Municipal Police at selected night tram lines that not only improved security and criminality prevention in the PIT but also passengers payment morale.

The cooperation with Tessile ditta a.s. continued which, based on the mandate contract from 10 July 2008, was commissioned to provide comprehensive services of handling transport claims for unpaid fare and extra charges. Also the sale of these claims to this company after 6 months from their handover for claim collection was realised which is very convenient for DPP.

TRANSPORT RESEARCHES

Within regular monitoring of MMT network load, in the past year transport researches were also made.

The research results are one of the entry data for implementing such changes and modifications in MMT operation that will correspond to the optimum operation extent based on real passenger needs.

In 2009 we made a number of surveys of both large and smaller sizes.

In March and October 2009 we surveyed extensively altogether 139 bus lines in the northeast and southeast regions of Prague including adjacent areas.

Last year we made a number of operative surveys:

- we verified transport capacities of the cars of reserve bus transport,
- we monitored regular MMT lines at selected stops,
- we verified bus preferences at selected crossings,
- we detected passenger movements at selected metro station exits, etc.

ACCIDENT RATE

In 2009 the accident rate grew by 5.2%. The YoY increase was 146 accidents (2,943/2,797). In the metro operation the number of accidents grew by 6 (20/14), as to tram operation, it was reduced by 20 accidents (1,421/1,441), in bus operation it grew by 160 (1,502/1,342).

The number of accidents by fault of DPP employees grew YoY by 3.5%; the increase was 73 accidents (977/904); out of which in the metro operation the increase was by 3 accidents (10/7), in tram operation the increase was 2 accidents (232/230), in bus operation the increase was by 68 accidents (735/667).

In 2009 in the traffic accidents of DPP vehicles 5 persons were killed which is less by 6 than in 2008 (metro operation 1/3, tram operation 3/6, bus operation 1/2).

INFORMATION FOR PASSENGERS

The basic DPP activity in public information and the most required by passengers is the information about line routes, tariffs and current PIT changes in Prague.

Passengers can get them printed and as audio on an everyday basis at metro stations, surface transport stops and directly in cars and coaches. Other printed information materials, updated by important changes in line routing, tariffs, etc. are at approximately 400 locations in Prague and its surroundings (hotels, tourist information centres, etc.) as well as at stands of the so-called wire programme at metro stations.

In 2009 probably the largest information events from the viewpoint of transport measures were the closing at Hradčanská (Gymnasijní ČD, Špejchar), the information campaign on transport changes related to the visit of Pope Benedict XVI. or quarterly information on regular permanent changes in PIT line routing and line timetables.

In 2009, related to permanent and temporary changes in the PIT network, altogether 370 events with public notices at surface transport stops were prepared, leaflets for 23 actions were issued (always in several types) – leaflet quantities for individual events differ as per their severity and impact on line routing (to get a general idea it can be stated that e.g. the info campaign about the permanent changes as of 1 September 2009 used information leaflets in a total number of 160,000 pieces), and 122 press releases were prepared for press needs as well as 96 announcements at metro stations.

The largest events with the impact on passenger information last year were regular changes in line routing and PIT line timetables tied to the nationwide dates of permanent timetable changes. Depending on the extent of changes Prague maps were updated and published with the pictures of the line routing network, the info materials were updated in cars, metro stations and surface transport stops, and updated info materials were published intended mainly for the visitors of Prague.







Technology

Keeping the high standard of MMT transport performance means paying increased attention to all technical equipment, especially vehicles.

However, this also applies to the rail superstructure, mainly that of tram lines. After some time, at the end of 2009 we managed to purchase and put in operation approximately 90 buses, although it is still unsatisfactory and the Buses Administration Unit has to focus on repairing the current vehicle fleet. The state of rail vehicles was much better. Due to the new vehicle supplies and modernisation, old metro and tram vehicles have been liquidated, some vehicles have been scrapped, some sold or rebuilt to manipulator vehicles. Tram lines restoration continued and they are gradually accommodated to low-floor vehicles. Escalators were repaired and maintained in the metro vestibules on planned dates.

CAR FLEET

Underground

As of 31 December 2009 the car fleet had altogether 720 vehicles:

- original 81-71 type Russian vehicles
- 81-71M type vehicles restored in a Škoda Transportation a.s. plant
- new M1 type vehicles
- 3 Ečs type vehicles (historical set of vehicles)

In 2009 the deliveries of modernised 81-71 M vehicle sets from Škoda Transportation a.s. continued. As of the end of 2009 the inventory state of these sets in the Metro Vehicles Administration unit was 79. Out of this amount 28 sets were intended for line A (all sets are in operation with the passengers as per GVD), 51 sets for line B (48 sets usable for GVD and 3 sets in various stages of work in process or waiting for the documents from the Traction Office that are necessary for putting them into operation with passengers). In June 2009 the operation of 81-717 and 81-714.1 metro cars was terminated. In connection with introducing other restored 81-71M sets at line B the situation is, as to the number of sets at all Prague metro lines, basically stabilised.

Trams

As of 31 Dec 2009 the tram car fleet had altogether 969 cars, documented (operating) state is 954 cars, of which there are 17 three-part KT8D5, 26 modernised, low-floor KT8D5. RN2P, 150 T6A5 and 60 new, low-floor 14T trams.

The remaining cars are various modifications of T3 type. Car type T3R.P, the number of which is currently 347, and partially low-floor T3R.PLF cars (25 cars) are modernised type T3 cars.

In 2009 in OT Hostivař 13 T3 trams were modernised to type T3R.PLF, 3 KT8D5 cars to low-floor KT8D5.RN2P trams. As of 31 Dec 2009 12 cars were put out of service (3× T3, 2× T3M, 3× T3SU, 4× KT8D5). Thus in 2010 the modernisation of the last 5 cars to the low-floor T3R.PLF type will be completed, their total number will be 30, 3 cars will be modernised to T3R.P and 4 to low-floor KT8D5.RN2P types. This should complete the modernisation.

In 2009 4 disabled, low-floor RT6N1-2 trams and one T3 car were sold off. One T3M car type was transferred to the MMT museum and the other one was made into a plough. 5 T3 and 1 T6A5 cars were scrapped. Another 22 T3 trams have approved liquidation protocol and wait to be sold off or liquidated.

Since 2010 new, low-floor 15T trams are contracted for delivery. In 2009 1 prototype of this car was delivered, Invoice No. 9201, to verify their properties and secure all necessary tests. Taking into account the purchase of new trams and because of the limited capacities of individual depots, further reduction of the current car fleet will have to be made in line with the deliveries of new trams and their putting into service.

The average age of cars in operation is 13.18 yrs and the number of T type trams with exceeded technical life is 204. These cars make 21.32% of the total car numbers in operation, despite that they are still operated. Total mending percentage for 2009 is 6.73%.

Car maintenance is concentrated in 7 depots: Hloubětín, Kobylisy, Pankrác, Motol, Strašnice, Vokovice, Žižkov and in the Tram Repair Shop in Hostivař.

Buses

As of 31 Dec 2009 the Buses Administration Unit registered altogether 1,172 buses. 60 new SOR NB12 low-floor buses and 30 articulated NB18 buses were put into operation in the second semester. Moreover 2 ZEUS M200E electrobuses securing operation on line No. 292 were delivered. The delivery of new buses allows putting buses older than 20 years out of service. The impacts of not purchasing new buses in 2005-2008 were partly eliminated by extensive vehicle repairs with the aim to lengthen their operating life. Altogether 20 bus repairs were made in 2009. The average vehicle life was 9.71 years at the end of 2009.

After the experience of operating buses powered by emulsion oil this fuel was applied to other buses. Emulsion oil is much more environmentally friendly, it reduces exhaust gas emission – smoke emissions by approximately 50% as well as the content of other harmful substances. Apart from the environmental impact the financial benefit is also significant. After deducting the increased consumption, the savings are CZK 3.00 to 3.50 per litre of emulsion oil. In 2009 altogether 16,552 thousand litres of emulsion oil was consumed which represents a saving in oil purchase of approximately CZK 54 million.

TRAFFIC ROUTES

Underground

The Metro Traffic Route Unit secures the operation, maintenance and repairs of these technology facilities:

- **22 kV power system, electrical heavy-current equipment and lighting:**

converter stations and distribution transformer stations	61
22 kV cable networks	277 km
cable networks of supply substations	282 km
lighting facilities	112,000 pcs
- **communication and protecting equipment**

train protecting systems at all metro lines, communication equipment including phone network of surface DPP objects, DP access systems, and fire alarm signalling systems
- **metro stations, tunnels and operating and construction property**

metro stations	57
(altogether it is approximately 4.1 million m ³ of building volume)	
bridges	22
tunnels	117 km
- **rail superstructure and substructure** 143.2 km

- **transport facilities**

escalators	243
elevators and platforms	129
- **machinery and technology equipment**

machine rooms of main ventilation – ventilation shafts	86
machine rooms of station air conditioning	644
pump stations non-faecal and faecal	436
- **metro protecting system**

To secure the above activities the maintenance and repair plan was prepared which was fulfilled in line with financial possibilities so that a safe and reliable metro operation was secured. In 2009, among others, the following actions of larger extent took place:

- replacement of 1,814 pcs of wooden sleepers at lines A and C, i.e. 1,217 m rail length;
- repair of bridging at Michelská Street near the Kačerov metro station;
- completion of the 1st stage of the PROVAS alarm system;
- restoration of the CD building distribution transformer station that is important not only for metro, bus and tram operation but also for the police, the TSK camera system, etc.;
- project preparation of the second, barrier-free entrance to the Narodní Street

station, metro station repairs at the level of platform, and vestibule restoration incl. escalator replacement in relation to the Copa Centre construction;

- project preparation and implementation works at the second vestibule at the Stodulky station – in relation to the adjacent construction the necessary relaying of metro equipment was made.

Thanks to the professionalism of unit employees we managed to minimise the impact to the Prazskeho povstani station operation after massive flooding from repeated water feeder breakdowns to the distribution transformer station and switching station, and subsequently put the equipment into service.

Unfortunately a significant shortage of financing in the field of replacement investments did not allow strategic restorations over the past two years, mainly to planned replacements of escalators and restoration of the metro supply system.

Trams

The Trams Route Unit suffers a significant shortage of finance mainly as to investment, the result of which is the deepening of internal debt. Despite that in 2009 we managed to execute a coordinated set of restoration and repair works in the Prague 8 district and that completed the activities started already in 1993 and several tram track sections in emergency states were eliminated. So an external contractor restored the crossing of streets Klapkova – Střelničná including part of the Březiněveská terminus and also several track sections

were restored between Střelničná and Sídliště Ďáblice, including the terminus. The first positive impacts also saw the construction of the Northeast part of the City Circle road. There was a long-term closure of the route around the Hradčanská metro station, however in July the operation between Sparta and the Špejchar terminus was reopened, and in November this section was connected with the route in Badeni Street which resulted in decongesting Chotkova Street.

The route restoration under supervision of the Tram Routes unit (JDCT) was made mainly at Bělohorská Street between Ankarská and Falcká Streets, between Švanda Theatre and Újezd and for the first time since 1939 also in the premises of the Kobylisy depot. The route was reopened between Hostivařská and Hostivař station including the terminus revitalisation where three of four crossovers were liquidated. The restoration of the trolley-line in the section Anděl to Újezd was made. The works were started on liquidating the last oil transformers in the Klárov converter station. We restored in our own capacity the 22kV switchboard of the Starý Žižkov converter station and modernised the cable network at 14 října square which meant liquidating the last obsolete and dangerous 1-AKP type 1×500 cables without sheathing protection.

In 2009 no more continuous restoration of the rail superstructure by means of the BKV panels method was made. This technology was applied in larger extent only at an emergency repair at the Liben bridge, however only the panels disassembled from other routes were available. After good experience with the rail structure replacement at Charles' square in 2007 the way of "weekend

replacement" was used in Lazarská Street, at Vinice, near Strojimport and in partial modification also at Výstaviště. In this way the impact on surrounding transport is minimised. We recorded longer and more complex rail structure replacements only in the area of the Kobylisy depot terminus; extensive arch replacements were also made on the Ohrada to Palmovka route. An important work was also a complex grinding of tram routes. Grinding contributes significantly to reducing tram transport noise levels and vibrations. In the larger extent we also made repairs in the form of efficient machine arc welding.

The DCT unit also takes care of bus stations. This area was negatively affected by the size of allocated funds, however a substantial help is provided through the project "Prague – a clean and green city" within which the Road Technical Administration took over the care of garbage bins at bus stations from us. Thus our bins were removed from marks during autumn. A certain hope for the future is the construction of new waiting rooms and markings made by JCDecaux and Rencar, however this project recorded only minimum progress in 2009.

TECHNICAL SUPERVISION

In the sense of the company organisational order the main activity of the Technical Supervision Department is to guarantee for the whole company the legally correct operation of the UTZ and VTZ equipment as per Regulation No. 100/1995 Coll.

In 2009 this activity was focused on:

Electrical equipment section – carrying out legal revisions at electrical equipment. At specified electric and transport facilities that are in the sphere of action of the Traction Office the technical inspections and tests were also carried out for issuance of the so-called Certificate of Competency as per the conditions determined by Regulation No 100/1995 Coll.

In 2009 the following revisions were carried out:

Distribution transformer stations	37 pcs
Converter stations	9 pcs
Security equipment	5 pcs
Service areas of metro stations	19 pcs
Public areas of metro stations	23 pcs
Metro tunnels – traction and HV	7 pcs
Metro tunnels – LV equipment	10 pcs
Administration building and workshops	13 pcs
Trams (historical cars)	22 pcs
Escalators	91 pcs
Lifts	47 pcs
Cranes	30 pcs
Platforms	17 pcs
Other equipment	17 pcs

Altogether 347 revisions of electrical equipment and 114 inspections and tests were carried out including protocol issuance.

Machinery Department – carrying out prescribed revisions as per Regulation No 100/1995 Coll. at:

- **Lifting equipment**

Operating revision and revisions	527 pcs
Inspections and operating tests	37 pcs
Extraordinary revisions	30 pcs
- **Transport equipment (escalators, elevators, platforms for the disabled)**

Operating revisions of escalators	775 pcs
Inspections and tests of escalators	41 pcs
Inspections and tests of elevators	43 pcs
Inspections and tests of platforms	2 pcs
Operating revisions of escalators (contracted)	69 pcs
- **Pressure equipment**

Operating revisions	376 pcs
Internal revisions	25 pcs
Leak test	25 pcs
- **Low-pressure boiler rooms and boilers**

Gas fired boiler houses	7 pcs
Gas boilers	21 pcs
Electric boiler hoses	7 pcs
Electric boilers	13 pcs

- **Gas equipment**

Operating revisions	99 pcs
Inspections and operating tests	31 pcs
Gas equipment controls as per ČÚBP Regulation No. 85/1978 Coll.	110 pcs

The Technical Supervision Department prepared within its legislation activities the CEO instruction No 14/2009 – Technical Equipment Rules.

POWER ENGINEERING

In 2009 the Power Engineering Department continued to implement positive changes in contract relations and thus reduce energy costs. Another priority area was detecting and implementing possible energy savings.

Electrical power

DPP is still the largest current municipal consumer of electricity. In 2009 the total electricity consumption was 348.1 million kWh which represents the financial expense of CZK 939.07 million. Out of that only the traction operation (metro and trams) consumption was 223.7 million kWh. The expense for this energy was CZK 607.6 million.

When compared to the previous years the metro consumption has continuously slowly decreased. The decrease is due to the change in coach fleet structure, increasingly more coaches are operated with recuperation. Thus specific electricity consumption decreases slightly each year – for metro 1.69 kWh/coach/km.

Tram specific consumption remained at the 2008 level owing to the higher number of cars operated with recuperation although the 2009 winter months were significantly colder which increases the power consumption of surface transportation. In 2009 the tram specific consumption was 2.79 kWh/car/km. Continuation of the newly applied system of tram traction consumption evaluation and introducing a new system of reserved capacity purchases in 2009 brought savings of approx. CZK 18 million.

Heat

The largest heat supplier to DPP remains České teplo s.r.o. securing heating, maintenance of thermal networks and water distribution in the premises at Hostivař and Kačerov, the depots at Pankrác (1st stage), Zličín, Motol and garages at Řepy, Klíčov and Vršovice (2nd stage). In 2009 we purchased 280,119 GJ of heat from this supplier for which we paid CZK 171.898 million. In 2009 the heat consumption was invoiced as per the price agreements that were in compliance with valid legislation. The settlement of originally concluded contracts brought DPP significant savings. Registration thermo-meters were installed before the 2009/2010 heating period in decisive selected DPP objects where heating is provided by České teplo. Via regular evaluation and operative work meetings with the supplier, overheating these premises was eliminated which lead to relatively significant heat savings as compared to 2008 (29,663 GJ).



Heat delivery from other suppliers was 51,400 GJ for which we paid CZK 20.945 million.

Natural gas

Heat from our own sources (gas boilers) was delivered to depots at Žižkov, Vokovice, Strašnice, Střešovice, in the Florenc and TC Radlice metro stations and for Švábky, the Central Control Room and Vinohrady.

Gas consumption in 2009 was 1,953 thousand m³ for CZK 20.203 million.

Water and sewer charges

The DPP water supplier is Pražské vodovody a kanalizace, a. s. In 2009 we took 715 thousand m³ for CZK 18.65 million. Sewer charges include not only refuse drinking water but also water leakage in the metro and rain water.

In 2009 we paid for 2,317 thousand m³ the sewer charge of CZK 53.654 million.

Savings

The "Savings" work team that was established in 2008, the members of which are selected from across all DPP parts, also held regular meetings in 2009.

The main task of this team is detecting possible savings in all kinds of energy.

Over its activity period the team has proposed a number of economy measures that have brought significant savings of not only energy, but also expenses (e.g. lighting restriction on the Hlubočepy to Barrandov line, in cooperation with the Metro Transport Route Department restricting ventilators operation of the metro main ventilation, etc.

INTERPLANT TRANSPORT

In 2009 the services were successfully provided by cars, trucks, special vehicles, building machinery and machinery. The unit took part in important construction works of the Tram Transport Route unit, e.g. TT restoration at Kobylisy, Bílá Hora, and others.

A MAN towing crane for lifting 14T and 15T trams was delivered. The vehicle was legally put in operation and the operators were trained. It serves not only DPP but also to external customers such as the CR Police.

Throughout the year the Unit achieved additional savings with the aim to make its operation more efficient. As to operating expenses it put 29 trucks and machinery, the operation of which was not economical, out of service. Three vehicles were provided to the Fire Rescue Brigade.

As to personnel expenses, it reduced the headcount by 30 employees. In order to save investment expenses the project implementation of car replacement was launched in the form of operative leasing. STK was successfully recertified for the quality management system (QMS) EN ISO 9001:2008 for 2010.



Finance

Prague municipality approved for Prague Public Transport Company, a. s., from its budget the subsidy for 2009 to its profit/loss for covering expenses of the public road transport in the amount of CZK 9,073,420 thousand (based on an expert estimation of demonstrable loss stemming from the audited calculation formula for 2009). The subsidy was accounted for in the amount of demonstrable loss due to the public service liability for the Prague municipal mass transport in the amount of CZK 9,356,206 thousand (excluding the CO subsidy in the amount of CZK 40,000 thousand and the Trendsetter project subsidy in the amount of CZK 153 thousand).

For the bus transport a subsidy was provided for suburban lines and outer strips in the total amount of CZK 51,269 thousand, and from the municipal district Prague 4 DPP received a purpose subsidy for higher maintenance expenses for the metro station amounting to CZK 228 thousand.

The profit in the assessed period was CZK 7,310 thousand.

Fare revenues

The Prague integrated transport revenues including fare mark-ups in 2009 were in the amount of CZK 4,398 billion which is year-over-year, compared to 2008, a decrease of 43%.

As to commuting tickets we saw the revenue decrease from the beginning of 2009. The yearlong revenue decrease for commuting tickets YoY was 3.65% while when employee tickets and the tickets issued with holders' ID are included, the decrease is 3.42%. The highest decline was seen at 365-day

commuting tickets where the revenue fall was 24%. In comparison to 2008 the revenues are aligned no break between lines for advantage commuting tickets for junior and student passengers from 15 to 26 years. We see a revenue growth of 11.60% at quarterly and 90-day advantage commuting tickets for seniors from 60 to 70 years and for the citizens in financial distress. Other advantage commuting tickets show an average decrease of 3.72%. A significant year-over-year growth was recorded in commuting tickets with an optional start of validity issued without ID which shows growth of 108.01%. Here the growth is mainly due to the possibility to buy this 365-day commuting ticket anytime throughout a calendar year.

The revenues from commuting tickets including employee tickets and commuting ticket duplicates were last year CZK 2.536 billion and represent a share of 60.18% of the total revenue in the Prague Integrated Transport (PIT) system. The revenues from single transfer tickets decreased year-over-year only slightly, by 0.88%. However, we can see a significant fall of 10.18% in the sales of single tickets with limited transferability whereas the revenues from full single tickets fell by 10.49%. The revenues from single tickets including short-term commuting tickets and flat charges are in total CZK 1.678 billion which is 39.82% of the total revenues in the PIT system.

The revenues from single and commuting fares for the municipal mass transport (MMT) zone (P+0) is 95.22% out of the total PIT revenues, the revenues from the PIT outer zones fare is 4.78%.

The PIT revenue plan in 2009 was fulfilled at 95.10%.

TRANSPORTED PERSONS

In the area of the Prague Capital the number of transported persons year-over-year slightly decreased by 2.12%. On the contrary the number of passengers transported by DPP in 2009 in outer zones grew by 10.84%.

Due to the cancellation of yearly "paper" tickets and the transfer of their sales to opencard, the number of transported persons using advantage tickets issued based on providing the holder with an optional start of their validity time grew substantially. Here the growth was 71.25%. Also a high increase can be seen as to the persons using commuting tickets issued without holder's ID with an optional start of the validity period where the growth was 48.77%. Overall the number of passengers using all commuting tickets decreased by 1%. Also in 2009, in spite of highly successful sales of SMS tickets, the total number of single tickets decreased by 4.35%.



INFORMATION TECHNOLOGY

In 2009 the IT Unit worked on several key projects. In the IT operation area we managed to increase tenfold the data throughput of the radio microwave network in depots and garages, we migrated a server backup system to an independent cluster platform and SQL servers with the central applications to a more powerful platform of the IBM blade system.

As to application software, the project "Systems Migration from platform HP UNIX to platform IBM AIX" was launched in cooperation with Computer Sciences s. r. o. The project subject was the migration of central systems Elanor Global – HR and payroll system, SAP R/3, SAP BW and the Ticket Documentation application. The project management was executed by the ERP and IT project department (ERP – Enterprise Resource Planning) in close cooperation with the module team heads who mainly verified the migrated data. The projects were duly completed at the end of 2009.

ARCHIVE

In 2009 the Archives department also standardised document storage in the registry and archive and the shredding process with the Prague Archive. Throughout the year approximately 250 running metres (rm) of documentation were transferred to the registry for long-term (temporary) storage, approx. 30 rm of documentation for permanent storage and 14 rm of personal cards of former employees. Within the shredding proceedings throughout 2009,

in compliance with respective legal regulations, approx. 15 tons of reject documents were liquidated which represents, similarly as in the previous year, approx. 235 rm of record material. The shredding process for the next period will take place continuously. In the future period an increased demand for document storage in the registry is expected either in relation to DPP organisational changes or especially due to longer shredding deadlines because of various legal regulations.

Eight researchers were registered in the archive in 2009. Other numerous expert consultations, such as for the needs of journalists, other organisations and private researchers, are not included in this list. In 2009 the professional work of the DPP Archive focused mainly on the 35th anniversary of the Prague metro operation opening. The Archive provided a couple of interviews to various TV crews on the topic of MMT history in Prague. A new close cooperation was launched with the Transport Faculty of the CVUT University that was reflected mainly in the partial preparation for the exhibition "Vision of Prague Transport" and presentations within this exhibition. The Archive cooperated closely with the Marketing and Communication Dept. (including regular historical articles for the DP-kont@kt) magazine and with the Historical Vehicles unit it took part in the preparation of the exhibition "History of Czech Transport" in the Senate building.



Human Resources

In 2009 Dopravní podnik hl. m. Prahy, a.s. employed over 11,000 employees in various occupations, out of which almost 4,300 are drivers and engine-drivers. Of course human resources policy is paid a lot of attention in such a big company.

In compliance with the DPP HR strategy and concept we focused on maintaining an optimum number of employees in individual categories, streamlining the company's organisational structure, developing the occupational skills and knowledge of our employees, and making the internal communication quicker and easier. In the course of the year several projects were successfully completed within the motivational programme of seeking and implementing savings measures. Our main target remained the growth of work performance and work efficiency.

Throughout the year we also had to react to the changes in the legislation impacting the company human resource policy. Amendments were made in the act on social security insurance and the contribution to state employment policy, the act on employee health insurance, the additional pension insurance act, etc. The changes in these acts were directly reflected in the company's internal regulations.

HR DEVELOPMENT

As of 31 December 2009 the company headcount was 11,057 employees, out of which 9,516 are men and 1,541 are women. The employee number and structure is based on the employment needs and possibilities in our company. The strongest group are MMT drivers (38.8%), then blue-collar workers (35.5%) and then white-collar workers (25.7%). The total company headcount tends to decrease. The headcount decrease did not affect MMT drivers. The education and age structure of company employees did not significantly change in 2009. Still the middle-aged employees with medium-level education ended by a school-leaving examination and medium-level education without a school-leaving examination prevail. The education structure corresponds to the occupational structure in the transport and technical branch.

