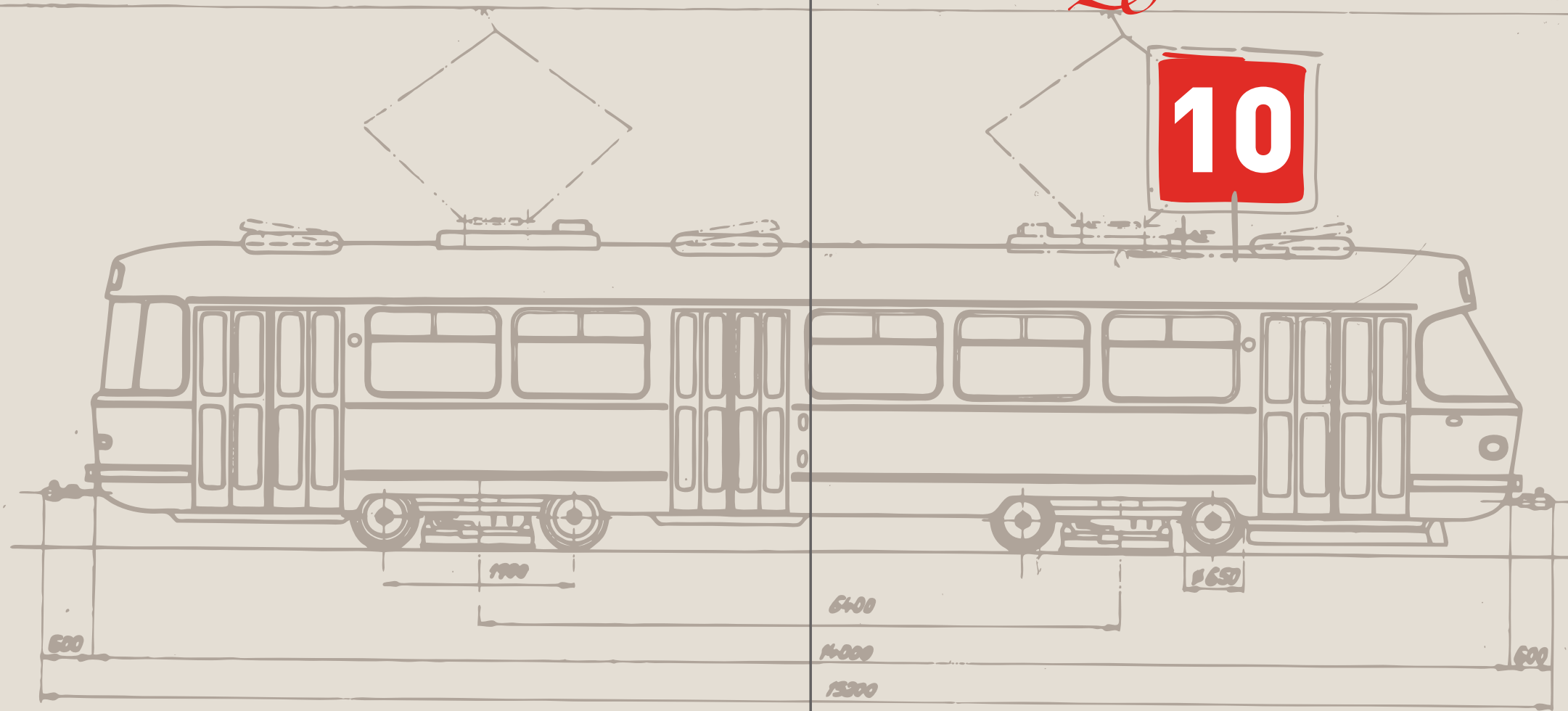


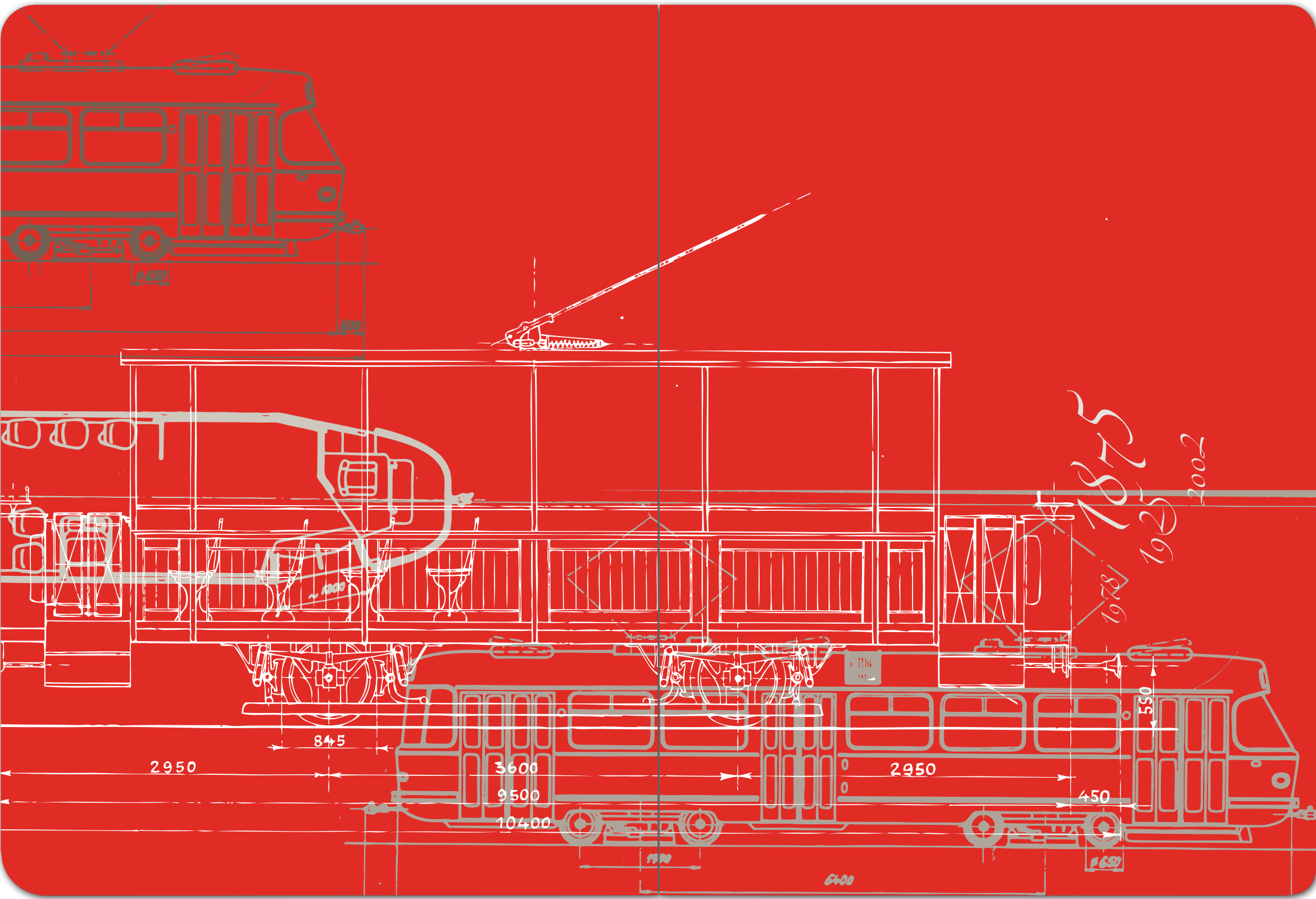
# *Annual Report* *20*



Dopravní podnik  
hlavního města Prahy

# Annual Report 20





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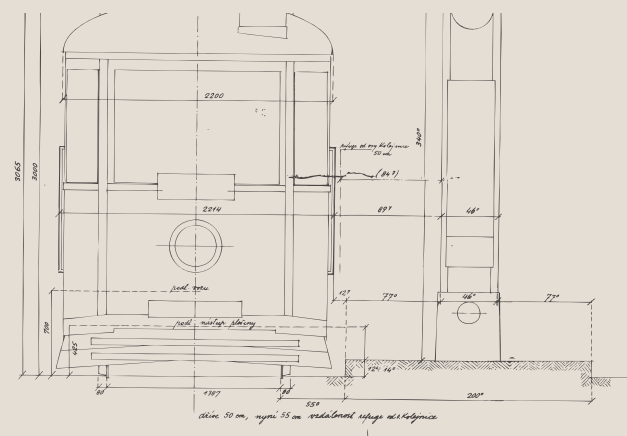
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1875  
1978 1985 1995 2002

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A project of the so called two-fold sign post for Prague tram and bus stops from 1938.



## Foreword of the Chairman of the Board

Dear readers,

You hold in your hands the Annual Report of Prague Public Transport Company, joint-stock company, (henceforth DP) for the year 2010, which represented another crucial period for the development and the future of municipal mass transport in our capital. The year was marked mainly by the realisation of key steps necessary for the development of rail transport within the city, for barrier-free travelling as well as for further enhancement of transportation services provided.

The year 2010, in which the Prague municipal mass transport celebrated the 135 years anniversary of its foundation, saw the implementation of a long-term contract between the DP and the city of Prague, which brings better room for finance management and mainly the opportunity for further planned development. This development means primarily building new metro routes, modernisation of our fleet of vehicles, constructing new barrier-free entrances for passengers with limited movement or orientation abilities and last but not least increasing the safety and quality of our customer services.

As part of the metro network enhancement, the construction works on the extension of metro line A from the standing end-station Dejvická to Motol station have commenced. Putting the new section into operation in 2014 will significantly help increasing the public transport servicing in the area of Prague 6 and allow the residents easier access to the largest health facility in Prague. We have also concluded the tender for project documentation for the new metro line D. The realisation of this strategic project is crucial for strengthening the municipal mass transportation in the southern part of the metropolis, which currently depends on bus transport only. The line D construction project should be completed in 2013 after which will follow the decision as to the term of the construction initiation.

Last year was also a year of a significant modernisation of our fleet of vehicles. Test drives of the fully low-floor trams 15T, which belong among the most modern in Europe, reached their final stage. The deliveries

of low-floor minibuses and buses including two hybrid buses also continued. These buses have gradually started replacing older vehicles at selected bus lines connecting hospitals and key institutions of the city. Safety issues and our customer services quality enhancement, such as for example the installation of new safety elements in trams and at metro stations, the construction of new barrier-free entrances or the finalisation of internet electronic ticket purchase, have also not lagged behind. DP has also taken significant part in a number of cultural and sport events in the capital.

I am convinced that all the above quoted enhancements and new projects will lead to further development of the municipal mass transportation in Prague and that in 2011 our company will confirm its position as one of the best-rated municipal mass transport operators in Europe.

**David Vodrážka**

Chairman of the Board of Directors



Horse-tram on Charles Bridge.

# Foreword

## CEO

Dear Customers, Dear Colleagues,

Let me briefly inform you about the activities and key projects of the Prague Public Transport Company in 2010. If we regarded 2009 as a breakthrough mainly for economic stability of our company, then the year with a ten at its end has from the point of view of its importance in no way stayed behind.

2010 was the first year after the completion of our company's long-term transformation process, which has lead to achieving significant financial savings. We have managed fully to focus on the activity we know best and for which we are positively valued on European levels – i.e., providing quality transportation services for Prague passengers. Completing the transformation process does not, however, mean putting an end to solution-seeking projects that help us to a more effective finance management. Detecting savings in power consumption and in activities not directly connected with our core activity will continue also in the years to come.

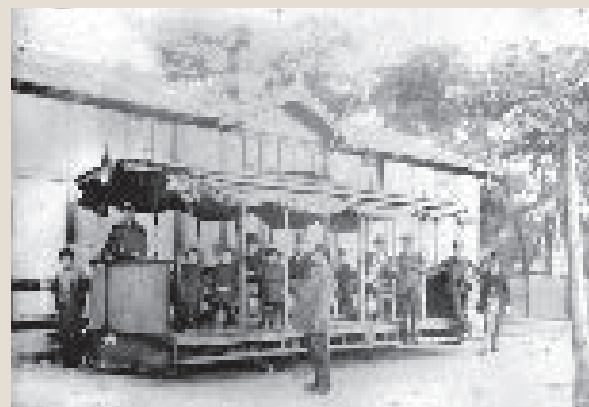
Better room for finance management was also brought by a long-term contract for providing transport services in Prague. The contract was crucial for planned development not only of the DP, but for mass municipal transport in Prague as such. As absolutely crucial for the years to come I regard the completion of the construction of new metro stations at line A, the finalization of the construction project for metro line D and the construction of new tram routes. In 2010 the city made the decision to initiate the construction of a tram route to Podbaba, which will bring passengers easier access to the city centre.

We were successful in realising the greatest volume of restoration works on tram routes in the past 20 years at record pace. Repair and modernisation took place in the months of summer at several locations in Prague simultaneously. Thanks to excellent work of our colleagues and good work management they were mostly completed prior to scheduled terms. On the whole we reconstructed 9.2 km of tram routes including attendant adaptations of street refuges with barrier-free elements, restoration of trolley-lines and utilities.

We also completed the first stage of our fleet of vehicles renewal. In 2010 DP was delivered 32 new low-floor buses, 2 low-floor hybrid buses and 15 minibuses. Extensive reconstruction of older metro coaches type 81-71 reached its final stage. Also the trial rides of Škoda 15T low-floor trams were concluded at the turn of 2010. This new generation modern tram will be put into regular operation by the beginning of February 2011. As of 2017, our company should be delivered a total of 250 trams of this type.

In the area of improving passenger services we achieved a significant progress. In the course of the year we prolonged the weekend operation time of the metro and connecting traffic by one hour and established new midibus lines connecting Prague hospitals and institutions. We were successful at making the vestibules of the Chodov and Stodůlky metro stations barrier-free accessible. In order to achieve increased tidiness special safety garbage-bins were placed at metro platforms. In 2010 we also made the decision that in order to achieve better passenger safety, new security features will be gradually installed on escalators and at metro platforms. Last but not least we also continued our partnership with a series of entertainment, sport and cultural events in the capital. Finally let me thank this way to all employees of the Prague Public Transport Company, thanks to whose relentless work we were able to complete a number of key projects this year. In the years to come we will continue meeting our priority, which is our customer satisfaction.

**Martin Dvořák**  
Chief Executive Officer



František Křížík posing in front of his electric tramway car in front of the Letná machine room in 1891.



## B Basic identification data on the company

<b>Company name:</b>	Dopravní podnik hl. m. Prahy, akciová společnost
<b>Registered office:</b>	Sokolovská 217/42, 190 22 Praha 9
<b>Co Reg. Number (IČ):</b>	00005886
<b>Tax Identific. Number (DIČ):</b>	CZ00005886
<b>Date of establishment:</b>	11 July 1991
<b>Legal form:</b>	Joint stock company
<b>Founder:</b>	The Capital City of Prague
<b>Entities taking share in the registered capital:</b>	The Capital City of Prague 100%
<b>Commercial Register:</b>	Dopravní podnik hlavního města 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)
<b>Registered capital:</b>	CZK 30,726,125,000

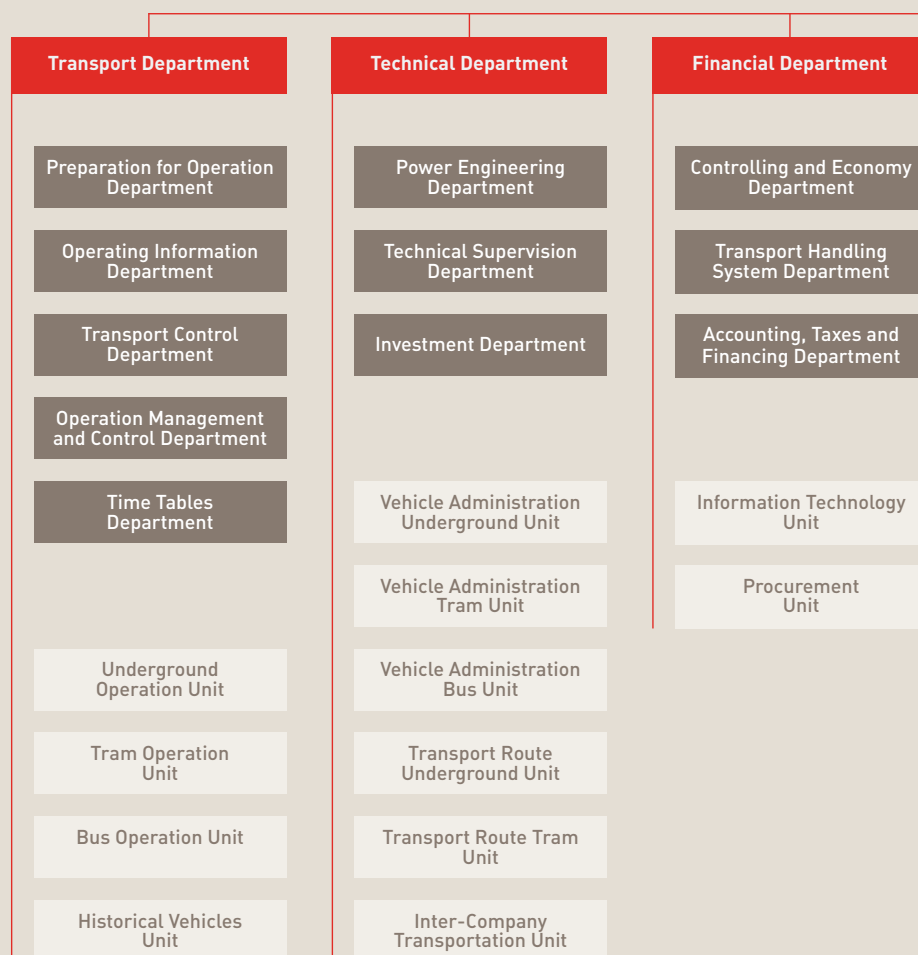
Guests during a special ride in a coupe vehicle,  
beginning of the 1920s.

*Basic identification data on the company*

# Organisational Structure

as of 31 December 2010

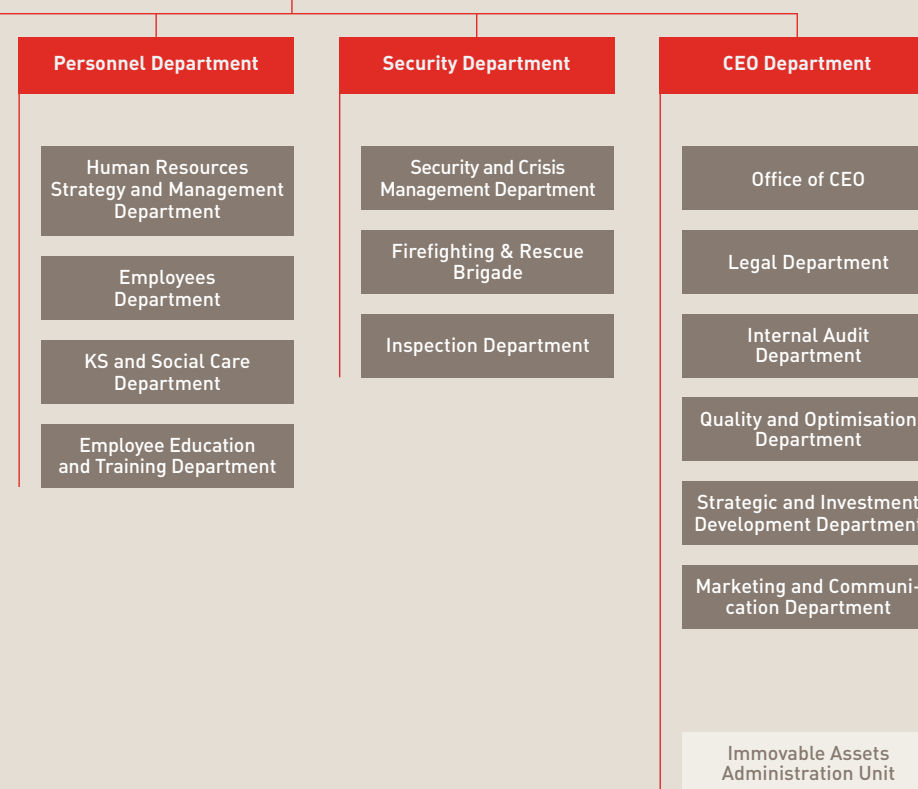
Supervisory Board



BOARD OF DIRECTORS

Audit Commission

CHIEF EXECUTIVE OFFICER







## Personal data

Balance as of 31 December 2010

### Board of Directors:

Ing. David Vodrážka	Chairman
Ing. Antonín Weinert, CSc.	Vice-Chairman
JUDr. Rudolf Blažek	Vice-Chairman
MUDr. Pavel Bém	Member
Ing. Martin Dvořák	Member
Petr Hána	Member
Jiří Janeček	Member
Josef Nosek	Member
Ing. Milan Richter	Member

### Supervisory Board:

Ing. Karel Březina	Chairman
Jiří Čada	Vice-Chairman
Pavel Ambrož	Member
Ivan Bednář	Member
JUDr. Tomáš Homola	Member
Jan Lebeda	Member
Prof. Ing. Petr Moos, CSc.	Member
Jiří Obítek	Member
Radovan Šteiner	Member

### Supervisory Board:

JUDr. Ladislav Máca	Chairman
Ing. Zdena Javornická	Vice-Chairman
Prof. Ing. Jiří Dvořáček, CSc.	Member

### Management:

Ing. Martin Dvořák	CEO
Ing. Petr Blažek	Director Transport
Ing. Radek Zamrazil	Technical Director
Ing. Martin Horák	Financial Director
Ing. Tomáš Petana	Human Resource Director*
RSDr. Antonín Fedorko	Director Safety

\* till 30 October 2010

*Personal data*



Tram stop at present-day I. P. Pavlova  
around 1898. Number 5 marks the stop,  
not the line.

# Events in 2010

## **13th January**

The opening of new bus line 292 (Malostranské náměstí – Nemocnice pod Petřínem), which is serviced by electric minibuses. The line secures comfortable accessibility of Nemocnice pod Petřínem to all groups of residents.

## **February**

The International Automobile Association evaluated the Prague mass municipal transportation as the fourth best in Europe.

## **March**

After several years, garbage-bins returned to metro stations, which were removed after the terrorist attacks in the USA in 2001. One double-surface bin weighs 400 kg and no known explosive can disrupt it.

## **12th April**

Knocking on the cornerstone marked the initiation of the construction of the extension of metro line A from Dejvická metro station westward.

## **27th May**

Opening the operation of a new lift in the area of Chodov metro station connecting the vestibule level with metro platform. This is already the 35th metro station accessible to all groups of residents.

## **June-September**

A full restoration of the tram route from Anděl up to the Sídliště Řepy terminus.

## **12th June**

7th anniversary of the Prague Museum night – the most significant cultural event in Prague. 28 institutions made 53 objects accessible for the public. 61 buses were put in service at 9 special lines and they drove almost 8,000 km during this night.

## **13th June**

As of this date the tariff categories Children (10–15 years) and Juniors (15–19 years) may only purchase electronic fare on opencard. Five- and ten-months coupons have been newly introduced for these categories.

## **1st July**

Beginning July, the Prague municipal mass transportation is free of charge for children under the age of ten.

## **29th August**

The last kinobus screening took place at Jiřího z Poděbrad Square, closing its holiday tour. Altogether 9 films were screened and visited by almost twenty thousand fans at twenty different localities.

## **September**

Completion of the installation of all validators in Prague metro stations.

## **3rd September**

The operation time of metro and connecting surface level transport lines in Prague prolonged till one o'clock past midnight on the nights from Friday to Saturday and from Saturday to Sunday.

## **10th September**

Opening the new western vestibule of the metro line B station Stodůlky.

## **18th September**

Open Doors Day in the Střešovice depot.

## **23rd September**

135th anniversary of the Prague municipal mass transportation foundation.

## **1st October**

New line 125 operating from Jižní Město to Smíchovské nádraží. It has met with a very favourable response from the passengers.

## **1st November**

The first inauguration concert of the DP choir took place in the Střešovice depot.

## **13th November**

As of this date, the tariff categories Adult and Senior may only purchase electronic fare on opencard.

## **12th December**

Opening the operation of 15 new low-floor SOR minibuses, which are deployed on less busy lines.



# Investments

In the course of 2010 we spent the total amount of CZK 6,935.471 million on investment.