HR STRATEGY

To improve HR department communication we started working on setting up the HR information system with the key objective to inform employees on all important events in DPP. Through active provision of information we want to create a good atmosphere in DPP. In 2009 we started innovating the assessment system. The most fundamental change was transforming an assessment form into electronic format which enabled linking assessment outputs directly to the payroll. In this way we eliminated the administrative burden connected with form filing and handover. Also important is a newly implemented link of assessment

to the system of HR reserves. The aim of these changes is particularly to reduce the administration burden on executives. In 2009 the first stage of innovated assessment was launched which applies to the employees with a contract wage. Extraordinary attention was also paid to further employee education, mainly of HR reserves.

As of 1 April 2009 the Services Department was dissolved with the aim to reduce the administration burden, improving and simplification of communication within DPP and improving an investment plan coordination. Its activities were moved to the CEO Department, Transport, Technical and Economic departments.

As part of saving finances spent on metro coach fleet maintenance, as of 15 December 2009 altogether 273 employees of the Metro Vehicles Administration Unit were outsourced to Skoda Transportation a.s.

In 2009 203 jobs were altogether cancelled, the affected employees were provided help during this difficult situation.

WAGE POLICY

The company wage policy was implemented in the form of a single collective agreement including the general rules for remuneration of all company employees.

The average employee monthly pay in 2009 was CZK 28,286; total payroll expenses were in total CZK 4,022,525 thousand. The payroll amount was significantly affected by the redundancy payments due to organisational reasons.

Overtime work substantially decreased in 2009.

In comparison to 2008, the 864,523 overtime hours of 2009 is 288,170 hours lower.

EMPLOYEE TRAINING AND EDUCATION

We pay permanent attention to employee education in accordance with our strategic goal in the field of efficient human resources management. The educational system is focused on all occupations. We continuously prepare periodic training and testing within the development of professional competency, organise professional courses and seminars based on current educational needs. We successfully completed the 6th year of the Line Management School programme.

In 2009 we completed the Communication Skills Training project for operations employees intended for the drivers of buses, trams, metro station staff and transport control workers.

Among important educational activities are also the preparation and launch of the projects Soft Skills Development for HR reserves and the Managerial, Communication and Presentation Skills. The objective of these projects is to deepen individual skills and support company management through a highly qualified management team.

SOCIAL POLICY

Employee benefits through which the company strives to increase their motivation were set in the same extent as in 2008 (according to the 2008-2009 collective agreement).

We provide employees an allowance for additional pension insurance, life insurance, leisure vouchers, child holiday allowance, meal allowance, financial allowances at work anniversaries and the first job termination at retirement or third degree disability pension, employee fares for employees, family relatives and pensioners – former employees. We pay an employee liability insurance policy for damages caused to the employer.

Bank holidays are paid out of the payroll in case of work obstacles outside of the appendix to Government Directive No. 290/2006 Coll., compensation money above the limits of the Labour Code.

Since 1 February 2009 (based on the concluded 2nd annexe to the 2008-2009 collective agreement) a wage compensation is paid twice a year in the amount of 60% of the average wage for the first three days of sick leave.

Since 1 July 2009 (based on the 2nd annexe to the 2008-2009 collective agreement) the employer secured legal representation for the transport control employees against whom criminal or misdeed proceedings are conducted for a deed incurred in relation to work performance. In case a transport control employee is found guilty the employer will cover these expenses in the full extent.

The collective agreement for the period 2010-2012 was concluded in December 2009.



Purchasing

In 2009 the Purchasing Unit was included in the CEO Department in relation to the cancellation of the Services Department.

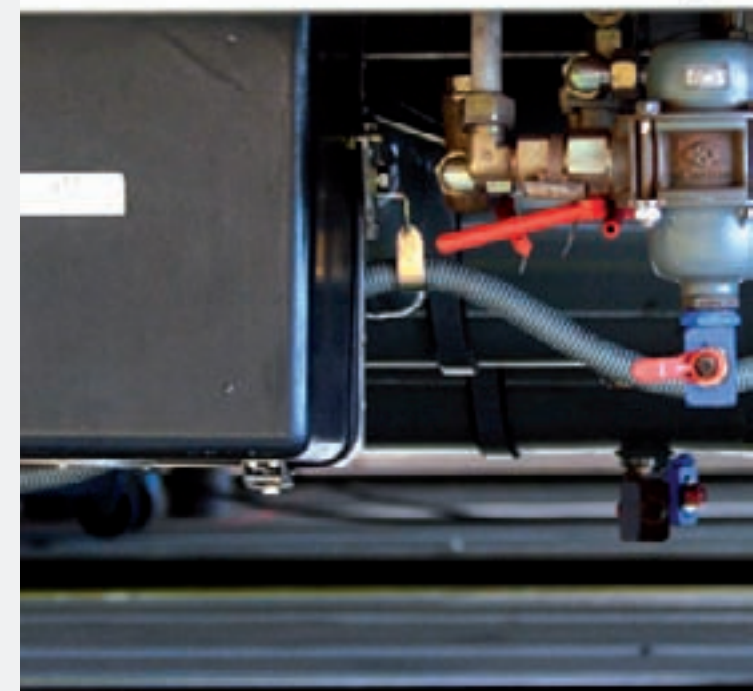
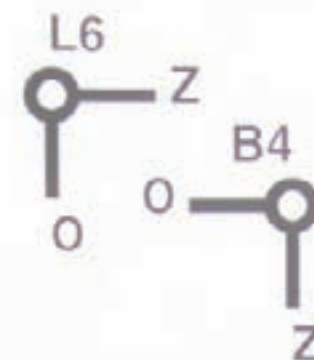
The Purchasing Unit successfully fulfilled the re-certification conditions of the quality standard as per ISO 9001:2008. Throughout the year the changes were implemented or launched with a positive impact on the economy of material and services procurement and storage processes such as the unification of needs planning of the operational units, the modification of purchasing office supplies and consumer goods in the form of goods catalogues, also a services catalogues is available making use of the same principle as the unified materials code book. The admin processes of gas stations were modified and this responsibility was outsourced to an external company.

As to small orders, the Purchasing Unit has been using an electronic tool in the ppeSystem environment since the 2nd semester of 2009. Part of the system also includes electronic auctions. We assume gradual active participation of internal clients in the process of new suppliers electronic selection. Within the Purchasing

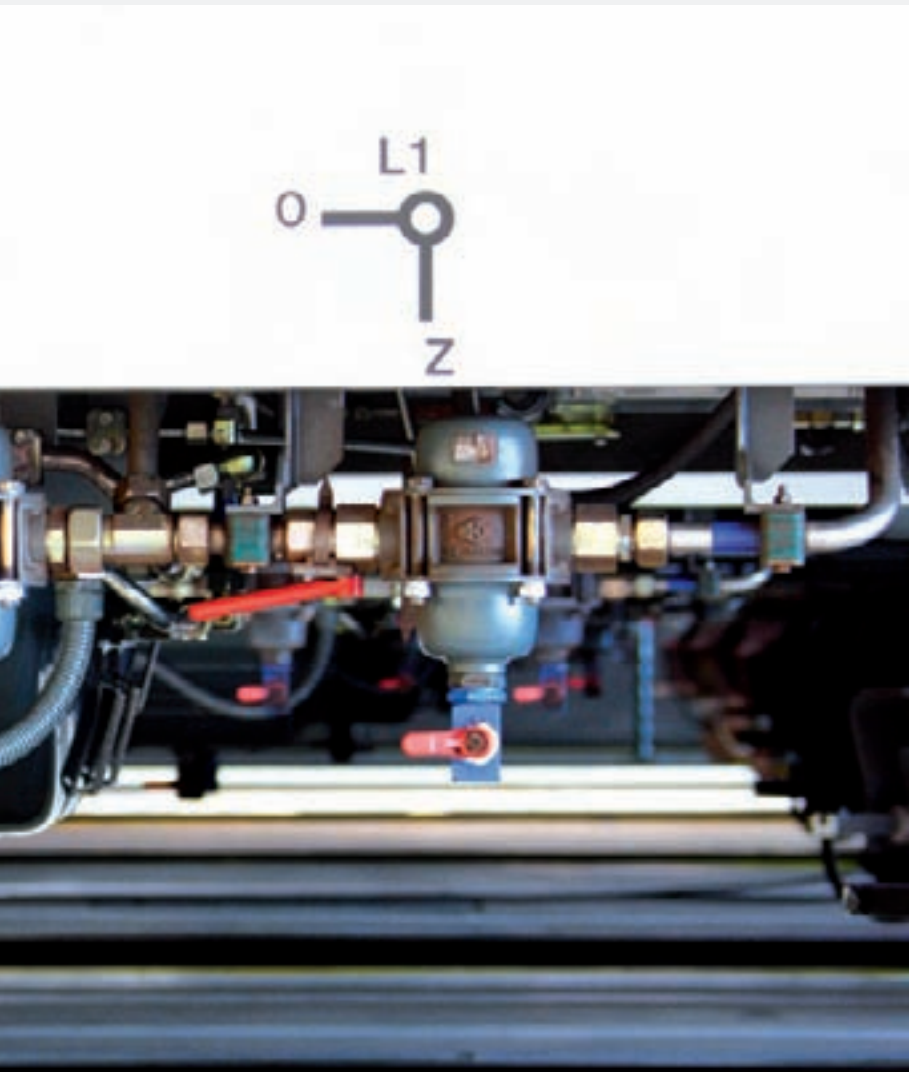
Unit the stock control processes were optimised with direct effects on wage savings. Another change having a favourable financial impact is entering contracts in SAP and using the references to the contracts. As this is a very demanding activity in terms of administration the contract entering will continue also in the next year.

Last year the Purchasing Unit heavily focused on efficient material purchase management and higher pressure on better utilisation of material stock at the level of central and operating storages which resulted in a YoY decrease of the total inventories level by 25% in financial terms. This result partially reflects also the impact of activities and inventories outsourcing.

This active approach of the Purchasing Unit brought total savings from material and services purchasing in the amount of CZK 50 million in 2009. The savings were achieved through the decrease of purchase pricing from our current suppliers and also at the same time through the better pricing of new proposals.



Immovable assets administration



The Immovable Assets Administration Unit provides the comprehensive filing and administration of immovable assets owned by DPP.

In 2009 the Immovable Assets Department concluded 241 contracts related to handling immovable assets. These are mainly rent agreements, contracts for real burden establishment and purchase contracts for the property unused in operations. A significant part of the rent agreements are the agreements concluded as the settlement of property rights for the property owned by DPP and used without legal title.

As part of the calls for returning groundless benefit the amount of CZK 5,954,107 was received by DPP.

The Technical Property Administration Department, as part of its building repair and service activity resolved 5,500 helpdesk cases within immovable assets operating maintenance.

As to the environment the operational rules for large sources of air pollution were approved.

Safety

CONTINGENCY PLANNING

In the area of contingency planning in Dopravní podnik hl. m. Prahy, a. s., we are devoted especially to the tasks resulting from the DPP Crisis preparedness plan and contracts between the Capital City of Prague and Dopravní podnik hl. m. Prahy, a. s., related to a mutual cooperation when solving crisis events. In order to increase the safety of the travelling public in Prague, the Anti-chemical warning system was installed in selected underground stations as a part of the underground protection system. In 2009, its testing operation continued, which was checked by a thematic exercise in November. This was focused especially on verification of the correctness of the DPP dispatching procedure and determination of real time axis of information transmission.

A significant update of the DPP Flood plan, as well as the issue of a new internal standard "Organisation of crisis management in DPP" were carried out, which reacted to changes in the DPP management system.

In accordance with the task of the Capital City of Prague, negotiations with HZS Praha were initiated that relate to the suitability of establishment of a civil protection facility for hiding the population in the underground.

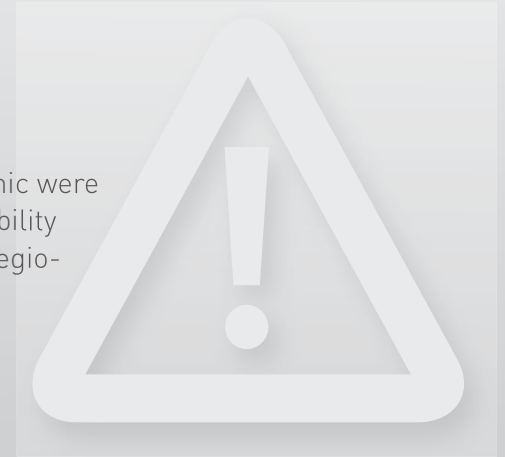
In order to ensure the information security in DPP, works in the area of defining the DPP security policy were initiated on the establishment of an Information system of crisis management for the Capital City of Prague according to the task of the Council of the Capital City of Prague.

Within the crisis management, numbers of operational workers needed for the

operational security of DPP at the time of epidemic were determined, furthermore, for the problematic liability of DPP service employees from the view of the Regional Military Command Prague.

Contingency planning documents were unified between DPP and the Crisis plan of the Capital City of Prague, especially in the area of floor plans and critical infrastructure objects.

Negotiations related to the arisen problematics were taking place from the view of crisis management and planning, in the case it would come to a transitional supply way of ensurance of operational activities of the underground traffic route.



SAFETY AND PROTECTION OF PROPERTY

The area of safety and protection of property ensures the protection of personal data, protection of secret information, conceptual analysis of a security guard, including the contracts in relation to security service agencies, company's own employees and companies ensuring the technical eligibility of technical equipment. In addition, we have been cooperating with the Police of the Czech Republic and the Municipal police in relation to safety precautions and safety situations. The camera systems were renovated, the number of spray-paint attacks on property slightly decreased when compared to the previous year. In 2009, safety proceedings took place on the part of the National Security

Authority in our company, resulting in the issuance of the "Entrepreneur Authorisation" for access to secret information of the "Reserved" security degree for the next period. The Security Department also ensures and records the access of persons and entrance of vehicles of external companies into the DPP objects, where the agenda has significantly increased in consequence of outsourcing.

LABOUR SAFETY

The principal aim within the OSHP is to seek a potential health threat of employees, and thus to prevent causes and sources of occupational accidents. With respect to the legislative changes and changes in the workplace layout, the OSHP Department focused on mapping the activities of DPP in the course of 2009 and the related categorisation of workplaces according to the rate of occurrence of factors that may affect the health of employees in conformity with Act No. 258/2000 Coll.

The OSHP Department participated to a certain degree in the preparation of base documents to materials related to OSHP for conclusion of outsourcing contracts, furthermore, base documents for the project "Complex project of sanitary conditions at workplace" and last but not least, there was an effort to improve the OSHP Niveau intranet site so that the employees have a sufficient amount of information available from the area of occupational safety, especially for the management needs at all management levels.

As like every year, we provided conditions for check-ups carried out by the

authorities of the public health protection at DPP workplaces, during which no significant deficiencies in the area of hygiene, working conditions or ensurance of health preventive care at workplaces were found.

The effort of the department is to improve the communication level inside the organisation on the field of occupational safety, since this matter reflects in eventuality the culture of each organisation.

FIRE PREVENTION (FP)

In the area of fire prevention, the aim is to prevent fire and minimise its impacts on life, health and property.

The guarantor of DPP fire prevention ensurance and the partner for state administration bodies in the section of fire prevention is the Firefighting and Rescue Brigade of DP (thereinafter referred as HZS).

Within the authority of HZS falls fire prevention, ensurance and care of fire liquidation agents and ensurance of continuous fighting power of HZS units for fire liquidation and solving other extraordinary events in DPP objects and facilities and in DPP operation.

In 2009, we noted a total 541 attendances of HZS units, from that 14 fire attendances, 288 interventions of technical character (technical assistance, traffic accidents, ecological accidents, natural disasters), 70 testing exercises and 169 attendances for electric fire alarms.

We were carrying out the preparation and practise of emergency procedures for the new low-floor trams Škoda 15T low-floor trams and SOR NB12 buses. We proceeded in professional training related to the solution of a prospective terrorist attack with fighting chemical agents in the underground and participated in preparation of an anti-chemical alarm system in the underground. We ensured a regular professional theoretical and practical preparation for members of the volunteer fire company unit of the enterprise, providing the fire protection of bus garages.

By specific actions such as meetings and joint training, we have deepened the cooperation with the Firefighting Rescue Service of the Capital City of Prague and other units of the Integrated rescue system.

We controlled all pillar, side-walk and wall hydrants and coordinated the checkups and revisions of fire extinguishers in DPP. We were continuously updating the documentation related to fighting fires, especially in connection with construction changes at the street level and level of underground halls.

The basic task in the area of fire prevention is the hazardous state prevention, i.e. fire and hazardous situation prevention, fire safety guaranteed to the employees of DPP and travelling public.

We were carrying out controls of meeting the obligations determined by fire prevention regulations in all objects and facilities of DPP. In the case of detection of defects, measures for their troubleshooting are adopted.

In 2009, 161 managers, 1,765 members of preventive fire guards and fire supervisors and furthermore 156 managers of foreign companies were trained within the framework of DPP.



Within the area of fire protection of constructions, we were carrying out the approval and assessment of new construction projects and reconstructed buildings, participated in inspections and approval of constructions.

We proceeded in marking the objects and equipment of DPP with safety marks. In the cooperation with the HZS unit, training fire calls were carried out on the selected objects.

CONTROL

In 2009, the Control Department focused within its competence especially on the detailed function verification of the internal standards and company's operational regulations with the aim to remove prospective deficiencies, and eventually recommend potential improvements. The range of controls was carried out based on the control activity plan, where topics of the individual DPP departments were taken into account, eventually operatively solving the requirements of the company's management to specific findings and filings. The output of these controls were control reports processed in detail that represented a base document for managers, in whose competence the given control took place.

An integral part of the activity of the Control Department was the realisation of an operational breath test for alcohol by operating as well as techno economic workers of the company including tests for the presence of narcotic and psychotropic substances.

Since February 2009, the scope of action of the Control Department was extended by controlling DPP employees that are temporarily unable to work in conformity with Act No. 187/2006 Coll., on sickness insurance. A part of this activity was also an intensive cooperation with Česká správa sociálního zabezpečení (Czech Social Security Administration).



Marketing and communication



In 2009, we proceeded in successful projects from 2008 and introduced several new ones. Furthermore, we endeavoured to build a positive image of Dopravní podnik hlavního města Prahy as a quality partner for life in the metropolis.

At the beginning of 2009, we prepared the campaign „We behave responsibly“, which was focused on passenger behaviour in urban mass transportation. By the stress free form of comic figures, we pointed out the way passengers should treat one another in the basic situations which occur during travelling by urban mass transportation on a daily basis. Besides posters and handouts, spots were created to be shown on displays in the underground stations and on the internet, the spots were accompanied by music.

In May, we celebrated the 35th anniversary since the initiation of underground operation. On this occasion, we prepared in cooperation with the DPP archive a brochure about the historical and present Prague underground. For the public, we prepared an open-door day in the Kačerov depot. A part of the celebration was also a knowledge quiz on the website of DPP. The winners could visit the Florenc underground station at the time of the transport shutout.

The popularity of the Prague museum night has been rising year after year, too. On 20 June its 6th annual volume took place and again, Dopravní podnik hlavního města Prahy was the official transporter, setting out 55 buses on 8 special-purpose lines on this occasion.

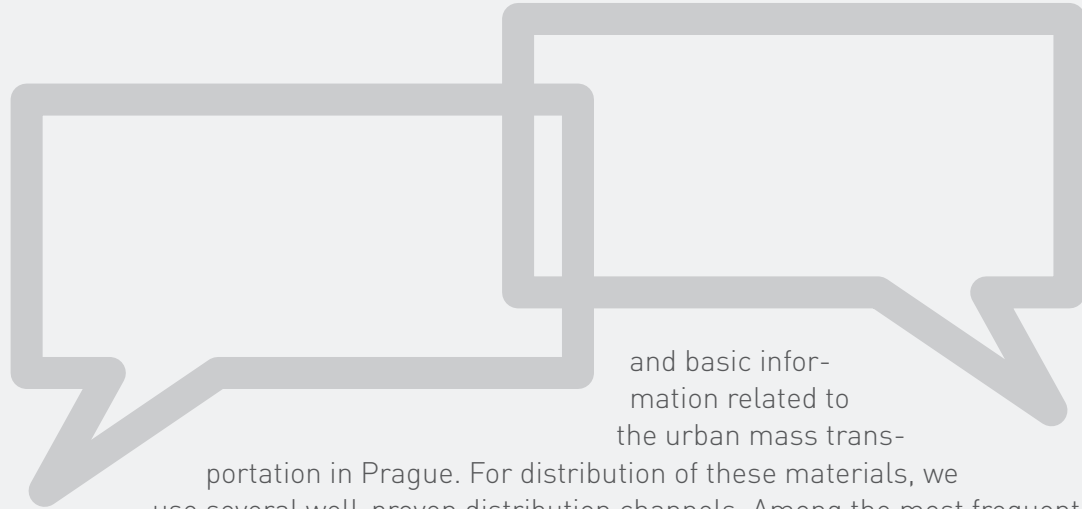
The cinemabus of Dopravní podnik hlavního města Prahy set out through summer Prague and its close vicinity already for the second time. For 2009, 22 places were chosen and in total 78 projection nights took place, being visited by more than 15 thousands spectators (the average attendance was almost 200 persons per presentation).

The spectators could watch 9 Czech movies. Within the frame of the cinema bus, a collection action for the project Help the children took place and it collected more than 10 thousand CZK.

In summer, the second expanded edition of the publication 110 trips with Dopravní podnik hlavního města Prahy was issued. The first edition was sold out within 15 months, so we decided for an updated reprint, in which the Praguers and city visitors are again very interested.

Also in 2009, Dopravní podnik hlavního města Prahy proceeded to develop the electronic fare. During the year, the project opencard has been gradually taking place, however, without any further media support. In November, the telephone number for the SMS ticket was changed, namely for reasons of the preparation of possibility to purchase more types of fare.

The Marketing and Communication Department also pays constant attention to the preparation of materials for the public, including foreign visitors. Thus, we have been regularly issuing, in cooperation with the Transport Department, updated information materials with an excerpt from tariff, transport connection



and basic information related to the urban mass transportation in Prague. For distribution of these materials, we use several well-proven distribution channels. Among the most frequently used channels belong the so-called wire programme at the underground stations where these materials are available free of charge. The communication with the public and media took place already in an established form of work groups. The employees dealing with complaints and stimuli from the public during 2009 processed a total of 6,877 proposals, representing an annual comparison increase by 13% when compared with 2008, respectively an increase of 76% when compared with 2006. Also thanks to the increase, caused especially by the increased use of electronic communication, it came to a staff increase by one person in the first half of 2009. The trend of steep increases in 2007 and 2008 in tens of per cent seems to be stagnating with the year 2009. We can expect to reach a certain steady limit in the form of quantity of proposals in 2010.

The communication with media in 2009 brought a total of 4,030 outputs in the main media, indicating on average 11 media outputs per day including weekends and holidays, and over 650 secondary outputs during the course of the year, which are connected with the activities of Dopravní podnik hlavního města Prahy. The most outputs in the printed media were in Pražský deník (516 outputs) and MF Dnes (508 outputs). In the area of audio-visual media, the most space for DPP in 2009 was provided by Česká televize within the programmes ČT1, ČT2 and ČT24 (336 outputs). Most frequently, DPP appeared on the independent transmit channel on Prima TV (182 outputs). Among the broadcasting stations, it was the public stations that informed about the DPP most (total for

Český rozhlas 171 outputs). Among the internet news servers, the most space was obtained by DPP at idnes.cz (211 outputs).

The busiest month from the media point of view was November (840 outputs), namely thanks to the "strike crisis" and negotiations between the trade union of DPP and city representatives regarding the financing of DPP and due to the publication of the first opencard audit. On the contrary, the most restful month from the media point of view was April (199 outputs), when the most frequent topics were the traffic restrictions due to the visit of US President Obama and shutouts, and other changes and traffic restrictions.

The internal communication consisted in this year in issuing the magazine DP kont@kt, distribution of official information from the management of Dopravní podnik hlavního města Prahy to employees, and in cooperation with other DPP departments, during organisation and realisation of several campaigns with benefits for employees.

In 2009, passengers could address their questions to the telephone line of Info centres, or personally to one of eight Info centres, only seven (as of 30 November 2009, as the operation of the Info centre at the Můstek underground station on line B was terminated). Every day from 9 am to 9 pm a free info line was available, where its operators managed to handle 300 to 400 enquiries every day, and in case of extraordinary events even double.

In 2009 it was possible to apply for an opencard at the info centres (besides Airport 1 and 2), purchase and load the electronic fare to the opencard and pick up a coupon purchased via the e-shop. Furthermore, information about MHD, time tables and connections, sale of the individual information materials, maps and publications, sale of the individual time tables, receipt of claims, sale and issue of PIT permits are provided here.

International relations

In 2009, the European project SPUTNIC was terminated, whose objectives and partial results were described in the annual reports in 2007 and 2008. At the final conference, which took place in Brussels on 3 July 2009, a draft of a document was submitted, which was intended to be submitted to the European Commission and to provide strategic recommendations for further development of public transport in European cities. The project motto consisted in the idea that experience from the development in Western European countries is very helpful for further decision-making of EC authorities in the area of public transportation. The project outcome is a set of the most updated findings and recommendations in the area of market organisation, company management, marketing and customer approach combined with the business concept. All materials acquired by DPP in the course of the project represent an important source for orientation of further adaption procedures to the framework created by Directive No. 1370/2007, which became effective on 3 December 2009.

Based on the longstanding representation of DPP in the Committee for the European Union UITP, the final stage of creation of the act on public services in passenger transportation took part under the presence of DPP in summer

2009 within the work group appointed by the Ministry of Transport of the Czech Republic, adjusting the Czech public transportation legislature to the adopted regulation.

Discussions that took place around the act show that the transporters already passed over the period of competitive pressures and adoption in the form of deep restructuralisation processes. Now it is necessary that the so-called competent authorities also undergo the change and be especially equipped with the needed competencies.

Within participation of DPP in the activity of the individual committees UITP, it resulted in the course of the year to a change of the tram committee representative, a new representative is also in the European Urban Track research project. In a similar way, it came to the activation of participation of the DPP bus section in the activity of UITP, namely in the form of the appointment of two representatives for the research task "Future European bus system". Based on the project SPUTNIC, the assistant manager of the Bus Operation Unit received an offer to participate in the research project COST – bench-marking of the European bus operations, where he has been active in the work group "Service area" since the second half of 2009.

DPP has participated in the Training programme of UITP for managers in public transportation, whose work meeting took place in autumn in Belfast. The Chair of the Board of Directors of DPP took part in a significant project, namely the session of the 58th UITP congress from 7–11 June 2009 in Vienna. The top representatives of DPP also participated in the 2nd International UITP safety conference, which took place in December in Montreal.

DPP, as a UITP member, is a regular host of work meetings of some of its committees; in April 2009 it hosted the meeting of the International bus committee in the presence of 35 guests lead by the General secretary of UITP Mr. Hans Rat, and in May hosted a meeting of the Information technology and innovation committee with 20 participants. Prague was a destination of the post-congress journey after the Viennese congress, which represented an opportunity to welcome Mr. Manfred Novy to our company, the former Executive Director of VOR, which has the biggest credit for the integrated transport system development in the Czech Republic. In December, DPP visited a delegation of ministers from Khartoum, which was interested in the organisation of bus transportation and its financing. A group of 34 students from INSA in Strasbourg visited the underground depot and tram and bus workshops in Hostivař.



Priorities in the upcoming period

The unfavourable situation in the area of financial resources, which it is necessary to go from even for the upcoming period, affects all spheres of action of Dopravní podnik hlavního města Prahy, a. s. The given state forces us to approach our priorities with an extraordinary consistency, which will predestine the further development of our technical base and our own operational activity. It is possible to state that despite the existing limits, we have created initial prerequisites to a relatively significant advancement in preparation and realisation of intentions of key importance for 2010 and further years.

We especially consider further development of rail traffic systems an unambiguous priority, enabling the increased proportion of segregated routes of urban mass transportation, with a corresponding increase of its regularity, speed and safety, and the reduction of ecological load with the help of a more intensive use of electrical traction cannot be forgotten. In this area, especially on the tram-line network segment, a special emphasis is placed in the upcoming new Territory plan of the Capital City of Prague. The design of the rail network is gradually optimised in the individual stages of preparation of this basic city document development. By its approval, anticipated in 2012, new trends will be confirmed that are gradually urged in the given area, for example the consistent tram tangent system.



In 2010, it will come to a significant shift in the area of underground network development. We will initiate the construction of the underground operational section V.A Dejvická (out) – Motol, whose opening we plan already for 2014. The four-station underground section with a length of approx. 6 km will ensure the improvement of resident traffic of the area of MČ Praha 6 and the Motol hospital premises. Its fundamental contribution will be reduction of bus traffic, with location of a significant part of the Dejvická bus terminal.

We will proceed with the preparation of the basic part of the new underground line D. The ten-station operational underground section I.D Náměstí Míru – Depo Písnice with a length of approx. 10.5 km, divided into 3 realisation stages, will ensure, besides the standard traffic advantages, the creation of a desired traffic alternative to the underground line on the bridge in Nusle. In 2010, we will ensure the processing of project documentation for the given intention and the change of the Territory plan SÚ of the Capital City of Prague No. Z2440/00 will enter the next stage, by which the updated concept of the given operational underground section is incorporated into the town-planning documentation. We will ensure further advancement in checking the conditions for financing intentions using private property, in the form of PPP projects, preferred by the supreme city bodies.

In 2010, we will fulfil the continuous process of ensurance of barrier-free access to older underground stations by realisation of lifts at the Chodov and Národní třída stations.

Of course, we will pay attention to further development of the tram-line network. The segment of intentions of long-term perspective will be covered by further checking tram-lines, designed to be included in the new town-planning documentation. To the current realisation enterprises belongs TT Podbaba – ČD Podbaba. In the long term, we have been pointing the course of preparation of this project to the initiation of its realisation at the end of 2010. We will proceed to enhance the level of tram operation by tram-line reconstructions. To the most significant intentions we will realise in 2010 belong to RTT Plzeňská (in the section Klamovka to Sídliště Řepy) and RTT Myslíkova.

The continuous modernisation of wagon stock belongs to unambiguous priorities. In order to extend the underground line A, we initiated the reconstruction of 13 underground car sets of type 81-71 in advance. We will proceed with the fierce renewal of the wagon stock of tram traffic. For the period until 2017, we have contracted a delivery of 250 15T low-floor trams, the contribution, which cannot be overlooked, is also the continuous reconstruction of all 47 KT8D5 trams, connected with the insertion of a low-floor mid-link. Within the framework of renewal of the wagon stock of bus traffic until 2016, we will annually purchase 90 low-floor buses, of which 30 will be articulated.

In 2010, we will be preparing a new departure system, which will be based on the principle of closing the underground by turnstiles, with a corresponding solution of connection with departure in the overground MHD.

Companies with capital interest in Dopravní podnik hl. m. Prahy, a. s.

Pražská strojírna a. s.

The main activity is the development, production and assembly of components and equipment for construction and maintenance of tram-lines. Dopravní podnik hl. m. Prahy, a. s., owns 100% of stock.

Rencar Praha, a.s.

The company devotes to all types of promotional activities starting from operation of advertising full-decorated trams, buses and underground sets up to the lease of display cases at the bus stations. Dopravní podnik hl. m. Prahy, a. s., owns 28% of stock.

SPŠD, SOU a U, a. s.

The main company activity is education and training in 3 school subjects, i.e. in the Technical High School of Transportation, Training College and Training Centre. Dopravní podnik hl. m. Prahy, a. s., owns 100% of stock.

GTR-DP Praha, s.r.o.

The company is engaged in restoration of tram rail profile. Dopravní podnik hl. m. Prahy, a. s., is a 40% stockholder in the company.

Board of Supervisors activity report

In the course of the 1st half of 2009, the Board of Supervisors worked in an unchanged personal composition. In April, the four-year mandate of Mr. Jiří Čada and Mr. František Kadlec terminated and on 2 July 2009, two employees' representatives were lawfully elected to the Board of Supervisors for the next four-year term of office: Mr. Jiří Čada (re-election) and Mr. Jan Lebeda, Manager of the Klíčov business premises, Vehicle Administration Bus Unit. At the subsequent meeting of the Board of Supervisors on 27 July 2009, Mr. Jiří Čada was elected the Vice-Chair of the Board of Supervisors, who executed these duties already in the previous term of office.

On 27 October 2009, Mr. Petr Zajíček, who had been working on the Board of Supervisors since 1995, was suddenly deceased, and the General Meeting didn't appoint any new member of the Board of Supervisors until the end of 2009. On the ground of the termination of the four-year mandate of Mr. Jiří Obitko in January 2010, the election to appoint a new member of the Board of Supervisors took place on 3 December 2009, from which Mr. Jiří Obitko was lawfully elected for employees for the next four-year term of office.

At its regular meetings, the Board of Supervisors discussed topics according to the previously approved framing activity plan, which contained these basic topics monitored on a long-term basis:

- continuous monitoring of economy, including monitoring of sales development, control of fulfilment of conclusions of the Annual General Meeting as well as other general meetings,
- monitoring of income from operations and control of fulfilment of conclusions of the Annual General Meeting of the companies with a DPP capital interest,
- continuous monitoring of transformation project procedures, including the outsourcing project procedure,
- monitoring of the DPP budget creation for 2009 and development of drawing of financial resources, including the relation to the maintenance and repair procedure,
- monitoring of the opencard project procedure,
- continuous monitoring of price development of energies and fuel in relation to DPP costs,
- discussing of materials and accepted conclusions of the company's Board of Directors,
- continuous monitoring of preparation of ensurance of future deliveries for renewal of wagon stock of buses and trams,
- participation in committees for evaluation of offers of constructors and outsourcing applicants,
- monitoring of any problematics of implementation of the Directive 1370/2007 EP (formerly 1191/1969 ES/EU),
- continuous monitoring of preparation of construction of extension of underground route A to the west and preparation of construction of underground route D.

The Annual General Meeting of the company, which took place on 12 May 2009, approved the results of the DPP economy for 2008.

One of the base documents prepared by the Board of Supervisors in conformity with Section 198 of the Commercial Code, was a statement to the annual final accounts, a report on achieved income from operations, auditor's report on audit of the annual final accounts as of 31 December 2008 and report on relations among the related parties.

The Board of Supervisors stated that Dopravní podnik hlavního města Prahy had fulfilled the duties determined in the Contract of obligation of public service to provide transport services in the Capital City of Prague, including amendments, when the transport performances of city lines were fulfilled in total in converted wagon-kilometres to 99.59%, i.e. within the allowed tolerance of 0.5%. In addition, the Board of Supervisors claimed to monitor the development of main activity revenues in detail and recommended the Annual General Meeting to decide on the continuous grant of financial resources for DPP, necessary to cover the deficit of finances for settlement of obligations, resulting from contracts concluded in the period 2001-2008 for development, maintenance, repairs and modernisation of all three tractions.

During the entire year of 2009, the Board of Supervisors of DPP was very thoroughly monitoring the continuous income from operations:

- periodically discussed the quarterly report on achieved income from operations including PIT cost calculation

- repeatedly drew the attention of the company's Board of Directors to the DPP budget, underfinanced on a long-term basis, and to troubles connected with it, particularly to the lack of cash-flow, continuous deterioration of the technical condition in some segments of managed property, including the tram traffic routes, namely under the bearing capacity limit
- asked for the processing of a complex conceived material, evidentially documenting the current situation and predicating about the actual level of debt from previous periods.

The Board of Supervisors also paid considerable attention to the matter of conditions and creation of the DPP budget in relation to the concluded contract of obligation of public service and became thoroughly acquainted with the results of an independent cost evaluation of DPP, processed by an expert team of the Faculty of Transportation Sciences of ČVUT Praha and the company Deloitte. The Board of Supervisors welcomed the decision of the company's Board of Directors on the preparation of a new long-term financing model on principles of European legislature. After a detailed discussion of the draft "Contract of public services in public railway and city bus transportation in the Prague Integrated Transport System for the period 2010-2019" (hereinafter referred to as "SVS") on 30 November 2009, the Board of Supervisors expressed its disapproval, as by signing the contract it would not deal with the required care of a careful manager in conformity with the Commercial Code.

After the discussion of the final draft of SVS on 16 December 2009, the Board of Supervisors expressed its reservations

- to Art. IV. par. 7. and asked for the preparation of a DPP economic impact analysis,
- asked for the preparation of a legal analysis of SVS conformity with EP Regulation No. 1370/2007 and the Commercial Code – especially from the point of view of the controlled and controlling person.

In its resolution No. 10/1 dated 18 November 2009, the Board of Supervisors positively evaluated the compromise agreement between the Crisis Staff and the Strike Committee of DPP Departments, solving the issue of financing, problematic of quality standard definition when providing transport services and guaranteeing the increase of outsourcing project transparency under supervision of the Faculty of Transportation Sciences of ČVUT Praha.

The Board of Supervisors paid special attention to the continuation of the transformation process in DPP and at each of its meetings, discussed the updated operating statement regarding the process of preparation of new outsourcing and development of the implemented ones.

After the termination of activity of the consulting company BNV Consulting, a. s., the Board of Supervisors asked for an appointment of its members to a newly established team for evaluation of profitability of outsourcing projects under the control of the Faculty of Transportation Sciences of ČVUT Praha. On a long-term basis, the Board of Supervisors has been paying its attention

to renewal of the wagon stock of all tractions, including the condition and development of traffic routes, and it has been monitoring a number of operative topics as well.

Even in course of 2009, the delegated representatives of the Board of Supervisors participated to a significant degree in the work of evaluation committees when selecting contractors (suppliers) in held tenders.

It is necessary to state that in course of the entire year of 2009, the Board of Supervisors of DPP properly fulfilled its mission of the company's control body in conformity with applicable laws, articles of association, other regulations and interests of the sole stock holder of the Capital City of Prague and supervised the scope of action of the Board of Directors to the company's management as well.

ADDITIONAL INFORMATION

As of 31 March 2010, Dopravní podnik hl. m. Prahy, a. s., has no available information that there would be any significant circumstances occurring after the balancing day.

Dopravní podnik hlavního města Prahy has not been performing any activities in the area of research and development.

Dopravní podnik hlavního města Prahy does not have any organisational subdivisions abroad.



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Operational technical indicators

Number of operated lines, their length (in km) and average speed (in km/h)

	number of operated lines		line length in km	average speed in km	
	day	night		travel	running (operating)
Underground	3	-	59.4	35.48	33.2
Trams	24	9	548.0	18.45	13.4
Buses	150	13	1,815.0	26.00	16.6

note: without historical (nostalgic) tram lines
and funicular to Petřín

Average number of wagons set out for 1 day (in regular operation out of holiday season)

	morning peak	seat	afternoon peak	Saturday	Sunday
Underground	445	245	405	165	165
Trams	674	522	666	400	396
Buses	915	502	852	390	392

Operating vehicle and place-kilometres (thous. km)

note: without kilometres of contract transportation, supplementary bus transportation and historical (nostalgic) tram lines. The wagon-kilometres are not converted. The buses are calculated including the suburban lines

	wagon-kilometres (thous.)	place-kilometres (thous.)
Underground	52,748	9,797,216
Trams	47,317	5,788,688
Buses	62,315	5,076,883
Funicular	22	2,241
In total	162,402	20,665,028

Percentage of repairs and energy consumption

*) without vehicles in modernisation

	percentage of vehicle repairs*	traction energy consumption		motor oil consumption	
		in thousands kWh	per 1 wagon-kilometre	in thousand litres	per 1 wagon-kilometre
Underground	12.8	90,120	1.70	-	-
Trams	6.7	133,568	2.76	-	-
Buses	8.1	-	-	31,274	0.49

Operational technical indicators

List of lines

UNDERGROUND LINES OPERATED AS OF 31 DECEMBER 2009

Line	Route
A	Dejvická – Skalka – Depo Hostivař
B	Černý Most – Zličín
C	Háje – Ládví – Letňany

TRAM LINE OPERATED AS OF 31 DECEMBER 2009

basic line – condition without any shutouts

Day lines

Line	Route
1	Petřiny – Spojovací
2	Petřiny – Červený Vrch
3	Levského (Sídliště Modřany) – Lehovec
4	Sídliště Barrandov – Čechovo náměstí
5	Olšanské hřbitovy – Výstaviště
6	Kotlářka – Kubánské náměstí
7	Radlická – Ústřední dílny DP
8	Podbaba – Starý Hloubětín
9	Sídliště Řepy – Spojovací
10	Sídliště Řepy – Sídliště Ďáblice
11	Spořilov – Černokostelecká
12	Sídliště Barrandov – Palmovka
14	Sídliště Barrandov – Vozovna Kobylisy
15	Vysočanská (Nádraží Vysočany) – Vypich
16	Sídliště Řepy – Spojovací
17	Levského (Sídliště Modřany) – Sídliště Ďáblice
18	Petřiny – Vozovna Pankrác
19	Lehovec – Nádraží Strašnice (Radošovická)

20	Divoká Šárka – Sídliště Barrandov
21	Nádraží Braník – Národní třída
22	Bílá Hora – Nádraží Hostivař
24	Kubánské náměstí – Kobylisy (Březiněveská)
25	Vypich – Vozovna Kobylisy
26	Divoká Šárka – Nádraží Hostivař

Night lines

Line	Route
51	Divoká Šárka – Radošovická
52	Lehovec – Sídliště Modřany
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

Funicular and historical tram

LD	Újezd – Petřín
91	Vozovna Střešovice – Výstaviště

BUS LINES OPERATED AS OF 31 DECEMBER 2009

a) basic network lines

Line	Route
100	Zličín – Letiště Ruzyně
101	Skalka – Tolstého
102	Nádraží Holešovice – Staré Bohnice
103	Ládví – Březiněves

104	Na Knížecí – Slivenecká
106	Kavkazská – Nádraží Braník
107	Dejvická – Suchbát
108	Špejchar – Čiolkovského
109	Palmovka – Sídliště Rohožník
111	Skalka – Koloděje
112	Nádraží Holešovice – Podhoří
113	Kačerov – Písnice
114	Kačerov – Šeberák
115	Chodov – Chodov
116	Dejvická – Nebušice
117	Kačerov – Čechova čtvrť
118	Roztyly – Dvorce
119	Dejvická – Letiště Ruzyně
120	Na Knížecí – Klukovice
121	Na Knížecí – Sídliště Spořilov
122	Depo Hostivař – Jižní Město
123	Na Knížecí – Šmukýřka
124	Habrová – Dvorce
128	Hlubočepy – Hlubočepy
129	Smíchovské nádraží – Baně
130	Na Knížecí – Sídliště Stodůlky
131	Bořislavka – Hradčanská
133	Staroměstská – Depo Hostivař
135	Florenc – Jižní Město
136	Vozovna Kobylisy – Koleje Jižní Město
137	Na Knížecí – U Waltrovky
139	Želivského – Na Beránku
140	Palmovka – Čakovice
141	Černý Most – Černý Most
142	Nové Butovice – Nad Malou Ohradou
143	Dejvická – Stadion Strahov
144	Kobylisy – Poliklinika Mazurská
147	Dejvická – Výhledy
148	Podolská vodárna – Budějovická
149	Dejvická – Nové Butovice
150	Želivského – Čechova čtvrť

151	Českomoravská – Teplárna Třeboradice
152	Kobylisy – Sídliště Čimice
154	Koleje Jižní Město – Skalka
155	Želivského – Habrová
157	Na Beránku – Kačerov
158	Českomoravská – Miškovice
160	Dejvická – Lysolaje
161	Dejvická – Nebušice
162	Kobylisy – Dolní Chabry
163	Depo Hostivař – Bezděčkovská
164	Nové Butovice – Bílá Hora
167	Na Knížecí – Nemočnice na Homolce
169	Kobylisy – Sídliště Čimice
170	Jižní Město – Vavřenova
172	Smíchovské nádraží – Sídliště Radotín
174	Velká Ohrada – Špejchar
175	Florenc – Opatov
176	Karlovo náměstí – Stadion Strahov
177	Poliklinika Mazurská – Chodov
179	Nové Butovice – Letiště Ruzyně
180	Sídliště Řepy – Kafkova
181	Hloubětínská – Opatov
182	Kloboučnická – Sídliště Lhotka
183	Sídliště Čimice – Sídliště Petrovice
184	Nové Butovice – Petřiny
185	Palmovka – Letecké opravny
186	Nádraží Holešovice – Černý Most
188	Želivského – Kavčí hory
189	Kačerov – Sídliště Lhotka
191	Na Knížecí – Petřiny
192	Budějovická – Pražská čtvrť
193	Náměstí brí Synků – Ústavy akademie věd
195	Sídliště Čakovice – Jesenická
196	Kačerov – Smíchovské nádraží
197	Chodov – Smíchovské nádraží
198	Sídliště Písnice – Smíchovské nádraží
200	Kobylisy – Sídliště Bohnice

202	Poliklinika Mazurská – Bakovská
203	Jižní Město – Vavřenova
205	Zemanka – Komořany
208	Depo Hostivař – Dolní Počernice
211	Nové Butovice – Velká Ohrada
213	Želivského – Jižní Město
215	Kačerov – Sídliště Libuš
216	Špejchar – Nové Vokovice
217	Na Knížecí – Dejvická
218	Dejvická – Sídliště na Dědině
219	Nové Butovice – Bavorská
224	Strašnická – Sídliště Skalka
225	Nové Butovice – Letiště Ruzyně
230	Sídliště Stodůlky – Chaplinovo náměstí
231	Na Knížecí – Na Knížecí
235	Nové Butovice – Nové Butovice
236	Zámky – Podhoří
241	Smíchovské nádraží – Lipence
243	Smíchovské nádraží – Sídliště Zbraslav
244	Smíchovské nádraží – Sídliště Radotín
245	Nádraží Radotín – Nádraží Radotín
246	Smíchovské nádraží – Nádraží Radotín
247	Chaplinovo náměstí – Pod Lochkovem
248	Smíchovské nádraží – Holyně
249	Sídliště Stodůlky – Třebonice
250	Černý Most – Sídliště Rohožník
253	Smíchovské nádraží – Na Beránku
254	Dejvická – Letiště Ruzyně
256	Nové Butovice – Nádraží Radotín
257	Zličín – Sobín
259	Letňany – Vinoř
261	Černý Most – Klánovice
265	Depo Hostivař – Kolovraty
266	Depo Hostivař – Hájek
267	Háje – Nedvězí
271	Skalka – Háje
273	Hloubětínská – Ve Žlíbku

291	I. P. Pavlova – I. P. Pavlova
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b) night lines

Line	Route
501	Sídliště Lhotka – Jinonice
502	Sídliště Stodůlky – Suchdol
503	Palmovka – Sídliště Rohožník
504	Florenc – Sídliště Písnice
505	Sídliště Čimice – Jižní Město
506	Sídliště Malešice – Uhřetěves
507	Smíchovské nádraží – Sídliště Zbraslav
508	Anděl – Sídliště Stodůlky
509	Florenc – Chodov
510	Letiště Ruzyně – Na Beránku
511	Čakovice – Nádraží Hostivař
512	Lehovec – Ve Žlíbku
513	Palmovka – Vinoř

c) school lines

Line	Route
551	Sídliště Čimice – Šimůnkova
552	Náměstí Míru – Karlov
553	U Slunce – Škola Dubeč
554	Vinoř – Satalická obora
555	Jenerálka – Zákovská
556	Knovízská – Dohnovalská
559	Jahodnice II – Žárská
560	Bílá Hora – Na Okraji
561	Sídliště Zbraslav – Velká Chuchle
565	Stadion Strahov – Weberova
567	Habrová – Olšanské náměstí
568	Sídliště Zličín – Za Slánskou silnicí
569	Lipany – Picassova

570	Pitkovice – Picassova
571	Správa sociálního zabezpečení – Škola Radlice
581	Jitřní – Na Planině/Černý kůň

d) suburban lines

Line	Route
301	Sídliště Stodůlky – Chýnice
305	Náměstí Jiřího Berana – Hovorčovice
312	Dejvická – Lichoceves
329	Skalka – Škvorec, náměstí
340	Dejvická – Roztoky, Levý Hradec
347	Zličín – Motol
351	Letňany – Libiš, Spolana 4
352	Sídliště Stodůlky – Jinočany, náměstí
355	Dejvická – Únětice
359	Dejvická – Únětice
363	Opatov – Velké Popovice, Todice
364	Depo Hostivař – Doubek
365	Letňany – Kostelec n. Labem, náměstí
366	Depo Hostivař – Březí, Podskalí
378	Letňany – Jenštejn, Hradní
605	Modrá škola – Čestlice

e) ZLD lines

Line	Route
PN 003	Zličín – U Spoju
PN 001	Chodov – Bryksova

f) Airport Express line

Line	Route
AE	Hlavní nádraží – Letiště Ruzyně



Operational technical indicators

*/ M+R = vehicles in modernisation and reconstruction, new and restored vehicles that haven't been put into operation so far.
+/- in the sum, no historical vehicles are mentioned

Comments

Inventory accounting balance includes in addition, in contrast to the documented status, vehicles: in reconstruction, modernisation intended for liquidation and historical vehicles.

Operational documented status includes vehicles approved for operation in MHD with passengers including vehicles in common repairs.

Inventory number of vehicles in total = - vehicles in modernisation and reconstruction - vehicles in liquidation - historical underground cars
- historical trams = **vehicles in MHD evidence**.

State of wagon stock as of December 31, 2009
inventory (accounting) and documented (operating) MHD

Vehicle type specification		Inventory (accounting) balance			Documented (operational) status for MHD +-
		in total	from that in:		
			M+R */	liquidation	
Underground		720	107	0	610
from that:					
	81-71	82	82		0
	81-71 M (modernis.)	395	25		370
	M1	240			240
historical vehicles	EČS	3			
Trams		988	15	0	954
from that:					
articulated buses	KT8 D5 + KT8N2	47	4		43
	14T	60			60
individual trams	T3 + T3R.P + T3R.PLF	397	5		392
	T3M	73	2		71
	T3SU	242	4		238
	T6A5	150			150
historical vehicles		19			
Buses		1,210	38	0	1,172
from that:					
standard buses (S)	B731, B951	152	6		146
	B732, B732R	123	15		108
	B931	174	2		172
	C734, LC936	4			4
	C934	1			1
	standard buses in total	454	23	0	431
standard buses	CITY standard	317			317
	Citelis	12			12
low-floor buses (SN)	LE City	4			
	E91 midibus + ZEUS	8	2		
	SOR BN 12 + NB 12	68	7		
	low-floor buses in total	409	9	0	400
articulated buses (K)	B741, B741R, B961	92			92
	B941	170	2		168
	articulated buses in total	262	2	0	260
articulated buses	CITY articulated buses	52	1		51
low-floor buses (KN)	SOR NB 18	33	3		30
	low-floor articulated buses in total	85	4	0	81
TOTAL VEHICLES		2,918	160	0	2,736

Number of transported persons

The number of transported persons in the Capital City of Prague (P+0) incl. funicular and in external zones for 2009

		%	thous. persons
in total			1,236,473
		P+0	1,225,136
		external zones	11,337
from that	Underground	47.74	584,880
	Trams + funicular	28.51	349,286
	Buses	23.75	302,307

The number of transported persons according to transport document sorts in the Capital City of Prague (P+0):

		%	thous. persons
Advantageous civil time tickets:			
monthly		4.17	51,605
quarterly		3.73	46,087
annual		0.00	-1
Advantageous time tickets:			
monthly		3.07	37,968
quarterly		7.84	96,920
Time tickets with a selectable start of validity period:			
30-day		13.81	170,745
90-day		17.64	218,071
365-day		16.77	207,400
Annual time tickets issued without any personal data of the holder		0.11	1,367
Free transport		16.59	205,086
Individual tickets with transfer options incl. P+R, AE (Airport Express) and SMS		10.31	127,476
Other time tickets		5.05	62,412
In total (P+0)		99.09	1,225,136

The number of transported persons according to transport document types in external zones:

	%	thous. persons
monthly advantageous supplementary civil coupons with a selectable start of validity period	0.19	2,297
monthly advantageous supplementary coupons for children from 6 to 15 years with a selectable start of validity period	0.02	286
quarterly advantageous supplementary civil coupons with a selectable start of validity period	0.24	3,026
short-term time tickets valid in all PIT tariff zones (30%)	0.00	2
individual tickets	0.08	1,037
supplementary monthly coupons and tickets for individual trips for external zones – special advantageous	0.07	914
free transport in external zones	0.25	3,080
tickets for 2 zones with no transfer options	0.06	695
External zones in total	0.91	11,337
(P+0) + external zones in total	100.00	1,236,473

*/in 2005, the method of calculation of transported persons changed, transported persons for DPP and contract transporters are shown

Proportion of transported persons according to transport document types

	%	thous. persons
MHD (zones P+0)		
individual tickets	10.31	127,476
free transport	16.59	205,086
advantageous time tickets, with a selectable start of validity period	72.19	892,574
In total (P+0)	99.09	1,225,136

The number of transported persons according to transport document types in external zones:

	%	thous. persons
External zones		
individual tickets	0.08	1,037
supplementary coupons	0.45	5,609
short-term time tickets valid in all PIT tariff zones (30%)	0.00	2
supplementary monthly coupons and tickets for individual trips for external zones – special advantageous	0.07	914
free transport in external zones	0.25	3,080
ticket for 2 zones with no transfer options	0.06	695
External zones in total	0.91	11,337
In total (P+0) + external zones	100.00	1,236,473
Number of transported persons for contract transporters		112,859

Personnel indicators

The average documented number of employees is the calculation of the average number employees in physical persons according to the length of their work load for the (full) working hours determined by the employer.