Of which:

DP own sources	CZK 5,691.184 million
subsidies from the state budget bus purchase	CZK 11.200 million
subsidies from the state budget (OPPK*)	
– investment	CZK 8.744 million
subsidies from the state budget (OPPK*)	
– non-investment	CZK 0.376 million
grants from the EU structural funds (OPPK*)	
– investment	CZK 99.107 million
grants from the EU structural funds (OPPK*)	
– non-investment	CZK 4.260 million
subsidies from the Prague City budget	CZK 1,120.000 million

---

<b>total</b>	<b>CZK 6,935.471 million</b>
--------------	------------------------------

\* Operational Programme Prague – Competitiveness – investment projects subsidies

In 2010 we obtained subsidies from the Operational Programme Prague – Competitiveness for the following activities:

- restoration of tram route Střelničná – Klapkova
- restoration of tram route Myslíkova
- lift construction at metro station Chodov

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

- purchasing 5 new sets of M1 metro vehicles – CZK 320.428 million (purchase realised over the years 2008-2011)
- metro vehicles restoration – CZK 2,055.824 million
- tram restoration – CZK 82.242 million
- bus restoration – CZK 34.278 million
- bus purchase – CZK 620.490 million

Situational plan of tram route terminus at Braník ice plant from 1941 with an intended rail branch line for mobile transformer.

*Investments*

We also paid a credit installment of CZK 285.064 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 979.853 million.

**Subsidies from the state budget for bus purchase:**

In 2010 11 buses were purchased with the total state budget subsidy of CZK 11.200 million.

**Subsidies from the state budgeted (OPPK\*) – investment:**

DP received the total of CZK 8.743 million. Of which:

- for RTT Střelničná CZK 7.166 million
- for RTT Myslíkova CZK 0.127 million
- for lift construction at metro station Chodov CZK 1.451 million.

**Subsidies from the state budgeted (OPPK\*) – non-investment:**

DP received the total of CZK 0.376 million. Of which:

- for RTT Střelničná CZK 0.171 million
- for RTT Myslíkova CZK 0.104 million
- for lift construction at metro station Chodov CZK 0.101 million.

**Grants from the EU structural funds (OPPK\*) – investment:**

DP received the total of CZK 99.107 million. Of which:

- for RTT Střelničná CZK 81.219 million
- for RTT Myslíkova CZK 1.445 million
- for lift construction at metro station Chodov CZK 16.443 million.

**Grants from the EU structural funds (OPPK\*) – non-investment:**

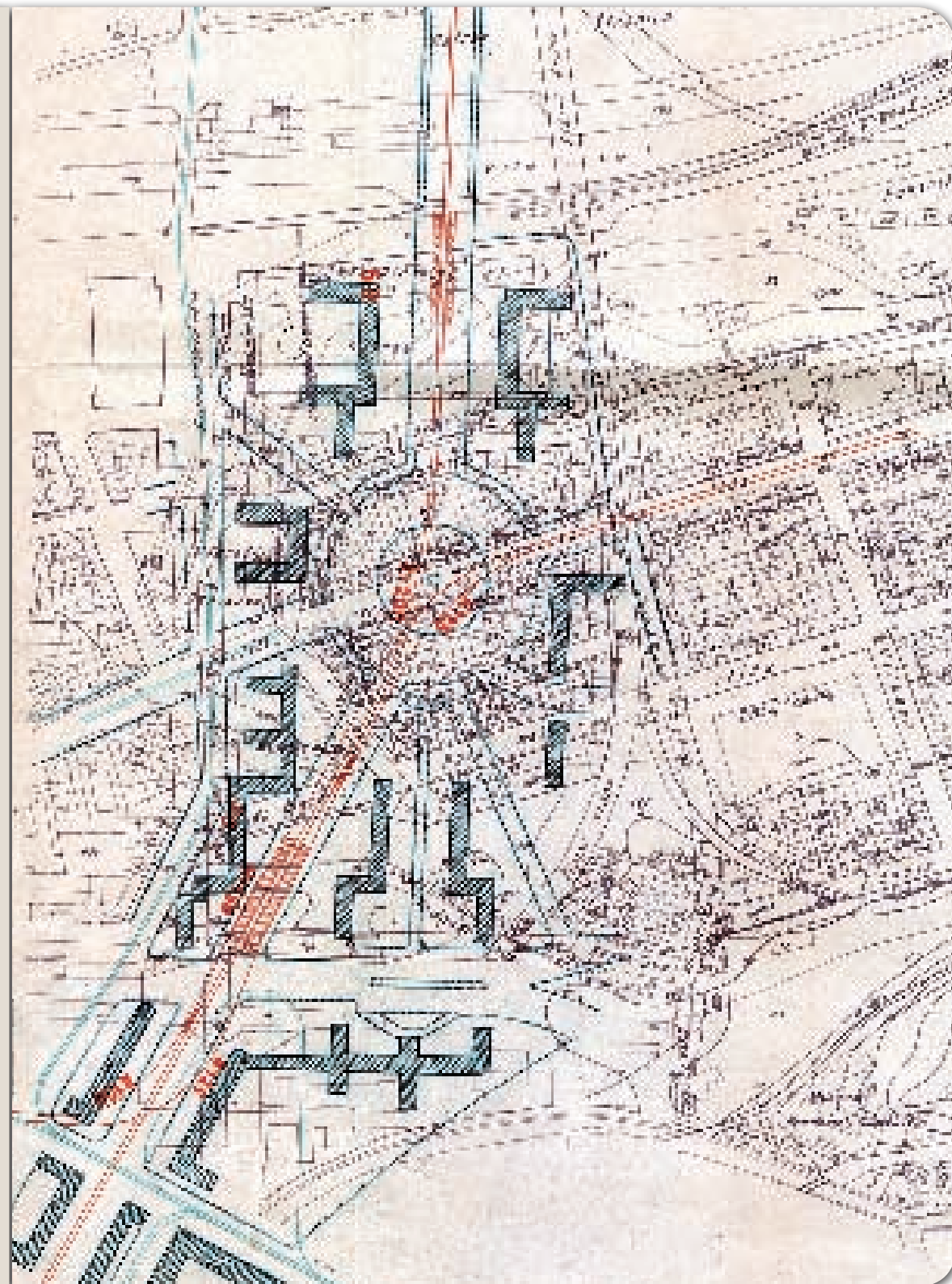
DP received the total of CZK 4.260 million. Of which:

- for RTT Střelničná CZK 1.944 million
- for RTT Myslíkova CZK 1.176 million
- for lift construction at metro station Chodov CZK 1.104 million.

**Subsidies from the Prague City budget:**

Subsidy provided in the total of CZK 1,120.000 million. Of which we used, for example:

- for the construction of metro line A Dejvická – Motol CZK 100.000 million
- for the preparations of metro line D construction CZK 60.000 million
- for the construction of the II. vestibule of metro station Národní třída and its barrier-free accessibility CZK 60.000 million.



Sketch of urbanistic vision of reconstruction in the area Bulhar – Těšnov related to the construction of South – North road transversal with metro routes indicated from 1940.

# Quality of services provided

The success of our company's providing the services in a competitive environment is dependent on a functional and constantly developing quality system which takes into account customer needs and meets their expectations.

In 2010 we initiated the convergence process of established quality management standards.

In the course of the assessed period the requirements of EN ISO 9001:2008 were implemented in the current DP certified quality management systems and passenger requirements were considered.

For improving the level of provided service the quality standards that are defined in DP are in accordance with the requirements and recommendations of the EN 13816 standard. As part of the Service Quality Programme DP 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 2010 we continued revising and updating 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** – accuracy and reliability of transport, timetable observation
- **Public information** – providing up to date and comprehensible information
- **Passenger acceptance** – quality standards for the approach to passengers for operating employees

- **Uniform** – employee appearance – orderliness of our employees, observing uniform code
- **Functionality of ticket vendors** – overall functionality and reliability of ticket vendors and comprehensiveness of information features on ticket vendors
- **Functionality of barrier-free facilities** – operational reliability of passenger lifts and special platform lifts, bringing municipal mass transportation closer mainly to passengers with limited movement and orientation capacity
- **Fulfilling timetable of metro operation** – fulfilling the volume of planned transport capacity
- **Transport availability at metro stations** – observing the guaranteed passenger access to metro transportation
- **Vehicle cleanliness and appearance** – monitoring inner and outer cleanliness and appearance of vehicles

## Implementation of quality standards in 2010

Quality standard	Demand factor	Implementation
Operation accuracy	85 % of transport connections are accurate or follow the limits of the acceptable deviation (from 0 to 179 sec.)	89.72
Public information in the metro stations	90 % of stations keeps all needed information actual, readable, visibly-placed and official	99.74
Public information inside the metro trains	95 % of vehicles are equipped with required information	96.82
Public information in stations of the surface transport	90 % of stations keeps all information actual, readable, visibly-placed and official	92.82
Public information on and inside vehicles of the surface transport	95% of vehicles are equipped with required information	99.35
Passengers' acceptance	90% of passengers are satisfied with proceeding of employees	95.68
Uniforms	95% of employees wear uniforms and correspond with neatness requirements	99.75
Functionality of ticket validation machines	90% of ticket vendors are operable and visually acceptable	95.99
Availability of barrier-free facilities in the metro	90% of facilities are available and visually acceptable	96.79
Fulfilment of metro operation timetables	99.5% fulfilment of planned volumes	99.88
Transport availability in the metro stations	98.5% of station will be accessible in operation time	99.92
Vehicle cleanness and appearance	85% of vehicles are clear and well-maintained according to passengers	90.79

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 2010

Department	Certified processes	Audit Type	Standard	Certification organization
Unit Metro operation	Public passenger transport	re-certification	ISO 9001 EN 13816	LRQA
Workplace Tram repair shop	Repairs and modernisations of equipment of traction vehicles and rail vehicle part	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	

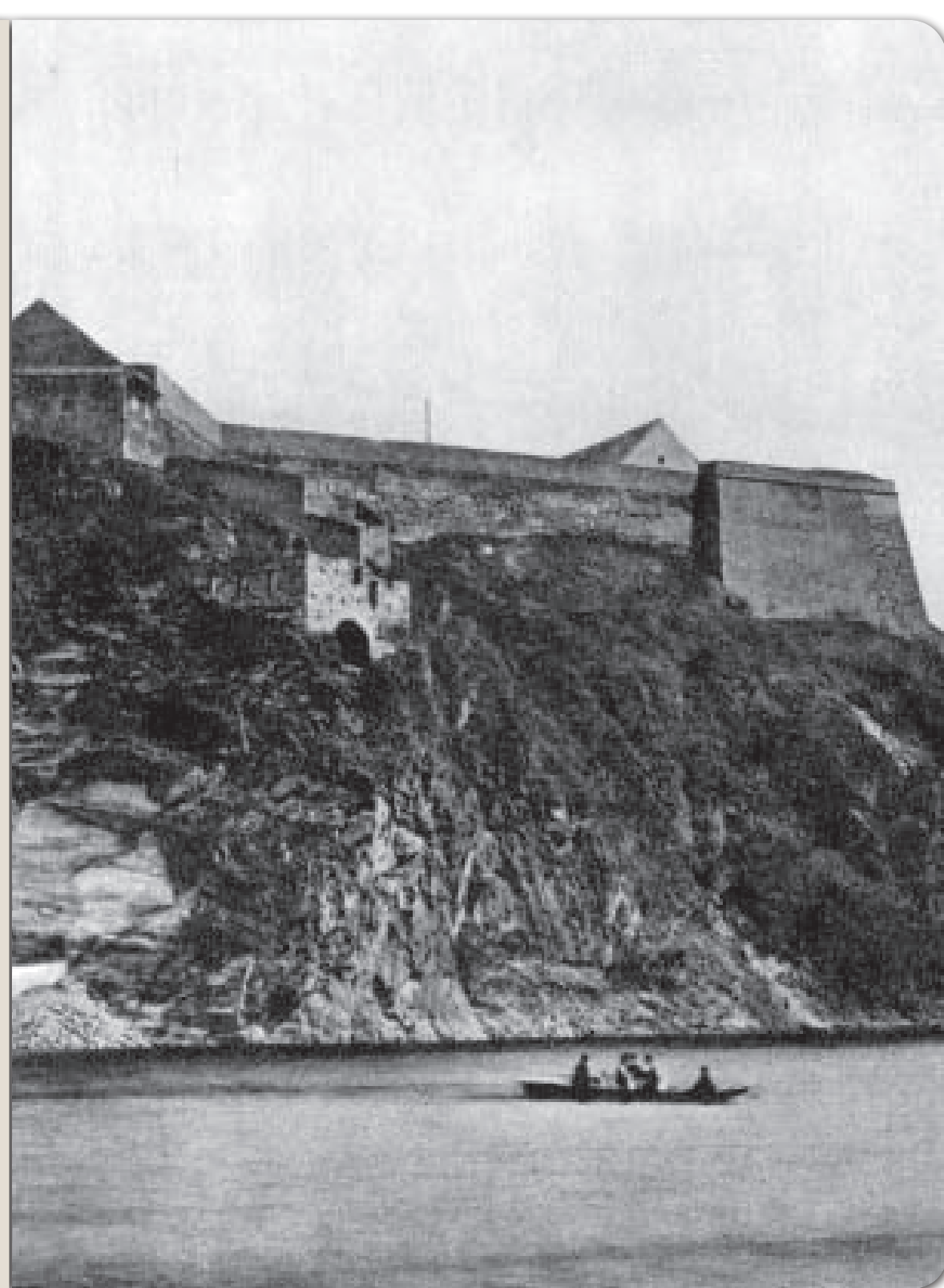
Auditors of the certification companies did not identify any serious deficiencies and confirmed meeting the requirements of mentioned criteria standards.

Among the strengths of our certified quality management systems the auditors assessed the professional competency of our employees and helpful approach to passengers.

Within improving the level of passenger transportation a close cooperation is continued with organisations such as the Czech Blind United (SONS) and the Prague Organisation of the Wheelchair Bound, civic association (POV), mainly in the area of defining requirements for new types of mass transport vehicles.

When increasing the level of services provided in the Prague region and surroundings we cooperated on defining and optimising the PIT quality standards for bus transportation, inclusive of setting up their parameters.

An unusual ferry which used to operate around the Vyšehrad rock prior to 1904, before the Vyšehrad tunnel and new quay were built. It did not provide connection between two opposing riverbanks but secured a connection to Podolí on the same bank.





# Grants from the funds of the European Union

Dopravní podnik, in order to get larger financing or funding for its investment actions, employed also in 2010 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 entrances. Based on the rules, DP 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 4 projects that were approved for funding by resolution of ZHMP. The execution of two of these projects was completed in 2010. They were the restoration of the tram route in Myslíkova and the construction of passenger lift at Chodov metro station.

### Restoration of the tram route in Myslíkova Street

Part of this construction was 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 Jirásek Square, and stops at Jirásek Square and Myslíkova Street. The project was closely tied in terms of transport with RTT Spálená Street and Národní třída, 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 was executed in parallel as a separate TSK action. The project was executed from November 2009 to July 2010. The funding DP will receive is CZK 81.97 million in total.

### 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 was replaced by a passenger lift located at the edge of the fixed staircase (similar to the one at the Florenc C station). The project was executed from August 2009 to May 2010. The support DP has already received is CZK 22.47 million.

For the 6th call of the OPKK, with the application submission deadline on 14 May 2010, DP submitted application for the restoration of tram route Plzeňská and tram route Podbaba.

### Restoration of tram route Plzeňská

The project objective was the restoration of existing tram route on a separate body in the length of approximately 5 km (section Kavalírka – Řepy terminus) and of the rail crossing using railway rails S49 and other modern features reducing the operation noise volume. The aim was securing safety operation and increasing the quality and proportion of ecological tram transportation. The project was executed from June to November 2010. The funding for the project was approved in the reduced amount of CZK 468.08 million.

### Extension of TT to ČD station Podbaba

The project objective was the creation of effective transport integration link within the PIT system by extending the tram route from the current Podbaba terminus into the vicinity of the Podbaba railway station under construction, enabling a direct connection between both transport systems. The new tram route of approximately 0.4 km length runs through the middle of Podbabská Street from the area of the standing terminus in front of hotel Crowne Plaza to the road crossing with Pod Paťankou Street. Apart from constructing new terminus and securing the railway linkage, the activity also includes the restoration of part of the current rail route including tram stops. The construction is at the same time the 1st phase of a prospective TT extension to Suchbát. The project execution was initiated on 16 December 2010 and its completion is scheduled for the 3rd quarter of 2011. The expected amount of support from OPKK is CZK 228.99 million.

## 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 with 4 stations – Červený Vrch, Veleslavín, Petřiny and Motol. The total project costs are CZK 18.7 billion (in CU 2008) whereas

the EU contribution is approximately EUR 290 million (CZK 7.14 billion at present rate). The construction has been initiated in April 2010. Complex activities related to securing financing from European funds were continuously carried out in cooperation with Jaspers (the EIB initiative) and other initiatives. The application itself was submitted in March 2010 to the MD (Ministry of Transport) which is the control authority of OPD for national level ratification. The next step would be the submission to respective EU organs in Brussels. The ZHMP resolution No. 27/56 from 28 May 2009 and No. 39/66 from 17 June 2010 to co-fund the difference between total eligible costs and the support represents the basic condition for full coverage of investment costs. The application ratification from Czech authorities is expected in the 1st quarter of 2011.

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 DP seems unrealistic at the moment.

The possibility of support withdrawing from **Swiss-Czech Cooperation Programme**, however, seemed promising. Within the deadline the Project Plan "Increase of reliability and safety of mass transportation in Prague by means of bus transport preference" with eligible costs of approximately CZK 25 million was submitted to SFŽD (State Environmental Fund). By the announcement of the MŽP level approval committee from 7 September 2010, however, our project was not recommended (on account of submission overplus) for submission to the National Coordination Unit approval and to the Swiss side and was not submitted further in the approval process. The project preparation is therefore discontinued.



Classically marked stop at a console around 1924.





# Transportation

## DEVELOPMENT OF TRANSPORT NETWORK

### Metro

In 2010 three lines A, B, C were operated. The number of stations is 57 and the length of metro lines is 59.4 km. From 1 September 2010 the operation of line B was enhanced in working days and on all metro lines the operation was prolonged by one hour on the night from Friday to Saturday and from Saturday to Sunday.

### Trams

As of 31 Dec 2009 the operation of the tram lines network was 141.59 km long and secured by 24 daily and 9 night lines with a total length 537.8 km. In the tourist season from 4 April to 17 November 2010 a historical tram line was operated on Saturdays, Sundays, and bank holidays. Since 1 September 2010 lines No. 5 and 56 in the region of Prague 1 were permanently moved to the route via Náměstí Republiky, line No. 14 in the region of Prague 2 was moved to Myslíkova Street and via Jiráskovo náměstí and tram No. 21 on the contrary was removed from Myslíkova Street and Jiráskovo náměstí and newly moved to the route via Karlovo náměstí and Mořáň. The tram lines operation was prolonged by approximately an hour on the night from Friday to Saturday and from Saturday to Sunday in connection with the prolonged metro operation. 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. At the same time TT in Plzeňská Street was restored. As the interruption was terminated the operation hours on this line were shortened.

### Buses

At the end of 2010 DP operated within the Prague Integrated Transport a road network 823 km long, 118 daily municipal lines, 16 suburban lines, 15 school lines, 16 night municipal lines, 1 night suburban line and 1 line for persons with limited mobility. The overall length of all 166 lines was 1,809.00 km. Fundamental changes in line routing from 1 October 2010 applied mainly to the establishment of express line No. 125 which connects Jižní Město with Smíchov. Other significant changes in bus transport operation from 12 December 2010 touched mainly the region of Prague 9 and 10 and at

the same time to this date the line routing of night bus transportation was changed in order to service larger part of the whole region. Also small-size changes in suburban transportation were realised from 1 July 2010 which applied only to the extension of line No. 378 to Radonice. The operation of bus lines was prolonged by approximately one hour on the night from Friday to Saturday and on the night from Saturday to Sunday.

## TRANSPORT PERFORMANCE

The total transport output of municipal and suburban lines included in the PIT system operated by DP including a special line of transport for persons with limited orientation abilities and movement reached 162,937 thousand car kilometres (car/km). The transport volume expressed in seat kilometres (s/km) is 20,828.222 million s/km. The transport output in car/km increased year-on-year by 0.33%, the seat/km volume increased by 0.79%. This difference is affected by servicing a higher number of articulated vehicles at the expense of the standard ones.

## SERVICES FOR PASSENGERS WITH LIMITED MOVEMENT AND ORIENTATION ABILITIES

### Metro

At the end of 2009, out of the total number of 57 metro stations 35 stations were accessible through public personal lifts, inclined platforms or direct barrier-free entrances. These include 5 stations at line A (Dejvická, Muzeum, Strašnická, Skalka, Depo Hostivař), 13 stations at line B (Zličín, Stodůlky, Luka, Lužiny, Hůrka, Nové Butovice, Smíchovské nádraží, Florenc, Vysočanská, Kolbenova, Hloubětín, Rajska zahrada, Černý Most) and 14 stations at line C (Letňany, Prosek, Střížkov, Ládví, Kobylisy, Nádraží Holešovice, Vltavská, Florenc, Hlavní nádraží, Muzeum, Vyšehrad, Pankrác, Budějovická and Chodov). Another 3 stations at line C allow barrier-free movement with trained accompaniment via service lifts – Háje, Opatov and Roztyly stations. Personal lift at the Národní třída station is intended to be in operation in 2011. 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 2010 for selected connections of 20 lines; barrier-free connections are marked in the time table at the stops. Dopravní podnik hlavního města Prahy (Prague Public Transit Company) operates low-floor cars on the following lines: 1, 2, 3, 4, 7, 8, 9, 11, 12, 14, 15, 16, 17, 18, 19, 20, 22, 24, 25 a 26.



The dispatch of 67 low-floor trams is guaranteed. The number of connections secured by reconstructed KT8D5N2 and T3R. PLF and newly also 15T type vehicles keeps rising.

### Buses

At the end of 2010, low-floor buses were dispatched for guaranteed connections of 100 daily city lines and 4 suburban lines. These connections are provided by 261 standard low-floor and 52 articulated buses. In addition, the Prague Public Transit Company operates a special transport line for citizens with limited orientation and movement ability. One bus line provides 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 2010 the collection of historical vehicles in the DP Museum was significantly extended.

The bus Škoda 706 R0 was added to the exposition as well as metro vehicle series 81-71, tram vehicle T3M and the SZ1 track compressor as an outdoor exhibit.

A significant event was also the initiation of renovation of the first Prague trolleybus Praga TOT.

The renovation of Škoda 506N bus and of the historical tram registration No. 2172, which will be put into operation for contractual rides, both progressed.

The newly composed exhibition enjoyed the total of 32 thousand visitors in the regular opening hours and at numerous occasions of special events. The nostalgic line No. 91 was also very popular and there was a continuous interest in the rides of commercial vehicles.

### PREFERENCE OF MUNICIPAL MASS TRANSPORTATION

Last year DP continued, in cooperation with the city bodies of the transport dept. of the ČR 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 in 2010

was 244 m in 7 localities. At the end of 2010 the total length of the separation segments was 10.2 km in 7 localities. During 2010 the light signalling equipment was equipped with tram preference at 21 crossings. The number of crossings with tram preference at the end of 2010 was 157 out of the 229 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. In 2010 the designated lanes for MMT buses were marked on approximately 500 m of roads and approximately 400 m of tram lanes. At the end of 2010 the total length of designated lanes was 15.5 km on roads and 9.6 km on tram lanes. The active preference system was installed at 24 more light signalling sites including equipping additional buses with respective preference components.

The number of crossings (crosswalks) with bus preference at the end of 2010 was 117.

## NEW SOFTWARE FOR TIMETABLES AND RELATED TASKS

In the course of 2010 work continued in the area of SW applications, mainly:

**The ASW timetable development stage**, whose significance lies in the need to secure complete, accurate and sufficient amount of data included in the timetable and exported to related systems (driver shift creation, car fleet management, control room system).

**The ASW Operation Preparations** aiming at SW support for activities related to the preparation of transportation activities.

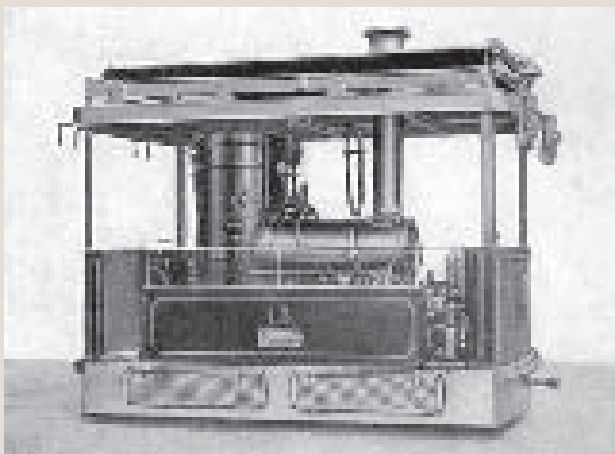
## TRANSPORT CONTROL

In 2010 the transport control continued improving and enhancing their activities. At the beginning of the year the number of transport controllers was raised to 150, which is a necessary number for the PIT control. The number of controlled passengers reached 6.7 million, the highest number of controlled passengers ever. All controllers had also their inspector badges and identifications replaced after 10 years.