Number of employees (status documented as of 31 December 2009)

Category	
MHD drivers	4,284
workers	3,441
POP (operating staff)	487
techno economic employees	2,845
in total	11,057

Number of employees according to professional categories for 2009 (average number of employees)

Category		
MHD drivers / from that:		4,257
	M drivers	560
	T drivers	1,371
	A drivers	2,326
workers		3,728
POP (operating staff)		537
techno economic employees		2,886
in total		11,408

Personnel costs incl. OON and the average wage in CZK for 2009

Category	Personnel costs incl. OON* (in thous. CZK)	Average wage in CZK
MHD drivers	1,554,501	29,072
workers	1,140,499	24,534
POP (operating staff)	159,572	23,094
techno economic employees	1,167,953	32,940
in total	4,022,525	28,286

*/ it doesn't contain any conjectural items and reimbursement of compensation for temporary disability for work.

Education structure according to the status documented as of 31 December 2009

education	IN TOTAL	%
University	394	3.56
High School with leaving examination	3,963	35.84
High School without leaving examination	5,372	48.59
Elementary	1,328	12.01
in total	11,057	100.00

Economic indicators

Proportion of the individual cost types on the overall PIT costs

	(in thous. CZK)	%
Direct costs (incl. traffic route expenses)	10,431,902	77.05
Running overheads	681,957	5.04
Expenses of services	678,272	5.01
Coordination and management expenses	1,694,943	12.52
Other expenses (museum, funicular)	51,162	0.38
Total PIT expenses	13,538,236	100.00

Structure of direct costs to PIT without traffic routes

	(in thous. CZK)	%
PIT car repairs	2,342,063	32.66
Fuel, material and traction energy consumption	1,382,711	19.28
Personnel expenses of PIT drivers	2,537,185	35.39
Supplementary bus transportation	47,907	0.67
PIT car depreciation	841,080	11.73
Other direct costs related to PIT operation	19,264	0.27
Direct PIT costs (for transport operation) in total	7,170,210	100.00

Proportion of PIT operating expenses and traffic route expenses on the overall PIT costs

	(in thous. CZK)	%
PIT operating expenses	10,276,544	75.91
Traffic route expenses	3,261,692	24.09
Total PIT expenses	13,538,236	100.00

Proportion of cost types on the overall PIT costs

	(in thous. CZK)	%
Depreciation	2,605,836	19.25
Wages and salaries	4,015,845	29.66
Oil and electric power consumption	1,495,781	11.05
Repairs and maintenance	4,366,424	32.25
Remaining expenses	1,054,350	7.79
Total PIT expenses	13,538,236	100.00

PIT cost calculation for 1 operating traction km

	CZK/traction km
Underground	94.5691
Trams	55.6395
Buses	47.62
Services and staffs	15.2899

Transport revenues

Transport revenues from MHD and external zones

Proportion of revenues according to the transport document types	(in thous. CZK)	%
MHD (zones P+0)		
time ticket revenues including lump-sum payments, employee tickets and duplicates	2,414,015	57.53
revenues from individual tickets including USV machines	1,598,622	38.09
revenues from fare surcharges	183,762	4.38
Total MHD (zones P+0)	4,196,399	100.00
External zones		
revenues from individual tickets including USV machines	71,558	35.51
revenues from supplementary time coupons	129,941	64.49
External zones in total	201,499	100.00
MHD (P+0) + external zones in total	4,397,898	



List of transport document types in 2009

Individual tickets in the Capital City of Prague (P+0)

Type of transport document	Ticket price in CZK
Full-price tickets with transfer options:	
75 minutes	26
SMS ticket 90 minutes	26
in case of sale by the bus driver	30
Advantageous tickets with transfer options:	
75 minutes	13
in case of sale by the bus driver	17
Tickets with limited transfer options:	
full-price ticket	18
children (6–15 years) and PIT card holders for pensioners and seniors	9
Tickets related to the P+R system:	
full-price return ticket with transfer options	40
one-day	80
Prepaid short-term time tickets for MHD (P+0):	
24-hour	100
24-hour for children from 6 to 15 years and PIT discount card holders for pensioners and seniors	50
3-day	330
5-day	500
*) Prepaid short-term time tickets for all zones:	
24-hour	150
24-hour for a child from 6 to 15 years	75

*) for MHD a 70% share

Time coupons to a prepaid time ticket valid in the Capital City of Prague (P+0)

Type of transport document	Ticket price in CZK
Advantageous civil time coupons:	
monthly	550
quarterly	1,480
Advantageous time coupons:	
for children from 6 to 15 years	
monthly	130
quarterly	360
for juniors from 15 to 19 years and students from 15 to 26 years	
monthly	260
quarterly	720
for students from 19 to 26 years and college students to 26 years	
monthly	260
čtvrtletní	720
for seniors from 60 to 70 years, citizens in distress and pensioners	
monthly	250
quarterly	660

Time coupons to a personal card or to a prepaid time ticket valid in the Capital City of Prague with a selectable start of validity period.

Type of transport document	Ticket price in CZK
Transferable and non-personalised time coupons with a selectable start of validity period:	
30-day	670
90-day	1,880
365-day	6,100
Advantageous time coupons with and without evidence of holder's personal data with a selectable start of validity period	
civil	
30-day	550
90-day	1,480
365-day	4,750
for children from 6 to 15 years	
30-day	130
90-day	360
for juniors from 15 to 19 years and students from 15 to 26 years	
30-day	260
90-day	720
for students from 19 to 26 years and college students to 26 years	
30-day	260
90-day	720
for seniors from 60 to 70 years, citizens in distress and for pensioners	
30-day	250
90-day	660

Employee fare

Type of transport document	Ticket price in CZK
annual tickets for employees	50
annual tickets for employees' family members	100
annual tickets for pensioners and their family members	50

Special tickets AE (Airport Express)

Type of transport document	Ticket price in CZK
Full-price tickets with no transfer options	
in the section Praha hl. n. / Praha] – Masarykovo nádraží – Letiště Ruzyně	50
in the section Dejvická – Letiště Ruzyně	30
Advantageous tickets for children from 6 to 15 years with no transfer options	
in the section Praha hl. n. / Praha – Masarykovo nádraží – Letiště Ruzyně	25
in the section Dejvická – Letiště Ruzyně	15



BUS+ D supplementary coupons for pre-paid time ticket valid in PIT external zones for calendar seasons

Type of transport document	Ticket price in CZK
Coupons for one external zone:	
advantageous monthly civil ticket	230,-
advantageous quarterly civil ticket	630,-
advantageous monthly ticket for children from 6 to 15 years	110,-
Coupons for two external zone:	
advantageous monthly civil ticket	370,-
advantageous quarterly civil ticket	1 000,-
advantageous monthly ticket for children from 6 to 15 years	180,-
Coupons for three external zone:	
advantageous monthly civil ticket	590,-
advantageous quarterly civil ticket	1 600,-
advantageous monthly ticket for children from 6 to 15 years	290,-
Coupons for four external zone:	
advantageous monthly civil ticket	820,-
advantageous quarterly civil ticket	2 240,-
advantageous monthly ticket for children from 6 to 15 years	410,-
Coupons for five external zone:	
advantageous monthly civil ticket	1 020,-
advantageous quarterly civil ticket	2 790,-
advantageous monthly ticket for children from 6 to 15 years	510,-
Coupons for six external zone:	
advantageous monthly civil ticket	1 250,-
advantageous quarterly civil ticket	3 420,-
advantageous monthly ticket for children from 6 to 15 years	620,-

BUS+ D supplementary coupons for pre-paid time ticket valid in PIT external zones with the option to choose the validity starting date

Type of transport document	Ticket price in CZK
Coupons for one external zone:	
advantageous 30-day civil ticket	230,-
advantageous 90-day civil ticket	630,-
advantageous ticket for children from 6 to 15 years	110,-
Coupons for two external zone:	
advantageous 30-day civil ticket	370,-
advantageous 90-day civil ticket	1 000,-
advantageous ticket for children from 6 to 15 years	180,-
Coupons for three external zone:	
advantageous 30-day civil ticket	590,-
advantageous 90-day civil ticket	1 600,-
advantageous ticket for children from 6 to 15 years	290,-
Coupons for four external zone:	
advantageous 30-day civil ticket	820,-
advantageous 90-day civil ticket	2 240,-
advantageous ticket for children from 6 to 15 years	410,-
Coupons for five external zone:	
advantageous 30-day civil ticket	1 020,-
advantageous 90-day civil ticket	2 790,-
advantageous ticket for children from 6 to 15 years	510,-
Coupons for six external zone:	
advantageous 30-day civil ticket	1 250,-
advantageous 90-day civil ticket	3 420,-
advantageous ticket for children from 6 to 15 years	620,-

BUS+ D supplementary coupons for personal card or for pre-paid time ticket in PIT external zones – special reduced

Type of transport document	Ticket price in CZK
Monthly coupons for students from 6 to 15 years	
for one external single zone	80,-
for two zones	135,-
for three zones	215,-
for four zones	305,-
for five zones	380,-
for six zones	465,-
Monthly coupons for students from 15 to 26 years	
for one external single zone	170,-
for two zones	275,-
for three zones	440,-
for four zones	615,-
for five zones	765,-
for six zones	940,-

Individual tickets for external zones

Type of transport document	Ticket price in CZK
Basic full-price tickets with no transfer options:	
for two connecting zones 30 min.	14,-
for three connecting zones 60 min.	20,-
for four connecting zones 90 min.	26,-
for five connecting zones 120 min.	32,-
for six connecting zones 150 min.	38,-
for seven connecting zones 180 min.	44,-
Basic advantageous tickets with transfer options:	50,-
for two connecting zones 30 min.	7,-
for three connecting zones 60 min.	10,-
for four connecting zones 90 min.	13,-
for five connecting zones 120 min.	16,-
for six connecting zones 150 min.	19,-
for seven connecting zones 180 min.	22,-
for eight connecting zones 210 min.	25,-
for nine connecting zones 210 min.	28,-
*] Pre-paid short-time tickets for all zones:	
24-hour ticket	150,-
24-hour ticket for children from 6 to 15 years	75,-

*] for PIT external zones
30 % rake-off

Tickets for 2 external zones with no transfer options

Type of transport document	Ticket price in CZK
Tickets for 2 external zones with no transfer options:	
full-price ticket	10,-
for children from 6 to 15 years	5,-

Individual tickets in external zones – special reduced

Type of transport document	Ticket price in CZK
Student tickets for those from 6 to 15 years with transfer opt.:	
for two connecting zones 30 min.	5,-
for three connecting zones 60 min.	8,-
for four connecting zones 90 min.	10,-
for five connecting zones 120 min.	12,-
for six connecting zones 150 min.	14,-
for seven connecting zones 180 min.	17,-
Student tickets for those from 15 to 26 years with transfer opt.:	
for two connecting zones 30 min.	11,-
for three connecting zones 60 min.	15,-
for four connecting zones 90 min.	20,-
for five connecting zones 120 min.	24,-
for six connecting zones 150 min.	29,-
for seven connecting zones 180 min.	33,-
Tickets with no transfer options:	
for students from 6 to 15 years	4,-
for students from 15 to 26 years	8,-

Invalid for transport by ČD (Czech Railway) excluding routes:

- 011 in the section Praha Masarykovo n. (Praha hl. n., Praha-Holešovice) – Pečky
- 060 in the section Poříčany – Sadská
- 070 in the section Praha-Vršovice – Praha hl. n. – Praha-Čakovice
- 091 in the section Praha Masarykovo nádraží (Praha hl. n.) – Kralupy nad Vltavou
- 093 in the section Kladno – Kladno-Ostrovec
- 120 in the section Praha Masarykovo n. (Praha hl. n.) – Kladno
- 171 in the section Praha hl. n. – Beroun
- 210 in the section Praha hl. n. – Vrané n. Vlt. – Davle a Vrané n. Vlt. – Měchenice
- 221 in the section Praha hl. n. – Senohraby
- 231 in the section Praha Masarykovo n. (Praha hl. n.) – Ostrá
- 232 in the section Lysá nad Labem – Milovice



Volume of total investment resources and costs

Volume of total investment resources (in thous. CZK)

Category	Total investment resources	of which:	
		investment resources received in 2009 for settlement of invoices paid before 2008	investment resources used for settlement of invoices paid in 2009
Company's own resources			
depreciation	1,779,899		1,779,899
Company's own investment resources in total	1,779,899		1,779,899
Other resources			
grants from the state budget	52,599	33,676	18,923 *
grants from the budget of the Capital City of Prague	3,335,297	33,608	3,301,689 *
grants from structural funds of EC	499,790	381,657	118,133 *
Other resources in total	3,887,686	448,941	3,438,745
Total volume of investment resources	5,667,585	448,941	5,218,644

*/ in 2009, grants for allowable expenses were allocated within the Operational programme Prague competitiveness for refinancing of projects TT Radlická (1. notice) and RTT Střelnická incl. the loop-line áblická (2. notice)

Volume of total investment costs in 2009 (in thous. CZK)

Underground capital construction		Wagon stock renewal	
Projects under construction		Underground	
IV. operating section of underground line C 2. stage	906,856	Wagon reconstruction	946,168
Western hall of the underground station Stodůlky	7,716	Purchase of new wagons – credit instalment	253,007
Národní station	109,666	Purchase of new wagons – 6 sets M1	400,000
Projects in preparation		Trams	
Underground line A	312,685	Technical appreciation of trams (T3, KT8D5 and cases)	261,249
I. operating section of underground line D	48,681	Purchase of new trams	732,267
Underground capital construction in total	1,385,604	Buses	
Other investment projects		Bus reconstruction	30,000
Escalator exchange	0	Purchase of new buses	498,000
Tram-line construction	4,734	Wagon stock renewal in total	3,120,692
Tram-line reconstruction	410,358	Construction and reconstruction of substations	14,516
Cable line reconstruction	46,391	Other investments into technical base	226,139
Construction and reconstruction of substations	14,516		
Depots and central workshops	872	Total volume of investment costs	5,218,644
Garages and parking spaces	0		
Protecting device in underground	9,338		
Other investment projects in total	486,209		

Special-purpose investment grant (in thous. CZK)

	Drawn from the HMP budget	Drawn from the state budget	Drawn from structural funds of the EC
Tram. route Radlická co-financed project 1. notice OPPK	33,608	33,608	380,892 *
RTT Střelničná incl. the loop-line áblická cofinanced project 2. notice OPPK	0	10,491	118,898 *
Underground line A (Dejvická – Letiště Ruzyně)	312,500		
Restoration of underground cars – modernisation	500,000		
IV. operating section of the underground line C 2. stage (Ládví – Letánský náhon)	906,856		
I. operating section of underground line D	48,681		
Purchase of trams	663,126		
Modernisation of trams	36,500		
Purchase of 5 pcs of new train sets M1 incl. the protecting device	266,000		
Purchase of buses	464,000	8,500	
II. hall of underground station Národní tř., barrier-free access	90,000		
Detection of poisonous substances in underground	1,200		
Safety bins in underground	7,826		
Traffic measures on roads on the territory of Prague 6	5,000		
In total	3,335,297	52,599	499,790

*/ in 2009, grants for allowable expenses were allocated within the Operational programme Prague Competitiveness and project refinancing TT Radlická (1. notice) and RTT Střelničná incl. the loop-line áblická (2. notice)



Profit and loss statement in a full format

as of 31 December 2009

Comp. Reg. No. 00005886
Name and registered office
of the accounting unit
Dopravní podnik hl. m. Prahy,
akciová společnost
Sokolovská 217/42
190 22 Praha 9

Labelling		Current accounting period 1	Current accounting period 2
I.	Revenues from sold goods	1,669	1,759
A.	Expenses on sold goods	1,537	1,392
+	Sale margin	132	367
II	Production	5,269,624	5,507,437
II. 1.	Revenues from own products and services	4,736,369	4,875,341
1.1	Fare revenues	4,214,136	4,378,171
1.2	Other revenues	522,233	497,170
2.	Change in inventory of own products	-592	3,457
3.	Capitalisation	533,847	628,639
B.	Production consumption	6,333,158	6,130,956
B. 1.	Consumption of material and energy	2,997,128	3,133,179
B. 2.	Services	3,336,030	2,997,777
B. 2.1	Repairs and maintenance	1,172,190	915,524
B. 2.2	Other services	2,163,840	2,082,253
+	Added value	-1,063,402	-623,152
C.	Personnel expenses	5,601,940	5,357,777
C. 1.	Wages and salaries	4,015,845	3,775,123
C. 2.	Remunerations to board members of a company or cooperative	2,217	1,590
C. 3.	Social security and health insurance expenses	1,336,382	1,311,057

(in thousands of CZK)

Labelling			Current accounting period 1	Current accounting period 2
C.	4.	Other social expenses	194,104	235,855
C.	5.	Pension and life insurance expenses	53,392	34,152
D.		Taxes and fees	11,407	49,870
E.		Revenues from disposals of intangible and tangible assets	2,605,836	2,586,855
III.		Revenues from sold fixed assets and material	321,687	609,718
III 1.		Revenues from sold fixed assets	79,968	474,095
III. 2.		Revenues from sold material	241,719	135,623
F.		Net book value of fixed assets and material sold	309,415	201,797
F.	1.	Net book value of sold fixed assets	34,940	47,045
F.	2.	Sold material	274,475	154,752
G.		Change in operating reserves and adjustments and complex deferred costs	147,183	735,758
IV.		Other operating revenues	9,816,564	7,608,484
IV. 1.		Grants for expense settlement	9,447,856	7,297,266
IV. 2.		Other operating revenues	368,708	311,218
H.		Other operating expenses	421,150	397,075
*		Operating profit/loss	-22,382	-1,734,082

(in thousands of CZK)

Labelling		Current account- ing period 1	Current account- ing period 2
VII.	Revenues from long-term financial assets	17,740	11,760
VII. 1.	Revenues from shares in controlled and managed organisations and in accounting units with substantial influence	17,740	11,760
IX.	Revenues from revaluation of securities and derivatives	87,144	87,726
L.	Cost of revaluation of securities and derivatives	50,065	165,378
M.	Change in financial reserves and adjustments	0	-1,211
X.	Interest revenues	1,062	23,422
N.	Interest expenses	81,862	180,884
XI.	Other financial revenues	36,853	22,626
O.	Other financial expenses	96,083	77,592
*	Profit/loss from financial operations	-85,211	-277,109
Q.	Income tax on ordinary income	-43,790	-2,285,572
Q. 2.	deferred	-43,790	-2,285,572
**	Profit/loss from ordinary activity	-63,803	274,381
XIII.	Extraordinary revenues	229,358	356,726
R.	Extraordinary expenses	158,245	580,153
*	Profit/loss from extraordinary activity	71,113	-223,427
***	Profit/loss of current accounting period (+/-)	7,310	50,954
****	Profit/loss before tax	-36,480	-2,234,618

Signature record of
the statutory body of
the accounting unit

Prepared on:
11 March 2010

Prepared on date: 11.3.2010	Signature of the statutory body of the accounting unit
Prepared by: statutory body of the accounting unit	Signature of the statutory body of the accounting unit
Prepared by: statutory body of the accounting unit	

Balance sheet in a full format as of 31 December 2009

(in thousands of CZK)

Labelling		Assets	Current accounting period			Previous accounting period
			Gross 1	Adjustment 2	Net 3	Net 4
		TOTAL ASSETS	100,181,080	-31,905,104	68,275,976	67,031,820
B.		Fixed assets	96,285,838	-31,718,881	64,566,957	65,027,909
B. I.		Intangible fixed assets	785,876	-567,580	218,296	256,989
	3.	Software	617,922	-506,411	111,511	87,137
	4.	Valuable rights	10,082	-8,165	1,917	50
	6.	Other intangible fixed assets	107,082	-53,004	54,078	34,170
	7.	Intangible fixed assets under construction	50,790	0	50,790	133,642
	8.	Advance payments for intangible fixed assets	0	0	0	1,990
B. II.		Tangible fixed assets	95,261,902	-31,151,301	64,110,601	64,554,216
B. II. 1.		Land	3,256,856	0	3,256,856	3,229,915
	2.	Buildings	54,242,542	-13,176,569	41,065,973	41,305,374
	3.	Equipment	34,513,873	-17,974,732	16,539,141	16,830,398
	6.	Other tangible fixed assets	38,129	0	38,129	38,129
	7.	Tangible fixed assets under construction	2,379,706	0	2,379,706	2,290,269
	8.	Advance payments for tangible fixed assets	830,796	0	830,796	860,131
B. III.		Long-term financial assets	238,060	0	238,060	216,704
B. III.1.		Shares in controlled and managed organisations	218,563	0	218,563	197,725
	2.	Shares in accounting units with substantial influence	19,497	0	19,497	18,979

(in thousands of CZK)

Labelling		Assets	Current accounting period			Current accounting period
			Gross 1	Adjustment 2	Net 3	Net 4
C.		Current assets	3,587,201	-186,223	3,400,978	1,936,806
C.	I.	Inventory	364,057	-23,832	340,225	439,303
C.	I. 1.	Material	356,362	-23,832	332,530	423,295
	2.	Work in progress and semi-products	3,980	0	3,980	4,572
	5.	Merchandise	1,439	0	1,439	1,762
	6.	Advance payments for inventory	2,276	0	2,276	9,674
C.	II.	Long-term receivables	33,808	0	33,808	133,097
C.	II. 1.	Trade receivables	32,102	0	32,102	131,194
	6.	Long-term deposits given	1,343	0	1,343	1,351
	7.	Other receivables	363	0	363	552
C.	III.	Short-term receivables	2,916,226	-162,391	2,753,835	1,113,765
	III. 1.	Trade receivables	957,119	-153,385	803,734	520,781
	6.	Due from state – tax receivable	378,149	0	378,149	512,723
	7.	Short-term deposits given	36,376	0	36,376	32,455
	8.	Estimated receivables	65,779	0	65,779	29,011
	9.	Other receivables	1,478,803	-9,006	1,469,797	18,795
C.	IV.	Short-term financial assets	273,110	0	273,110	250,641
	IV.1.	Cash	23,428	0	23,428	15,920
	2.	Bank accounts	249,682	0	249,682	234,721
D.	I.	Accruals	308,041	0	308,041	67,105
	I. 1.	Deferred expenses	280,475	0	280,475	62,159
	3.	Deferred income	27,566	0	27,566	4,946

(in thousands of CZK)

Labelling		Liabilities	Current account- ing period 5	Previous account- ing period 6
		TOTAL LIABILITIES	68,275,976	67,031,820
A.		Equity	58,178,744	58,133,455
A. I.		Registered capital	30,726,125	30,726,125
	1.	Registered capital	30,726,125	30,726,125
A. II.		Capital funds	30,868,287	30,830,308
	2.	Other capital funds	30,828,535	30,771,740
	3.	Differences from revaluation of assets and liabilities	39,752	58,568
A. IV.		Profit/loss of previous years	-3,422,978	-3,473,932
A. 2.		Accumulated loss from previous years	-3,422,978	-3,473,932
A. V.		Profit/loss of current accounting period (+/-)	7,310	50,954
B.		Other sources	9,380,539	8,163,065
B. I.		Reserves	1,700,747	1,528,182
B. I. 1.		Reserves under special legal regulations	1,670,575	1,510,407
	4.	Other reserves	30,172	17,775
B. II.		Long-term payables	1,054,489	1,104,571
B. II. 1.		Trade payables	1,811	8,151
	5.	Long-term advances received	737	633
	9.	Other payables	88	144
	10.	Deferred tax obligation	1,051,853	1,095,643

(in thousands of CZK)

Labelling		Liabilities	Current account- ing period 5	Previous account- ing period 6
B.	III.	Short-term liabilities	4,081,076	2,701,500
B.	III.1.	Trade payables	2,376,624	1,385,682
	5.	Payroll	15,616	11,299
	6.	Payables to social security and health insurance	162,469	156,558
	7.	State – tax Liabilities and Grants	157,671	110,593
	7.1.	State – tax Liabilities	48,623	43,779
	7.2.	Grants	109,048	66,814
	8.	Short-term deposits received	21,213	39,583
	10.	Estimated payables	72,320	82,391
	11.	Other payables	1,275,163	915,394
B.	IV.	Bank loans and overdrafts	2,544,227	2,828,812
B.	IV. 1.	Long-term bank loans	2,289,804	2,571,647
	2.	Short-term bank loans	254,423	257,165
C.	I.	Accruals	716,693	735,300
C.	I. 1.	Accrued expenses	23,402	40,908
	2.	Deferred revenues	693,291	694,392

Signature record
of the statutory body
of the accounting unit

Prepared on:
March 11, 2010

Prepared on: 11.3.2010	Signature of the statutory body of the accounting unit
Prepared by: statutory body of the accounting unit	Prepared by: statutory body of the accounting unit
Name:	







Annexe to the 2009 financial statements



Company name:
Registered office:

Dopravní podnik hl. m. Prahy, joint-stock company
Sokolovská 217/42, Prague 9 – Vysočany

Legal form:
Company Identification
Number:

Joint stock company
00005886

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1. General information

1.1. Establishment and description of the company

The accounting unit Dopravní podnik hl. m. Prahy, akciová společnost (here in after referred to as the company or DPP) was established as a joint stock company by an establishment plan of the Municipal Corporation of the Capital City of Prague dated 19 March 1991 as a successor of the state enterprise Dopravní podnik hl. m. Prahy – kombinát and it was incorporated upon its registration with the Commercial Register kept by the Municipal Court in Prague dated 11 July 1991, reg. No.: B 847 (then the Business Register of the District Court for Prague I, Section Sa, File No. 847).