The cooperation mainly with the Municipal Police was on a very high level. It is necessary to highlight regular cooperation at night tram lines. This year alone 4183 passengers were expelled from night tram lines, whose appearance bore the marks of general negligence and whose conduct and clothing polluted other passengers, the vehicle or the passenger space. Apart from this 156 joint special events were organised.



Královské Vinohrady municipal electric railway vehicle  
in front of the Vinohrady water-tower in 1897.



Steam tram locomotive design by Alois Zelenka and František Procházka based on a project from 1885.

The mandate contract for providing comprehensive transport claims services and transport debt recovery from 2008 between Tessile ditta, a.s. and DP was mutually performed. The sale of these claims alone brought DP CZE 61 million.

The cooperation with Crowsnest and Erika a.s. continued in purchasing electronic tickets, the so-called SMS tickets. More than one and a half million SMS tickets purchased a months shows the popularity of this transit document with the passengers. The controller reader software for fare validation on opencard was modified in two stages improving its functionality, battery-life and data actualisation capacity. Despite numerous improvements of the device it is, however, necessary to regard its future replacement due to physical deterioration and technical inadequacy. An universal reader facility for reading SMS tickets and opencard appears suitable as it would ease the controller duty performance.

The number of assaults on transport control personnel in 2010 was 64 resulting in 33 employees in incapacity for work. Even if this is the lowest number since 2008, the aggression of some fare-dodgers who refuse to submit to the letter of the law intensifies. In September the Supreme

Results of the Transport Control department	
Number of disciplinary actions	Revenue from disciplinary actions
241,722	CZK 112,372,384
i.e. by + 3,7 % compared to 2009	i.e. + 3,0 % compared to 2009

Administrative Court decided that transport controllers on duty may use adequate defence in relation to passengers who disrespect the law.

## TRANSPORT RESEARCHES

Within planning the transportation in the region of the capital Prague and adjacent areas we carried out surveys of the MMT network providing entry data in order to align transportation demand and supply.

- In March and in October we conducted local researches of altogether 118 bus lines in the southwest and northwest regions of Prague including adjacent areas.
- Throughout the year we conducted a number of surveys of an operative character:
  - we verified transport capacities of the cars of reserve bus transport
  - we monitored regular MMT lines at selected stops
  - we detected the transport demand at newly established MMT lines
  - we verified bus preference at selected crossings
  - we detected passenger movements at selected metro stations exits, etc.

## ACCIDENT RATE

In 2010 the accident rate increased by 11.7 %, the year-on-year increase was 346 accidents (3,288/2,943).

In metro operation the number of accidents grew by 17 (37/20), in tram operation it grew by 11 accidents (1,432/1,421), in bus operation it grew by 264 accidents (1819/1502).

The number of accidents by fault of DP employees grew year-on-year by 31%, the increase was of 306 accidents (1283/977), of which in metro operation the increase was of 16 accidents (26/10), in tram operation of 26 accidents (258/232), in bus operation the increase was of 264 accidents (999/735).

In 2010 in the traffic accidents of DP vehicles 8 persons were killed, which is 3 more than in 2009 (in metro operation 4/1, in tram operation 2/3, in bus operation 2/1).

## INFORMATION FOR PASSENGERS

Information about line routes, timetables, tariffs and tickets and other are an important part of the complex set of services DP offers its passengers. Accurate, up-to-date and high quality information belong among the most demanded and they also contribute to the positive public view of our company activities as a whole.

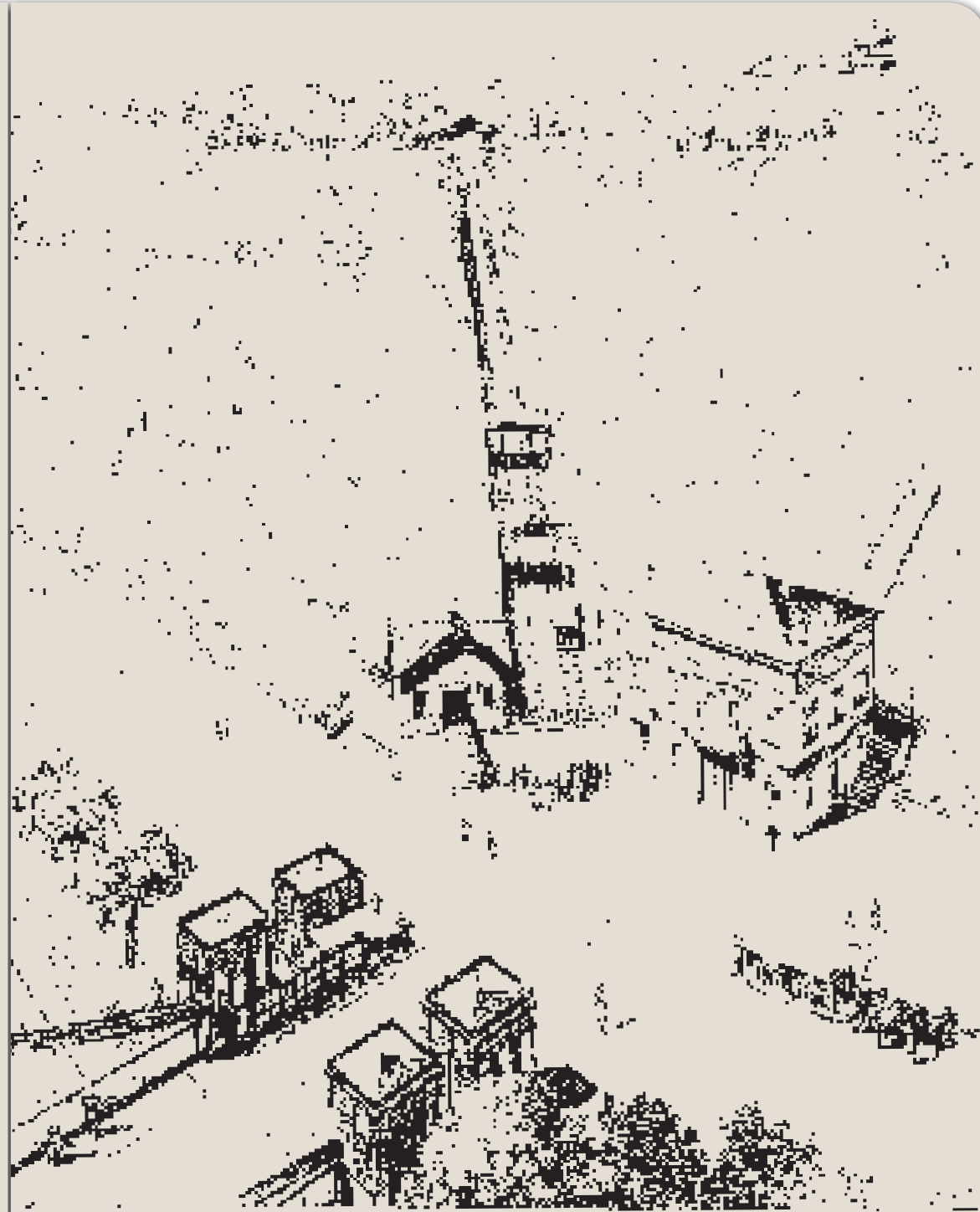
Passengers encounter information on an everyday basis in printed or audio form at metro stations, surface transport stops and directly in cars and coaches. Other printed information materials, updated by important changes in line routing, tariffs, etc. are at approximately 400 locations in Prague and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

In 2010 probably the largest information events from the viewpoint of transport measures were the closings in the region of Prague 6 related to the construction of the Prague road ring, the closings related to the renovation and repair of TT section Anděl – Sídliště Řepy and the reconstruction of tram routes in Myslíkova, Spálená and Národní Streets.

In 2010, related to permanent and temporary changes in the PIT network, altogether 378 events with public notices at surface transport stops were prepared, leaflets for 33 actions were issued (always in several types) – leaflet quantities for individual events differ as per their severity and impact on line routing, 85 press releases were prepared for press needs as well as 68 announcements at metro stations.

Traditionally large information events are also regular line routing and MMT lines timetable changes related to national level permanent timetable changes dates when updated maps of Prague with the marked line route network are issued based on the severity of the changes, information materials in vehicles, at metro stations and surface transport stops are updated and also updated information materials for Prague visitors are issued.

Between 1891 and 1916 Letenská pláň used to have a now forgotten funicular. At the point of its lower stop there is now the mouth of the Letná tunnel.



Lanová dráha od mostu císaře Františka Josefa na Letnou

# Technology

As to the volume of tram route reconstruction and renovation, 2010 has been exceptional.

The largest task, improving the overall neglected state of tram routes rail superstructure from past years, was realised in 2010 on an exceptional and perhaps never to be repeated scale. We managed to remove most of the tram routes emergency states. As to metro, the construction of line section V.A and the project documentation for the new metro line D have been initiated. Escalators were repaired and maintained at metro vestibules on planned dates. The renovation of the fleet of vehicles successfully continued. The modernisation of the original 81-71 type metro coaches was terminated, the purchase of new low-floor buses continued. The car fleet was also extended by two new midibuses. Towards the end of 2010 the 15T tram was homologized.

## CAR FLEET

### Metro

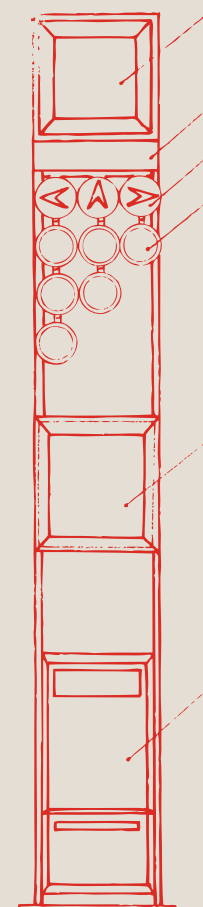
As of 31 December 2010 the car fleet had altogether 714 vehicles:

- 71 original Russian 81-71 type vehicles – currently under reconstruction
- 400 81-71M type vehicles refurbished in a Škoda Transportation a.s. plant – introduced at lines A and B
- 240 new M1 type vehicles – introduced at line C
- 3 Ečs type vehicles (historical set of vehicles) – for special rides

In 2010 the deliveries continued of the modernised 81-71 M vehicle sets from Škoda Transportation a.s. As of the end of 2010 the inventory state of these sets in the Metro Vehicles Administration unit was 80. Out of this amount 28 sets were intended for line A. All sets are in operation with the passengers as per GVD (with the exception of one set currently under repair outside DP). 52 sets were intended for line B. All sets are also in operation with the passengers as per GVD. During the year 11 more 81-71M type sets were delivered. These sets, however, were waiting for the delivery of LZA-B train control equipment and could therefore not be put into operation at line A as of 31 December 2010. They are still being registered as 81-71 type sets. Of the original Russian vehicles only 6 remained (5 vehicles as a historical set and 1 vehicle intended for liquidation). The number of new M1 type vehicles in 2010 was unchanged. In connection with introducing

Tentative stop post at Riegerovo (Jiráskovo) Square around 1927.

Technology



other restored 81-71M sets at line B the situation is, as to the number of sets at all Prague metro lines, basically stabilised. The administration percentage for 2010 was 11.69% and the average age of vehicle fleet is 6.08 years.

### Trams

As of 31 Dec 2010 the tram car fleet had altogether 968 cars, documented (operating) state is 931 cars, of which there are 13 three section KT8D5, 30 modernised, low-floor KT8D5. RN2P, 150 T6A5 and 60 low-floor 14T trams and 1 new low-floor 15T tram, which is, except for trial operation, not yet operated with passengers. The remaining cars are various modifications of T3 type. Car type T3R.P, the number of which is currently 350, and partially low-floor T3R.PLF cars (33 cars) are modernised type T3 cars. 33 T3 cars have approved liquidation protocol and wait to be sold off or liquidated.

In 2010 in OT Hostivař 8 T3 trams were modernised to type T3R.PLF, 3 trams to type T3R.P and 4 KT8D5 cars to low-floor KT8D5.RN2P trams. In 2011 6 more KT8D5 trams will be modernised to low-floor KT8D5.RN2P. 11 KT8D5 trams remain for modernisation in years to come.



Convoy of the most famous Prague T3 trams heading for the Spartakiáda in 1965.

In 2010 2 T3SU trams were disabled, one was sold off, the second scrapped.

3 new low-floor trams were transferred to DP from the manufacturer. This 15T trams received homologation on 29 December 2010. With view to the purchase of other new trams it will be necessary owing to the capacity of individual depots to reduce the current car fleet in proportion to the delivery of new trams and their introduction to operation.

The average age of cars in operation is 13.18 years and the number of T type trams with exceeded technical life is 202. These cars make 21.70% of the total car numbers in operation, despite that they are still operated. Total mending percentage for 2010 is 7.64%.

Car maintenance is concentrated in the depots Hloubětín, Motol, Pankrác, Strašnice, Vokovice and Žižkov. Difficult maintenance and cyclical checks are made in Tram Repair Shop in Hostivař.

### Buses

As of 31 December 2010 the Buses Administration Unit registered altogether 1,144 buses. 18 new SOR NB12 low-floor buses and 17 articulated NB18 buses were put into operation in the second semester. Towards the end of the year 2 low-floor articulated hybrid buses SOR NBH 18 were delivered, with which the oil consumption is expected to reduce by up to 25-30% in regular operation. These buses utilize electric drive unit for acceleration and moments of higher load, significantly reducing the consumption of the oil drive unit itself. The electric drive unit utilizes Nickel-metal hydride accumulators recharged by accumulation of braking energy.

For selected lines with lower traffic demand were purchased 15 midibuses SOR BN 8.5, which consume up to a third less oil as against regular buses which brings about a significant increase of savings.

All delivered buses are equipped with Euro 5 EEV emission class motors, which significantly affects the level of emission and contributes to a clean environment.

The delivery of new buses allows putting buses older than 20 years and buses with exceeded technical life out of service. The average age of vehicles in operation is 9.46 years and the number of different types of buses with exceeded technical life is 590. These vehicles make 51.57% of the total bus numbers in operation, despite that they are still in operation. The average mending percentage for 2010 is 8.74.



The impact of insufficient car fleet renewal is partly eliminated by extensive and demanding vehicle repairs with the aim to lengthen their operating life. Altogether 16 general bus repairs were made in 2010 in central workshop of the Bus Operation Unit.

## TRAFFIC ROUTES

### Metro

In 2010 the Metro Traffic Route Unit secured the regular maintenance and repairs of technology facilities and the following actions of larger extent took place:

- the second vestibule at Stodůlky metro station was put in operation
- in relation to the tunnel complex Blanka construction an overall reconstruction of Hradčanská metro station vestibules was carried out including new street-level exit points and a barrier-free entrances
- escalators at Florenc C and Nádraží Holešovice stations were replaced
- escalator replacement at Háje metro station is under way including the construction of incline platform for barrier-free access to the metro platform (completion in the 1st quarter of 2011)
- the construction is under way of the second, barrier-free entrance to Národní třída metro station (from the locality of Lazarská – completion in the 2nd quarter of 2011)
- preparation works are under way related to the construction of business-administrative centre above the current Národní třída metro station exit point
- preparation and implementation works commenced related to the metro line A extension (section V.A) construction
- project preparation for metro line D is commenced
- replacement of 1,847 pcs of wooden sleepers at lines A and C
- replacement of rails with exceeded operation life at line A section Hradčanská – Náměstí Míru
- replacement of expired wooden sleepers in switches and connection rails at the Kačerov depot junction
- rail re-devolpment at Kačerov depot
- repair of stairs and the terrace at Rajska zahrada station and repair of outdoor stairs at Želivského station
- as of the end of 2010 were commenced financially demanding repairs of bridging on metro trial route at Hostivař depot and of Můstek station ventilation shaft
- contract for work was signed for the "Complex Security System for

- the DP", during 2010 the 0. stage realisation was initiated
- anti-chemical warning system was put to permanent operation.

The shortage of financing in the field of replacement investments did not allow, as over the past years, strategic restorations in 2010, mainly to the reconstruction of the supply system and complex restoration of the metro stations.

### Trams

In 2010 the Trams Route Unit experienced the largest extent of tram route restoration in the past 20 years, despite that the internal debt remains very deep due to the tram route high age.

In 2010 two coordinated sets of repair and restoration works were carried out, mainly in the region of Prague 5 and 17, on a smaller scale also in Prague 1 and 2. By this most of tram track sections in emergency states were removed. An external contractor reconstructed mainly the track section Klamovka – Sídliště Řepy, including the terminus. The almost 6 km long section was restored in only 4 months. Further the track from Jiráskovo square via Mánes and Myslíkova Street to the crossing of streets Myslíkova – Spálená (incl.) was restored. The exceedingly deteriorated track in Spálená and Národní Streets was also restored. The construction of the metro line section V.A. brought long-term closure of the Červený Vrch terminus and its disconnection from the network. At the end of 2010 construction works on the new tram route in Podbaba were commenced after 18 years of preparation.

Positive impacts also saw the construction of the Northwest part of the City Circle road. During 2010 the operation at Hradčanská metro station was re-opened. The Prašný most nod is now placed in a provisional position, despite that all the customary tram route connections in the area are available. On the other hand, as of July there was a long-term closure of the tram route in Myslbek and Patočkova Streets. We managed to keep in operation the route Partyzánská – Trojská during the City Circle road construction by operating one-track route on the bridge across the Vltava river and the adjacent one-track provisory in Troja. With view to the very bad state of the route in Zenklova Street this represents an extraordinary achievement.

The route restoration under supervision of the Tram Routes unit (JDCT) was made mainly at Bělohorská Street between Myslbekova and Pod Královkou Streets. This action too was related to the City Circle road construction, namely to the creation of a by-pass road for cars and buses during the long-term closure of Patočkova Street. In spring we reconstructed Poděbradská Street between Kbelská Street and Lehovce. Train rails S49 were used at



this section for the first time in Prague. Their benefit lies in lower cost and mainly in higher transport comfort and significantly lower noise emission. During summer we reconstructed Nádražní Street between Anděl (including the crossing) and Knížecí, Plzeňská Street between Anděl and Tomášková Street and the whole section Moráň – Albertov.

The restoration of trolley-line was made in the section Moráň – Albertov. The last 4 oil transformers were liquidated in the Klárov converter station. The liquidation of non-lock switches continued so towards the end of 2010 only 2 obsolete switch control systems EMP1 (Oerlikon) remain in operation in Podbaba and at Kubánské square. 14 modern systems with radio switch control were installed and 3 more temporary at Prašný Most. We restored in our own capacity the 22kV switchboard of the Strašnice converter station and replaced the transformers of the Košíře converter station. The Stará Hostivař converter station was constructed by an external contractor in a new locality as part of a development project.

After a longer period a continuous restoration of the rail superstructure by means of the BKV panels method was carried out in the section of Nábřeží Edvarda Beneše between Čechův and Štefánikův bridges. This action utilized well-preserved panels extracted from Plzeňská Street. The so called "weekend replacements" were made near Anděl (from Újezd) and at Moráň (here even including partial renovation). 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 Anděl crossing, where even the KT tram confluence prohibition sign was removed. Replaced were also 2/3 of the rail triangle Spálená – Lazarská and the entrance to the Divoká Šárka terminus. Extensive arch replacements were also made on the route around Pražský hrad and again in the section Ohrada – Palmovka. This construction, however, was significantly affected by the early onset of the winter. Following an accident there was also an immediate and complete arch replacement in Vodičkova – Lazarská. An important work was also a complex grinding of tram routes, this time, however, the grinding campaign took place towards the year end on account of extreme accumulation of tram route closures in the summer. 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 including posts and shelters in our property. The shelter numbers decreased relatively significantly as the construction of new shelters by the capacity of JCDcaux (as part of the contract with the city) only just started after years of hesitation.

The shelter renovation project by the capacity of Rencar company made unfortunately only a minimal progress in 2010, only as part of tram route reconstructions.

## 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.

### Technical Supervision Department

In 2010 the Technical Supervision Department carried out legal revisions at specified equipment: gas, pressure, electrical, lifting and transport, which are in the sphere of action of the Traction Office and the Czech Technical Inspection. 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.

Altogether 556 revisions of electrical equipment and 97 inspections and tests at specified technical equipment were carried out including protocol issuance. Most electronic equipment revisions were carried out at escalators – 180 pcs and least revisions were carried out at service cars – 1 piece.

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

Altogether 2,142 revisions of machinery equipment were carried out. The majority of revisions were carried out at transport equipment. Most of operating revisions were realised at escalators – 533 pcs, and only one revision was carried out as part of inspections and tests of platforms.

## POWER ENGINEERING

In 2010 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

DP is still the largest current municipal consumer of electricity. In 2010 the total electricity consumption was 366.2 million kWh which represents the financial expense of CZK 1,029.26 million. Out of that only the traction operation (metro and trams) consumption was 233.8 million kWh. The expense for this energy was CZK 663.3 million.

When compared to the previous years the consumption has slightly increased. The increase is mainly due to the power supplier refining their metro consumption measuring technology (consumption increase by almost 10%). Tram specific consumption also increased slightly as compared to previous years (2.82 kWh/car/km) owing to the 2010 winter months being significantly colder with greater snow volume which puts extra demands on switch and traction vehicles heating for safety reasons.

Contracts for tram traction power delivery and for wholesale power allow us actively to interfere with the power purchase for upcoming periods. So by continuous monitoring of electric power market developments and in cooperation with our supplier we managed in March 2010 to purchase power for 2012 with a profit.

### Heat

The main (and largest) heat supplier to DP remains České teplo s.r.o. securing heating, maintenance of thermal networks and water distribution in the premises at Hostivař, Kačerov and the depots at Pankrác (1st stage), Zličín and Motol, garages at Řepy, Klíčov and Vršovice (2nd stage). In 2010 we purchased 288,553 GJ of heat from this supplier for which we paid CZK 177.828 million.



Saloon motor car Reg. No. 200 in the Karlín depot as photographed by an acclaimed Czech photographer Jindřich Eckert around 1904.

Heat delivery from other suppliers in 2010 was 57,075 GJ for which we paid CZK 22.801 million.

The increase of heat consumption was due to adverse weather conditions when during the heating season the average temperature was 2°C lower than the previous year. Every degree is found to increase the heating demands by 6% so that the increase should in this case be by approximately 12%. With view to this fact we may conclude that although the absolute consumption has slightly grown, the economic measures brought a good result as the consumption increase was only 3.3%

### 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 2010 was 2,182 thousand m<sup>3</sup> for CZK 21.464 million. Same as with heat, the consumption increase was due to weather conditions.

### Water and sewer charges

The DP water supplier is Pražské vodovody a kanalizace, a. s. In 2010 we took 692 thousand m<sup>3</sup> for CZK 18.85 million. Sewer charges include not only refuse drinking water but also water leakage in the metro and rain water. In 2010 we paid for 2,241 thousand m<sup>3</sup> the sewer charge of CZK 52.730 million.

## INTERPLANT TRANSPORT

In 2010 the services were successfully provided by cars, trucks, special vehicles, building machinery and mechanisms. The unit took part in important construction works during the tram route restoration. The vehicle fleet renovation of cars and transport vehicles was concluded as planned. Cars and trucks not used were gradually liquidated by sale off.

STK was successfully recertified for the quality management system (QMS) EN ISO 9001:2008 for 2011. As part of organisation changes the STK concluded its activity as of 31 December 2010 and was transferred to the security unit.

As of 1 January 2011 the newly established Interplant Transport Operating Unit was incorporated into the SVA unit.

Prague municipality approved for Prague Public Transport Company, a. s., from its budget the subsidy of economically authorised expenses for securing the public service liability in the amount of CZK 11,426.371 million. From the state budget DP was provided the subsidy for new buses purchase, for the operation of the metro protection system and for the operation of outer strips transport. DP further received from the EU funds the subsidy for the restoration of TT Střelničná – Klapkova, Myslíkova and of the Chodov metro station passenger lift. In addition, for 2010 subsidies for infrastructure development were approved; this support was withdrawn in the full extent.

## FARE REVENUES

The Prague integrated transport revenues including ticket duplicates and fare mark-ups in 2010 were in the amount of CZK 4,461 million which is year on year, compared to 2008, an increase of 1.43%. As to commuting tickets the revenue as compared to 2009 is balanced, we only saw a slight decrease of 0.47%.