Registered office of the company: Prague 9, Sokolovská 217/42, post code 190 22.

The sole shareholder of the company is the CAPITAL CITY OF PRAGUE, with its registered office at Prague Praha 1, Mariánské náměstí 2, post code 110 00.

The company has registered capital amounting to CZK 30,726,125 thous. created by a non-monetary investment of the sole shareholder.

The registered capital of the company is divided to the total of 3,001 registered shares, out of which:

3,000 shares with the nominal value of CZK 10,000 thous., i.e.	CZK 30,000,000 thous.
1 share with the nominal value of	CZK 726,125 thous.

Total nominal value of shares as of 31 December 2009CZK 30,726,125 thousand

Shares of the company are registered in the name of: "Municipality – Capital City of Prague".

Financial statements of the company were prepared as of 31 December 2009.

The accounting period is a calendar year: from 1 January to 31 December 2009.

The line of the company's business is:

- running a tram line, special line (underground) and cableway line (Petín and ZOO) and running railway transport in the capital city of Prague,
- road motor transport of passengers,
- road motor transport of cargo,
- repairs of road vehicles,
- repairs of bodies,
- locksmithing,
- repairs of other means of transport,
- production, installation and repairs of electric machines and devices,
- running a driving school,
- operating petrol stations with fuels,
- purchase, sale and storage of fuels and lubricants, including their import except for exclusive purchase, sale and storage of fuels and lubricants in consumer packing up to 50 kg per one packing,
- psychology consulting and diagnostics,
- purchase of merchandise and its resale and sale (except for business trades specified in Annexe No. 1-3 of Act No. 455/91 Coll., as amended),
- inn-keeping,
- accommodation services in facilities of category lower than ++,
- running a non-state health facility,
- assembly, repairs, inspections and tests of reserved electrical devices,
- assembly, maintenance and service of telecommunication devices,
- provision of telecommunication services,

- operating garages and parking spaces,
- operating technical control stations,
- operating emission measuring stations,
- realisation of constructions, their changes and removals.

1.2. Changes and amendments to the Commercial Register in the past accounting period

The following changes and amendments were registered with the Commercial Register:

According to the Agreement on Support for the Full Service Project, Dopravní podnik hl. m. Prahy, akciová společnost, Company Identification No. 00005886, with its registered office at Prague 9, Sokolovská 217/42, post code 190 22, assigned a part of the business that forms a separate organisational unit not incorporated in the Commercial Register, to the company Siemens s.r.o. (Transport Systems Division), Company Identification No. 00268577, with its registered office at Prague 6, Evropská 33a, post code 160 00.

Due to extending the line of business with realisation of structures, their changes and removals, corporate articles of association were changed. The change of the line of business was incorporated with the Commercial Register on 12 August 2009.

On 2 July 2009, the term of office of a Supervisory Board member, Mr. Jiří Šeda, terminated and as of 2 July 2009, new membership of Mr. Jiří Šeda came to existence. The incorporation and deletion with the Commercial Register was carried out on 12 August 2009.

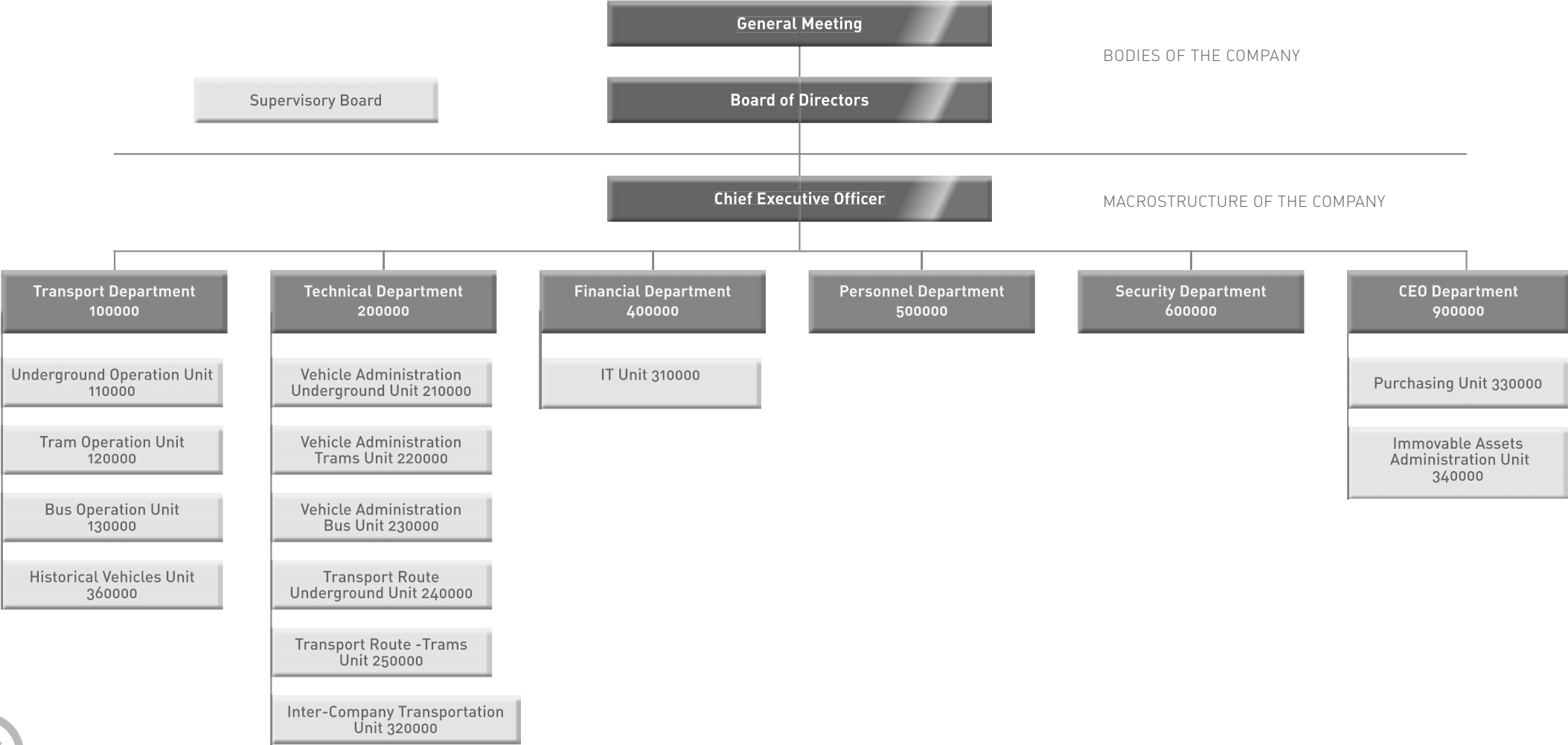
On 2 July 2009, the term of office of a Supervisory Board member, Mr. František Kadlec, terminated. The deletion was incorporated with the Commercial Register on 12 August 2009.

On 2 July 2009, the membership of a Supervisory Board member, Mr. Jan Lebeda, came to existence. It was incorporated with the Commercial Register on 12 August 2009.

Facts approved by the General Meeting that should be and have not been recorded in the Commercial Register are not known to the company.

Organisational structure of the company

as of 31 December 2009



In the course of 2009, organisation changes took place in DPP in connection with preparation and realisation of outsourcing in the areas that exert independent activity and do not provide services to other departments. As a result of outsourcing in the area of complex maintenance and repairs of underground train sets on the underground lines and within the continuous process of improving the effectiveness and optimising other working activities, the number of jobs was reduced by 203.

1.4. Group identification

Sole shareholder of DPP:
CAPITAL CITY OF PRAGUE (hereinafter referred to as CCP), with its registered office at Prague 1 – Staré Město,
Mariánské nám. 2, Identification No.: 00064581.

Affiliated business companies of DPP

Business name	% share of the CCP in the registered capital	Registered Office	Company Identification No.
Kolektory Praha, a.s.	100%	Prague 9, Pešlova 3, house No. 341	26714124
Kongresové centrum Praha, a.s.	100%	Prague 4, 5. května 65	63080249
Obchodní společnost Praha – čisté město, a.s. v likvidaci	100%	Prague 1, Celetná 29	63080664
Obecní dům, a.s.	100%	Prague 1, nám. Republiky 1090/5	27251918
Pražská energetika Holding a.s.	51%	Prague 10, Na Hroudě 1492	26428059
Pražská plynárenská Holding a.s.	51%	Prague 4, U Plynárny 500	26442272
Pražská teplárenská Holding a.s.	51%	Prague 7, Partyzánská 1	26416808
Pražská vodohospodářská společnost a.s.	100%	Prague 1, Žatecká 110/2	25656112
Pražské služby, a.s.	76.92%	Prague 9, Pod Šancemi 444/1	60194120
TCP – Vidoule, a.s.	98.09%	Prague 2, Blanická 1008/28	25649329
TRADE CENTRE PRAHA akciová společnost /TCP/	89.67%	Prague 2, Blanická 1008/28	00409316
Úprava vody Želivka, a.s.	90.04%	Prague 1, Žatecká 110/2	26496224
Zdroj pitné vody Káraný, a.s.	97.22%	Prague 1, Žatecká 110/2	26496402

Subsidiaries of the business company DPP

Business name	% share of DPP in the registered capital	Registered Office	Company Identification No.
RENCAR PRAHA, a. s.	28	Prague 8, Křižíkova 148/34	00506397
Pražská strojírna a. s.	100	Prague 9, Mladoboleslavská 133	60193298
GTR-DP Praha s.r.o.	40	Prague 9, Na obrátce 16/102	25146033
Střední průmyslová škola dopravní, a.s.	100	Prague 5, Plzeňská 102/219	25632141

A partner of the subsidiary RENCAR PRAHA, a.s.

Business name	% share RENCAR PRAHA, a.s. according to the capital	Registered Office	Company Identification No.
RENCAR MEDIA s.r.o	100	Prague 8, Křižíkova 148/34	25082906

Summary of indirectly controlled companies and subsidiaries of affiliated companies of DPP as of 31 December 2009

Affiliated companies	Indirectly controlled companies and subsidiaries	% share in the registered capital	Registered Office	Company Identification No.
Pražská energetika Holding a.s.	Indirectly controlled company	% share of PREH in PRE		
	Pražská energetika, a.s.	50.78%	Prague 10, Na Hroudě 1492/4	60193913
	Company with capital interest of PRE	% share of PRE in the subsidiary		
	PREdistribuce, a.s.	100%	Prague 5, Svornosti 3199/19a	27376516
	PREleas, a.s.	100%	Prague 10, Limuzská 2110/8	25054040
	PREměření, a.s.	100%	Prague 10, Na Hroudě 2149/19	25677063
Pražská plynárenská Holding a.s.	Indirectly controlled company	% share of PPH in PP		
	Pražská plynárenská, a. s.	50.20%	Prague 1, Národní 37	60193492
	Companies with capital interest of PP	% share of PP in the subsidiary		
	Pražská plynárenská Distribuce, a.s., a member of the concern Pražská plynárenská, a.s	100%	Prague 4, U Plynárny 500	27403505
	Pražská plynárenská Servis distribuce, a.s., a member of the concern Pražská plynárenská, a.s	100%	Prague 4, U Plynárny 1450/2a	47116471
	Prométheus, energetické služby, s.r.o.	100%	Prague 4, U Plynárny 500	63072599
	Pražská plynárenská Správa majetku, s.r.o., a member of the concern Pražská plynárenská, a.s	100%	Prague 4, U Plynárny 500	27436551
	Informační služby – energetika, a.s.	100%	Prague 4, U Plynárny 500	26420830
	Pragoplyn, a.s.	100%	Prague 1, Jungmannova 36/31	27933318
	Indirectly controlled company	% share of PTH in PT		
Pražská teplárenská Holding a.s.	Pražská teplárenská a.s.	47.33%	Prague 7, Partyzánská 1/7	45273600
	Companies with capital interest of PT	% share of PT in the subsidiary		
	Energotrans, a.s.	100%	Prague 7, Partyzánská 7/1	47115726
	TERMONTA PRAHA a.s.	100%	Prague 10, Třebohostická 46/11	47116234
	Teplo Neratovice, spol. s r.o.	100%	Neratovice, Školní 162	49827316

Until 17 August 2009 when the business firm Association of Transport Undertakings in the Czech and Slovak Federal Republic was dissolved, DPP had been a partner to this public business company without any investment. In order to arrange conformity of the incorporation with the Commercial Register and the actual state of affairs, the court made a deletion from the Commercial Register. Under Section 20f et seq. of the Civil Code, associations of legal persons are incorporated with association registers kept by Regional Offices competent according to the association registered office, not with the Commercial Register kept by courts. The Association of Transport Undertakings in the Czech and Slovak Federal Republic, with its registered office at Drahobejlova 6/2215, 190 00 Prague 9, Identification No. 41692543, is kept in the register of interest associations by the Municipal Council of the Capital City of Prague, Department of Trade Licences and Civil-Administrative Matters. As of 3 December 1992, the Association of Transport Undertakings in the Czech and Slovak Federal Republic was registered with the District Office for Prague 7 under registration No. S/5, then as a result of a changed registered office, the association was registered by the Office of the City District of Prague 9 under registration No. 34/2000 on 20 December 2000. The line of business of such organisation was to provide for and perform works, performances and services in the area of organisation, management and economics of urban mass transportation on the territory of the Czech and Slovak Federal Republic and its materially-technical, transport-operational and legislative arrangement.

1.5. Bodies of the company

Bodies of the company are the General Meeting, Board of Directors and Supervisory Board.

The General Meeting is the supreme body of the company. The powers of the General Meeting are exercised by the municipality – the CCP – according to a special regulation, being represented by its representative body, the Board of Municipal Corporation of the CCP, except for decisions about dissolution of the company, in relation to which powers of the General Meeting are exercised by the Municipal Corporation of the CCP.

Board of Directors and Supervisory Board as of 31 December 2009

	Position	First Name
Board of Directors	Chairman	Radovan Šteiner
	Vice-chairman	Ing. Martin Dvořák
	Member	Petr Hána
	Member	Ing. David Vodrážka
	Member	Ing. Jan Heroudek
	Member	Ing. Tomáš Jílek
	Member	Ing. Antonín Weinert, CSc.
Supervisory Board	Member	MUDr. Pavel Bém
	Member	Jiří Janeček
	Chairman	JUDr. Rudolf Blažek
	Vice-chairman	Jiří Čada
	Member	Ivan Bednář
	Member	Ing. Karel Březina
	Member	Petr Zajíček*)
	Member	Prof. Ing. Petr Moos, CSc.
	Member	JUDr. Tomáš Homola
	Member	Jan Lebeda
	Member	Jiří Obitko

*) As concerns the member of the Supervisory Board Petr Zajíček, his office terminated on the date of his death, 27 October 2009, and the General Meeting did not appoint any new member of the Supervisory Board. This fact has not been incorporated with the Commercial Register.

In the course of the accounting period, the Supervisory Board experienced the following changes:

Position	Original member	New member	Date of change
Member	František Kadlec	Jan Lebeda	12 July 2009
Vice-chairman *)	Jiří Čada	Jiří Čada	2 July 2009
Member	Petr Zajíček		Death on 27 October 2009

*) Change of the term of office.

2. Accounting Methods and General Accounting Principles

The accounting of the company is kept and the financial statements were compiled in accordance with Act No. 563/1991 Coll., on Accounting, as amended, Decree No. 500/2002 Coll. (hereinafter referred to as the decree) implementing certain provisions of Act No. 563/1991 Coll., on Accounting, for accounting units – entrepreneurs keeping their accounts in the double-entry accounting system, as amended, and Czech accounting standards for entrepreneurs, as amended.

The accounting respects the general accounting principles, in particular the principle of asset valuation on the basis of historical costs, the principle of accounting according to the material and time context, the principle of caution and the assumption of the accounting unit's ability to continue in its activities.

The figures in these financial statements are expressed in thousands of Czech Crowns (CZK) unless specified otherwise.

3. Overview of Key Accounting Principles and Procedures

3.1. Tangible and intangible fixed assets

Fixed assets shall mean assets with operating life of more than one year and in each individual case valued to more than CZK 40,000 (tangible assets except for land, structures and buildings and works of art), or CZK 60,000 respectively (intangible assets except for easements). Land, buildings and structures, easements and works of art are considered fixed assets regardless of their valuation. In addition, fixed assets include assets acquired partially from own sources and partially from a subsidy, the input price of fixed assets paid from own sources is up to CZK 40,000 (tangible fixed assets), or CZK 60,000 respectively (intangible fixed assets).

The limit for specification of increased technical value that increases the value of fixed assets is more than CZK 40,000 (in total for the accounting period as concerns tangible fixed assets and for individual termination as concerns intangible fixed assets).

When the valuation of a multi-licence (i.e. one licence to the software allowing several users to use the software) exceeds CZK 60,000 and the operating life is longer than 1 year, intangible fixed assets are concerned (one inventory number).

Tangible assets up to CZK 40,000 and intangible assets up to CZK 60,000 are booked upon their acquisition to the expenses and further registered in the off balance sheet records. These expenses are subject to accrual for the period of 2 years.

Tangible fixed assets are valued in their acquisition price.

Costs related to acquisition of fixed assets

The valuation of intangible and tangible fixed assets and increased technical value shall include in particular the following costs until the assets are set into a condition fit for use:

- survey, geologic, geodetic and design works including alternative solutions,
- customs, assembly, transport charges, fee for ecological liquidation, packing charges,
- net book value of removed structures or their parts as a result of new development,
- compensation for ownership right restrictions, compensation for material losses to the owner or lessee,
- tests before setting the assets in a condition fit for use,
- preparatory works, in particular costs of expert reports, fees, remunerations for consulting and procurement services related to the acquired fixed assets,
- as concerns fixed assets financed from EU structural funds, the acquisition price of fixed assets includes auditor's verification, consulting activity and other costs related to granting of an application for financing from EU structural funds.

Land acquired before 1992 is valued according to a decree of the Ministry of Finance by the price generally valid at the time of asset acquisition. Land acquired after 1992 is valued by its acquisition price.

When securing conformity of book records and records of land in the Land Register, newly detected land acquired by the end of 1992 were valued according to the methodical procedure under decree of the Ministry of Finance, namely in the generally valid price at the time of their acquisition; in other cases, they were valued in their acquisition price according to the title deed detected according to the Ownership List or valuation valid at the time of acquisition and fixed by an expert opinion.

In 2009, the valuation by the reproduction price was applied to easements acquired free of charge, the reproduction price having been determined according to the expert opinion. Assets identified during stocktaking that were not included in the books before are valued by the price determined in the expert opinion. If it be to the contrary, i.e. when an item is found in the books that is not an asset, such item (land) is booked against the accounting group 41. The reproduction price determined by an expert opinion is applied also to valuation of surpluses of immaterial assets registered in off balance sheet records.

Tangible fixed assets created by own activity is valued by factory costs, i.e. all direct costs and indirect costs immediately connected with creation of fixed assets.

Intangible and tangible fixed assets are depreciated by the straight line method according to the depreciation plan of book depreciation, namely under Section 7(1) of the Act on Accounting.

The depreciation plan is published by an internal directive of the company. The amount of accumulated depreciation to fixed assets is determined by the operating life that is specified with regard to the wear and tear corresponding

to regular conditions of their use. Depreciation starts in the month when assets are put into operation.

The expected operating life of the most important groups of assets is as follows:

Fixed assets	Operating life in years
Underground tunnels	100
Underground power supply system	30
Tram tracks – track between junctions	30
Tram tracks – railway bed at junctions	30
Tram tracks – permanent way at junctions	15
Escalators	17
Means of transport:	
- underground cars purchased before the end of 1991	20
- underground cars purchased since 2001	40
- reconstructed underground cars	15
- trams T3R.P	15
14T, 15T	30
others	20
- standard buses	10
- CITY BUS (low-floor) buses	12
- buses written off after technical liquidation	4

Since 2009, when new tram tracks are activated, the railway bed, permanent way, cables and rails are recorded separately.

Amortisation of easements created for the benefit of the company is as follows:

Easement acquisition price	Time of creation	Depreciation period
up to CZK 60,000	definite	24 months
	indefinite	24 months
more than CZK 60,000 up to CZK 10,000,000	definite	according to the period of time specified in the contract, for which the easement is created
	indefinite	48 months
more than CZK 10,000,000	definite	according to the period of time specified in the contract, for which the easement is created
	indefinite	30 years

Assets fully acquired from the subsidy for acquisition of intangible fixed assets and tangible fixed assets are not subject to depreciation.

As of the date of the financial statements, adjustments were created for accounts of depreciated fixed assets. Their amount is ascertained on the basis of stocktaking and individual assessment of the actual condition of individual items where the utility value of fixed assets (the utility value meaning also their sales price) is substantially lower than their evaluation in the books after deduction of accumulated depreciation and such reduction of value may not be considered a permanent one. Adjustments created in 2007 and 2008 were cleared in 2009. In 2009, no adjustments were created for accounts of depreciated fixed assets.

3.2. Long-Term Financial Assets

Long-term financial assets represent ownership interests in controlled and managed organisations and in accounting units with substantial influence and upon acquisition, they are placed to account in their acquisition price.

As of the date of financial statements, ownership interests in companies, controlled and managed organisations and in accounting units with substantial influence are valued by the equity method, i.e. the value of the ownership interest as of the date of financial statements is adjusted to the value corresponding to the proportion of the company's interest in the shareholder's capital of the subsidiary. The

equity evaluation is placed to account as a change in the value of a security in the form of a counter entry to account 414 – Estimated changes in asset and liability value.

3.3. Derivatives

The company has financial derivatives that serve as an effective securing tool in accordance with the strategy of company's risk management. Until October 2009, the company had been classifying these tools as ones intended for trading. In accordance with the strategy of financial risk management and having performed the effectiveness test of swap, forward, collar and hedging transactions, the derivatives have been considered securing ones since 21 October 2009. As of the balance day, tests of effectiveness of all securing transactions were performed.

3.4. Inventories

Purchased inventories are valued according to their acquisition price. The acquisition price of inventories includes the costs related to their acquisition, in particular transport charges, commissions, customs, insurance premium, packing charges, postage, discounts. The inventories of the same kind are kept on stock valued according to the price ascertained by weighted arithmetic average, except for the goods in the canteen. These goods are kept on stock evaluated according to their actual acquisition costs. If the costs related to acquisition do not form a part of the acquisition price of specific material and goods, they are monitored at a separate analytical account of inventories and once a month, they are dissolved in the consumption of materials and goods under an internal directive. This procedure is applied in the company also to the transport charges as provided by intraplant services. According to the Czech Accounting Standards for Entrepreneurs No. 15, the

Spare parts and other materials created by own activity at once are evaluated according to the actual factory costs. Spare parts and other materials created by own activity, with regard to which it is impossible to determine unambiguous unit price (i.e. with continuously produced spare parts and other materials), they are valued on the basis of prices fixed in advance. Components of expenses included in the price of spare parts and other materials fixed at the level of factory costs is comprised of: direct consumption of material, energy, direct wages, social and health insurance premium, share in production overhead costs, cooperation, transport charges.

The reproduction price of inventories was fixed according to the current average stock price at the moment of detecting surplus inventories (diesel oil, cooling liquid, oil and other operating liquids, cable). The reproduction price fixed by an expert estimate is applied to inventories produced from materials acquired from liquidation or repairs of fixed assets.

Adjustments to inventories are created according to materials from the Purchasing Unit.

These adjustments were created on the basis of performed stocktaking, having reviewed the conditions, period of storage and with regard to the expected non-usability and minimum saleability.

3.5. Receivables

Upon their formation, receivables are valued according to their nominal value, which is subsequently reduced by the relevant adjustments to doubtful and bad amounts.

Receivables with due date of one year and less as of the moment of compiling the financial statements are shown as short-term ones. Other receivables are shown as long-term ones.

On the accounts of receivables, one records also receivables from authorised persons of the CCP and others in connection with fixed assets, i.e. receivables, the contents of which are not related to activities of the company and which come to existence in connection with investment construction by the company (in particular underground construction).

Adjustments are created to trade receivables and other receivables according to the applicable laws and instructions from the Legal Department. Tax adjustments are created in the amount allowed by the applicable law. In relation to receivables overdue from a half a year up to 1 year, accounting adjustments are created in such amount so that the total value of tax and accounting adjustment makes up 50% of the unsettled balance-sheet value of the receivable; as concerns receivables overdue for more than 1 year, adjustments are created up to 100% of the balance-sheet value of the receivable.