From the beginning of 2010 we recorded a slight increase of advantage commuting tickets revenue where quarterly and 90-day tickets saw the increase of 2.53%. Yearly and 365-day commuting tickets where there was a sliding due to PIT tariff changes saw the revenue increase of 2.11% as against the compared period. Other advantage commuting tickets revenues as compared to 2009 on the contrary decreased. Owing to the PIT tariff changes the overall revenues at monthly and 30-day tickets for children to 15 years decreased by 26.67%, at quarterly and 90-day commuting tickets the revenue fall was 23.63%. Commuting tickets with optional start of validity issued without ID increased by 51.87%.

The revenues at commuting tickets including employee tickets and commuting ticket duplicates were last year CZK 2,524 million and represent a share of 59.13% of the total revenue in the Prague Integrated Transport (PIT) system.

The revenues from single transfer tickets and tickets with no transfer options increased year-over-year by 4.58%, including ticket purchase in the P+R system, and the short-term commuting tickets revenues are higher by

3.90%. The largest share of the overall increase falls on transferable full-price commuting tickets which show the increase of 5.05%. Revenues on the contrary fell at single tickets purchased in the P+R system by 12.54%.

The revenues from single tickets including short-term commuting tickets and flat charges are in total CZK 1,745 million which is 40.87% of the total revenues in the PIT system.

The revenues from single and commuting fares for the municipal mass transport (MMT) zone (P+0) including surcharges to fares is 95.16% out of the total PIT revenues, the revenues from the PIT outer zones fare is 4.84%. The PIT revenues plan for 2010 was fulfilled at 93.60%.

## TRANSPORTED PERSONS

In the area of the Prague Capital the number of transported persons in 2010 was 1,211,803,857 which is by 1.09 % less than in 2009. On the contrary the number of passengers transported by DP in 2010 in outer zones grew by 7.00 %.

During 2010 "paper" coupons, both fixed and flexible, were gradually cancelled. Their sale was transferred to opencard with the exception of student coupons, which may still be purchased in "paper" form.

In 2010 the number of transported persons using advantage tickets issued based on provided holder ID with an optional start of their validity time grew by 4.40 %. A high increase was recorded as to persons using commuting tickets issued without holder's ID with an optional start of the validity period – here the growth was by 98.05 %. 2010 saw an increased interest of passengers for single tickets including SMS tickets – growth by 4.30 %. As to short-term commuting tickets the increase was by 7.86 %.

As of 1 July 2010 there was a tariff change as part of which children from 6 to 10 years may enjoy free transport. Due to this the number of persons transported free of charge grew by 7.81 %.

Growth of the number of transported persons was recorded also as to flat-charge tickets, where the increase of passengers was by 10.70%

## INFORMATION TECHNOLOGY

In the area of IT Strategy and Development several important projects were realised last year which were influential with respect to further development of the DP information systems.

The projects concerned the so called "large" information systems with an overall company impact (SAP and DMS). As to the SAP ERP system we transferred from SAP ECC 5.0 to SAP ERP Central Component 6.0, as to SAP BW we transferred from version 3.5 to SAP NetWeaver 7.0. The reason for the modernisation of these systems was not only the end of support from the SAP company, but also the possibility of further enhancement of the system by modules not hitherto used by the DP. The SAP system in its original version did not support new module solution RE-FX (immovable assets administration processes) and did not provide comfort for the PS and FM modules. With view to the financial statement new implemented SAP system modules PS (project management) and PM (financial resources management) will be put into regular operation during January 2011. From the same reason also the RE-FX module (immovable assets administration) will be put into regular operation. In 2010 the work on new SAP SRM system – Electronic Purchase has reached the realisation stage while the pilot operation will be launched in March 2011.

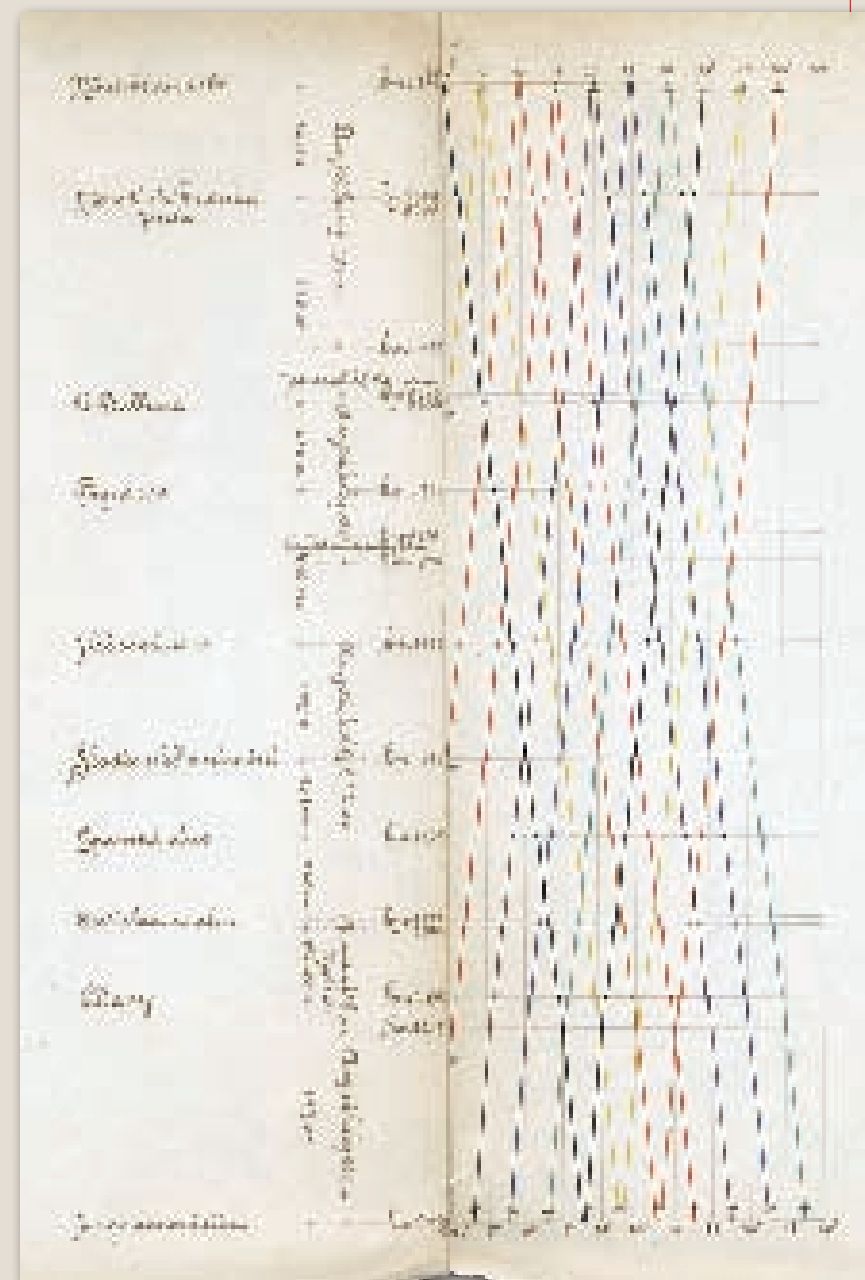
Towards the end of 2010 also the received invoice liquidation project in the DMS system was put into regular operation which made the process of DP received invoice approval and liquidation fully automatic. The system has above all eliminated paper communication with respect to received invoices which leads to a decrease in the number of documents lost during the approval process and to the decrease of non-standard interference with the given process. Moreover the approval process has become faster.

Analytical works on "Branch Solution Feasibility Study" were concluded in 2010 which assessed the possibility of implementing the PT Nova system for the public transport sector, a system, which is fully integrated within the SAP system with the option of replacing part of operational applications used by DP by one standard system.

Apart from the said projects also the so called technical modernisations were carried out – ORACLE database systems migration for the DOS systems opencard and DMS (data boxes) from the WIN platform to platform IBM AIX.

In the area of operational tasks dozens of requirements from the guarantors of individual applications were realised (e.g., Metro Coaches Performance, Workplace Information System, Timetables).

In 2010 also the SAP hardware migration and the migration of database servers DOS to a more reliable platform were concluded and the DMS hardware migration to a more powerful platform was secured. Central cluster servers were consolidated and all central servers in depots and garages were replaced.



Graphic representation of the Electric Company of the Royal Capital Prague first tram line timetable, 1897.

150 pcs of unsatisfactory computers were replaced and new standards for information technology purchase were defined. An "IT Unit Technology Standardization, Approval and Issuance" guideline was prepared along with the related regulation on the information technology distribution process from the IT Unit to the end-user.

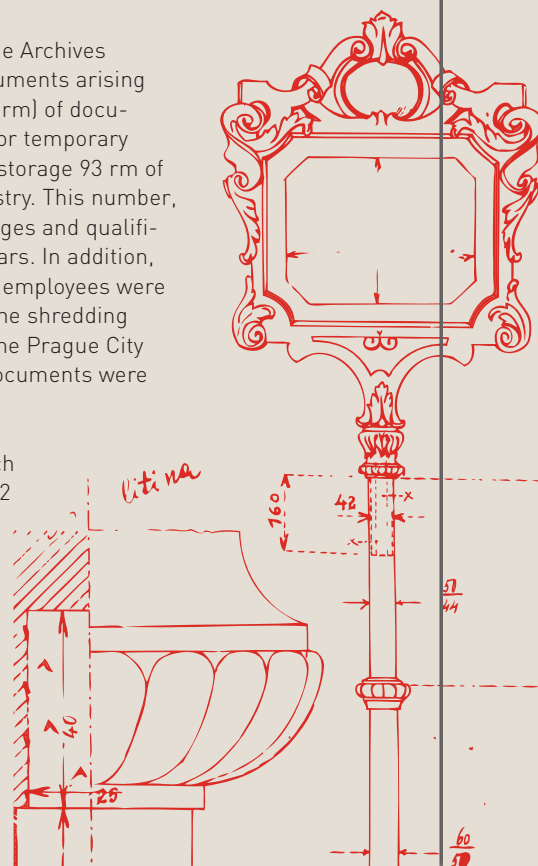
In the field of security we have successfully adjusted the processes concerning external subject access to the DP data network. Insufficient guidelines in the IT area were cancelled and new mandatory guidelines were issued.

Data network modernisation was carried out at metro lines B and C and at the Kačeroň depot and garage, where now there is everywhere the backbone network 1 Gbps. Wireless network was established in the Pankrác depot. Backbone routers were equipped with powerful firewall modules. The backbone connection Sokolovská – Central Control Room was upgraded to 10 Gbps.

## ARCHIVE

In compliance with valid legal regulations the Archives department secured regular storage of documents arising from the activity of DP. 543 running metres (rm) of documentation were transferred to the registry for temporary storage for one to 10 years. For permanent storage 93 rm of documentation were transferred to the registry. This number, however, includes personal folders (e.g., wages and qualification lists) which are stored for up to 60 years. In addition, another 130 rm of personal cards of former employees were transferred for permanent storage. Within the shredding proceedings towards the end of 2010, with the Prague City Archive approval, almost 11 tons of reject documents were liquidated.

Apart from standard documentation research cooperation with the DP specialised units, 22 researchers showed interest in the Archive historical documents, paying altogether 40 visits to the reading room. Mainly they were high-school and university students researching for the school-leaving examination, BC or MA thesis. The Archive further provided 25 expert consultations and interviews to the media and professional institutions.



For various interested parties the Archive organised 7 specialised lectures on the history of the Prague MMT.

The archive closely cooperated with the Marketing and Communication Dept. The main focus was on the 135th anniversary of the MMT in Prague. The cooperation was continued with the Transport Faculty of the CVUT, as part of which an exhibition was organised in the National Technical Library "The Creation of a City".



Technical and police testing of Křižík's tram line Praha – Libeň – Vysočany at Balaběnka in March 1896.



# Human Resources

## HR DEVELOPMENT

Throughout the last 5 years when the project of DP transformation was being carried out the number of employees fell by 14.7 %. As of 31 December 2010 the company headcount was 10,750 employees, out of which 1,463 are women and 9,287 are men. The employee number and structure is based on the employment needs and possibilities in our company. The strongest group are public transport drivers (39.2 %), then blue-collar workers (34.9 %) and then white-collar workers (25.9%). The total company headcount tends to decrease. The headcount decrease did not affect public transport drivers.

The education and age structure of company employees did not significantly change in 2010. Middle-aged employees with medium-level education ended by a school-leaving certificate and medium-level education without a school-leaving certificate still prevail. The educational structure corresponds to the occupational composition in the transport and technical sphere.

## HR STRATEGY

In 2010 we successfully put into practice an innovated assessment system. At this stage the assessment applied to the company management on all levels and on employees with a contract wage. Well performed assessment contributed mainly to a higher quality of communication between the management and their subordinated employees and to raising their motivation and effectiveness.

An inseparable part of the HR policy is also the systematic work with HR reserves. The HR department primarily sees to enabling a quick response to various problems related to planned or unplanned employee departure mainly where key positions are concerned. Further education and competency development is carried out of all HR reserves based on their individual needs and in compliance with DP requirements.

We continue working on optimizing the employee selection process for individual positions within the company. Vacant positions are primarily occupied by standing employees.

In 2010 the work continued on optimizing the working position numbers and on HR effectiveness. In relation to the modernization of the means of public transport, the changes of repair and maintenance extent and technique

and linked to the planned transport output, the activities were reassessed performed by Vehicle Administration Tram Unit, Vehicle Administration Bus Unit and Interplant Transportation Unit.

In 2010 632 jobs were altogether cancelled, 194 jobs were created. The overall savings in 2010 were 438 jobs.

## 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 2010 was CZK 29,085; total payroll expenses were in total CZK 3,864.985 million. The payroll amount was significantly affected by the redundancy payments due to organisational and health reasons. Overtime work in 2010 increased in comparison to 2009 by 27,678 hours. The increase affected all employee categories.

## EMPLOYEE TRAINING AND EDUCATION

DP employee education and attention paid to professional development form an inseparable part of effective human resources management.

DP is aware that a systematic approach to education places emphasis on deepening and developing professional competency and also on personal development of all employees and contributes to their motivation.

As part of the professional competency development also in 2010 we continuously prepared periodic training and testing of our employees. Based on the analyses made of educational needs we organised various forms of education events, such as professional training, courses and seminars and larger educational projects.



The tram line to Radlice opening ceremony in June 1927.



In 2010 two significant long-term educational projects were concluded – the Soft Skills Development for HR reserves and the Managerial, Communication and Presentation Skills. These programmes were focused on deepening the knowledge and skills in the field of communication and conduct, conflict situation solution and managerial skills. At the end of the year, the Communication Skills Training programme for Transport Control workers II. was realised.

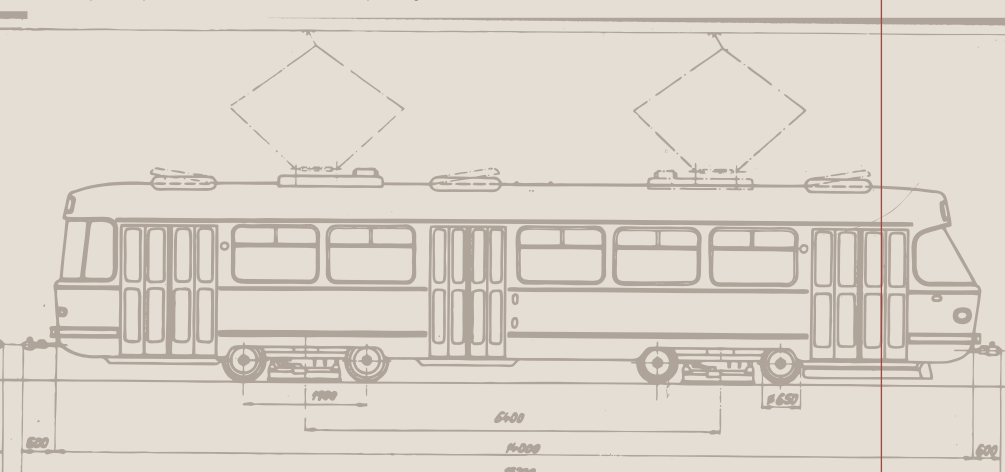
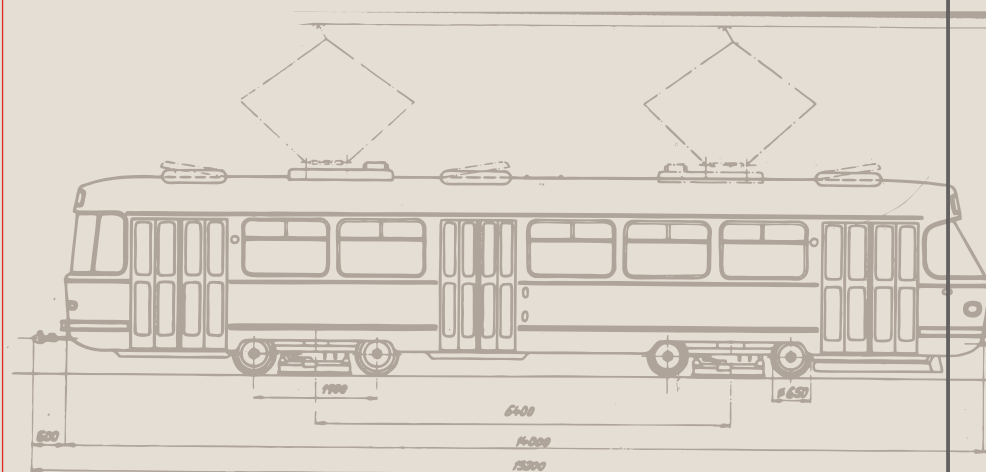
The long-term Professional Specialist Development programme continued focusing on acquiring up to date knowledge mainly in the field of legislation. Also the 7th year of the Line Management School was successfully organised. DP organises at its workplaces professional training and field experience for high-school pupils. The objective is to connect theory with practice, to allow pupils to acquire practical skills and to underpin their interest in future engagement within DP.

## SOCIAL POLICY

Employee benefits through which the company strives to increase employee motivation were set according to the valid collective agreement. DP provides employees an allowance for example for additional pension insurance, life insurance, leisure vouchers, child holiday allowance, meal allowance, financial allowances at work anniversaries and for job termination at retirement or third degree disability pension, employee fares for employees and family relatives. We pay selected professions an employee liability insurance policy for damages caused to the employer.



The participants of the first bus line opening ride in 1925 at the Záběhlce end station.



# Purchasing

In 2010 the Purchasing Unit was transferred from the CEO Department to the Financial Department.

Towards the end of the year the process was concluded of incorporating the operations stores into the Purchasing Unit organisational structure. The operations stores (with the exception of the Vehicle Administration Tram Unit operations stores) transfer into the sphere of action of the Warehouse Management Department represents the realisation of the next step planned in connection with the rigorous centralisation of material stock purchase and management within DP.

In relation to the running processes of enhancing the effectiveness of activities conducted by the Purchasing Unit, the reduction of employee numbers continued also this year.

The demanding tasks set for the Purchasing Unit in 2010 were successfully fulfilled. Among the significant achievements we may include savings in the field of material purchase, the year-over-year reduction of total inventories level by 10 % and the broadening and utilisation of SAP functionalities in the area of contracts. The conditions were thus improved for an effective control of issued orders as against the entered contracts, including adherence to the contractual price. Preparations also continued for the implementation of the SRM SAP module – the pilot project launch is expected at the beginning of 2011, for ordering selected commodities in the catalogue environment and for electronic trading with selected providers. The Purchase Unit has also actively engaged in the electronic invoice circulation preparations and launch.

Electronic purchase in the ppeSystem environment which is used for small orders was successfully transferred into regular operation. Mainly the option of electronic auctions brings significant savings in the process of service supplier selection.

As to fuels, gas stations were transferred to fully self-service operation during the year. At selected premises, fuel sale to employees was launched.



Water wagon used as a plough in the winter was captured by a photographer in Královská obora.



# *I*mmovable Assets Administration

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

In 2010 the Immovable Assets Department concluded 320 contracts related to handling immovable assets. These are mainly rent agreements, contracts for real burden establishment and purchase contracts. A significant part of the rent agreements are the agreements concluded as the settlement of property rights for the property owned by DP and used without legal title. As part of the calls for returning groundless benefit the amount of CZK 2.825 million was received by DP.

The Technical Property Administration Department, as part of its building repair and service activity resolved 5.700 helpdesk cases within immovable assets operating maintenance.

The Immovable Assets Administration Unit, as part of community service programme at public spaces owned by DP achieved financial savings at immovable assets maintenance in the amount of CZK 3.850 million. In 2010 the community service reached 12.800 hours of work. DP is the largest single provider of community service in the Czech Republic.



## CONTINGENCY PLANNING

In 2010, in order to increase the safety of the passengers, works were continued on the Anti-chemical warning system in the metro. At Prague level, this was represented by preparations for cooperation in the event of intervention, between the Integrated rescue system units and DP. At the DP level the thematic exercise PROVAS took place repeatedly whose objective was to check the information exchange between individual control points of the dispatching and crisis management at the event of detecting poisonous substances in the metro by the anti-chemical system.

In addition, we carried out the updates of basic regulations in the field of contingency planning, including the DP Flood Plan, the DP Crisis management organisation or the DP Surface transport premises evacuation.

The summer flood on Lužnice successfully checked the functionality of the DP Flood plan for the children summer camp in Nuzice. The flood reached Flood stage 3 and by this the preparedness of the children for evacuation was checked.

The negotiations continued with the Capital City of Prague as to sharing the database during the construction of the Crisis management information system.

As part of the DP Crisis preparedness plan the analysis was carried out of the connection possibilities within DP in crisis events.

## SAFETY AND PROTECTION OF PROPERTY

The area of safety and protection of property includes conceptual analysis of a security guard, contract management with security service agencies and professional companies ensuring the operational eligibility of technical security equipment. Another area is securing the protection of personal data and the protection of secret information together with implementing relevant regulations. 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 Security Department also ensures and records the access of persons and entrance of vehicles of external companies into the DP objects. At the Hostivař depot the testing operation of electronic recognition of all vehicles entering or leaving the premises was initiated in August 2010.

In cooperation with the Technical Department electronic security was in-

stalled at cable channels in the Hostivař, Kačerov and Zličín depots with the ensuing output to the guard.

In the area of secret information the process of new certification was initiated of information systems assigned for secret information processing.

## LABOUR SAFETY

The activity of the Labour Safety Department focuses on seeking the risk of potential health threat of our employees with the aim of preventing the causes and sources of work-related accidents. We continuously strive for the improvement of knowledge and education in the field of health and life, working environment and the prevention of material goods threats resulting from occupational activity and the improvement of work harmony and the quality of DP employee life.

In 2010 we continued in a standard way to implement the legislative changes into DP internal regulations. Significant changes took place related to occupational accidents investigation and the setting up of a close cooperation with the Kooperativa insurance company concerning financial compensation for work-related accidents. Last but not least an overall training took place of the employees investigating occupational accidents. In 2010 440 work-related accidents were recorded with temporary disability for work longer than 3 calendar days.

An inseparable part of the department activity was carrying out preventive controls of all DP workplaces and supervising the elimination of defects and deficiencies found, consultations on the process of implementing and evaluating safety documents, analysing project documentation and personnel training in the field of safety.

As each year we created conditions for inspections undertaken by public health authorities on the DP premises, during which no serious faults in the area of hygiene, working conditions and preventive healthcare at the workplace were found. An increasing responsibility for health protection and work safety forms the tendency in all activities carried out in our company.

## FIRE PREVENTION

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

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

Within the authority of HZS falls fire prevention, insurance of continuous fighting power of HZS units for fire liquidation and solving other extraor-

dinary events in DP objects and facilities and in DP operation, further also ensurance and maintenance of fire liquidation agents, organising professional training in the HZS activities and testing exercises of HZS.

In 2010 a total of 608 attendances of HZS units took place, from that 25 fire attendances, 310 interventions of technical character – technical assistance, traffic accidents, ecological accidents or natural disasters, 45 testing exercises and 228 electric fire alarms and false alarms.

We continued practical preparations of emergency procedures for the Škoda 15T trams, for all types of electric metro coaches and for all types of low-floor buses. We realised professional preparation of climbers, climbing instructors, chainsaw attendants and the preparation of commanders and specialists for solving situations with the occurrence of chemical warfare substances. We ensured regular professional training for members of the volunteer fire brigade of the company providing fire protection of bus garages.

As part of the Integrated Rescue System we prepared a professional post concerning the Škoda 14T tram emergency lifting for the Firefighting Rescue Service of the Capital City of Prague, we participated on meetings with the Firefighting Rescue Service management and we participated on the preparation of typified activity of the Integrated Rescue System units in the event of chemical threat in the underground. We performed checkups of all surface, underground and wall hydrants and we coordinated checkups and revisions of fire extinguishers in DP. We were continuously updating the fire fighting documentation, mainly in relation to escalators reconstructions and street-level construction changes at metro stations.

The basic task in the area of fire prevention is hazardous states prevention, that is, fire and dangerous situation prevention, securing the fire safety of our employees, DP and the travelling public. We made controls of meeting the obligations determined by the fire prevention regulations in objects and facilities of DP. In case of faults detected measures are taken in order to eliminate them. In 2010 159 managers, 1,321 preventive fire guard members including supervisors and further 171 managers of other companies were trained.

In the area of building fire protection we were carrying out approval and assessment of construction projects for new and reconstructed buildings. We participated in inspections and approval of constructions. We continued to mark DP buildings and facilities with safety marks. At selected objects, training fire alarms were carried out in cooperation with the Firefighting Rescue Service emergency unit.

## CONTROL

Tasks related to internal control are provided by the Control Department. In 2010 the department performed within its competence complex controls focused on meeting internal guidelines and operational company standards on the basis of the approved control activity plan. Apart from controls suggested by the control activity plan the Control Department carries out flexibly also additional controls based on the company management requirements or the suggestion and complaint of the employees. The output documentation from controls serves the management as the basis for improvement and deficiency elimination in the given controlled area. One of the year-round activities of the Control Department is also investigating the complaints of the travelling public.

In addition, for the 2nd year already, the Control Department carries out controls based on the management requirements of DP employees temporarily unable to work in conformity with the standing sickness insurance legislation. A part of this activity is full cooperation with all company departments and with Česká správa sociálního zabezpečení (Czech Social Security Administration).

Throughout the year operational breath tests for alcohol and narcotic substances by operational and techno-economic workers of the company were carried out.



Rail assembly shop at Rustonka.

# M Marketing and communication

The main objective in the field of marketing and communication was the continued building of the positive image of DP as a modern and reliable company with great responsibility to the public which strives to offer high quality services.

The year 2010 was connected with the second massive migration wave of permanent costumers to opencard. At the beginning of the year, almost 400 thousand electronic cards were issued, while at its end the number of electronic card holders exceeded 0.75 million. This number surpassed even the most optimistic expectations related to the 2010 migration wave. An active communication campaign managed to prevent a great number of negative reactions and the migration took place without problems from the side of the public. Electronic tickets were towards the end of the year being used by more than 500 thousand prepaid ticket holders.

Positive reaction has also been seen to the We Behave Responsibly campaign focusing on mutually respectful conduct of mass municipal transport passengers. From the beginning of the year the campaign has been broadened to include the issue of safe escalator use. One part focused on all types of passengers and one on pre-school and primary school children. Safe escalator use is also addressed as part of kindergarten educative events in the MMT Museum.

The summer months saw the third year of the Kinobus tours around Prague and its close surroundings. During more than seventy projections at 20 locations the viewers had the chance to watch 9 Czech films. The Kinobus tour was visited by almost 20,000 spectators.

As part of the September European Mobility Week, DP organised a traditional Open Doors Day which took place in the MMT Museum in Střešovice. Apart from the permanent exposition we prepared for the visitors also the display of the most modern trams and buses and other MMT exhibits. This was also an occasion to commemorate the 135th anniversary of DP operation.

As part of the anniversary, DP published the book "Facts and Legends about

Prague municipal mass transportation," which in 20 chapters focuses on significant events of the Prague municipal mass transportation rich history. A number of information were published for the first time. The book represents another stone in the publication mosaic of DP which has its faithful fans as testified to by the sold out second edition of the publication 110 Trips with DP.

DP was also a partner to significant events of the city. Traditionally we provide transportation for the Prague Museum Night. In June this event celebrated its 7th annual volume and met again with great interest from the side of Prague residents and visitors. As part of the Prague Museum Night, DP dispatched 61 buses at 9 special-purpose lines which drove altogether almost 8,000 km. DP was a partner to dozens of other smaller events of at least city-level significance. By this partnership we attempt to spread the awareness that DP means not only a duty, but also a free and leisure time transportation.

Throughout the year we were preparing information materials for Czech and foreign passengers which help better orientation within the whole PIT system. This was primarily information about fares, current transportation changes, airport transportation or barrier-free travelling. The main and well-proven distribution channel is the so-called wire programme at metro stations.

In May 2010 the new information system of Prague municipal mass transportation was introduced at the metro line B station Karlovo náměstí. During the remaining part of the year testing operation was carried out which will be assessed during 2011, when the new Prague MMT Information Graphics Manual should be issued. New features are already included which are increasingly present in regular operation (e.g., LCD displays in buses and tram cars). Parts of the manual are already put in practice at surface transport stops, where in 2010 further integration took place.

In 2010 the Communication department processed 6,975 proposals from the public which is year-over-year increase by 1.5 % when compared to 2009. As last year, the increase is due to an increased use of electronic communication, which is significantly preferred by the clients. The Communication Department administers also the DP intranet and the internet presentation at [www.dpp.cz](http://www.dpp.cz). The intranet provides employees with mainly practical information related to their occupation, included are, however, also additional information about cultural or sports events and contests. The [www.dpp.cz](http://www.dpp.cz) web pages are an excellent source of communication with the public. This is proven by the number of accesses, which in 2010 reached the total number



The handle utilisation for advertising purposes is no marketing novelty.

of 14,836,786. This number means that the DP web pages record almost 41 thousand accesses a day.

In 2010 the communication with the media brought 3,923 outputs in the main media, which represents an average of 10.7 media outputs a day, including weekends and bank holidays. The greatest number of outputs in printed media was in Pražský deník (549 outputs), MF Dnes (509 outputs), ČTK (372 outputs). In the area of audiovisual media DP was provided most space by Česká televize (altogether 234 outputs). Among radio stations, it was the public stations that informed about the DP most (altogether 135 outputs in Český rozhlas). Among the internet news servers DP was provided most space at idnes.cz (224 outputs).

The busiest month from the media point of view was January (492 outputs). The most frequent themes mentioned by the media this month were related to transport complications caused by snow and to a child injured on an escalator. On the contrary, the most restful month from the media point of view was April (193 outputs). Among the most discussed topics of the year belong the metro line A extension from Dejvice to Motol, tram route reconstructions and the new 15T tram introduction into operation in Prague.

In 2010 the number of visitors to Info centres increased by approximately 33 %. The reason was securing the ticket migration for tariff categories Children, Juniors, Adults, Seniors and Seniors over 70 who use ČD trains within Prague on opencard. Due to the same reason also the number of enquiries at telephonic info line increased by 28 %. In total 149,300 calls were processed, even despite the line transfer to a paid service as of 17 January 2010. The total revenue for opencard charging realised by DP employees in 2010 was CZK 127 million.

# *I*nternational relations

In 2010 the research project UrbanTrack of the International Association of Public Transport was concluded. The project, running from 2006, focused on rail transport service and maintenance with the objective of minimising the overall costs. The project was divided into five subprojects and apart from the research teams also the operator deputies cooperated with the project. In April 2010 the final meeting took place and on 24 – 25 June the results were presented at Final Urban Track conference. The conference was hosted by Prague. The DP deputy in the project coordinated several objectives, mainly the issuance of a new European regulation for rail track service and maintenance the observance of which would not be realistic in current Central and Eastern European conditions.

DP further participated in several other significant projects. The EBSF project – European Bus System of the Future is currently the most significant research and development project in the field of bus transportation for the years 2008 to 2012. The project is financed under the 7th Framework Programme of the EU for science and research and its objective is to introduce an ideal European bus system. DP is engaged in the so called user group which includes deputies of transport operators, coordinators and clients and it partakes in defining the objectives, requirements and assessment criteria in the given field.



A testing ride of the Křižík Electric track Praha-Libeň – Vysočany at Invalidovna in March 1896.

The COST project – benchmarking of European bus systems is focused on assessment and comparison of standing European bus systems with higher quality of services provided (BHLS – bus with high level of service) in the years 2007 to 2011. The project objective is to introduce profitable solutions in the area of infrastructure, vehicle fleet, operational finance and of the complex incorporation of bus transportation into the urban and socio-economic environment of the city. DP engages in the operational-economic working group. As part of this project the group meeting was hosted by the DP.

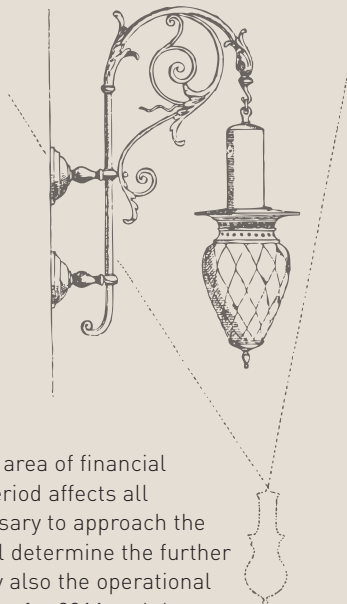
DP is also included into the Union Internationale des Transportes Publics training programme. In 2010 the DP deputy together with transport operator managers and organisation authorities from all over the world participated in the first of the three programme modules organised in Valencia, Spain. The next modules will follow in 2011.

Based on a previous cooperation, DP was addressed by the City of Helsinki Council and the Helsinki transportation company in the subject of the planned Helsinki delegation visit to Prague. The meeting took place in April 2010. In relation to the City of Helsinki plans for further extension of the underground network the specific subjects of the meeting were large investment processes connected with the metro line A extension and with the construction of the new metro line D, the methods of financing and the realisation itself of these projects and the installed flood-protection measures. In addition, also the system of public transport and means of its funding were discussed.

Also in 2010 DP attended to an intensive exchange of experiences with foreign public transport subjects. The City of Kharkov deputies and the Public Transport Union of Ukraine deputies were interested in the organisation and management of the Prague bus transport; the Oslo Underground – T-banedrift representatives visited the metro and tram transport control rooms and the Swedish KFS – The Organisation for Local Enterprises delegates from the public transport branch exchanged information with DP in the area of organisation and management of bus transport. Delegates of the Brandenburg-Berlin Transportation Company and of the Hague Transportation Company visited the tram workshops in Hostivař. During the year, several meetings were also realised with the delegates of the Shenzhen Metro Group Co. Ltd, China, with the purpose of exchanging experience and sharing new trends in the area of underground transport operation. Also delegations from Brazil and Chile were interested in our rail transport experience.



# Priorities in the upcoming period



The fact of a continued unfavourable situation in the area of financial resources which will influence also the upcoming period affects all spheres of action of DP. From this reason it is necessary to approach the selection of our priorities most rigorously, which will determine the further development of our technical base and consequently also the operational activity itself. Despite the existing limitations, we have for 2011 and the following years secured the initial prerequisites to the preparation and realisation of objectives of key significance.

The long-term priority is above all further development of rail transportation systems in connection with the increased proportion of segregated municipal mass transport routes, creating the conditions for their increased regularity, speed and safety. Simultaneously, the ecological load is being decreased with the help of a more intensive utilisation of electric traction. This trend is consistent with the existing results of the preparation of the new Territory plan of the Capital City of Prague, with the determining factor for the MMT development being mainly the presupposition of a rapid tram transportation development related to a new systemic feature which is the construction of the consistent tram tangent systems. Within the public discussion of individual stages of the regional planning documentation we naturally strive to influence its content so as to reach maximum compliance with our needs as it will significantly affect our activity for the next 10 to 15 years.

From the perspective of the realisation of development intentions it is mainly the ongoing construction of the underground operational section V.A Dejvická [out] – Motol which is decisive for 2011 and whose opening is planned already for 2014. This enterprise will secure a significant improvement of transport services in the area of Prague 6 and of the Motol hospital premises, just as a corresponding reduction of bus traffic along with the delocation of a part of the Dejvická bus terminal. Key progress in 2011 will be achieved in the area of barrier-free accessibility of older metro stations as the year is connected with opening the lift operation

at Háje and Národní třída metro stations. In the tram transport segment the realisation priority of the given year is the TT Podbaba – České dráhy Podbaba, representing an extension of the current tram route from its current terminus in front of the hotel Crowne Plaza into the vicinity of the Kralupy rail route. Increasing the technical level of the tram route network by means of reconstructions is also not to be overlooked. Among the key intentions whose realisation has been aimed at 2011 belong the TT Podolské nábřeží reconstruction and TT Smetanovo nábřeží reconstruction.

2011 is connected to significant enterprises in the field of the preparation of the realisation of new transport constructions. The key item here is mainly the completion of the territorial documentation for the underground operational section I. D Náměstí Míru – Písnice Depot, which represents an intention strongly preferred by the new City Council. A ten-station section in the length of 10.6 km will, apart from standard traffic advantages, secure the exceedingly needed traffic alternative to metro line on the bridge in Nusle. The change of the Territory plan SÚ of the Capital City of Prague No. Z 2440/00 will enter new stages, by which the updated concept of this transport construction will be incorporated into the town-planning documentation. The preparation works of the operational underground section in question are aimed at the initiation of the construction in 2014. In the barrier-free metro access development segment the key issue is the lift realisation at metro line A and B station Můstek. We will also secure the project documentation for TT Barrandov – Holyně, which is a significant intention by which the territory plan conditions any further urban development of the locality.

Among unambiguous priorities belongs the continuous vehicle fleet modernisation. In the area of the metro technical base, 2011 will see the completion of the reconstruction of 13 sets of metro coaches type 81-71 to be used at the metro line A extension and the delivery of 5 sets of M1 type metro coaches for line C. Standard deliveries of the modern 15T low-floor vehicles is becoming a groundbreaking event in the area of tram transport fleet renewal. From the aimed at number of 250 contracted vehicles to be delivered by 2017 we will receive altogether 66 trams in 2011. Apart from that, six KT8D5 type trams will be reconstructed in 2011 with the insertion of a low-floor central segment. As part of meeting the long-term contract for 720 low-floor SOR buses, which will be delivered by 2014, 94 new vehicles will enter Prague streets in 2011, of that 42 will be articulated.

# 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.

## **Střední průmyslová škola dopravní, 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.

Reinforced concrete station roof at the end station by Braník ice plant.





# B

## Board of Supervisors activity report 2010

Until March 2010, the Board of Supervisors worked in an unchanged personal composition. On 23 March 2010, Prague's City Council, acting as the General Meeting, in the Resolution No. 423 acknowledged discharge of Mr Petr Zajíček's position of the Board of Supervisors member, removed JUDr. Rudolf Blažek from his position of the Board of Supervisors member, and appointed Mr Radovan Šteiner and Mr Pavel Ambrož to the positions of the Board of Supervisors members. At the subsequent meeting of the Board of Supervisors on 7 April 2010, Ing. Karel Březina was elected the Chairman of the Board of Supervisors.

In 2010, 10 meetings of the Board of Supervisors took place, at the Board of Supervisors dealt with 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 and the effectiveness of the DP marketing (discussion of quarterly economic results and the cost calculation for MMT and of the development of drawing of financial resources,
- control of fulfilment of conclusions of the last Annual General Meeting,
- monitoring of the so-called "forbidden public support" problematic – the implementation of the Regulation (EP) No. 1370/2007,
- monitoring of the creation of the investment plan of DP for 2010,
- monitoring of the maintenance and repair procedure,
- monitoring of the Opencard project procedure,
- monitoring of the economic results of the companies with a DP capital interest and of their Annual General Meeting conclusions,
- continuous monitoring of the outsourcing project procedure in DP,
- continuous monitoring of price development of energies and fuel in relation to DP costs,
- discussing of materials and accepted conclusions of the company's Board of Directors and of the Annual General Meeting,
- continuous monitoring of preparation of ensuring future deliveries for renewal of the fleet of vehicles of buses and trams,
- operative discussion of significant problems of the company,

- participation in committees for evaluation of offers of constructors,
- monitoring of preparation of construction of metro line A extension to the west and preparation of construction of metro line D,
- monitoring the activity of the Audit Board.

The Annual General Meeting of the company, which took place on 25 May 2010, approved the results of the DP economy for 2009 by its resolution No 823.

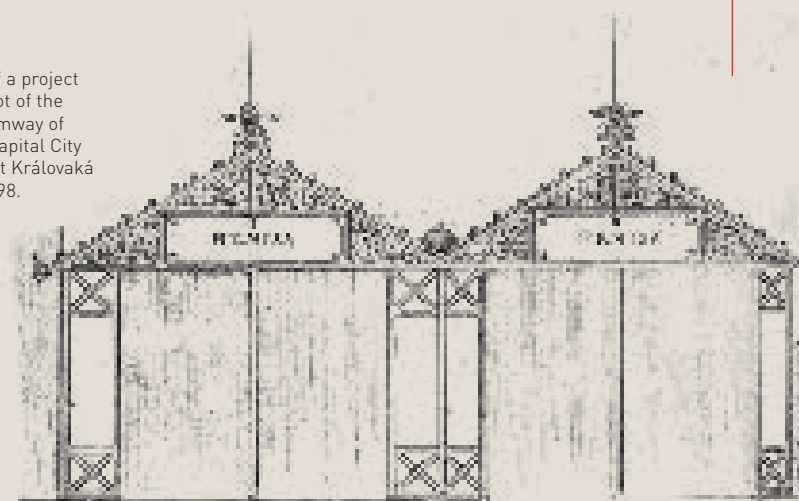
One of the base documents prepared by the Board of Supervisors in conformity with Section 198 of the Commercial Code, was a statement to the annual final accounts, a report on achieved income from operations, auditor's report on audit of the annual final accounts as of 31 December 2009 and report on relations among the related parties.

The Board of Supervisors stated that the results of the DP economy for 2009 achieved the profit in the amount of CZK 7.310 million as against the planned profit in the amount of CZK 0.382 million.

A professionally assessed supplementation of the real sum of a verifiable loss suffered by DP for 2009 amounted to CZK 1,298.515 million.

DP at the same time 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 performance

A section of a project for the depot of the electric tramway of the Royal Capital City of Prague at Královská obora in 1898.



of city lines were fulfilled in total in converted car-kilometres to 99.20% and in seat-kilometres to 99.32% compared to the Contract.

The Board of Supervisors claimed to monitor the development of main activity revenues in detail, when the net revenue of PIT, including fare surcharges, reached CZK 4,398 million in 2009, which represents a decrease on 2008 of 3.43%; the PIT revenue plan was met in 2009 to 95.10%, the number of transported passengers using PIT in the area of Prague in 2009 decreased by 2.12%, in outer zones it on the contrary increased by 10.84%.

In addition, the Board of Supervisors:

- thoroughly monitored consecutive economy results, periodically discussed the quarterly report on achieved income from operations including PIT cost calculation,
- asked for a legal and economic analysis of the Contract of obligation for public service (2010-2019), on the basis of which the Board of Supervisors stated the necessity of concluding an annexe to the contract and asked for consecutive presenting of the fulfilment of the Contract of obligation for public service, including the costs calculations of service provided,
- asked for mapping out contractual relations at selected suppliers,
- monitored the solution of the legal discounts issue.

The Board of Supervisors paid considerable attention to the matter of conditions and creation of the DP budget, while in April 2010 it asked the Board of Directors to initiate negotiations at the level of Prague Council in the matter of eliminating the disproportion of transport performance and the VAT rate change in relation to the operational budget for 2010 and at the same time on financial coverage of all contractual investment obligations of the company for 2010; in addition the Board of Supervisors asked for consecutive information on the results of discussions for the coverage of operational and investment budget for 2010.

Throughout 2010, the Board of Supervisors paid considerable attention to the preparation of new and the development of realised outsourcing projects, in February 2010, the Board of Supervisors appointed its member to the supervisory body for assessment of the profitability of outsourcing projects under the supervision of the Faculty of Transportation Sciences of ČVUT Praha.

The Board of Supervisors pays long-term attention to the car-fleet renewal of metro coaches, buses and trams, including the renovation and development of traffic route and monitoring a number of operative topics.

The Board of Supervisors also paid considerable attention to key investment activities of DP in the field of infrastructure, which are the construction of the extension of metro line A beyond the Dejvická metro station, the preparation of the project of metro line D construction and the construction of barrier-free access to the Národní třída metro station. In addition, the Board of Supervisors paid attention to monitoring the tram routes condition, the ongoing reconstruction and the preparation of the construction of new tram routes.

In the course of 2010, the delegated representatives of the Board of Supervisors participated to a significant degree in the work of evaluation committees at tenders held.

It is necessary to state that in course of the entire year of 2009, the Board of Supervisors of DP 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.



Preparations for the last horse tram ride at Křižovnické náměstí in Prague, 12 May 1905.

# Audit Board

## REPORT ON DOPRAVNÍ PODNIK'S AUDIT BOARD ACTIVITY, FOR THE PERIOD OF JANUARY-DECEMBER 2010

In connection with the effect of the Act on Auditors No. 93/2009 Coll. as of 14 April 2009, Dopravní podnik, in accordance with the Section 2 (m), became a publicly accountable entity and was obliged to establish an audit board (Section 44).

Hence, the decision by Prague City Council, as the sole shareholder upon the performance of the authority by DP General Meeting, issued on 19 January 2010 was approved, and the General Meeting decided, within the meaning of the Act on Auditors No. 93/2009 Coll., on creation of the Audit Board, in the capacity of DP third body; three members of the Audit Board were appointed.

The new amendment contains special provisions for publicly accountable entities which according to the directive an audit board cooperating with a statutory auditor is required to establish. With regard to an obligatory audit, the board oversees especially the following:

- final accounts and annual accounts elaboration process,
- it observes how efficient the company is in terms of its internal control, internal audit, or risk management systems,
- it observes the final accounts and annual accounts obligatory audit process,
- it evaluates and monitors independence of the statutory auditor and the auditorial company, and in particular provision of supplementary services to the audited entity,
- it recommends a proposal for selecting the statutory auditor or the auditorial company to the entity's supreme body.

Auditorial companies or statutory auditors auditing publicly accountable bodies are required to confirm in writing their independence to the Audit Board, as well as the scope of other services provided to such an entity, and to elaborate and publish a report on transparency, for which a required list of obligatory information on the auditorial company (or statutory auditor) is stipulated. Auditorial companies and statutory auditors performing an obligatory audit in publicly accountable entities are subject to more

Among the interesting trams, which used to ride in Prague, belongs also this saloon motor car No.200, which used to be nicknamed Mayor's, but also Little Teresa or Sunny.

*Audit Board*

frequent checks by the Chamber of Auditors within the quality control system - at least every three years.

Among others, the provisions of the Section 44 exclude the requirement of establishing an audit board where entities, with respect to the scope of their activities and their size, can perform the audit board functions in an alternative manner, via a different (already existing) body.

Since its appointment, the company's Audit Board has altogether assembled at seven meetings. These individual meetings have always followed an approved agenda and materials sent in advance to the Audit Board's individual members; the materials have always been supplemented with inspiring comments and proposals, which the Audit Board's meeting approved and incorporated into relevant materials or declined with a certain specific substantiation. The individual decisions have always been voted on and a concrete resolution has been adopted.

At the Audit Board's first meeting, after having been completed, the Audit Board's Rules of Procedure were approved, which are followed by the Audit Board's individual meetings.

At its meetings, taking place every two months, the Audit Board has dealt with the aforementioned topics; the company's individual directors have always been called in, who presented their decisions and indicated their other methods of improvement. The directors expressed their opinions concerning raised queries and comments; the Audit Board assessed their opinions to be adequate.

One of the issues dealt with by the Audit Board was the fact that, in the course of performing capital construction, DP acquired premises not connected with the company's field of activity; the construction of the premises was subject, though, to creation, functionality or utilization of the company's property used for the performance of the company's activity. Given their character (e.g. road signs, roads and pavements etc.), these premises were supposed to belong to the company's property. In a letter No. 340000/2676/2009 of 13 October 2009, an overview of individual premises, divided by name, acquisition price and user, amounting to CZK 433.275 million in total, of which subsidies amount to CZK 266.496 million, was submitted to Prague City Hall's Estates Administration Department. On account of termination of the metro line IV.C2 invoicing by 31 December 2009, complete documentation related to this action was submitted to Prague City Hall by the end of February 2010. On the date of 31 October 2009, the value of the property to be municipalized

(recalling the first paragraph hereof) by the city of Prague amounted to CZK 512.708 million.