Accounting adjustments are created for receivables from surcharges to fares and for receivables from fares. Their amount is determined in % with regard to the anticipated level of receivable settlement according to a statement of the company engaged in recording and collection of such receivables.

Liabilities and receivables are mutually set off according to the Civil and Commercial Codes as arranged between the business partners.

3.6. Trade liabilities

Trade liabilities are booked in the nominal value.

Liabilities with due date of one year and less as of the moment of compiling the financial statements are shown as short-term ones. Other liabilities are shown as long-term ones.

3.7. Credits

Credits are booked in the nominal value. Interests on credits are booked in the profit/loss for the accounting period, to which they apply (note: before incorporation of fixed assets, they were capitalised as a part of the acquisition price).

A short-term loan also includes a proportion of a long-term loan that is payable within one year after the financial statement date.

3.8. Reserves

Reserves are created in order to cover future risks and expenses with a known purpose, if it is probable they will be incurred; nevertheless, the amount and date of their performance is usually not certain. Tax-effective reserves for repairs of assets are created according to the repair plan. Their creation and utilisation is governed by the applicable law.

The reserve for performance on the basis of compensation for work injuries and occupational diseases of certain former employees is created on the basis of a statistical evaluation of available historical data in the amount of the current value of anticipated future payments by reason of claims occurred by the financial statement date.

The reserve for probable effect of litigations is created on the basis of estimated anticipated results of current litigations.

3.9. Conversion of figures in foreign currencies into Czech currency

Exchange-rate differences are booked according to the decree and Czech accounting standards for entrepreneurs.

Assets and liabilities expressed in a foreign currency are converted to the Czech currency by application of the bank daily exchange rate according to applicable regulations. The foreign currency cash is subject to quarterly fixed rates. Revaluation of foreign currency cash is performed as of the 1st day of the next quarter by applying the last known exchange rate of the previous quarter.

Within the monthly financial statements of foreign currency bank accounts, conversion to the Czech currency is performed according to the exchange rate of the last day of the month.

Assets and liabilities in a foreign currency are converted according to the valid exchange rate published by the Czech National Bank as at that date and the identified exchange differences are booked to expenses or revenues depending on their nature.

3.10. Taxes

3.10.1 Tax write-offs of fixed assets

For the purposes of tax write-offs, the straight line method is applied. In 2008, on the basis of a CEO decision, tax write-offs of tangible assets were suspended due to application of efficient use of retained tax losses.

3.10.2 Deferred tax

The calculation of the deferred tax is based on the method of payables starting from the balance sheet approach. The method of payables means a procedure, under which the income tax rate valid in the periods to come is applied to the calculation. The balance sheet approach means that the method of payables is based on temporary differences, which are differences between the tax base of

the assets or liabilities and the amount of the assets or liabilities specified in the balance sheet.
The tax base of the assets or liabilities is the value of these assets or liabilities that may be applied for tax purposes in future.

Deferred tax liabilities and receivables are mutually set off and in the balance sheet, their net value is shown.

3.11. Subsidies

Subsidies for settlement of expenses are booked in other operating revenues in the material and time context with the booking of expenses for the determined purpose.

The subsidy for acquisition of intangible and tangible fixed assets and increase of their technical value reduces their acquisition price or factory costs at the moment of activation. As of the balance day, the use of the subsidy is booked in relation to the yet non-activated fixed assets and long-term receivables created by virtue of handover of fixed assets unrelated to the company's activities.

3.12. Revenues

Revenues from transport are booked in the period when the transport services were provided.
Other revenues are booked in the period, to which they are related in terms of contents and time context.
Revenues and proceeds concerning future periods are accrued.

Accrual of revenues from easements created to assets of the company is as follows:

Easement acquisition price	Time of creation	Accrual
up to CZK 60,000	definite	not performed due to insignificant amount
	indefinite	revenue of concerned period
more than CZK 60,000 up to CZK 10,000,000	definite	according to the period of time specified in the contract, for which the easement is created
	indefinite	revenue of concerned period
more than CZK 10,000,000	definite	according to the period of time specified in the contract, for which the easement is created
	indefinite	the revenue shall be classified by a proportional amount according to the remaining usable life of the real estate subject to the created easement

3.13. Application of estimates

Compilation of the financial statements requires the company management to apply estimates and assumptions that have an effect on the shown values of assets and liabilities as at the date of the financial statements and on the amount shown of revenues and costs for the monitored period. The management of the company determined those estimates and assumptions on the basis of all and any available relevant information. Nevertheless, as it follows from the basis of an estimate, actual values in the future may differ from the estimates.

3.14. Extraordinary expenses and revenues

These items include revenues/expenses from absolutely extraordinary operations with regard to regular activity of the accounting unit as well as revenues/expenses from extraordinary events occurred randomly.

Accounting operations connected with sale of a part of the business were booked to the debit of such expenses and revenues in 2009.

3.15. Changes in the valuation method, depreciation procedures and accounting procedures compared to the previous accounting period

In 2009, the following main changes in reporting occurred; their purpose was to make the true depiction more accurate or to improve the quality of the information value of the financial statements.

According to Amendment No. 1 to the Agreement on **Public Service Liability** Resting in Provision of Transport Services on the Territory of the CCP, the company booked, for the first time in 2009, the receivable from the CCP in the amount of actually provable loss of 2009 on the basis of materials for calculation of costs of the Prague Integrated Transport (zones P+O). It was partially booked against the overall provided subsidy for expense settlement.

Accounting for derivatives

As of 21 October 2009, accounting for tradable derivatives was terminated. As of that date, all swap, forward, collar and hedging transactions were valued according to their actual value and the change of their actual value as compared to 31 December 2008 was accounted for as an expense, or revenue respectively, from derivative operations.

Results of effectiveness test allow keeping of securing accounting since then.

As of the balance day of 2009, changes of the actual value of derivatives were reflected in the equity, in proceeds or expenses respectively from completed transactions.

3.16. Cash flow statement

The cash flow statement was prepared using the indirect method. Pecuniary equivalents represent short-term current assets, which may be easily and promptly exchanged for a known amount of cash. Pecuniary means and pecuniary equivalents may be analysed as follows:

(data in thousands of CZK)

Pecuniary equivalent	31 December 2009	31 December 2008
Cash in hand and funds in transit	23,428	15,920
Bank accounts	249,682	234,721
Total pecuniary means and pecuniary equivalents	273,110	250,641

Cash flows from operating, investment or financial activities are specified in the summary of cash flows in their uncompensated form.

4. Additional information to the balance sheet and profit and loss account

4.1. Company specifics

4.1.1 Adjustment of statements

In the balance sheet and the profit and loss account, items are stated in the order specified in the decree. In addition, DPP states other items in these statements due to their better comprehensibility and information value with regard to the accounting unit.

This involves the following data:

Balance sheet – Liabilities	-B.III.7	7.1. State – tax liabilities
		7.2. Subsidies
Profit and loss account	– II.1	1.1 Revenue from fares
		1.2 Other revenues
	B.2	2.1 Repairs and maintenance
		2.2 Other services
	C.	5. Pension and life insurance expenses
	IV.	1. Subsidies for expense settlement
		2. Other operating revenues

Lines XI. and O. include a summary statement of exchange rate differences.

4.1.2 Subsidies

In order to get to know and evaluate the financial and property situation of the company, it is necessary to emphasise that the company receives a significant financial volume of subsidies from various providers.

In 2009, the company accounted for subsidies for expense settlement and for acquisition of fixed assets in the amount of CZK 13,337,657 thousand; in 2008, it amounted to CZK 12,996,828 thousand in the following structure:

Subsidies by purpose

[data in thousands of CZK]

Indicator		2009
Total subsidies		13,337,657
of which:		
Subsidy for expense settlement		9,449,971
of which:		
operating subsidies from CCP budget:		9,398,474
- in chapter 03: for operation of public road urban mass transportation		9,356,359
therein: bonuses of MHD OPENCARD, resolution of RHVP No. 1008/2008	38,000	
accountable advance payment for settlement of expenses on operation of urban mass transportation	900,000	
non-investment transfer EU TRENDSETTER	153	
- in chapter 07: for civil protection (operation of protective systems)		40,000
- standard expenses of project No. 22003, call 2 of OPPK ÚZ 00017030		1,944
- standard expenses of project No. 22003, call 2 of OPPK ÚZ 00017081		171
subsidies within the Prague Integrated Transport:		51,269
- subsidies for the zone 0-PIT	33,152	
- subsidies from municipalities for zones 1, 2 of the Prague Integrated Transport	7,245	
- subsidies from SK-KÚ – zones 1, 2	10,243	
- subsidies from SK-KÚ – pupils fare	629	
special-purpose subsidy from the City District of Prague 4		228

(data in thousands of CZK)

Indicator			2009
Subsidy for acquisition of fixed assets			3,887,686
of which:			
subsidies from state budget			8,500
- for acquisition of new buses		8,500	
subsidies from the CCP budget:			3,879,186
4534 – underground line A (Dejvická – Ruzyně Airport)		312,500	
5311 – restoration of underground cars – modernisation		500,000	
5535 – Operating section IV of the underground line C, stage 2 (Ládví – Letňany)		906,856	
6786 – Operating section I of the underground line D		48,681	
7762 – purchase of trams		663,126	
5666 – modernisation of trams		36,500	
40768 – purchase of 5 pieces of new train sets M1 including the protecting device		266,000	
40769 – purchase of buses		464,000	
40775 – Vestibule II of the underground station Národní tř. – barrier-free access		90,000	
40990 – traffic measures on roads on the territory of Prague 6		5,000	
22003 – RTT Střelnická including terminus Ďáblická, call 2 from OPPK		129,389	
out of which: European Regional Development Fund	118,898		
State budget	10,491		
21003 – TT Radlická co-financing, call 1 of OPPK		448,108	
out of which: European Regional Development Fund	380,892		
State budget	33,608		
CCP budget	33,608		
8813 – detection of poisonous substances in the underground		1,200	
40932 – safety bins in the underground		7,826	

Subsidies from the CCP budget in 2009

(data in thousands of CZK)

	Granted subsidy	Actually used subsidy	Delta
Subsidy for expense settlement	8,099,959	9,398,474	1,298,515
Subsidy for acquisition of fixed assets	3,899,551	3,879,186	-20,365

4.2. Intangible fixed assets

Acquisition price

(data in thousands of CZK)

	Balance as of 31 December 2007	Increases	Decreases	Balance as of 31 December 2008	Increases	Decreases	Balance as of 31 December 2009
The	418,451	104,602	1,849	521,204	101,863	5,145	617,922
Valuable rights	7,082	0	0	7,082	3,000	0	10,082
Other immaterial intangible assets	42,550	11,391	0	53,941	53,141	0	107,082
Immaterial intangible assets in progress	30,633	311,796	208,787	133,642	77,005	159,857	50,790
Advance payments provided or immaterial intangible assets	0	1,990	0	1,990	0	1,990	0
Total	498,716	429,779	210,636	717,859	235,009	166,992	785,876

Accumulated depreciation

(data in thousands of CZK)

	Balance as of 31 December 2007	Increases	Decreases	Balance as of 31 December 2008	Increases	Decreases	Balance as of 31 December 2009
The	377,327	59,358	2,618	434,067	77,489	5,145	506,411
Valuable rights	6,832	200	0	7,032	1,133	0	8,165
Other immaterial intangible assets	12,390	7,381	0	19,771	33,233	0	53,004
Total	396,549	66,939	2,618	460,870	111,855	5,145	567,580

Net book value

(data in thousands of CZK)

	Balance as of 31 December 2007	Balance as of 31 December 2008	Balance as of 31 December 2009
Software	41,124	87,137	111,511
Valuable rights	250	50	1,917
Other immaterial intangible assets	30,160	34,170	54,078
Immaterial intangible assets in progress	30,633	133,642	50,790
Advance payments provided for immaterial intangible assets	0	1,990	0
Total	102,167	256,989	218,296

4.2.1. Fixed intangible assets created by own activities

In 2009, no fixed intangible assets were created by own activities.

4.2.2. Assets not included in the balance sheet

Intangible assets recorded on the accounts off balance sheet:

(data in thousands of CZK)

Type of asset	Acquisition price	
	2009	2008
Immaterial intangible assets	16,095	18,422
Fixed subsidised assets	90,469	45,782
Total	106,564	64,204

4.3. Tangible fixed assets

Acquisition price

(data in thousands of CZK)

	Balance as of 31 December 2007	Increases	Decreases	Balance as of 31 December 2008	Increases	Decreases	Balance as of 31 December 2009
Lands	3,249,009	8,439	27,533	3,229,915	70,805	43,864	3,256,856
Structures	52,618,200	1,139,775	130,243	53,627,732	789,076	174,266	54,242,542
Individual movable assets	33,146,410	1,078,261	439,372	33,785,299	1,339,374	610,800	34,513,873
- Machinery and equipment	10,046,508	259,996	202,040	10,104,464	594,484	296,328	10,402,620
- Transport vehicles	23,078,283	818,265	237,116	23,659,432	744,890	304,687	24,099,635
- Inventory	21,619	0	216	21,403	0	9,785	11,618
Other immaterial tangible assets	34,675	3,455	1	38,129	0	0	38,129
Immaterial tangible assets in progress	3,530,971	7,201,106	8,441,808	2,290,269	5,411,429	5,321,992	2,379,706
Advance payments for immaterial tangible assets	901,801	4,960,676	5,002,346	860,131	3,994,325	4,023,660	830,796
Total	93,481,066	14,391,712	14,041,303	93,831,475	11,605,009	10,174,582	95,261,902

Accumulated depreciation and adjustments

(data in thousands of CZK)

	Balance as of 31 December 2007	Increases	Decreases	Balance as of 31 December 2008	Increases	Decreases	Balance as of 31 December 2009
Structures	11,434,186	938,979	50,807	12,322,358	932,960	78,749	13,176,569
Individual movable assets	15,823,293	1,549,947	418,339	16,954,901	1,560,469	540,638	17,974,732
- Machinery and equipment	6,089,701	598,406	185,462	6,502,645	621,735	228,266	6,896,114
- Means of transport	9,712,900	950,106	228,809	10,434,197	937,363	301,712	11,069,848
- Inventory	15,795	1,435	216	17,014	1,371	9,615	8,770
Adjustment to means of transport	4,897	0	3,852	1,045	0	1,045	0
Adjustment to advance payments for immaterial tangible assets	1,211	0	1,211	0	0	0	0
Total	27,258,690	2,488,926	470,357	29,277,259	2,493,429	619,387	31,151,301

Net book value

(data in thousands of CZK)

	Balance as of 31 December 2007	Balance as of 31 December 2008	Balance as of 31 December 2009
Land	3,249,009	3,229,915	3,256,856
Buildings	41,184,014	41,305,374	41,065,973
Individual movable assets	17,323,117	16,830,398	16,539,141
- Machinery and equipment	3,956,807	3,601,819	3,506,506
- Transport vehicles	13,365,383	13,225,235	13,029,787
- Inventory	5,824	4,389	2,848
Adjustment entries	-4,897	-1,045	0
Other tangible fixed assets	34,675	38,129	38,129
Immaterial tangible assets in progress	3,530,971	2,290,269	2,379,706
Advance payments for tangible fixed assets	900,590	860,131	830,796
Total	66,222,376	64,554,216	64,110,601

The company rents:

- **real estates, non-residential premises** in the buildings of garages, yards, at underground depots, underground stations, tram terminus, urban mass transportation stops etc.
- **surfaces of movable as well as immovable assets**, in particular for advertising, for placement of optical cables at underground stations, for operation of telecommunication systems in the underground, for placement of antennas, telecommunication devices etc.
- **movable assets**, for example service lifts at underground stations, camera systems, lighting equipment, expansion stations at converter stations etc.

As of the date of the financial statements, Land Register Offices do not register any proceedings concerning acquisition of real estates for the benefit of the company.

4.3.1. Tangible fixed assets encumbered with the right of lien

As of 31 December 2009, an easement was created to 420 real estates, namely in the form of an agreement to create an easement. In most cases, it concerns the ability to access and operate certain equipment in the underground premises, at entrances to buildings etc.

On 15 June 2005, a security agreement was concluded between DPP as the debtor (pledgor) and banks participating in the credit provided to the company for new underground trains as the creditors (pledgees). The right of lien according to the agreement is created for the period until complete and due repayment of the credit.

4.3.2 Fixed tangible assets created by own activities.

By means of own activity, tram tracks and tram lines were reconstructed and means of transport were modernised. For the valuation method, see Section 3.1.

4.3.3. Assets leased in the form of financial leasing

The company has no assets leased in the form of financial leasing.

4.3.4. Assets not included in the balance sheet

Tangible assets recorded on the accounts off balance sheet:

(data in thousands of CZK)

Type of asset	Acquisition price	
	2009	2008
Immaterial tangible assets	600,259	648,334
Fixed subsidised assets	38,021,445	26,987,238
Total	38,621,704	27,635,572

4.4. Long-term financial assets

4.4.1. Shares in controlled and managed organisations

Company Name	2009		2008	
	Number of securities	Share in the registered capital in %	Number of securities	Share in the registered capital in %
GTR-DP Praha s.r.o.		40		40
Pražská strojírna a.s.	421	100	166	100
Střední průmyslová škola dopravní, a.s.	22	100	22	100

2009

(data in thousands of CZK)

Company name	Acquisition price	Revaluation	Nominal value	*Equity of the company	*Accounting profit/loss	Financial revenues	Share value
GTR-DP Praha s.r.o.	800	3,510	800	10,775	8,461	4,300	4,310
Pražská strojírna a.s.	184,814	1,917	186,502	186,731	-9,500		186,731
Střední průmyslová škola dopravní, a.s.	11,322	16,200	21,930	27,522	15		27,522
Total	196,936	21,627				4,300	218,563

*) The figures represent balances as of 29 January 2010

In 2009, the registered capital in the subsidiary Pražská strojírna a.s. was increased by the amount of CZK 39,640 thousand, namely by setting off the receivable in the same amount based on the unsettled liabilities from supplier-purchaser relations connected with product supplies.

2008

(data in thousands of CZK)

Company name	Acquisition price	Revaluation	Nominal value	*Equity of the company	*Accounting profit/loss	Share value
GTR-DP Praha s.r.o.	800	5,293	800	15,233	7,919	6,093
Pražská strojírna a.s.	145,174	18,951	146,862	164,125	3,200	164,125
Střední průmyslová škola dopravní, a.s.	11,322	16,185	21,930	27,507	49	27,507
Total	157,296	40,429				197,725

*) The figures represent balances as of

4.4.2. Shares in accounting units with substantial influence

2009

(data in thousands of CZK)

Company name	Acquisition price	Revaluation	Nominal value	*Equity of the company	*Accounting profit/loss	Financial revenue for the year	Share value
RENCAR PRAHA, a.s.	840	18,657	840	69,633	49,850	13,440	19,497
Total	840	18,657	840			13,440	19,497

*) The figures represent balances as of

2008

(data in thousands of CZK)

Company name	Acquisition price	Revaluation	Nominal value	Equity of the company	Accounting profit/loss	Financial revenue for the year	Share value
RENCAR PRAHA, a.s.	840	18,139	840	67,782	49,850	11,760	18,979
Total	840	18,139	840			11,760	18,979

The number of securities amounted to 84 shares and the overall share in the registered capital was 28%. No change occurred as compared to 2008.

4.5. Inventories

(data in thousands of CZK)

	as of 31 Decem- ber 2009	as of 31 Decem- ber 2008
spare parts	195,875	266,232
auxiliary material	93,669	112,530
clothing and protective tools	40,576	63,108
fuels	17,937	20,553
other material	8,305	7,161
adjustments	-23,832	-46,289
Material total	332,530	423,295
advance payments for inventory	2,276	9,674
work in progress and semi-finished products	3,980	4,572
goods	1,439	1,762
Total value	340,225	439,303

The reduced financial volume of stock inventories of the company results from:

- sale of a part of stock inventory to the companies Siemens, s.r.o. and ŠKODA TRANSPORTATION a.s. in the amount of CZK 56,131 thousand due to realisation of outsourcing in the area of complex maintenance and repairs of underground train sets,
- intensive activity in the area of stock control management, sale of inventories of material not used in the company and optimisation of inventories, in particular of diesel oil and lubricants.

4.6. Long-term receivables

The item Long-term receivables shows the balance of CZK 33,808 thousand as of 31 December 2009; as of 31 December 2008, the balance of this item amounted to CZK 133,097 thousand. The item of long-term receivables was reduced in particular due to transfer of trade receivables from investment activity of the company, which are not related to the activity or its mission (it concerns in particular lighting, sewerage, landscaping, roads, i.e. works that were performed within projects of underground and tram track construction), into the item of short-term trade receivables. The owner of such property was in particular the CCP, to which these receivables should be invoiced.

The item of long-term receivables is comprised in particular of the receivable from the company GTS Novera s.r.o. on the basis of the Agreement to Create Easement resting in the right to place and operate brought equipment in the underground premises. The Agreement shall be valid until March 2019. The receivable due by 31 December 2010 is, in accordance with the applicable accounting regulations, shown in item C.III. Short-term receivables.

4.6.1. Long-term receivables from companies within the group

Long-term trade receivables

The company has no long-term trade receivables from companies within the group.

4.7. Short-term receivables

4.7.1. Age structure of trade receivables

(data in thousands of CZK)

Year	Category	Before due date	Past due date					Total past due date	Total	Surcharges *	Total including surcharges
			0 to 90 days	91 to 180 days	181 to 365 days	1 to 2 years	2 and more years of age				
2009	Gross	559,764	30,609	20,494	13,453	3,872	19,857	88,285	648,049	309,070	957,119
	Adjustments	0	0	0	6,609	2,132	19,819	28,560	28,560	124,825	153,385
	Net	559,764	30,609	20,494	6,844	1,740	38	59,725	619,489	184,245	803,734
2008	Gross	287,076	22,314	4,508	2,882	25,919	29,316	84,939	372,015	312,206	684,221
	Adjustments	0	0	2,760	881	2,226	28,816	34,683	34,683	128,757	163,440
	Net	287,076	22,314	1,748	2,001	23,693	500	50,256	337,332	183,449	520,781

*) The item Surcharges includes receivables from surcharges to fares and receivables from fares from surcharges to fares. These are in particular overdue receivables.

The most important receivables are those following from sale of coupons, lease of advertising space, SMS tickets, repairs and maintenance of means of transport, lease of non-residential premises including energies and sale of non-depreciated fixed tangible assets. These are receivables before due date.

4.7.2. Receivables from companies within the group

Short-term receivables

(data in thousands of CZK)

Company Name	Balance as of 31 December 2009	Balance as of 31 December 2008
CCP (The Capital City of Prague)	171,662	945
GTR-DP Praha s.r.o.	17	24
Pražská energetika, a.s.	12,598	9,873
Pražská plynárenská, a.s.	82	180
Pražská strojírna a.s.	40,660	33,584
Pražská teplárenská a.s.	6	5
Pražské služby, a.s.	0	11,677
PREdistribuce, a.s.	1,640	17
RENCAR PRAHA, a.s.	36,053	47,859
Střední průmyslová škola dopravní, a.s.	856	861
Total short-term receivables from companies within the group	263,574	105,025
Receivables outside the group	2,652,652	1,173,011
Total short-term receivables	2,916,226	1,278,036

The receivables from the CCP include trade receivables based on the investment activity for the CCP. When performing the investment construction, DPP in some cases interferes with property of other owners. An overall majority of such affected property belongs to the CCP, possibly to organisations managed (or established) by the CCP. This fact may result in increasing the value of other owner's property. The company shows the expenses spent on such

increase of value as a short-term trade receivable, or a long-term trade receivable respectively as of 31 December 2008. In 2009, DPP registers a balance of initiated investments to be paid by the CCP and its organisations in the amount of CZK 170,236 thousand, or CZK 131,194 thousand in 2008 respectively.

According to the resolution of the Council of the CCP No. 1447 dated 17 September 2002 about separation of the investments activities of the DPP and the CCP, the company has been pursuing reimbursement of those expenses. The last settlement of initiated investments was carried out by Resolution No. 47/15 of the Municipal Corporation of the Capital City of Prague dated 17 October 2002. As of 31 December 2009, the company has at its disposal a written confirmation of the amount of such receivable issued by the budget department of the Municipal Corporation of the CCP and at the moment, the company is expecting another confirmation of this fact to be issued by competent bodies of the CCP.

4.7.3. Other short-term receivables

State – tax receivables is comprised of a receivable based on the excessive value added tax deduction for November and December 2009 in the amount of CZK 379,932 thousand reduced by VAT according to the additional tax return; as of 31 December 2008, the balance is CZK 512,723 thousand.

As of 31 December 2009, the item **Estimated pre-paid items** shows the balance of CZK 65,779 thousand; as of 31 December 2008, the balance of this item amounted to CZK 29,011 thousand. This item increased due to declaration of a bonus award from the insurance company in the amount of CZK 33,649 thousand (in 2008, the insurance company did not award such bonus due to an insured event of a fire at the premises of garages in epy).

The item **Other receivables** shows the balance of CZK 1,478,803 thousand as of 31 December 2009; as of 31 December 2008, the balance of this item amounted to CZK 18,795 thousand.

According to Amendment No. 1 to the Agreement on Public Service Liability Resting in Provision of Transport Services on the Territory of the CCP dated 15 December 2008, the company booked a receivable in the amount of CZK 2,198,515 thousand. This balance corresponded to the amount of provable loss for 2009 reduced by overall granted subsidies to pay for operating costs. Subsequently the company received a payment on account from the CCP in the amount of CZK 900,000 thousand and hence as of 31 December 2009, it registers a receivable from the CCP in the amount of CZK 1,298,515 thousand, see also Sections 3.15. and 4.1.2.