Thus, on the date of 31 October 2009, the total value of the property not belonging to DP on subject-matter grounds amounted to CZK 945.983 million. Therefore, the Audit Board recommended that a contract be concluded on ownership transfer relating to the property constructed within the company activity but only on grounds of functionality or utilization of the company's other property. The company does not utilize this property to perform its activity; with respect to its character, in effect it needs to be included in the city of Prague's property without delay once the invoicing of the metro line IV. C2 action is terminated. Unless an agreement on transfer of the aforementioned property, including accounting and financial settlement between the company and the city of Prague by 31 January 2010, is negotiated, a notice has been given that the auditorial verdict regarding the 2009 final accounts could be issued under reserve again. In that event the company's rating may drop, resulting in growth of its expenses, e.g. concerning financial expenses and a more complicated or costlier access to credit sources. Given the fact that the Audit Board has constantly monitored the method of addressing the task, and no dealings have produced proper results, the issue was discussed again at the Audit Board's 6th meeting where specific actions to solve the situation by the end of 2010 were determined.

#### The steps in questions were as follows:

- the need to complete the work on profit and loss statement accounts for the purpose of submitting verifiable losses by 14 February 2011, allowing the testing of the profit and loss statement accounts and of the property registered after 31 August 2010,
- assessment of the accounting methodology regarding exchange of property with the city of Prague,
- modifications in the deferred tax accounting in connection with the impacts of the legislation change concerning especially the relaunch of property-related tax write-off,
- a receivable from the city of Prague on grounds of the induced investments (CZK 170 million),
- a receivable on the grounds of transport services provision (CZK 1,300 million),
- property repairs reserve.

Also, the Audit Board approved the company's 2009 economic result, which amounted to the profit of CZK 7.310 million, as distinct from the planned profit of CZK 0.382 million; the operation result amounted to

CZK -22.382 million, the financial result amounted to CZK -85.211 million and the income tax received from standard activities amounted to CZK -43.790 million. The economic result of the standard activities ended in the loss of CZK -63.803 million, the extraordinary economic result amounted to CZK 71.113 million; a subsidy totalling CZK 51.269 million was granted for bus transport's commuter lines and outer zones; also, from the district of Praha 4 Dopravní podnik received a special-purpose subsidy of CZK 0.228 million for increased maintenance at the Kačerov metro station.

The Audit Board recommended dealing with the 2009 verifiable loss issue resulting from the financial settlement of CZK 1,298.515 million. The claim is related to the ROPID company and the Audit Board submitted its statement on the 2009 annual accounts where it recommended that the General Meeting approve the annual accounts and the company's 2009 economic results and proposed that a decision be made on proper funding of the rest of the company's financial needs required for covering its contractual investment obligations for 2010 and a medium-term prospect.

In this context, in 2010 the Audit Board was continuously monitoring, per individual quarters, the economic results reports and cost calculations of the integrated transport system for the 1st-3rd quarter of 2010, where within the assessed period the loss of CZK 6,855.819 million arose, i.e. exceeding the plan by CZK 828.085 million. Such performance of economic results is an outcome of the fact that the primary costs were exceeded by CZK 416.139 million, while the primary revenues are lower than planned by CZK 411.946 million (without accounting for exchange rate profits and losses), namely as a result of a transport performance decrease, drop in the receipts from the sales of transport documents, increase of the funds for opencard migration publicity, and drop in the receipts from the sales of immovable property. In this context, in the company's Managing Board's meeting, the Audit Board, too, proposed that, once the time coupons-to-opencard migration costs are quantified, DP submit and discuss with the city of Prague a request for compensation related to the fare revenues drop.

Likewise, at its meetings, the Audit Board has discussed the company's individual internal audit reports, submitted in an electronic form, and observed that, seen from the perspective of international standards for internal audit professional procedures, the reports are elaborated well and are beneficial within the top management's decision process.

Based on its meetings, the Auditor Board draws up resolutions and records, which are archived and elaborated on for the needs of fulfilling the tasks imposed by the resolutions and records to the company's individual employees.

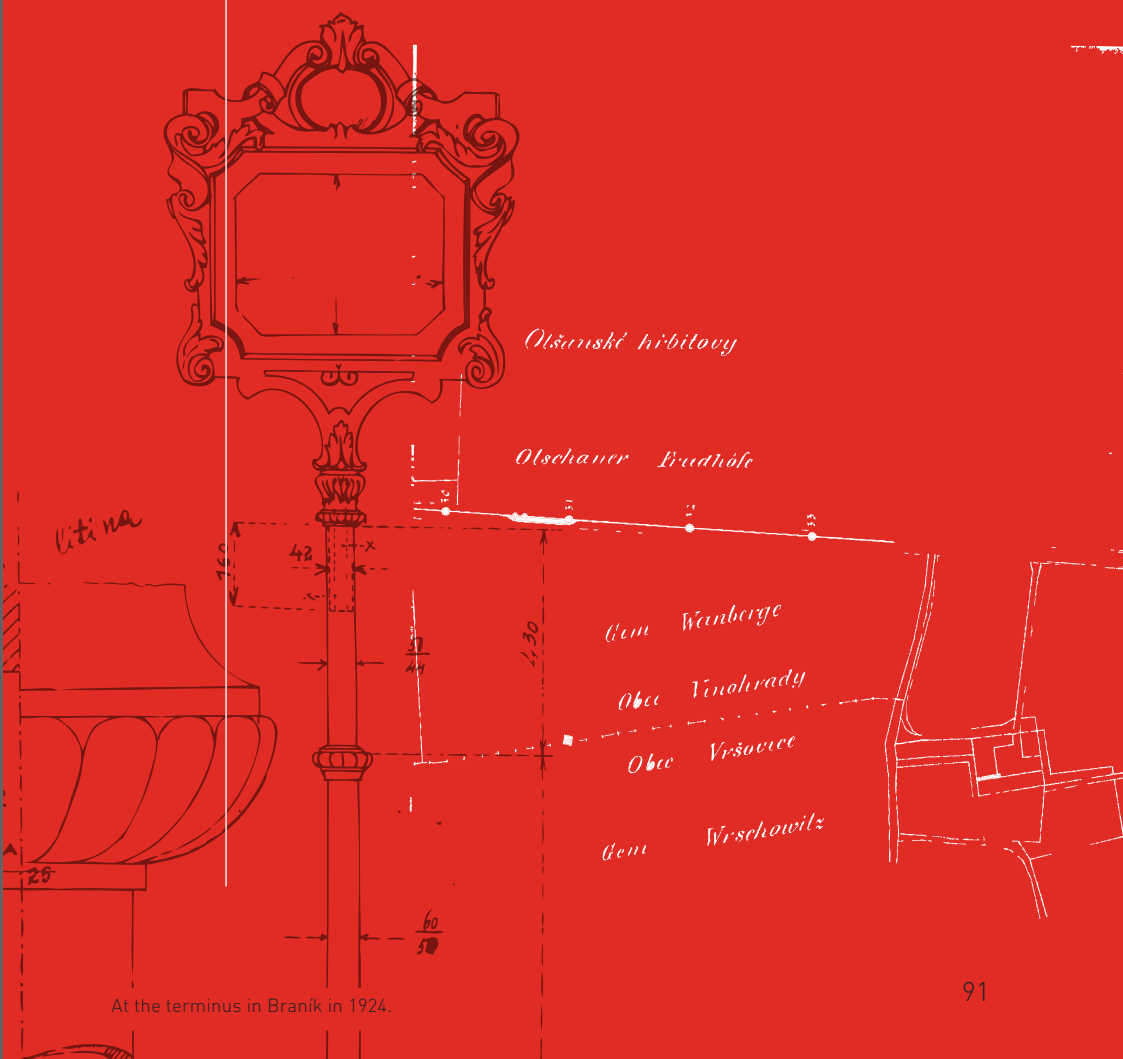
To conclude this annual assessment of the Audit Board's activities, it is necessary to state that it is a company body constantly under development, taking place in its activities as well as in its professional status within the company and professional competence, and that during the entire assessed period all dealings within the Audit Board were imbued with active teamwork.



Construction of the bridge in Nusle, 1966.



# Table part



At the terminus in Braník in 1924.

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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)
Metro	3	–	59.4	35.48	33.2
Trams	24	9	537.8	19.04	11.1
Buses	150	16	1,809.0	26	16.7

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
Metro	448	245	401	165	165
Trams	665	513	651	405	401
Buses	904	505	847	391	391

Operating vehicle and place-kilometres (thous. km)

	vehicle-kilometers (thous. km)	place-kilometers (thous. km)
Metro	53,337	9,899,274
Trams	46,724	5,782,484
Buses	62,853	5,144,140
Funicular	23	2,324
<b>In total</b>	<b>162,937</b>	<b>20,828,222</b>

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

Percentage of repairs and energy consumption

	* percentage of vehicle repairs	traction energy consumption		motor oil consumption	
		in thousands kWh	per 1 vehicle-kilometer	in thousand litres	per 1 vehicle-kilometer
Metro	11.7	100,710	1.88	–	–
Trams	7.6	133,079	2.82	–	–
Buses	8.7	–	–	32,005	0.49

\*) without vehicles in modernisation

# Operational technical indicators

## List of lines

### METRO LINES OPERATED AS OF 31 DECEMBER 2010

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

### TRAM LINES OPERATED AS OF 31 DECEMBER 2010

#### Basic line - condition without any shutouts

Line	Route
1	Petřiny – Spořovací
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 Dopravního podniku
8	Podbaba – Starý Hloubětín
9	Sídliště Řepy – Spořovací
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 – Spořovací
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 – Nádraží Strašnice (Radošovická)
52	Lehovec – Sídliště Modřany (Levského)
53	Sídliště Ďáblice – Vozovna Pankrác
54	Lehovec – Sídliště Barrandov
55	Vozovna Kobylisy – Ústřední dílny Dopravního podniku
56	Petřiny – Spořilov
57	Bílá Hora – Nádraží Hostivař
58	Sídliště Řepy – Spořovací
59	Sídliště Řepy – Nádraží Hostivař

#### Funicular and historical (noslogic) tram line

LD	Újezd – Petřín
91	Vozovna Střešovice – Výstaviště

### BUS LINES OPERATED AS OF 31 DECEMBER 2010

#### Linky základní sítě

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 – Suchdol
108	Špejchar – Ciolkovského
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 čtvrt
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
125	Smíchovské nádraží – Jižní Město
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
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 – Poliklinika Prosek
152	Kobylisy – Sídliště Čimice
154	Koleje Jižní Město – Skalka
155	Želivského – Sídliště Malešice
157	Na Beránku – Kačerov
158	Českomoravská – Miškovice
160	Dejvická – Lysolaje
161	Dejvická – Nebušice
162	Kobylisy – Dolní Chabry
163	Depo Hostivař – Sídliště Rohožník
164	Nové Butovice – Bílá Hora
167	Na Knížecí – Nemocnice 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 – Dejvická
181	Černý Most – 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 Bratří 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 – 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

The so-called dual stop post from 1938, here conjoint for trams and a night bus line.

*Operational technical indicators*

256	Nové Butovice – Nádraží Radotín
257	Zličín – Sobín
259	Letňany – Víněř
261	Černý Most – Klánovice
265	Depo Hostivař – Kolovraty
266	Depo Hostivař – Háje
267	Háje – Nedvězí
271	Skalka – Háje
273	Hloubětínská – Ve Žlábku
291	I. P. Pavlova – I. P. Pavlova
292	Nemocnice pod Petřínem – Nemocnice pod Petřínem

#### Night lines

Line	Route
501	Sídliště Lhotka – Jinonice
502	Řeporyjské náměstí – Suchdol
503	Palmovka – Sídliště Rohožník
504	Florenc – Sídliště Písnice
505	Sídliště Čimice – Jižní Město
506	Strašnická – Nádraží Uhřetěves
507	Smíchovské nádraží – Sídliště Zbraslav
508	Anděl – Sídliště Stodůlky
509	Florenc – Dubeč
510	Letiště Ruzyně – Na Beránku
511	Čakovice – Nádraží Hostivař
512	Lehovec – Ve Žlábku
513	Palmovka – Víněř
514	Sídliště Dáblice – Dáblice
515	Hradčanská – Nebošice
516	Újezd nad Lesy – Klánovice

#### School lines

Line	Route
551	Sídliště Čimice – Šimůnkova
552	Náměstí Míru – Karlov
553	U Slunce – Škola Dubeč
554	Víněř – Satalická Obora
555	Jenerálka – Žákovská
556	Knovízská – Donovalská
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

#### 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 nad Labem, náměstí
366	Depo Hostivař – Březí, Podskalí
378	Letňany – Radonice

#### Night suburban lines

Line	Route
605	Modrá škola – Čestlice

#### Lines intended for people with impaired orientation and mobility skills and for their accompany

Line	Route
PN 001	Chodov – Černý Most

#### Airport Express line

Line	Route
AE	Hlavní nádraží – Letiště Ruzyně

# Operational technical indicators



An autocar of the Electric Company used for sight-seeing rides, 1926.

State of wagon stock – year 2010						
		Real inventory balance *)	Real operating balance	outage **)	average age of the real operating balance	
Metro	81-71		71	0	71	0.00
	81-71M		400	395	5	5.20
	M1		240	240	0	7.54
	METRO in total		711	635	76	6.08
Trams	individual trams	T3	22	8	14	35.38
		T3 R.P + T3 R.PLF	383	383	0	5.28
		T3 M	71	62	9	29.90
		T3 SU	234	224	10	24.36
		T6A5	150	150	0	14.36
	articulated trams	KT8D5	17	13	4	21.15
		KT8N2	30	30	0	2.70
		14 T	60	60	0	2.37
		15 T	1	1	0	0.00
		TRAMS in total		968	931	37
Buses	short buses	Midi E91	6	6	0	6.3
		ZEUS elektro	2	2	0	1
		SOR BN8,5	15	15	0	0.09
		In total	23	23	0	
	standard buses (S)	B 731	13	13	0	15.30
		B 732R	62	57	5	18.24
		B 931	157	155	2	13.33
		B 951	131	131	0	6.35
		C 734 + C 934 + LC 936	4	4	0	17.80
		In total	367	360	7	
		low-floor buses	Citybus + Citelis	328	328	0
	LE CITY ZTP		4	4	0	2.51
	SOR NB 12		85	85	0	0.98
	In total		417	417	0	
	articulated buses	B 741,741R	53	51	2	15.23
		B 941	164	163	1	12.23
		B961	31	31	0	7.99
		In total	248	245	3	
	low-floor articulated buses	City articulated	50	50	0	7.15
		SOR NB 18	49	49	0	0.81
		Celkem	99	99	0	
	BUSES in total		1,154	1,144	10	9.46

\*) Historical vehicles are not included.

\*\*) Outaged to modernisation, reconstruction and liquidation; new and restored vehicles that haven't been put into operation so far.

# Number of transported persons

The number of transported persons in the Capital City of Prague (P+0) including funicular and in external zones for 2010

		%	tous. persons
In total			1,223,935
P + 0			1,211,804
external zones			12,131
from that:	Metro	47.74 %	578,515
	Trams + funicular	28.51 %	345,485
	Buses + external zones	23.75 %	299,935

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	3.25 %	39,769
quarterly	3.27 %	39,997
Advantageous time tickets		
monthly	1.95 %	23,855
quarterly	5.71 %	69,929
Time tickets with a selectable start of validity period		
30-day	15.35 %	187,880
90-day	19.53 %	239,062
5-month	0.15 %	1,893
10-month	0.07 %	897
365-day	15.88 %	194,313
Annual time tickets issued without any personal data of the holder	0.06 %	676
Free transport	18.07 %	221,110
Individual tickets with transfer options incl.P+R, AE (Airport Express) and SMS	10.86 %	132,954
Other time tickets	4.86 %	59,469
<b>In total (P+0)</b>	<b>99.01 %</b>	<b>1,211,804</b>

Buses of the Electric Company in a new garage in Dejvice in December 1932.

*Number of transported persons*



The number of transported persons according to transport document types		
	thous. persons	%
monthly advantageous supplementary civil coupons including those with a selectable start of validity period	2,565	0.21 %
monthly advantageous supplementary coupons for children from 6 to 15 years including those with a selectable start of validity period	305	0.02 %
quarterly advantageous supplementary civil coupons including those with a selectable start of validity period	3,222	0.26 %
short-term time tickets valid in all PIT tariff zones (30%)	3	0.00 %
individual tickets	1,169	0.10 %
monthly supplementary coupons and tickets for individual trips for external zones - special reduced	814	0.07 %
free transport in external zones + free pupil fare	3,341	0.27 %
tickets for 2 zones with no transfer options	712	0.06 %
<b>External zones in total</b>	<b>12,131</b>	<b>0.99 %</b>
<b>(P+0) + external zones in total</b>	<b>1,223,935</b>	<b>100.00 %</b>



Proportion of transported persons according to transport document types		
	thous. persons	%
<b>P+0</b>		
individual tickets	132,954	10.86 %
free transport	221,110	18.07 %
time tickets (advantageous, those with a selectable start of validity period and other time tickets)	857,740	70.36 %
(P+0) in total	1,211,804	99.29 %
<b>External zones</b>		
Individual tickets with transfer options including P+R, AE (Airport Express) and SMS	1,169	0.10 %
supplementary coupons	6,092	0.50 %
short-term time tickets valid in all PIT tariff zones (30%)	3	0.00 %
supplementary monthly coupons and individual tickets for external zones - special reduced	814	0.07 %
free transport in external zones + free pupil fare	3,341	0.27 %
tickets for 2 zones with no transfer options	712	0.06 %
<b>External zones in total</b>	<b>12,131</b>	<b>0.99 %</b>
<b>(P+0) + external zones in total</b>	<b>1,223,935</b>	<b>100.00 %</b>
<b>Number of transported persons for contract transporters</b>	<b>119 796</b>	

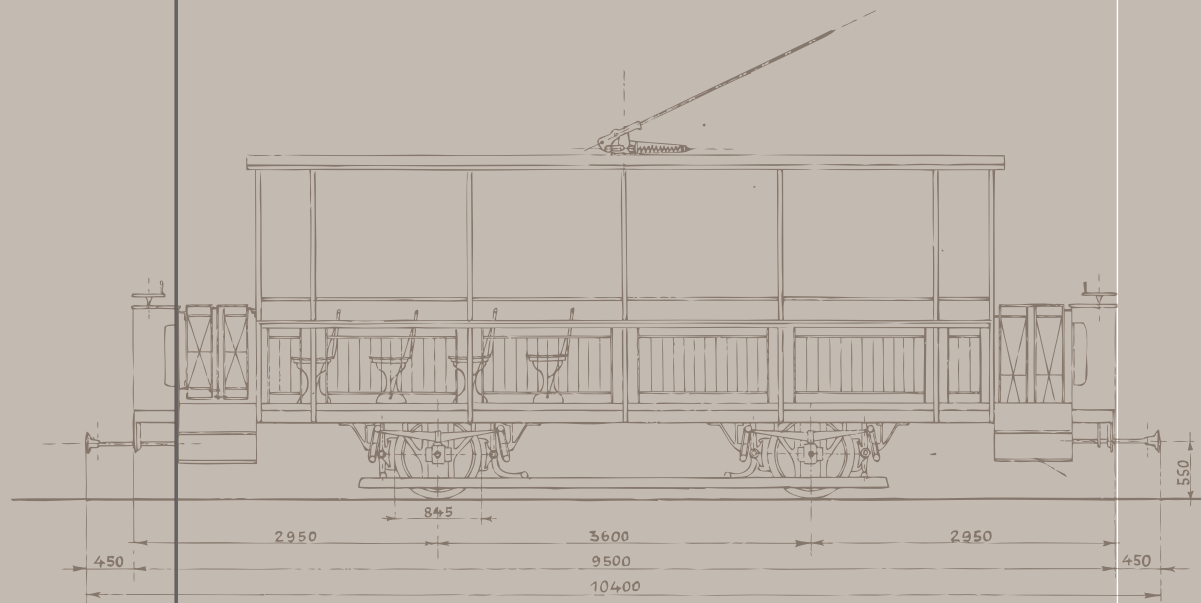
Václavské náměstí with Otlet's horse-tram coaches after 1895.

# Personnel indicators

Number of employees (status documented as of 31 December 2010)	
Category	
MHD drivers	4,217
workers	3,309
POP (operating staff)	445
TH (technoeconomic) employees	2,779
<b>in total</b>	<b>10,750</b>

Number of employees according to professional categories for 2010 (average full-time equivalent)		
Category		
MHD drivers		4,175
from that:	M engine-drivers	550
	T drivers	1,351
	A drivers	2,274
workers		3,315
POP (operating staff)		449
TH (technoeconomic) workers		2,789
<b>in total</b>		<b>10,728</b>

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



Personnel costs including other personnel expenses in thous. CZK and the average wage for 2010		
Category	Personnel costs including other personnel expenses in thous. CZK	Average wage in CZK
MHD drivers	1,558,577	29,652
workers	1,017,868	25,226
POP (operating staff)	130,628	23,293
techno-economic employees	1,157,912	33,755
<b>in total</b>	<b>3,864,985</b>	<b>29,085</b>

Education structure according to the status documented as of 31 December 2010		
education	in total	%
university	382	3.55 %
high school with graduation exam	3,919	36.46 %
high school without graduation exam	5,184	48.22 %
elementary	1,265	11.77 %
<b>in total</b>	<b>10,750</b>	<b>100.00 %</b>

# E

## Economic indicators

### Proportion of the individual cost types on the overall PIT costs

	in thous. CZK	%
Direct costs (including traffic route expenses)	11,022,707	78.65 %
Running overhead	521,741	3.72 %
Expenses on services	662,110	4.72 %
Coordination and management expenses	1,105,020	7.88 %
Other expenses (museum, central dispatch control, dispatching system...)	703,655	5.02 %
<b>PIT expenses in total</b>	<b>14,015,233</b>	<b>100 %</b>

### Structure of direct costs of PTI without traffic routes

	in thous. CZK	%
PIT car repairs	2,597,492	34.02 %
Fuel, material and traction energy consumption	1,373,183	17.98 %
Personnel expenses of PIT drivers	2,529,285	33.13 %
Supplementary bus transportation	22,569	0.30 %
PIT car depreciation	892,502	11.69 %
Other direct costs related to PIT operation	219,470	2.87 %
<b>Direct PIT costs (without traffic route expenses) in total</b>	<b>7,634,401</b>	<b>100 %</b>

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

	in thous. CZK	%
PIT operating expenses	10,626,927	75.82 %
Traffic route expenses	3,388,306	24.18 %
<b>Traffic route expenses</b>	<b>14,015,233</b>	<b>100 %</b>

### Proportion of cost types on the overall PIT costs

	in thous. CZK	%
Depreciation	2,609,224	18.62 %
Wage costs	3,868,637	27.60 %
Oil and electric power consumption	1,740,892	12.42 %
Repairs and maintenance	5,084,634	36.28 %
Remaining expenses	711,846	5.08 %
<b>PIT expenses in total</b>	<b>14,015,233</b>	<b>100 %</b>

PIT cost calculation for 1 operating vehicle-kilometer	
	CZK/vehicle-kilometer
Metro	101.8793
Trams	56.8313
Buses	47.5893
Services and staff	14.7855



The first mobile sales point of pre-paid ticket at its station by the Museum in 1928.

# T

## Transport revenues

Transport revenues from MHD and external zones		
Proportion of revenues according to the transport document types	in thous. CZK	%
<b>MHD (zones P+0)</b>		
time tickets revenues including lump-sum payments, employee tickets and duplicates	2,397,643	56.50 %
revenues from individual tickets including USV machines	1,654,787	38.98 %
revenues from fare surcharges	192,017	4.52 %
<b>MHD (zones P+0) in total</b>	<b>4,244,447</b>	<b>100.00 %</b>
<b>External zones</b>		
revenues from individual tickets including USV machines	80,599	37.30 %
revenues from supplementary time coupons	135,509	62.70 %
<b>External zones in total</b>	<b>216,108</b>	<b>100.00 %</b>
<b>MHD (zones P+0) + external zones in total</b>	<b>4,460,555</b>	



Valuable pre-paid quarterly tickets from 1945.

## List of transport document types

### Individual tickets for single ride on the area of the Capital City of Prague (P+0)

Type of transport document	Ticket price in CZK
<b>Full-price tickets with transfer options:</b>	
75 minutes	26
SMS tickets 90 minutes	26
in case of sale by the bus driver	30
<b>Advantageous tickets with transfer options:</b>	
75 minutes	13
in case of sale by the bus driver	17
<b>Tickets with limited transfer options:</b>	
full-price ticket	18
for children from 6 to 15 years and holders of PIT card for pensioners and seniors	9
<b>Tickets related to the P+R system:</b>	
full-price return ticket with transfer options	40
one-day ticket	80
<b>Prepaid short-term time tickets for MHD (P+0):</b>	
24-hour	100
for children from 6 to 15 years and holders of PIT card for pensioners and seniors	50
3-day	330
5-day	500
<b>*** Prepaid short-term time tickets for all zones:</b>	
24-hour	150
24-hour for children 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
<b>Advantageous civil time coupons:</b>	
monthly	550
quarterly	1,480
annual	4,750
<b>Advantageous time coupons:</b>	
<b>for children from 6 to 15 years</b>	
monthly	*130
quarterly	*360
5-month	**600
10-month	**1,200
<b>for juniors from 15 to 19 years and for pupils and students from 15 to 26 years</b>	
monthly	260
quarterly	720
5-month	**1,200
10-month	**2,400
<b>for students from 19 to 26 and university students to 26 years</b>	
monthly	260
quarterly	720
<b>for seniors from 60 to 70 years, citizens with distress and pensioners</b>	
monthly	250
quarterly	660

\* As of 1 July, children before the age 10 enjoy charge-free transport in the area of the Capital City of Prague.

\*\* Available as of 31 July 2010.

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
<b>Transferable and non-personalised time coupons with a selectable start of validity period:</b>	
30-day	670
90-day	1,880
365-day	6,100
<b>Advantageous time tickets with a without evidence of holder's personal data with a selectable start of validity period:</b>	
<b>civil</b>	
30-day	550
90-day	1,480
365-day	4,750
<b>for children from 6 to 15 years</b>	
30-day	*130
90-day	*360
5-month	**600
10-month	**1,200
<b>for juniors from 15 to 19 years and for pupils and students from 15 to 26 years</b>	
30-day	260
90-day	720
5-month	**1,200
10-month	**2,400
<b>for students from 19 to 26 and university students to 26 years</b>	
30-day	260
90-day	720
<b>for seniors from 60 to 70 years, citizens with distress and pensioners</b>	
30-day	250
90-day	660

\* As of 1 July, children before the age 10 enjoy charge-free transport in the area of the Capital City of Prague.

\*\* Available as of 31 July 2010.

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 ticket AE (Airport Express)	
Type of transport document	Ticket price in CZK
<b>Full-price ticket with no transfer options</b>	
in the section Praha hlavní nádraží / Praha Masarykovo nádraží – Letiště Ruzyně	50
in the section Dejvická – Letiště Ruzyně	30
<b>Advantageous tickets for children from 6 to 15 years with no transfer options</b>	
in the section Praha hlavní nádraží / Praha Masarykovo nádraží – Letiště Ruzyně	30
in the section Dejvická – Letiště Ruzyně	15

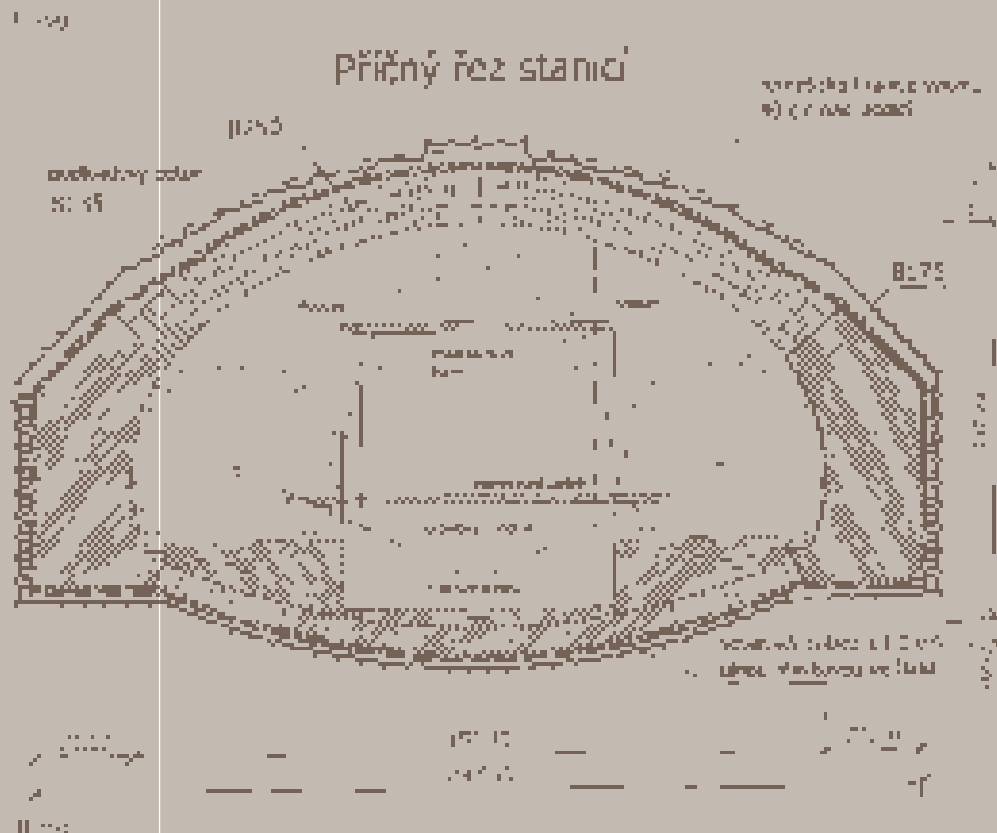


Inner pages of a 1909 ticket with period photograph of the holder.



# P

## Volume of total investment resources and costs



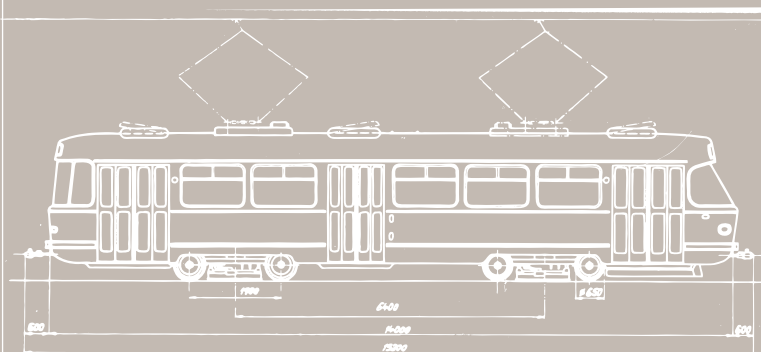
Project for an unrealised metro station Klárov from the 1950s.

Volume of total investment costs in 2010 (in thous. CZK)	
<b>Projects under construction</b>	
Metro line A	1,048,983
West vestibule of the Stodůlky metro station	266,762
Národní třída station	98,246
<b>Projects in preparation</b>	
I. operating section of underground line D	206,325
<b>Underground capital construction in total</b>	<b>1,620,316</b>
<b>Other investment projects</b>	
Escalator exchange	50,919
Tram-line construction	29,403
Tram-line reconstruction	979,853
Cable line reconstruction	39,226
Construction and reconstruction of substations	30,662
Depots and central workshops	49,553
Garages and parking spaces	0
Protecting device in underground	93,874
<b>Other investment projects in total</b>	<b>1,273,490</b>
<b>Wagon stock renewal</b>	
<b>Metro</b>	
Wagon reconstruction	2,144,063
Purchase of new wagons – credit installment	285,064
Purchase of new wagons – 5 sets of M1	320,428
<b>Trams</b>	
Technical appreciation of trams (T3, KT8D5 and cases)	83,242
Purchase of new trams	-31,716
<b>Buses</b>	
Bus reconstruction	34,278
Purchase of new buses	620,490
Credit installment - electrobuses	1,363
<b>Wagon stock renewal in total</b>	<b>3,457,212</b>
<b>Other investments into technical base</b>	<b>490,195</b>
<b>Total volume of investment costs</b>	<b>6,841,213</b>

# Volume of total investment resources (in thous. CZK)

	Total investment resources	Investment resources received in 2010 for settlement of invoices paid before 2009	Investment resources used for settlement of invoices paid in 2010
<b>Company's own investment resources in total</b>	<b>5,691,784</b>	<b>0</b>	<b>5,691,784</b>
<b>Other resources</b>			
grants from the state budget for purchase of new buses	11,200		11,200
<b>Operating programme Prague Competitiveness</b>			
grants from the state budget – investment	8,744	7,293	1,451*
grants from the state budget – non-investment	376	349	27*
grants from structural funds of the EU – investment	99,107	82,664	16,443*
grants from structural funds of the EU – non-investment	4,260	3,952	308*
grants from the budget of the Capital City of Prague	1,120,000	0	1,120,000
<b>Other resources in total</b>	<b>1,243,687</b>	<b>94,258</b>	<b>1,149,429</b>
<b>Total volume of investment resources</b>	<b>6,935,471</b>	<b>94,258</b>	<b>6,841,213</b>

\* In 2009, grants for allowable expenses were allocated within the Operational programme Prague competitiveness for refinancing of projects RTT Střelničná – Klapkova, RTT Myslíkova (1. stage), Lift construction at Chodov metro station.



A neat interior of the prototype of the TIII tram, 1960.



# S Special-purpose investment grant

Investment grants (in thous. CZK)			
	Drawn from the budget of the CCP	Drawn from the state budget	Drawn from structural funds of the EU
Underground line A (Dejvická – Letiště Ruzyně)	1,000,000		
I. operating section of underground line D	60,000		
II. hall of underground station Národní třída, barrier-free access	60,000		
RTT Střelničná – Klapkova		7,166	81,219
RTT Myslíkova		127	1,445
Lift construction at the Chodov underground station		1,451	16,443
Purchase of new buses		11,200	
<b>In total</b>	<b>1,120,000</b>	<b>19,944</b>	<b>99,107</b>

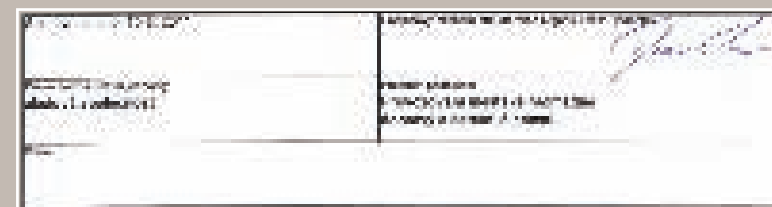
Non-investment grants (in thous. CZK)			
	Drawn from the budget of the CCP	Drawn from the state budget	Drawn from structural funds of the EU
RTT Střelničná – Klapkova		171	1,944
RTT Myslíkova		104	1,176
Lift construction at the Chodov underground station		101	1,140
<b>In total</b>	<b>0</b>	<b>376</b>	<b>4,260</b>

# P Profit and loss statement

Profit and loss statement in a full format as of 31 December 2010				
Labelling			Current accounting period	Previous accounting period
I.		Revenues from sold goods	1,407	1,669
A.		Expenses on sold goods	1,082	1,537
	+	<b>Sale margin</b>	325	132
II.		<b>Production</b>	16,667,770	5,269,624
		Revenues from own products and services	16,324,230	4 736,369
	1.1	Fare revenues	4,268,538	4,214,136
	1.2	Compensation for public service obligation	11,426,371	0
	1.3	Other revenues	629,321	522,233
	2.	Change in inventory of own products	652	-592
	3.	Capitalisation	342,888	533,847
B.		Production consumption	6,758,943	6,333,158
B.	1.	Material and energy consumption	3,015,006	2,997,128
B.	2.	Services	3,743,937	3,336,030
B.	2.1	Repairs and maintenance	1,685,715	1,172,190
B.	2.2	Other services	2,058,222	2,163,840
	+	<b>Added value</b>	9,909,152	-1,063,402
C.		Personnel expenses	5,348,910	5,601,940
C.	1.	Wage costs	3,868,637	4,015,845
C.	2.	Remuneration to board members of company and cooperative	2,742	2,217

C.	3.	Social security and health insurance expenses	1,305,066	1,336,382
C.	4.	Other social expenses	129,744	194,104
C.	5.	Pension and life insurance expenses	42,721	53,392
D.		Taxes and fees	10,435	11,407
E.		Revenues from disposals of intangible and tangible assets	2,609,206	2,605,836
	III.	Revenues from sold fixed assets and material	548,040	321,687
	III. 1.	Revenues from sold fixed assets	267,163	79,968
	III. 2.	Revenues from sold material	280,877	241,719
F.		Net book value of sold fixed assets and material	497,554	309,415
F.	1.	Net book value of sold fixed assets	205,181	34,940
F.	2.	Sold material	292,373	274,475
G.		Change in reserves and adjustments in operating area and in complex deferred costs	-672,132	147,183
	IV.	Other operating revenues	467,474	9,816,564
H.		Other operating expenses	418,927	421,450
	*	Operating profit / loss	2,711,766	-22,382
	VII.	Revenues from long-term financial assets	15,188	17,740
	VII. 1.	Revenues from shares in controlled and managed organisations and in accounting units with substantial influence	15,188	17,740
	IX.	Revenues from evaluation of securities and derivatives	59,973	87,144
L.		Loss from evaluation of securities and derivatives	48,844	50,065
	X.	Interest revenues	2,866	1,062
N.		Interest expenses	112,899	81,862

	XI.	Other financial revenues	48,559	36,853
O.		Other financial expenses	42,598	96,083
*		Profit/loss from trading operation	-77,755	-85,211
Q		Income tax on ordinary activity	1,279,739	-43,790
Q.	2.	– deferred	1,279,739	-43,790
**		Profit/loss from ordinary activity	1,354,272	-63,803
XIII.		Extraordinary revenues	0	229,358
R		Extraordinary expenses	0	158,245
*		Profit/loss from extraordinary activity	0	71,113
**		Profit/loss of current accounting period (+/-)	1,354,272	7,310
***		Profit/loss before tax	2,634,011	-36,480





# B

## Balance sheet in a full format

### as of 31 December 2010

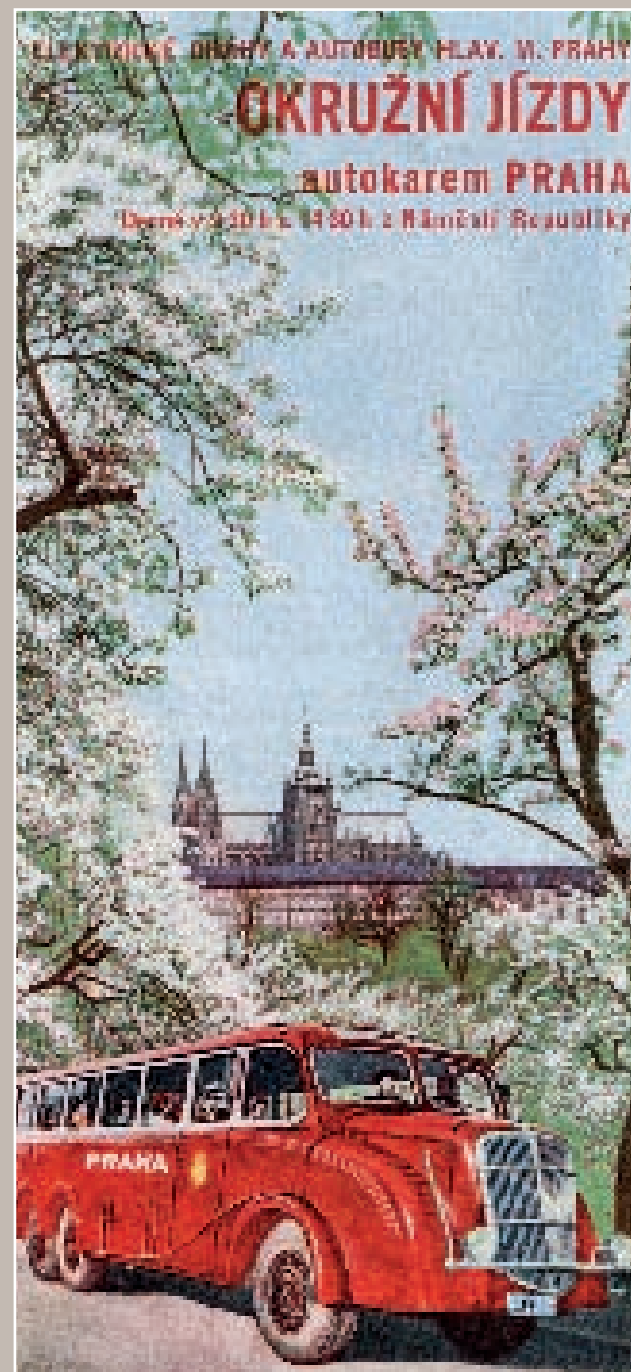
Balance sheet in a full format as of 31 December 2010					
Labelling	Assets	Current accounting period			Previous accounting period
		Gross 1	Adjustment 2	Nett 3	Nett 4
	<b>ASSETS IN TOTAL</b>	104,465,113	-33,976,218	70,488,895	68,275,976
B.	<b>Fixed assets</b>	99,613,372	-33,775,693	65,837,679	64,566,957
B. I.	<b>Intangible fixed assets</b>	949,567	-685,046	264,521	218,296
	3. Software	737,788	-596,731	141,057	111,511
	4. Valuable rights	10,082	-9,165	917	1,917
	6. Other intangible fixed assets	121,002	-79,150	41,852	54,078
	7. Intangible fixed assets under construction	80,695	0	80,695	50,790
B. II.	<b>Tangible fixed assets</b>	98,411,024	-33,090,647	65,320,377	64,110,601
B. II. 1.	Land	3,245,976	0	3,245,976	3,256,856
	2. Buildings	54,646,367	-14,087,575	40,558,792	41,065,973
	3. Individual movable assets and sets of movable assets	35,314,953	-19,003,072	16,311,881	16,539,141
	6. Other tangible fixed assets	38,129	0	38,129	38,129
	7. Tangible fixed assets under construction	3,872,483	0	3,872,483	2,379,706
	8. Advance payments for tangible fixed assets	1,293,116	0	1,293,116	830,796
B. III.	<b>Long-term financial assets</b>	252,781	0	252,781	238,060
B. III.1.	Shares in controlled and managed organisations	234,029	0	234,029	218,563
	2. Shares in accounting units with substantial influence	18,752	0	18,752	19,497

Labelling		Assets	Current accounting period			Previous accounting period
			Gross 1	Adjustment 2	Nett 3	Nett 4
C.		<b>Current assets</b>	4,554,849	-200,525	4,354,324	3,400,978
C.	I.	<b>Inventory</b>	323,851	-15,678	308,173	340,225
C.	I. 1.	Material	317,712	-15,678	302,034	332,530
	2.	Work in progress and semi-products	4,632	0	4,632	3,980
	5.	Goods	1,460	0	1,460	1,439
	6.	Advance payments for stock inventories	47	0	47	2,276
C.	II.	<b>Long-term receivables</b>	46,064	0	46,064	33,808
C.	II. 1.	Trade receivables	31,754	0	31,754	32,102
	5.	Provided long-term deposits	14,102	0	14,102	1,343
	7.	Other receivables	208	0	208	363
	8.	Deferred	0	0	0	0
C.	III.	<b>Short-term receivables</b>	2,357,213	-184,847	2,172,366	2,753,835
	III. 1.	Trade receivables	822,723	-174,471	648,252	803,734
	6.	Due from state - tax receivables	609,918	0	609,918	378,149
	7.	Short-term deposits given	35,019	0	35,019	36,376
	8.	Estimated receivables	70,714	0	70,714	65,779
	9.	Other receivables	818,839	-10,376	808,463	1,469,797
C.	IV.	<b>Short-term financial assets</b>	1,827,721	0	1,827,721	273,110
	IV.1.	Cash	22,875	0	22,875	23,428
	2.	Bank accounts	1,804,846	0	1,804,846	249,682
D.	I.	<b>Accruals</b>	296,892	0	269,892	308,041
	I. 1.	Deferred expenses	252,922	0	252,922	280,475
	3.	Deferred incomes	43,970	0	43,970	27,566

Labelling		Liabilities	Current accounting period	Previous accounting period
		<b>Liabilities in total</b>	70,488,895	68,275,976
A.		<b>Equity</b>	59,435,949	58,178,744
A.	I.	<b>Registered capital</b>	30,726,125	30,726,125
	1.	Registered capital	30,726,125	30,726,125
A.	II.	<b>Capital funds</b>	30,771,220	30,868,287
	2.	Other capital funds	30,826,252	30,828,535
	3.	Differences from revaluation from of assets and liabilities	-55,032	39,752
A.	IV.	<b>Profit/lost of previous years</b>	-3,415,668	-3,422,978
A.	2.	Accumulated loss from previous years	-3,415,668	-3,422,978
A.	V.	<b>Profit/loss of current accounting period /(+/-)</b>	1,354,272	7,310
B.		<b>Other sources</b>	10,348,616	9,380,539
B.	I.	<b>Reserves</b>	1,014,313	1,700,747
B.	I. 1.	Reserves under special legal regulations	968,204	1,670,575
	4.	Other reserves	46,109	30,172
B.	II.	<b>Long-term liabilities</b>	2,347,267	1,054,489
B.	II. 1.	Trade payables	32,100	1,811
	5.	Long-term advance payments received	844	737
	9.	Other liabilities	8,418	88
	10.	Deferred tax liability	2,305,905	1,051,853
B.	III.	<b>Short-term liabilities</b>	4,771,798	4,081,076
B.	III.1.	Trade payables	3,309,523	2,376,624
	5.	Payroll	13,051	15,616
	6.	Payables to social security and health insurance	155,584	162,469
	7.1.	State - tax liabilities and grants	43,221	48,623

Labelling		Liabilities	Current accounting period	Previous accounting period
	8.	Short-term advance payments received	78,695	21,213
	10.	Estimated payables	50,952	72,320
	11.	Other liabilities	1,120,772	1,275,163
B.	IV.	<b>Bank loans and overdrafts</b>	2,215,238	2,544,227
B.	IV. 1.	Long-term bank loans	2,030,635	2,289,804
	2.	Short-term bank loans	184,603	254,423
C.	I.	<b>Accruals</b>	704,330	716,693
C.	I. 1.	Accrued expenses	22,293	23,402
	2.	Deferred revenues	682,037	693,291

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Průběh účetního období		Průběh účetního období	
Průběh účetního období		Průběh účetního období	
Průběh účetního období		Průběh účetního období	



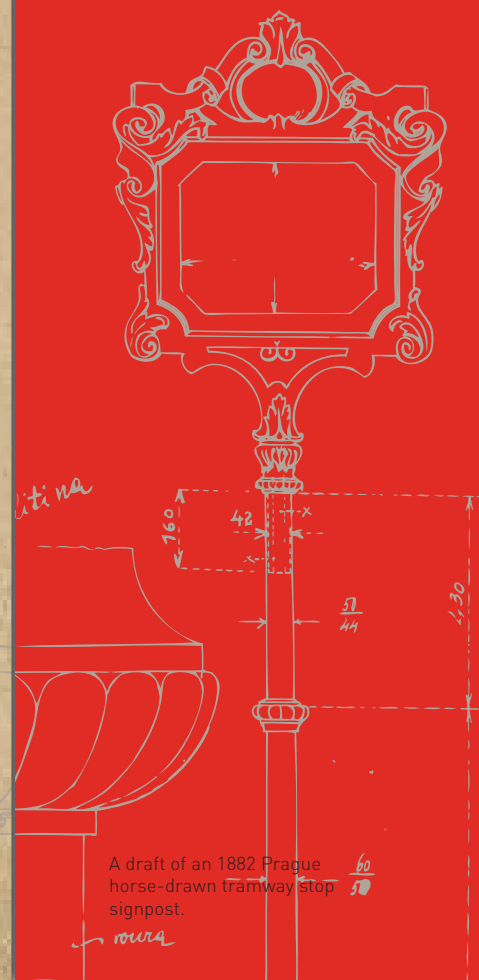
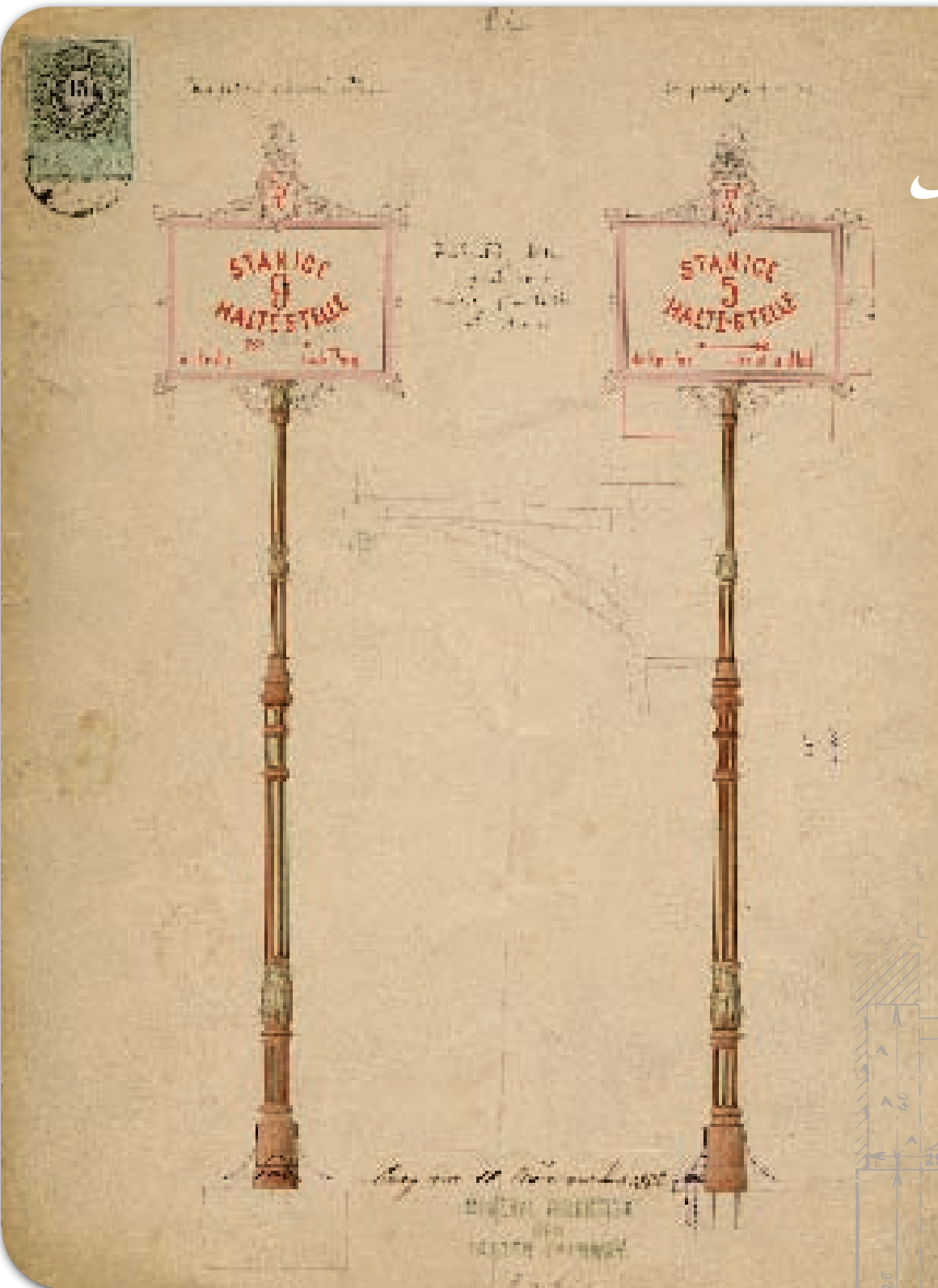




# Annexe to the 2010 Financial Statement

**Company name:**  
**Registered office:**  
**Legal form:**  
**Co Reg. Number (IČ):**

Dopravní podnik hl. m. Prahy, akciová společnost  
Sokolovská 217/42, Praha 9 - Vysočany  
Joint stock company  
00005886



A draft of an 1882 Prague  
horse-drawn tramway stop  
signpost.