Another important item amounting to CZK 141,188 thousand is comprised of a receivable from the company ŠKODA TRANSPORTATION a.s. on the basis of invoicing the assignment of a part of business that was carried out as of 15 December 2009.

4.7.4. Right of lien

The company has a right of lien to all receivables from the CCP as they follow from the Agreement on Transport Services and to all receivables from the performance of the insurance company in case of an insured event incurred by credited underground cars. Those rights of lien were once again created in order to secure the credit for purchase of new underground cars.

4.7.5. Accrued assets

The item Accrued expenses shows the balance of CZK 280,475 thousand as of 31 December 2009; as of 31 December 2008, the balance of this item amounted to CZK 62,159 thousand. The increase of this item was caused by:

- invoicing the first part of the overall contractual price for services (by the company Siemens s.r.o.) under the Maintenance Agreement in the Form of Full Service in the amount of CZK 155,000 thousand. This amount will be accrued within the expenses for the term of the Agreement, i.e. until 31 December 2019. In 2009, the amount of CZK 14,091 thousand were booked into the expenses.
- invoicing the services (by the company ŠKODA TRANSPORTATION a.s.) under the Maintenance Agreement in the Form of Full Service in the amount of CZK 125,000 thousand. This amount will be accrued within the expenses for the term of the Agreement, i.e. until 15 December 2020. In 2009, a proportional amount of CZK 519 thousand was booked into the expenses.

The item Accrued revenue shows the balance of CZK 27,566 thousand as of 31 December 2009; as of 31 December 2008, the balance of this item amounted to CZK 4,946 thousand.

4.8. Equity

Changes in Equity

The equity of the company includes accounts of the accounting category 41, 42 including the profit/loss of the current accounting period. In the course of the accounting period of 2009, the equity was increased by CZK 45,289 thousand.

(data in thousands of CZK)

Accounts	Registered capital	Other capital funds	Reserve fund	Revaluation of assets and liabilities	Accumulated loss from previous years	Profit/loss of current period	Total equity
Opening balance as of 1 January 2008	30,726,125	30,755,818	0	67,785	-1,635,676	-1,838,256	58,075,796
Movements affecting overall equity							
VH of current year						50,954	50,954
Paid out dividends						4,300	0
Donations/subsidies increasing the equity		11,258					11,258
Evaluation of land and buildings		1,209					1,209
Revaluation of securities				-9,217			-9,217
Other surplus non-depreciated fixed assets		3,455					3,455
Movements not affecting overall equity					-1,838,256	1,838,256	0
Closing balance as of 31 December 2008	30,726,125	30,771,740	0	58,568	-3,473,932	50,954	58,133,455
Movements affecting overall equity							
VH of current year						7,310	7,310
Paid out dividends							
Subscribed registered capital							0
Donations/subsidies increasing the equity		122					122
Evaluation of land and buildings		56,673					56,673
Revaluation of securities				-18,284			-18,284
Revaluation of derivatives				-532			-532
Movements not affecting overall equity							
Contribution to the reserve fund			50,954				50,954
Loss settlement from the reserve fund			-50,954				-50,954
					50,954	-50,954	0
Closing balance as of 31 December 2009	30,726,125	30,828,535	0	39,752	-3,422,978	7,310	58,178,744

4.9. Reserves

(data in thousands of CZK)

	Balance as of 1 January 2008	Creation	Utilisation	Balance as of 31 December 2008	Creation	Utilisation and dis- solution of reserves	Balance as of 31 December 2009
Reserve for corrections of immaterial tangible assets	800,946	755,195	45,734	1,510,407	307,529	147,361	1,670,575
Reserve for rents	0	5,249	0	5,249	11,796	1,187	15,858
Reserve for litigations	0	12,526	0	12,526	3,696	1,908	14,314
Reserves total	800,946	772,970	45,734	1,528,182	323,021	150,456	1,700,747

According to the CEO decision to create a reserve for repairs of tangible assets pursuant to the repair plan, the company was creating, in 2007-2009, a reserve in the total planned amount of CZK 1,949,669 thousand according to the requirements of Act No. 593/1992, on reserves for determination of income tax basis. In the course of 2009, repairs were carried out in accordance with the repair plan, in particular in relation to the branches Underground Transport Line, Trams Transport Line and Real Property Management. With regard to the financial situation of the company, on the basis of the instruction of the Director General dated 10 March 2010, the responsible departments carried out an overall review of the repair plan and subsequently a portion of the reserve amounting to CZK 68,999 thousand was dissolved. Realisation of other planned repairs and subsequent statement of account of the reserve balance amounting to CZK 1,670,575 thousand for repairs of fixed assets depends on sufficient financial sources in the periods to come.

As concerns other reserves created with due care for the first time in 2008 for liabilities following from past events (a reserve for rents not paid by the insurance company) and for settlement of liabilities that might mean an outflow of financial means (a reserve for litigations), their creation continued in 2009 (see Sect. 3.8.) and according to reality, reserves were used and possibly dissolved.

4.10. Long-term trade liabilities

The company has no long-term trade liabilities towards companies within the group.

Liabilities secured by a right of lien or in another manner.

On 15 June 2005, a security agreement was concluded between the debtor, DPP, and creditors, the banks participating in the credit provided to DP for new underground trains. As many as 100 pieces of electric motor underground cars are pledged. The right of lien according to the agreement is created for the period until complete and due repayment of the credit.

In connection with this security agreement (see Section 4.12.1.), an agreement on fill-in bill declaration and use of blank bill. By this agreement, company liabilities towards creditors from the credit contract for purchase of underground cars are secured.

For other fixed assets encumbered with the right of lien, see Section 4.3.1.

4.11. Short-term liabilities

4.11.1. Age structure of trade liabilities

(data in thousands of CZK)

Year	Category	Before due date	Past due date					Total past due date	Total
			0 to 90 days	91 to 180 days	181 to 365 days	1 to 2 years	2 and more years of age		
2009	Short-term	1,861,164	458,808	37,927	19,339	-597	-17	515,460	2,376,624
2008	Short-term	1,262,407	119,235	-597	4,650	9	-22	123,275	1,385,682

4.11.2. Liabilities towards companies within the group

Short-term trade liabilities

In 2008, the company accepted a bank guarantee for the subsidiary Pražská strojírna, a.s.; when the subsidiary would be in default in fulfilment of secured receivables, DPP would meet them up to the amount of CZK 12,727 thousand. This guarantee was still open in 2009.

(data in thousands of CZK)

Company Name	Balance as of 31 December 2009	Balance as of 31 December 2008
GTR-DP Praha s.r.o.	5,507	104
Informační služby – energetika, a.s.	2	3
Kolektory Praha, a.s.	17	0
Pražská energetika, a.s.	41,333	32,538
Pražská plynárenská, a.s.	504	846
Pražská strojírna a.s.	37,123	5,911
Pražská teplárenská a.s.	1,165	1,362
Pražské služby, a.s.	1,119	369
PREdistribuce, a.s.	10	3
RENCAR PRAHA, a.s.	3,763	4,647
Střední průmyslová škola dopravní, a.s.	3,066	2,929
Total short-term liabilities towards the group companies	93,609	48,712
Liabilities outside the group	2,283,015	1,336,970
Total short-term liabilities	2,376,624	1,385,682

4.11.3. Subsidies

As of 31 December 2009, the balance sheet line Liabilities B.III.7.2 Subsidies shows the balance of CZK 109,048 thousand CZK; as of 31 December 2008, it amounted to CZK 66,814 thousand. The balance of 2009 includes the financial settlement of 2009 with the Capital City of Prague and the repaid special purpose subsidy TT Laurová – Radlická of 2007 in the amount of CZK 88,569 thousand.

(data in thousands of CZK)

Company Name	2009	2008
For acquisition of fixed assets from the budget of the Capital City of Prague	0	58,945
Non-investment transfer EU – TRENDSETTER	1	0
Subsidy for Prague Integrated Transport zones, pupils' fare	41	-1,417
Special-purpose subsidy for operation	72	73
Financial settlements	108,934	9,213
Total	109,048	66,814

The structure of granted subsidies is described in Section 4.1.2.

4.12. Bank loans

4.12.1. Long-term bank loans

On 15 May 2002, a credit contract between the debtor (the company) and creditors of the company, Česká spořitelna, a.s. and Československá obchodní banka, a.s., for purchase of twenty new underground trains in the amount of CZK 1,500,000 thousand and EUR 89,928 thousand. The credit had been used by November 2004 and since December 2004, it has been repayed quarterly. So far, twenty-one out of sixty-one instalments have been paid. The credit will be fully repaid in 2019.

With regard to the dates of using the individual portions, annual credit interest rates are various. A portion of the credit used in EUR has its interest fixed to 4% and a margin of 1.35%. Interest rates from the portion used in CZK and secured by S are not fixed and in 2009, they were ranging between 1.93% and 3.62% plus a margin of 1.35%. Interest rates from the portion used in CZK and secured by SOB are secured by an interest option ranging from 3.85% and 5.7% plus a margin of 1.35%.

(data in thousands of CZK)

Bank/ Lender	Credit curren- cy	Balance as of 31 December 2009	Balance as of 31 December 2008	Form of security 2009
Česká spořitelna – agent - credit for new underg- round trains	CZK	983,607	1,081,967	credited trains
Česká spořitelna – agent - credit for new underg- round trains	EUR	1,560,620	1,746,845	credited trains
Česká spořitelna - current account	CZK			
Total		2,544,227	2,828,812	

The EUR credit balance amounts to EUR 58,969 thousand as of 31 December 2009 (it was EUR 64,866 thousand as of 31 December 2008).

Instalment schedule

(data in thousands)

Bank/creditor	2009	2010	2011	2012	2013	In future periods
Česká spořitelna – agent – CZK	98,361	98,361	73,770	122,951	98,361	590,164
Česká spořitelna – agent – EUR	5,897	5,897	4,423	7,371	5,897	35,381
– CZK	156,062	156,062	117,047	195,078	156,062	936,371
Total instalments in CZK	254,423	254,423	190,817	318,029	254,423	1,526,535

A portion of credits due by 31 December 2010 is shown, in accordance with applicable accounting regulations, shown under item B.IV.2 – Short-term bank credits.

4.13. Other liabilities

The item of Other liabilities shows the balance of CZK 1,275,163 thousand as of 31 December 2009; as of 31 December 2008, the balance amounted to CZK 915,394 thousand. It is comprised in particular of:

Derivative financial tools

In accordance with the financial risk management strategy and having performed the effectiveness test of swap, forward, collar and hedging transactions, as of 21 October 2009, derivatives have been booked as securing ones (until 21 October 2009, they had been booked as financial derivatives for trading).

(data in thousands of CZK)

	Actual value (liability) as of 31 December 2009	Actual value (liability) as of 31 December 2008
Currency swap ČS	367,566	366,265
Currency swap ČSOB	136,512	125,487
Diesel oil hedging	26,646	138,187
Interest option collar – ČSOB	19,933	21,424
Derivative – forward ČS *)	13,996	0
Total	564,653	651,363

*) In 2008, forwards formed a part of evaluation of the diesel oil hedging derivative.

A significant decrease of the actual value of diesel oil hedging derivatives as of 31 December 2009 as compared to 2008 was caused in particular by the growing prices of diesel oil in the course of 2009.

Another significant item in the amount of CZK 421,930 thousand is represented by liabilities to the Capital City of Prague from preliminary financing of investments projects resting in reconstruction of tram tracks at Klapkova, Myslíkova, áblická and a lift at the station Chodov. Within the financial settlement of 2009, the financial assistance of the Capital City of Prague for the project áblická in the amount of CZK 153,949 thousand will be repaid due to receiving a subsidy.

4.14. Deferred tax

The deferred tax liability may be analysed as follows:

Tax deferred on the basis of

(data in thousands of CZK)

	Balance as of 31 December 2009	Balance as of 31 December 2008
Fixed assets	2,062,968	2,546,619
Unpaid contractual penalties and fines	57,323	59,800
Adjustments to fixed assets	0	-209
Adjustments to inventories	-4,528	-9,258
Adjustments to receivables	-543	-662
Reserves	-3,013	-997
Social and health insurance due	-431	-150
Retained tax loss	-1,059,923	-1,499,500
Total deferred tax liability	1,051,853	1,095,643

4.15. Due liabilities from social, health and life insurance, pension insurance and tax liabilities

4.15.1. Liabilities from social, health and life insurance, pension insurance

The amount of due liabilities in connection with social security insurance and contribution to the state employment policy amounted to CZK 109,581 thousand as of 31 December 2009 (CZK 106,912 thousand as of 31 December 2008).

The amount of due liabilities in connection with the public health insurance amounted to CZK 47,649 thousand as of 31 December 2009 (CZK 46,071 thousand as of 31 December 2008).

The amount of due liabilities in connection with the employee life insurance amounted to CZK 199 thousand as of 31 December 2009 (CZK 205 thousand as of 31 December 2008).

The amount of due liabilities in connection with the employee pension insurance amounted to CZK 5,040 thousand as of 31 December 2009 (CZK 3,370 thousand as of 31 December 2008).

All liabilities are those before their maturity date.

4.15.2. Tax liabilities with locally competent revenue authorities

(data in thousands of CZK)

	as of 31 December 2009	as of 31 December 2008
Tax on income of natural persons	48,389	43,506
Road tax	217	222
Environmental tax	22	51
Property tax (overpayment)	-5	0
Total	48,623	43,779

All liabilities are those before their maturity date.

4.16. Accrued liabilities

The item of Deferred income shows the balance of CZK 693,291 thousand as of 31 December 2009; as of 31 December 2008, the balance amounted to CZK 694,392 thousand.

The balance comprises in particular the accrued revenues from time tickets and accrued revenues from easements created in relation to company assets.

4.17. Revenues from standard activity by main activities

In 2009, revenues from regular transport fares experienced a decrease by CZK 164,035 thousand compared to 2008, i.e. by 3.75%. The decreased revenues from regular transport fares in 2009 (exclusive of revenues from surcharge to the fares) reflect in particular the reduced number of transported passengers of DPP by 2.01% as compared to 2008 and inter alia also the measure implemented at the end of 2008 in connection with transition to the sale of electronic annual coupons for 2009. Thanks to the measure, annual prepaid fare coupon holders could get a bonus when buying these coupons in the electronic form by the deadline of 31 October 2008.

Revenues from sale of time prepaid tickets including employee tickets and duplicates of time tickets has a 60.18% share in the overall volume of revenues in the Prague Integrated Transport system.

In terms of the structure of time tickets, in relation to passengers using time tickets, the favourable trend of a shift from standard classical coupons to the so-called flexible ones. A significant increase in 2009 as compared to 2008 is shown in particular in the category of concessionary tickets issued on the basis of providing holder's personal data with an optional commencement of their validity.

Revenues from other services include revenues from other activities, in particular from lease of land, structures and non-residential premises, apartments and services connected therewith, from lease of movable asset surfaces, from repairs and maintenance of the means of transport, from construction works upon reconstructions of tram tracks and tram lines, from establishment of easements, from rendering the energies, provision of transit information to be published in the dailies etc.

Revenues from standard activity by main activities

(data in thousands of CZK)

			2009	2008
Total revenues from sale of own products and services			4,736,369	4,875,341
in that	Regular transport fare revenues		4,214,136	4,378,171
	Other revenues		522,233	497,170
	of which:	Lease	228,627	241,376
		Revenues form surcharges to fares	183,762	175,875

4.17.1. Revenues realised with related persons

2009		(data in thousands of CZK)			
Subject	Relationship to the company	Inventories	Services	Other	Total
GTR-DP Praha s.r.o.	Affiliated company	0	162	0	162
CCP (The Capital City of Prague)	Parent company	0	7,199	321	7,520
Pražská energetika, a.s.	Other company	0	164	607	771
Pražská plynárenská Servis distribuce, a.s., a member of the concern Pražská plynárenská, a.s.	Other company	0	125	0	125
Pražská strojírna a.s.	Affiliated company	42,935	0	0	42,935
Pražská teplárenská a.s.	Other company	0	73	0	73
Pražská vodohospodářská společnost a.s.	Affiliated company	0	17	0	17
Pražské služby, a.s.	Affiliated company	0	3,730	0	3,730
PREdistribuce, a.s.	Other company	0	568	682	1,250
PREměření, a.s.	Other company	0	0	401	401
RENCAR PRAHA, a.s.	Affiliated company	24	60,519	7	60,550
Střední průmyslová škola dopravní, a.s.	Affiliated company	5	4,268	0	4,273
TERMONTA PRAHA a.s.	Other company	0	2	0	2
Total		42,964	76,827	2,018	121,809

2008

(data in thousands of CZK)

Subject	Relationship to the company	Inventories	Services	Other	Total
GTR-DP Praha s.r.o.	Affiliated company	0	72	0	72
CCP (The Capital City of Prague)	Parent company	0	4,721	0	4,721
Pražská energetika, a.s.	Other company	0	164	635	799
Pražská plynárenská Distribuce, a.s., a member of the concern Pražská plynárenská, a.s	Other company	0	19	0	19
Pražská plynárenská Servis distribuce, a.s., a member of the concern Pražská plynárenská, a.s.	Other company	0	30	0	30
Pražská strojírna a.s.	Affiliated company	27,238	45	0	27,283
Pražská teplárenská a.s.	Other company	0	21	0	21
Pražské služby, a.s.	Affiliated company	0	24	11,668	11,692
PREdistribuce, a.s.	Other company	0	366	400	766
PREměření, a.s.	Other company	0	0	376	376
RENCAR PRAHA, a.s.	Affiliated company	45	90,563	0	90,608
Střední průmyslová škola dopravní, a.s.	Affiliated company	8	3,796	0	3,804
TERMONTA PRAHA a.s.	Other company	0	2	0	2
Total		27,291	99,823	13,079	140,193

4.17.2. Purchases realised with related persons

2009		(data in thousands of CZK)			
Subject	Relationship to the company	Inventories	Services	Other	Total
GTR-DP Praha s.r.o.	Affiliated company	0	38,003	0	38,003
CCP (The Capital City of Prague)	Parent company	1	1,550	5	1,556
Informační služby – energetika, a.s.	Other company	0	26	0	26
Kolektory Praha, a.s.	Affiliated company	0	428	0	428
Pražská energetika, a.s.	Other company	930,910	1	6,556	937,467
Pražská plynárenská, a.s.	Other company	20,190	1	125	20,316
Pražská strojírna a.s.	Affiliated company	103,312	545	0	103,857
Pražská teplárenská a.s.	Other company	16,957	9	0	16,966
Pražské služby, a.s.	Affiliated company	456	5,677	0	6,133
PREdistribuce, a.s.	Other company	1,520	578	10	2,108
RENCAR PRAHA, a.s.	Affiliated company	0	2,555	0	2,555
Střední průmyslová škola dopravní, a.s.	Affiliated company	0	29,557	0	29,557
Total		1,073,346	78,930	6,696	1,158,972

2008

(data in thousands of CZK)

Subject	Relationship to the company	Inventories	Services	Other	Total
GTR-DP Praha s.r.o.	Affiliated company	0	34,851	0	34,851
CCP (The Capital City of Prague)	Parent company	12	591	0	603
Informační služby – energetika, a.s.	Other company	0	14	0	14
Kolektory Praha, a.s.	Affiliated company	0	400	0	400
Pražská energetika, a.s.	Other company	835,955	2	3,244	839,201
Pražská plynárenská, a.s.	Other company	20,805	0	126	20,931
Pražská plynárenská Servis distribuce,a.s., a member of the concern Pražská plynárenská, a.s	Other company	0	5	0	5
Pražská strojírna a.s.	Affiliated company	71,817	1,936	0	73,753
Pražská teplárenská a.s.	Other company	17,686	17	0	17,703
Pražské služby, a.s.	Affiliated company	124	10,995	0	11,119
PREdistribuce, a.s.	Other company	0	495	0	495
RENCAR PRAHA, a.s.	Affiliated company	3,916	0	0	3,916
Střední průmyslová škola dopravní, a.s.	Affiliated company	20	29,354	0	29,374
Total		950,335	78,660	3,370	1,032,365

4.17.3. Purchases and sales of intangible and tangible fixed assets and long-term financial assets with related persons

Sales

2009		(data in thousands of CZK)	
Subject	Relationship to the company	ITA (Immaterial Tangible Assets)	
		Accounting value	Sales price
CCP (The Capital City of Prague)	Parent company	554	4,142
PREdistribuce, a.s.	Other company	416	614
Total		970	4,756

2008		(data in thousands of CZK)	
Subject	Relationship to the company	ITA (Immaterial Tangible Assets)	
		Accounting value	Sales price
CCP (The Capital City of Prague)	Parent company	2,745	2,717
Total		2,745	2,717

Purchases

2009		(data in thousands of CZK)	
Subject	Relationship to the company	ITA (Immaterial Tangible Assets)	
CCP (The Capital City of Prague)	Parent company	384	
Pražská plynárenská Distribuce, a.s., a member of the concern Pražská plynárenská, a.s	Other company	92	
Pražská strojírna a.s.	Affiliated company	22,235	
PREdistribuce, a.s.	Other company	2	
RENCAR PRAHA, a.s.	Affiliated company	6,767	
Total		29,480	

2008		(data in thousands of CZK)	
Subject	Relationship to the company	ITA (Immaterial Tangible Assets)	
Pražská energetika, a.s.	Other company	66	
Pražská plynárenská, a.s	Other company	24	
Pražská plynárenská Distribuce, a.s., a member of the concern Pražská plynárenská, a.s	Other company	569	
Pražská teplárenská a.s.	Other company	315	
Pražské služby, a.s.	Affiliated company	6	
PREdistribuce, a.s.	Other company	4,357	
Total		5,337	

4.18. Consumed purchases

(data in thousands of CZK)

Consumption of:	2009	2008
energy, gas, heat	1,179,174	1,070,428
material	1,146,588	1,188,673
diesel oil, oils, lubricants, anti-freeze	556,613	749,349
clothing and protective tools	57,520	62,941
immaterial tangible assets	39,440	48,402
other	17,793	13,386
Total	2,997,128	3,133,179

4.19. Services

(data in thousands of CZK)

	Period until 31 December 2009	Period until 31 December 2008
Repairs and maintenance	1,172,190	915,523
Services connected with transportation performance	385,589	357,091
Services of servicing nature	289,476	291,290
Data system services	259,908	124,570
České teplo – energy services	194,159	180,029
Remuneration for sale of tickets	189,381	176,863
Costs of cleaning work at the premises and in means of transport of the urban mass transportation	175,180	145,785
Costs of consulting services including audit	102,903	87,824
Cooperation services for orders – urban mass transportation	98,015	144,566
Advertising services	54,217	121,665
Legal costs	40,252	28,394
Costs of translations, expert opinions, studies, reports, analyses	31,705	69,889
Other services	343,055	354,288
Total	3,336,030	2,997,777

4.19.1. Total costs of remuneration for audit company

(data in thousands of CZK)

	Period until 31 Decem- ber 2009	Period until 31 Decem- ber 2008
Obligatory audit of financial statements	2,307	1,800
Other non-auditing services	642	2,397
Total	2,949	4,197

No estimated items are created for auditor services, they are booked at a time when the service is performed.

4.20. Depreciation of tangible and intangible fixed assets

Comparison of depreciation by asset category →

For information – depreciated of subsidised fixed depreciated assets would amount to CZK 1,535,515 thousand in 2009.

[data in thousands of CZK]

		Depreciation in 2009	Depreciation in 2008
1310	Software	77,490	58,304
1400	Valuable rights	1,133	200
1900	Other intangible fixed assets	33,233	7,381
2110	Lines	204,458	196,340
2111	Power supply system	128,854	124,647
2112	Underground tunnels	323,163	330,441
2113	Underground technical facilities	16,662	15,793
2114	Station pillars, waiting areas, shelters	3,415	6,222
2115	Operating buildings	45,489	45,796
2116	Operating buildings and halls	138,568	135,055
2117	Operating structures	39,449	51,547
2118	Communication and protecting equipment	32,664	33,138
2210	MYPOL handling system	10,646	10,785
2211	IT devices – computers	56,683	38,191
2212	Communication and protecting equipment – machines	275,222	253,251
2213	Underground technical equipment	73,026	73,382
2214	Operating machines and equipment	113,972	150,013
2215	Power supply system – machines	90,500	71,283
2216	Cableway	3	0
2221	Underground cars	546,602	525,743
2222	Trams	127,791	122,924
2224	Standard buses	40,973	41,531
2225	Articulated buses	21,708	48,229
2226	Low-floor standard buses	86,989	87,607
2227	Low-floor articulated buses	13,554	14,250
2228	Underground escalators, lifts	67,245	67,726
2229	Passenger cars	3,108	4,945
2230	Other vehicles	9,059	12,966
2231	Other means of transport	17,670	23,180
2240	Inventory	1,371	1,435
	Net book value of liquidated fixed assets	5,136	34,550
Total		2,605,836	

4.21. Sold material and Proceeds from sold material

As of 31 December 2009, the item Sold material amounts to CZK 274,475 thousand (CZK 154,752 thousand in 2008), the item Proceeds from sold material amounts to CZK 241,719 thousand (CZK 135,623 thousand in 2008).

The prevailing portion of the balance of these accounts consists of the item – diesel oil to be processed into emulsifying diesel oil.

The difference between the item Sold material and Proceeds from sold material was caused in particular by sale of superfluous and excessive inventories, for which adjustments had been created in 2008.

4.22. Change in operating reserves and adjustments

(data in thousands of CZK)

	Period until 31 December 2009	Period until 31 December 2008
Change in balance – reserves for repairs of tangible assets	160,168	709,461
Change in balance – other reserves	12,397	11,332
Change in balance – accounting adjustments – to receivables	2,041	36,551
Change in balance – tax adjustments	-3,921	-914
Change in balance – adjustments to inventories	-22,457	-16,819
Change in balance – adjustments to assets	-1,045	-3,853
Total change in balance	147,183	735,758

4.23. Other operating revenues

Detailed description of subsidies to pay for costs is included in Section 4.1.2.

(data in thousands of CZK)

	Period until 31 December 2009	Period until 31 December 2008
Subsidies for expense settlement	9,447,856	7,297,266
Other operating revenues	368,708	311,218
Total	9,816,564	7,608,484

The item of Other operating revenues includes in particular revenues from surcharges to fare in the amount of CZK 183,762 thousand, assignment of unsettled receivables based on surcharges to fare in the amount of CZK 72,306 thousand and other operating revenues including the prescribed compensation for repairs and maintenance as a result of damages or accidents.

4.24. Other operating expenses

(data in thousands of CZK)

	Period until 31 December 2009	Period until 31 December 2008
Premium	272,369	259,773
Write-off of assigned receivables	72,306	15,163
Other operating expenses	48,519	82,009
Compensation for work injury	21,644	26,554
Write-off of receivables from transit controls	6,612	13,576
Total	421,450	397,075

4.25. Revenues from long-term financial assets

(data in thousands of CZK)

	Period until 31 December 2009	Period until 31 December 2008
Dividends – RENCAR PRAHA, a s.	13,440	11,760
Dividends – GTR-DP Praha, s.r.o.	4,300	0
Total	17,740	11,760

4.26. Revenues and costs of revaluation of securities and derivatives**Revenues**

(data in thousands of CZK)

	Period until 31 December 2009
Change in actual value as of 21 October 2009	74,517
Termination of transactions as of 31 December 2009	12,627
Total	87,144

Costs

(data in thousands of CZK)

	Period until 31 December 2009
Change in actual value as of 21 December 2009	50,065
Total	50,065

In 2008, revenues and costs of revaluation of derivatives for trading amounted to: revenues to CZK 87,276 thousand and costs to CZK 165,378 thousand.

4.27. Interest revenue

(data in thousands of CZK)

	Period until 31 December 2009	Period until 31 December 2008
Interests on current bank accounts	1,057	22,465
Interests on notarial custody	5	957
Total	1,062	23,422

4.28. Other financial revenue

In 2009, the balance comprises in particular the bonus award in the amount of CZK 33,649 thousand and in 2008, these were in particular revenues from derivative operations in the amount of CZK 22,622 thousand.

4.29 Other financial costs including interest expenses

(data in thousands of CZK)

	Period until 31 December 2009	Period until 31 December 2008
Costs of derivative operations	98,245	11,316
Interest on credit for purchase of underground wagons	70,158	180,884
Bank expenses	8,395	6,549
Interest on short-term credits	1,147	0
Exchange-rate differences (balance of losses and profits)	0	59,727
Total	177,945	258,476

4.30. Extraordinary expenses and revenues

Costs

(data in thousands of CZK)

	Period until 31 December 2009	Period until 31 December 2008
Corrections of past accounting periods – evaluation of 2007 derivative transactions – CSOB	0	119,719
Corrections of past accounting periods – evaluation of 2007 derivative transactions – ČS	0	453,991
Corrections of past accounting periods – prescription of a reserve for rents not paid by the insurance company	0	6,443
Sale of a part of business – Siemens s.r.o.	78,511	0
Sale of a part of business – ŠKODA TRANSPORTATION a.s.	79,734	0
Total	158,245	580,153

Revenues

(data in thousands of CZK)

	Period until 31 December 2009	Period to 31 December 2008
Corrections of past accounting periods – evaluation of long-term bank credit	0	356,726
Sale of a part of business – Siemens s.r.o.	88,170	0
Sale of a part of business – ŠKODA TRANSPORTATION a.s.	141,188	0
Total	229,358	356,726

5. Employees, Management and Statutory Bodies

5.1. Personnel costs and number of employees

2009 (data in thousands of CZK)					
	Number *)	Wages and salaries	Social and health security	Other costs	Total personnel expenses
Employees	11,389	3,985,522	1,325,856	246,687	5,558,065
Company Management	19	30,323	10,310	809	41,442
Members of corporate bodies			216	2,217	2,433
Total	11,408	4,015,845	1,336,382	249,713	5,601,940

2008 (data in thousands of CZK)					
	Number *)	Wages and salaries	Social and health security	Other costs	Total personnel expenses
Employees	11,533	3,743,774	1,300,968	269,639	5,314,381
Company Management	20	31,349	9,922	368	41,639
Members of corporate bodies			167	1,590	1,757
Total	11,553	3,775,123	1,311,057	271,597	5,357,777

*) The number of employees is based on the average full-time equivalent.

The management shall mean the CEO, expert managers, heads of departments.

5.2. Provided loans, credits and other performances

Selected members of governing bodies were provided with passenger vehicles for their use (being simultaneously subject to taxation under Act No. 586/1992 Coll., on Income Tax, Section 6, as amended).
Trade unions were provided, free of charge, with non-residential premises and petty assets.

No financial loans or credits were provided to shareholders or members of statutory, supervisory and managing bodies.

A contribution to the pension insurance and health insurance was provided only to members of the statutory and supervisory bodies who are at the same time employees of the company.

6. Liabilities Not Included in the Accounting

Contractual liabilities for renewal and development of fleet and other investments following from purchase agreements to be concluded by the end of 2020 amount to CZK 22,791,740 thousand. The most important items are:

- purchase of 15T low-floor articulated vehicles in the amount of CZK 20,007,000 thousand,
- reconstruction of 81-71 M underground cars in the amount of CZK 1,783,000 thousand,
- new M1 underground cars in the amount of CZK 651,000 thousand,
- modernisation of articulated KT8D5 cars in the amount of CZK 331,500 thousand.

As concerns the area of renovation and development of building investments, total contractual liabilities amount to CZK 15,029,204 thousand and they apply in particular to the following projects:

- extension of the underground line A from Dejvická station in the amount of CZK 13,920,576 thousand,
- vestibule and escalators inside the Národní – COPA CENTRUM underground stations in the amount of CZK 299,965 thousand,
- western vestibule of the Stodůlky underground station in the amount of CZK 169,724 thousand,
- reconstruction of the Národní underground station in the amount of CZK 125,287 thousand including the lift in the amount of CZK 107,500 thousand,
- reconstruction of HT distribution boards and rectifiers in the amount of CZK 120,000 thousand.

7. Approval of 2008 Financial Statements

By the resolution of the Council of the Capital City of Prague No. 616 dated 12 May 2009 rendered while exercising powers of the General Meeting of Dopravní podnik, financial statements of 2008 were approved, the final profit being CZK +50,954 thousand. According to the resolution, the profit was transferred to the reserve fund and fully used to cover retained loss.

8. Events that Occurred after the Date of Financial Statements

Between the balance day of 31 December 2009 and the moment of preparing the financial statements, no important facts occurred that would represent unusual changes in the state of assets and liabilities.

9.Cash Flow Statement

[data in thousands of CZK]

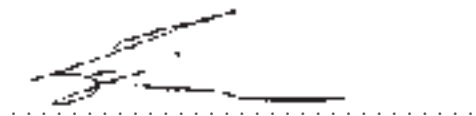
		Period until 31 December 2009	Period until 31 December 2008
P.	Balance of money at the beginning of the accounting period	250,641	583,292
Z.	Book HV from operating activity before tax	-107,593	-2,011,191
A.1.	Non-monetary operations adjustments (A.1.1 to A.1.5)	2,728,567	2,457,551
A.1.1.	Depreciation of fixed assets (+)	2,605,836	2,586,855
A.1.2.	Change in adjustments and reserves (+/-)	147,182	740,990
A.1.3.	Profit (loss) from sale of fixed assets (profit-, loss+)	-45,028	-427,050
A.1.4.	Revenues from long-term financial assets (-)	-17,740	-11,760
A.1.5.	Interest expenses (+) and interest yields (-) recorded in accounts	80,800	157,462
A.1.6.	Other non-monetary operations adjustments	-42,483	-588,946
A*	Net cash flow from operating activity before changes (Z+A.1)	2,620,974	446,360
A.2.	Changes in the need of working capital (A.2.1. to A.2.3.)	-1,592,465	709,554
A.2.1.	Change in receivables from operating activities (+/-), accrued assets	-1,808,722	680,858
A.2.2.	Change in short-term liabilities from operating activities (+/-), accrued liabilities	98,200	-41,776
A.2.3.	Change in inventories (+/-)	118,057	70,472
A**	Net cash flow from operating activity before tax (A.*+A.2)	1,028,509	1,155,914
A.3.	Interest payment expenses (-)	-81,862	-180,884
A.4.	Received interest (+)	1,062	23,422
A.6.	Revenues and expenses connected with extraordinary accounting transactions (+/-)	71,113	-223,427
A.7.	Received dividends and profit shares (+)	17,740	11,760
A***	Net cash flow from operating activity (A.**+A.3 to A.6)	1,036,562	786,785
B.1.	Expenses related to acquisition of fixed assets (-)	-767,825	-959,038
B.2.	Income from sale of fixed assets (+)	79,968	474,095
B***	Net cash flow related to long-term activity (B.1 to B.3)	-687,857	-484,943
C.1.	Change in liabilities from financing	-326,236	-634,493
C***	Net cash flow related to financial activity(C.1+C.2+C.3)	-326,236	-634,493
F.	Net increase/decrease of financial means (A.***+B.***+C.***)	22,469	-332,651
R.	Balance of financial means at the end of the accounting period (P+/-F)	273,110	250,641

Approval

Annexes to the Financial Statements as of 31 December 2009 in a full format

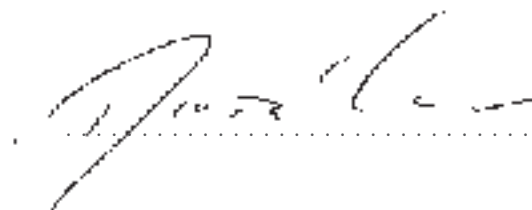
Radovan Šteiner

Chairman of the Board of Directors
Dopravní podnik hl. m. Prahy,
akciová společnost



Ing. Martin Dvořák

Vice-Chairman of the Board of Directors
Chief Executive Officer
Dopravní podnik hl. m. Prahy,
akciová společnost



Prague, on 22 March 2010
Prepared by: Ing. Pavla Maříková

Report on relations among related parties

1. Introductory Provisions
2. Information about relations to the Directly controlling person
3. Information about relations to Other persons directly controlled by the controlling person
4. Conclusion

1. Introductory provisions

1.1. The trading company Dopravní podnik hl. m. Prahy, akciová společnost, seated at Sokolovská 217/42, Praha 9, post code 190 22, ID: 00005886, incorporated in the Commercial Register kept by the Municipal Court in Prague, section B, entry 847 (hereinafter referred to as a **"Controlled person"**) is a person controlled by the Capital City of Prague, as the sole shareholder of the Controlled person.

1.2. A directly controlling person controls, according to data available to the Controlled person, these other persons: (hereinafter referred to as **"Other persons controlled by the Directly controlling person"**):

- a) Kolektory Praha, a.s., seated at Praha 9, Pešlova 341/3, 190 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, section B, inset 7813, IČ: 26714124
- b) Kongresové centrum Praha, a.s., seated at Praha 4, 5. května 65, 140 21, incorporated in the Commercial Register kept by the Municipal Court in Prague, section B, inset 3275, ID: 63080249
- c) Trading company Praha – čisté město, a. s., seated at Praha 1, Celetná 29, 110 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, section B, inset 3320, ID: 63080664
- d) Obecní dům, a.s., seated at Praha 1, náměstí Republiky 1090/5, 111 21, incorporated in the Commercial Register kept by the Municipal Court in Prague, section B, inset 9990, ID: 27251918
- e) Pražská energetika Holding a.s., seated at Praha 10, Na Hroudě 4,

- f) 100 05, incorporated in the Commercial Register kept by the Municipal Court in Prague, section B, inset 7020, ID: 26428059
- g) Pražská plynárenská Holding a.s., seated at Praha 4, U Plynárny 500, 140 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, section B, inset 7151, ID: 26442272
- h) Pražská teplárenská Holding a.s., seated at Praha 7, Partyzánská 1, 170 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, section B, inset 6889, ID: 26416808
- i) Pražská vodohospodářská společnost a.s., seated at Praha 1, Malá Strana, Cihelná 4, No. 548, 118 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, section B, inset 5290, ID: 25656112
- j) Pražské služby, a.s., seated at Praha 9, Pod Šancemi 444/1, 190 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, section B, inset 2432, ID: 60194120
- k) TCP-Vidoule, a. s., seated at Praha 2, Blanická 1008/28, 120 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, section B, inset 5231, ID: 25649329
- l) TRADE CENTRE PRAHA akciová společnost /TCP/, seated at Praha 2, Blanická 1008/28, 120 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, section B, inset 43, ID: 00409316
- Úprava vody Želivka, a. s., seated at Praha 1, Cihelná 548, incorporated in the Commercial Register kept by the Municipal Court in Prague, section B, inset 7437, ID: 26496224

m) Zdroj pitné vody Káraný, a.s., seated at Praha 1, Cihelná 548, incorporated in the Commercial Register kept by the Municipal Court in Prague, section B, inset 7438, ID: 26496402

1.3. With respect to the fact that no contract to control the company has been concluded in relation to the Controlled person, the Board of Directors of the Controlled person has processed this report on relations among related parties in conformity with the provisions of Section 66a par. 9 of Act No. 513/1991 Coll., Commercial Code, as amended by later regulations. This report will be attached to the Annual report of the Controlled person and the sole shareholder of the Controlled person will have the possibility to become familiar with it within the same period and under the same conditions as with the final accounts.

2. Information about relations to the Directly controlling person

2.1. Between the Controlled person and the Directly controlling person, contracts stated in Enclosure No. 1 were concluded in the accounting period 2009. These contracts were concluded under the usual business contact conditions and the fulfilment and consideration correspond to the conditions of usual business contacts, thus, by fulfilling these contracts, the Controlled person cannot sustain any damage.

2.2. Between the Controlled and Directly controlling person, no other legal actions were realised on behalf of the Directly controlling person.

2.3. No measures were adopted on behalf of the Directly controlling person.

2.4. No measures were implemented on behalf of the Directly controlling person.

2.5. No measures were adopted based on a stimulus of the Directly controlling person.

2.6. No measures were implemented based on a stimulus of the Directly controlling person.

3. Information about relations to Other persons controlled by the Directly controlling person.

3.1. Between the Controlled person and Other persons controlled by the Directly controlling person, contracts stated in Enclosure No. 2 were

concluded in the accounting period 2009. These contracts were concluded under the usual business contact conditions and the fulfilment and consideration correspond to the conditions of usual business contacts, thus, by fulfilling these contracts, the Controlled person cannot sustain any damage.

3.2. Between the Controlled person and Other persons controlled by the Directly controlling person, no other legal actions were realised on behalf of the Other persons controlled by the Directly controlling person.

3.3. No measures were adopted on behalf of the Other persons controlled by the Directly controlling person.

3.4. No measures were implemented on behalf of the Other persons controlled by the Directly controlling person.

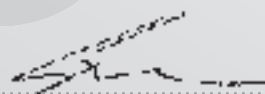
3.5. No measures were adopted based on a stimulus of the Other persons controlled by the Directly controlling person.

3.6. No measures were implemented based on a stimulus of the Other persons controlled by the Directly controlling person.

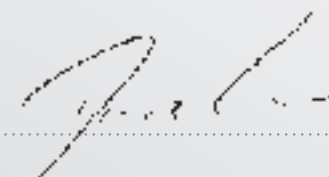
4. Conclusion

It is obvious from the aforementioned that the Controlled person didn't sustain any financial damage in consequence of the influence of the controlling person in the 2009 accounting period.

On behalf of the trading company Dopravní podnik hl. m. Prahy,
akciová společnost:
In Prague on 22 March 2010



Radovan Šteiner
Chair of the Board of Directors



Ing. Martin Dvořák
Vice-Chair of the Board of Directors

Controlling Person	Controlled person	Number of concluded contracts
The Capital City of Prague	Dopravní podnik hl. m. Prahy, akciová společnost	45

Contract characteristic and their number:

- on obligation of the public service to provide transport services on the line PIT Nemocnice pod Petřínem–Malostranské náměstí – **1**
- Clause No. 1 to the Contract of obligation of the public service to provide transport services by mass transportation in the area of the Capital City of Prague for 2008, whose subject is the supplementation of the article Price arrangements for 2009 and the extension of validity and operation of the contract for 2009 – **1**
- on public services in the public railway and city bus transportation in the system of the Prague Integrated Transport System for the years of 2010 to 2019 – **1**
- on obligation of the public service to provide transport services on the lines PIT series 300 – **1**
- on obligation of the public service to provide transport services on the line PIT No. 790 (AE) for 2009 – **1**
- on temporary use of tram-line – **6**
- easement, future easement – **21, 1**
- loan – **3**
- on lease – **6**
- on financial compensation – **1**
- on cooperation – **1**
- on a future contract – **1**

Contracts concluded in 2009 with persons controlled directly by the Controlling person

Other person controlled by the Directly controlling person	Contract characteristic, total number	Of concluded contracts
Kolektory Praha, a. s..	Use of collector area	3
Prague Congress Centre, a.s.		0
Trading company Praha – čisté město, a. s.		0
Obecní dům, a. s.		0
Pražská energetika Holding, a. s.		0
Pražská plynárenská Holding, a. s.	Temporary use of tram-line	3
Pražská teplárenská Holding, a. s.	Temporary use of tram-line	2
Pražská vodohospodářská společnost, a. s.	Temporary use of tram-line – 1 Future easement – 1	2
Pražské služby, a. s.	Waste disposal – 1 Ensurance of modifications of traffic signs and processing of traffic engineering measures – 1 Lease contract – 1	3
TCP-Vidoule, a. s.		0
TRADE CENTRE Praha, a.s.		0
Úpravna vody Želivka, a. s.		0
Zdroj pitné vody Káraný, a. s.		0

List of abbreviations:

Dopravní podnik (DPP)
MHD (Urban Mass Transportation)
PIT (Prague Integrated Transport System)
ROPID (Regional Organisier of the Prague Integrated Transport System)
MHMP (Prague City Hall)
ZHMP (The City Council of the Capital City of Prague)
HMP (The Capital City of Prague)
EU (European Union)
UITP (Union Internationale des Transports Publics)
Techno economic employees
POP (operating staff)
D (employee)
OON (other personnel expenses)
OC (opencard)
OSH (Occupational Safety and Health Protection)
PO (fire prevention)
CO (civil protection)
HZS (Firefighting and Rescue Department)
RTT (reconstruction of tram-line)
TT (tram-line)
GVD (train traffic diagram)
OT (tram repair service)
STK (Vehicle testing station)
UTZ (determined technical equipment)
RTI (reserved technical equipment)
EN ISO 9001
EN 13 816
OP (Operational Programme)
OPPK (Operational Programme Prague – Competitiveness)
ZLD (special municipal transportation)

Dopravní podnik hl. m. Prahy, akciová společnost
 urban mass transportation
 Prague Integrated Transport System
 Regional organiser of the Prague Integrated Transport System
 Prague City Hall
 The City Council of the Capital City of Prague
 The Capital City of Prague
 The European Union
 Union Internationale des Transports Publics (International association of public transportation)
 techno economic employees
 operating staff
 employee
 other personnel expenses
 opencard
 Occupational Safety and Health Protection Management
 fire prevention
 civil protection
 Firefighting & Rescue brigade
 reconstruction of tram-line
 tram-line
 train traffic diagram
 tram repair service
 vehicle testing station
 determined technical equipment
 reserved technical equipment
 European and international standard Quality Management Systems – requirements
 European standard Transportation – Logistics and services – Mass transit – Definition of service quality, objectives and measurement
 Operational Programme
 Operational Programme Prague – Competitiveness
 Special municipal transportation



Auditor's Report

Deloitte

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INDEPENDENT AUDITOR'S REPORT

To the Shareholder of Dopravní podnik hl. m. Prahy, akciová společnost

Having its registered office at: Praha 5, Šekpěvská 2174/2, 150023
Identification number: 00005688

Report on the Financial Statements

Based upon our audit, we issued the following audit report dated 12 March 2010 on the financial statements which are included in this annual report on the accompanying CD in the chapter "Financial statements for the year ended 31 December 2009".

"We have audited the accompanying financial statements of Dopravní podnik hl. m. Prahy, akciová společnost (hereinafter "DPHP" or the "Company"), which comprise the balance sheet as of 31 December 2009, and the profit and loss account, statement of changes in equity and cash flow statement for the year then ended, and a summary of significant accounting policies and other explanatory notes.

Statutory Body's Responsibility for the Financial Statements

The Statutory Body is responsible for the preparation and fair presentation of these financial statements in accordance with accounting regulations applicable in the Czech Republic. This responsibility includes: designing, implementing and maintaining internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with the Action Auditors and International Standards on Auditing and the related application guidelines issued by the Chamber of Auditors of the Czech Republic. Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements give a true and fair view of the financial position of Dopravní podnik hl. m. Prahy, akciová společnost as of 31 December 2009, and of its financial performance and its cash flows for the year then ended in accordance with accounting regulations applicable in the Czech Republic.

Deloitte refers to one or more of Deloitte Touche Tohmatsu, a Swiss entity, and its network of member firms, each of which is a legally separate and independent entity. Please see www.deloitte.com/cz/about for a detailed description of the legal structure of Deloitte Touche Tohmatsu and its member firms.

Member of Deloitte Touche Tohmatsu

Emphasis of Matters

Without qualifying our opinion we draw attention to the following matters.

Triggered Investments

As discussed in Note 4.7.2 to the financial statements, in implementing investment construction, DIPP affects the assets of other owners in certain cases. The majority of the affected assets are owned by the Prague Metropolitan Authority (the "Metropolitan Authority") and/or the organisations managed/founded by the Metropolitan Authority. This may result in an improvement of the assets held by another owner. The Company reports the costs incurred in making such improvements as triggered investments held for assignment in line C.II.1 "Short term trade receivables" as of 31 December 2009 and in line C.II.1 "Long-term trade receivables" as of 31 December 2008. DIPP recorded the balances of the triggered investments in respect of the Metropolitan Authority and its organisations of CZK 170,236 thousand and CZK 131,194 thousand in 2009 and 2008, respectively. Pursuant to Resolution No. 1447 passed by the Board of the Prague City Council on 17 September 2002 regarding the separation of the investment activities of DIPP and the Metropolitan Authority, the Company has been seeking to settle these costs. The last settlement of the triggered investments was made in terms of Resolution No. 471/15 passed by the Prague City Council on 17 October 2002. As of 31 December 2009, the Company has obtained a written confirmation from the Budget Committee of the Metropolitan Authority regarding the amount of the receivable and is currently awaiting another confirmation of this amount from the relevant authority of the City of Prague.

Settlement of Prouvable Losses

As further discussed in Note 4.7.3 to the financial statements, pursuant to Amendment No. 1 to the Contract for the Public Service Commitment to Provide Public Transportation Services on the Territory of the City of Prague dated 15 December 2008, the Company accounted for and reported a receivable of CZK 1,298,515 thousand in line C.II.9 "Other receivables" as of 31 December 2009. This balance reflects the amount of prouvable losses for the year ended 31 December 2009 reduced by the aggregate subsidies obtained to offset operating costs.

Reserves for Repairs of Assets

As further discussed in Note 4.9 to the financial statements, the Company reported a reserve for repairs of tangible fixed assets in the aggregate amount of CZK 1,940,699 thousand in 2007 – 2009 in accordance with the requirements of Resolving Act No. 99/1992. Given the Company's financial situation, the plan of repairs was substantially revised and a part of the reserve of CZK 66,999 thousand was subsequently released. The implementation of further planned reserves and the subsequent release of the balance of the reserve of CZK 1,873,700 thousand for repairs of fixed assets is dependent upon sufficient funding being available in future periods.

Report on the Related Party Transactions Report

We have also reviewed the factual accuracy of the information included in the related party transactions report of Dozrávní podnik s.r.l. m. Práhy, akciová společnost for the year ended 31 December 2009 which is included in this annual report on the accompanying CD in the chapter "Related party transactions report". This related party transactions report is the responsibility of the Company's Statutory Body. Our responsibility is to express our view on the related party transactions report based on our review.

We conducted our review in accordance with International Standard on Review Engagements (ISRE) 2400 and the related application guidelines issued by the Chamber of Auditors of the Czech Republic. Those standards require that we plan and perform the review to obtain moderate assurance as to whether the related party transactions report is free of material factual misstatements. A review is limited primarily to inquiries of Company personnel, analytical procedures and examination, on a test basis, of the factual accuracy of information, and thus provides less assurance than an audit. We have not performed an audit of the related party transactions report and, accordingly, we do not express an audit opinion.

The related party transactions report includes a summary of related party transactions but it does not state the related party transaction amounts for the year ended 31 December 2009.

Except for the effect of the matter referred to in the preceding paragraph, nothing has come to our attention based on our review that indicates that the information contained in the related party transactions report of Dozrávní podnik s.r.l. m. Práhy, akciová společnost for the year ended 31 December 2009 contains material factual misstatements.

Report on the Annual Report

We have also audited the annual report for consistency with the financial statements referred to above. This annual report is the responsibility of the Company's Statutory Body. Our responsibility is to express an opinion on the consistency of the annual report and the financial statements based on our audit.

We conducted our audit in accordance with International Standards on Auditing and the related application guidelines issued by the Chamber of Auditors of the Czech Republic. Those standards require that the auditor plan and perform the audit to obtain reasonable assurance about whether the information included in the annual report describing matters that are also presented in the financial statements is, in all material respects, consistent with the relevant financial statements. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the information included in the annual report is consistent, in all material respects, with the financial statements referred to above.

In Prague on 12 April 2010

Audit firm:

Deloitte Audit s.r.l.
certificate no. 79

Statutory auditor:

Václav Loubek
certificate no. 2037

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as of December 31, 2009

In Prague, April 2010