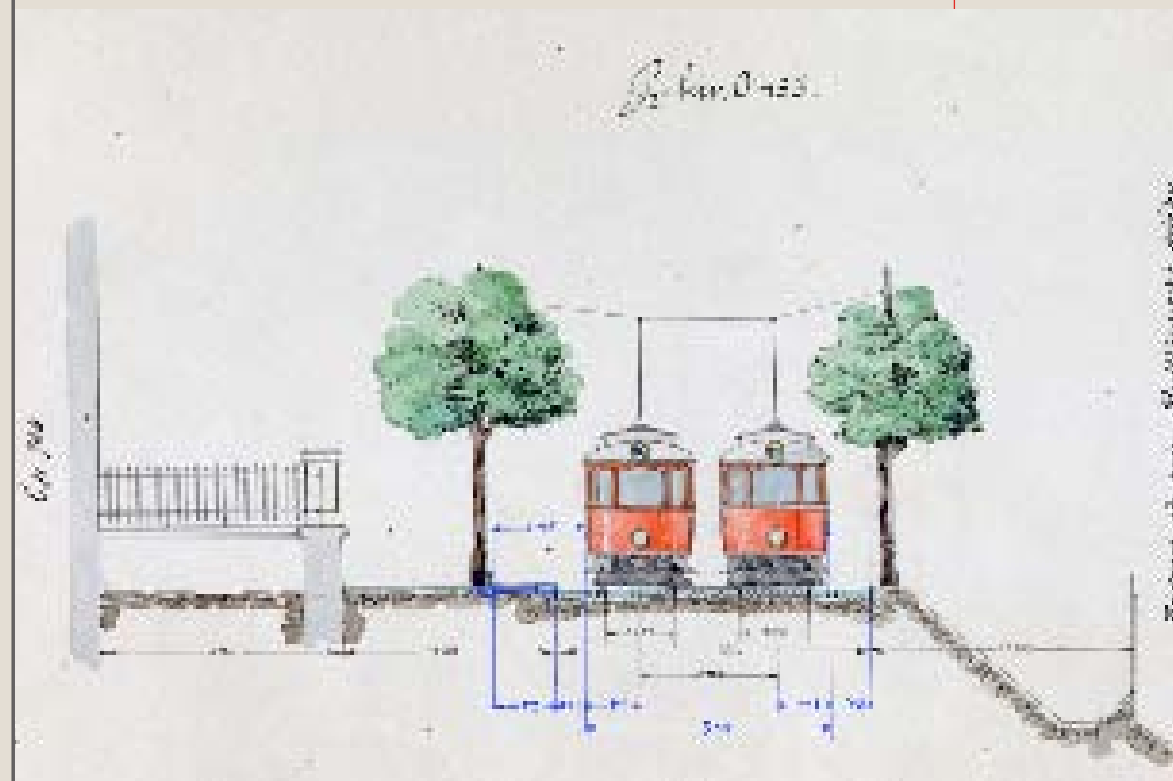




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A Radlická Street railway project, 1913.

## 1. General information

### 1.1. Establishment and characteristics of the company

The accounting unit Dopravní podnik hl. m. Prahy, akciová společnost (hereinafter referred to as the Company or DP) was established as a joint-stock company by an establishment plan of the Prague Municipal Council dated March 19, 1991. The Company is the successor of the state-owned enterprise Dopravní podnik hl. m. Prahy - kombinát and was founded on July 11, 1991, by being registered in the Commercial Register kept by the Municipal Court in Prague, Reg. No. B 847 (then of the Business Register of the Prague 1 District Court, Sa Section, entry No. 847).

The registered office of the Company: Praha 9, Sokolovská 217/42, Postcode 190 22.

The sole shareholder of the Company is THE CAPITAL CITY OF PRAGUE, seated in Prague 1, Mariánské náměstí 2, Postcode 110 00, Identification No. 00064581.

The registered capital of the Company amounts to CZK 30,726,125,000 and is the nonmonetary investment of the sole shareholder.

The Company's registered capital is divided into 3,001 registered shares of which:

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

---

<b>Total nominal value of all shares as of December 31, 2010:</b>	<b>CZK 30,726,125,000</b>
---	---------------------------

The shares of the Company are registered in the name of: "Municipality – The Capital City of Prague"

The Company's financial statement was drawn up on the date of December 31, 2010.

The accounting period is the calendar year: from January 1, 2010 to December 31, 2010.

### The Company's line of business includes:

- operating the tramway, special way (subway) and cableway (Petřín and the ŽOO) lines and operating the railway lines in the capital city of Prague;
- repairing road vehicles;
- tinsmith trade and repairing car bodies;
- locksmithing, toolmaking;
- repairing other vehicles and working machines;
- production, installation and repairs of electrical machines and devices;
- running a driving school;
- operating petrol stations;
- psychological counselling and diagnostics;
- innkeeping;
- operating a non-state health-care facility;
- installation, repairs, inspections and testing of electrical equipment;
- installation, maintenance and repairs of telecommunications equipment;
- operating a vehicle testing station;
- operating an emission measuring station;
- construction works and changes and removal of constructions;
- providing services in the field of safety and health protection at work;
- technical and organizational activity in the field of fire protection;
- road motor transport: – intrastate cargo transport provided by vehicles of authorized maximum weight up to 3.5 tons; – intrastate cargo transport provided by vehicles of authorized maximum weight above 3.5 tons; – international cargo transport provided by vehicles of authorized maximum weight up to 3.5 tons; – international cargo transport provided by vehicles of authorized maximum weight above 3.5 tons; – occasional intrastate passenger transport; – occasional international passenger transport; – intrastate public transport provided by regular line vehicles; – international transport provided by regular line vehicles;
- production, business and services not included in the annexes 1 to 3 of the Trade Law;
- production, installation and repairs of electrical machines and devices and of electronic and telecommunication equipment.

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

The following changes and amendments have been registered in the Commercial Register:

Under the Agreement on Support of the Full Service Project Dopravní podnik hl. m. Prahy, akciová společnost, Company Identification No. 0005886,

registered office at Praha 9, Sokolovská 217/42, Postcode 190 22, assigned its part Divize správa vozidel metra 81–71 M (The Metro 81–71 M Car Maintenance Division) to ŠKODA TRANSPORTATION, a.s. company, Company Identification No. 62623753, registered office at Plzeň, Tylova 1/57, Postcode 301 28. The fact was registered in the Commercial Register on the date of June 14, 2010.

Extending the line of business with:

- providing services in the field of safety and health protection at work;
- technical and organizational activity in the field of fire protection.

The change of the line of business was incorporated in the Commercial Register on the date of October 8, 2010.

Changes in the Board of Directors' register

On the date of March 23, 2010, Mr. Radovan Šteiner's membership and his chairmanship of the Board of Directors terminated. The erasure from the Commercial Register was made on the date of May 26, 2010.

On the date of March 23, 2010, Ing. Martin Dvořák's membership and his vice-chairmanship of the Board of Directors terminated. The erasure from the Commercial Register was made on the date of May 26, 2010.

On the date of March 29, 2010, Ing. David Vodrážka was installed in the post of the Board of Directors' chairman. The entry was made in the Commercial Register on the date of May 26, 2010.

On the date of March 24, 2010, JUDr. Rudolf Blažek's membership of the Board of Directors came into existence, on the date of March 29, 2010, JUDr. Rudolf Blažek was installed in the post of the Board of Directors' vice-chairman. The entry was made in the Commercial Register on the date of May 26, 2010.

On the date of March 23, 2010, Ing. Jan Heroudek's membership of the Board of Directors terminated. The erasure from the Commercial Register was made on the date of May 26, 2010.

On the date of March 24, 2010, Ing. Milan Richter's membership of the Board of Directors came into existence. The entry was made in the Commercial Register on the date of May 26, 2010.

On the date of March 29, 2010, Ing. Antonín Weinert, CSc., was installed in the post of the Board of Directors' vice-chairman. The entry was made in the Commercial

Register on the date of May 26, 2010.

On the date of March 24, 2010, Mr. Jiří Nosek's membership of the Board of Directors came into existence. The entry was made in the Commercial Register on the date of May 26, 2010.

On the date of September 1, 2010, Ing. Martin Dvořák's membership of the Board of Directors came into existence. The entry was made in the Commercial Register on the date of October 8, 2010.

On the date of March 31, 2010, Ing. Tomáš Jílek's membership of the Board of Directors terminated. The entry was made in the Commercial Register on the date of October 8, 2010.

Changes in the Supervisory Board members' register

On the date of October 27, 2009, on the day of his death, Petr Zajíček's membership terminated. The erasure from the Commercial Register was made on the date of March 24, 2010.

On the date of July 22, 2009, Mr. Jiří Čada was installed in the post of the Supervisory Board's vice-chairman. The entry was made in the Commercial Register on the date of March 24, 2010.

On the date of January 11, 2010, Jiří Obitek's membership in the Supervisory Board terminated due to the change in the term of office. On the date of January 11, Mr. Jiří Obitek's membership of the Supervisory Board came into existence. The fact was registered in the Commercial Register on the date of April 21, 2010.

On the date of March 23, 2010, JUDr. Rudolf Blažek's membership and his chairmanship of the Supervisory Board terminated. The erasure from the Commercial Register was made on the date of May 26, 2010.

On the date of April 7, 2010, Ing. Karel Březina was installed in the post of the Supervisory Board's chairman. The entry was made in the Commercial Register on the date of May 26, 2010.

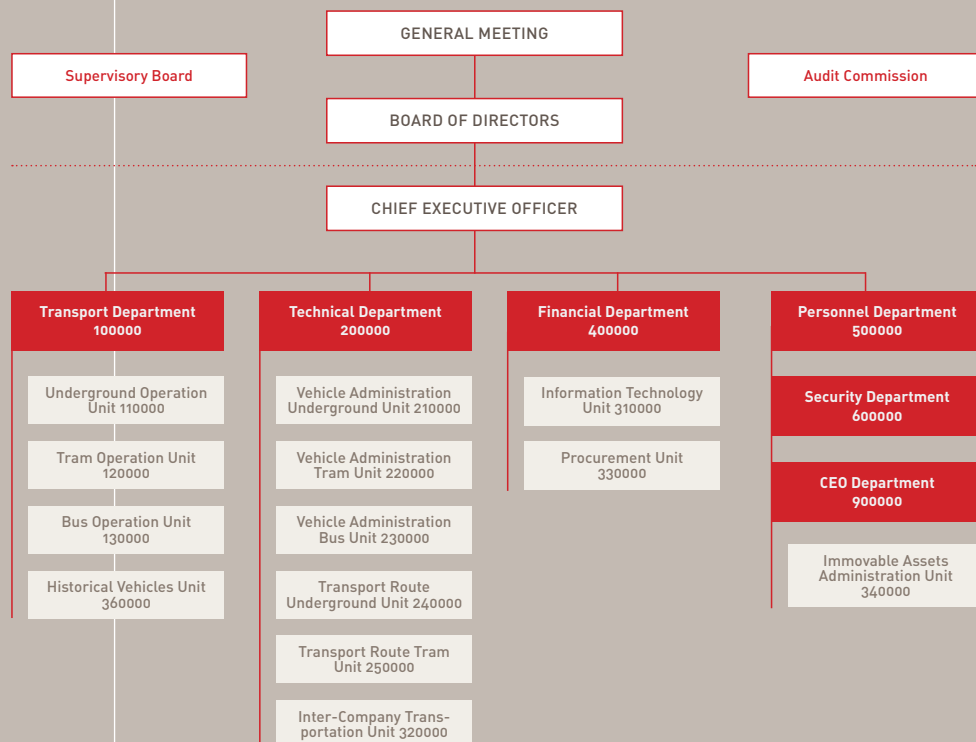
On the date of March 24, 2010, Mr. Radovan Šteiner's membership of the Supervisory Board came into existence. The entry was made in the Commercial Register on the date of May 26, 2010.

On the date of March 24, 2010, Mr. Pavel Ambrož's membership of the Supervisory Board came into existence. The entry was made in the Commercial Register on the date of May 26, 2010.

The Company has no knowledge of any facts approved by the General Meeting that should and have not been registered in the Commercial Register

### 1.3. Organizational structure of the Company

Organizational structure as of December 31, 2010



In the course of the year 2010, organizational changes have taken place which resulted in the cancellation of 632 jobs and at the same time in the creation of 194 new jobs. The total amount of jobs saved is 438.

### 1.4. Group identification

The sole shareholder DP

THE CAPITAL CITY OF PRAGUE (hereinafter referred to as CCP) seated at Praha 1 - Staré Město, Mariánské nám. 2, Identification No. 00064581.

### Affiliated business companies of DP

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

### Subsidiaries of the business company DP

Trade company	% share of DP in the registered capital	Registered Office	Company Identification No.
RENCAR PRAHA, a.s.	28	Praha 8, Křižíkova 148/34	00506397
Pražská strojírna a. s.	100	Praha 9, Mladoboleslavská 133	60193298
GTR-DP Praha s.r.o.	40	Praha 9, Na obrátce 16/102	25146033
Střední průmyslová škola dopravní, a.s.	100	Praha 5, Plzeňská 102/217	25632141

### Partner of the subsidiary RENCAR PRAHA, a.s.

Trade company	% share of RENCAR PRAHA, a.s. in the registered capital	Registered Office	Company Identification No.
RENCAR MEDIA s.r.o	100	Praha 8, Křižíkova 148/34	25082906

Summary of indirectly controlled companies and subsidiaries of affiliated companies of DP as of 31 December 2010				
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.	57.90 %	Praha 10, Na Hroudě 1492/4	60193913
	Companies with capital interest of PRE	% share of PRE in the subsidiary		
	PREdistribuce, a.s.	100 %	Praha 5, Svornosti 3199/19a	27376516
	PREleas, a.s.	100 %	Praha 10, Limuzská 2110/8	25054040
	PREměření, a.s.	100 %	Praha 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 %	Praha 1, Národní 37	60193492
	Companies with capital interest of PP	% share of PP in the subsidiary		
	Měření dodávek plynu, a.s.	100%	Praha 4, U Plynárny 500/44	29001498
	Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	100%	Praha 4, U Plynárny 500/44	27403505
	Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	100%	Praha 4, U Plynárny 1450/2a	47116471
	Prométheus, energetické služby, s.r.o.	100 %	Praha 4, U Plynárny 500/44	63072599
	Pražská plynárenská Správa majetku, s.r.o., člen koncernu Pražská plynárenská, a.s.	100%	Praha 4, U Plynárny 500/44	27436551
	Informační služby – energetika, a.s.	100%	Praha 4, U Plynárny 500/44	26420830
	Pragoplyn, a.s.	100%	Praha 1, Jungmannova 36/31	27933318

Summary of indirectly controlled companies and subsidiaries of affiliated companies of DP as of 31 December 2010				
Affiliated companies	Indirectly controlled companies and subsidiaries	% share in the registered capital	Registered Office	Company Identification No.
Pražská teplárenská Holding a.s.	Indirectly controlled company	% share of PTH in PT		
	Pražská teplárenská a.s.	47,33 %	Praha 7, Partyzánská 1/7	45273600
	Companies with capital interest of PT	% share of PT in the subsidiary		
	Energotrans, a.s.	100 %	Praha 7, Partyzánská 1/7	47115726
	TERMONTA PRAHA a.s.	100 %	Praha 10, Třebohostická 46/11	47116234
	Teplo Neratovice, spol. s r.o.	100 %	Neratovice, Školní 162	49827316
Pražské služby, a.s.	Companies with capital interest of PS	% share of PS in the registered capital		
	AKROP s.r.o.	100 %	Tuchoměřice, Ke Špejcharu 392	26432331
	Nepřekonatelný servis s.r.o.	100 %	Praha 9, Pod Šancemi 444/1	27257452
TRADE CENTRE PRAHA, a.s.	Companies with capital interest of TCP	% share of TCP in the registered capital		
	TCP – Vinohrady, a.s.	100 %	Praha 2, Blanická 1008/28	25672541



### 1.5. Bodies of the Company

The bodies of the Company are the General Meeting, Board of Directors, Supervisory Board and the Audit Board.

The General Meeting is the supreme body of the Company. The powers of the General Meeting are exercised under a special regulation by the municipality – CCP – represented by its representative body, i.e. the Prague Municipal Council Board, with the exception of the decisions on the dissolution of the Company in which case the powers of the General Council are exercised by the Prague Municipal Council.

Board of Directors, Supervisory Board and Audit Commission as of 31 December 2010		
	Position	Name
Board of Directors	Chairman	Ing. David Vodrážka
	Vice-chairman	JUDr. Rudolf Blažek
	Vice-chairman	Ing. Antonín Weinert, CSc.
	Member	Petr Hána
	Member	Ing. Milan Richter
	Member	Josef Nosek
	Member	Ing. Martin Dvořák
	Member	MUDr. Pavel Bém
	Member	Jiří Janeček
Supervisory Board	Předseda	Ing. Karel Březina
	Vice-chairman	Jiří Čada
	Member	Ivan Bednář
	Member	Radovan Šteiner
	Member	Pavel Ambrož
	Member	Prof. Ing. Petr Moos, CSc.
	Member	JUDr. Tomáš Homola
Audit Commission	Member	Jan Lebeda
	Member	Jiří Obitko
	Chairman	JUDr. Ladislav Máca
	Vice-chairman	Ing. Zdena Javornická
	Member	Prof. Ing. Jiří Dvořáček, CSc.

### 2. Accounting methods and general accounting principles

The accounting books are kept, and the financial statement was drawn up in accordance with the Act No. 563/1991 Coll. on Accounting, as amended by the Decree No. 500/2002 Coll. (hereinafter referred to as the Decree) which administers some of the provisions as amended by the Act No. 563/1991 Coll. on Accounting, for accounting units operating as entrepreneurs keeping double-entry accounting books, and as amended by the Czech Accounting Standards for entrepreneurs. The accounting books respect general accounting principles, in particular the principle of property valuation by historical costs, the principle of accounting in material and time context, the principle of caution and the assumption of the accounting unit's capability to continue with its activity. The figures shown in the financial statement, unless otherwise stated, are given in Czech crowns (CZK).

### 3. Overview of important accounting principles and procedures

#### 3.1. Long-term tangible and intangible assets

Long-term assets are such assets whose working life is more than one year and at the same time the value of each of the assets is higher than CZK 40,000 (tangible assets except land, constructions and buildings and works of art), or higher than CZK 60,000 (intangible assets except for easements). Land, buildings and constructions, easements and works of art are considered long-term assets regardless of their valuation. Furthermore, long-term assets include the assets acquired partly through own sources and partly through subsidy, the cost price of the long-term assets acquired through own sources being up to CZK 40,000 (long-term tangible assets), or up to CZK 60,000 (long-term intangible assets).

The limit of technical revaluation which increases the value of long-term assets is more than CZK 40,000 (sum total for the accounting period concerning long-term tangible assets, individual termination concerning long-term intangible assets).

Tangible assets of up to CZK 40,000 and intangible assets of up to CZK 60,000 are upon their acquisition booked as expenses and further on kept in the sub-balance sheet records. The expenses are subject to accrual for the period of 2 years.

Long-term tangible assets are valued in their acquisition prices.

#### Expenses related to the acquisition of long-term assets

Until the assets are made fit for use, the valuation of long-term intangible and tangible assets, and technical revaluation comprise:

- survey, geologic, geodetic and planning works, including alternative solutions
- customs duty, installation, freight charges, ecological liquidation fee, packing charges
- present value of constructions or parts of constructions discarded due to new construction works
- selection procedures expenses
- compensation for the restrictions of ownership rights, compensation for property damage to the owner or tenant
- tests prior to making the assets fit for use
- preparatory works, in particular the expert's report cost, fees, remuneration for advisory and intermediary services related to the acquired long-term assets
- as far as long-term assets financed by the EU structural funds are concerned, the purchase cost of long-term assets comprises the auditor's opinion, advisory services and other expenses related to processing the application for an EU structural funds financial grant

The lands acquired up to 1992 are valued in accordance with the Ministry of Finance decree, i.e. at the price generally valid upon the acquisition of the property. The lands acquired after 1992 are valued at the purchase price.

When securing conformity of the accounting records with the land records in the Land Register, the newly established lands acquired up to the end of 1992 were valued, in accordance with the methodical procedure and under the Ministry of Finance decree, at the price generally valid upon the acquisition of the property; in other cases they were valued at the purchase price as stated by the title deed established according to the title number, or as stated by the valuation valid upon the acquisition and assessed by an expert opinion.

In 2010, the reproduction price valuation was used for easements acquired without payment and when identifying a book entry which had not been recorded in the Company's assets. The reproduction price was determined according to an expert opinion.

Long-term tangible assets acquired by own work are valued by working costs, i.e. by all direct and indirect costs which are immediately connected with the creation of long-term assets.

Long-term intangible and long-term tangible assets are depreciated by the straight line method of depreciation on the basis of a depreciation plan, through book depreciation and in accordance with Section 7, subsection 1 of the Act on Accounting. The level of the accumulated depreciation to the long-term assets

is set by the lifetime period which is determined with regards to the depreciation by common use. The process of depreciation starts at the very month in which the asset is put into use.

#### Supposed operating life time of the most significant groups of assets

Long-term fixed assets	Operating life in years
Underground tunnels	100
Underground power supply system	30
Tram tracks - railway superstructure	30
Tram tracks - railway substructure	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

#### 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

The assets acquired through a grant fully financing the acquisition of a long-term intangible or tangible assets are not subject to depreciation.

The assets acquired through compensation are booked as assets from own sources and are subject to depreciation.

On the date of the financial statement, adjusting entries are created to the accounts of depreciated long-term assets. Their level is determined on the basis of stocktaking and individual assessment of the actual condition of each entry, where the use value of long-term assets (the use value is also the assets' selling price) is considerably lower than their valuation in the accounting books after the deduction of accumulated depreciation; the reduction in value cannot be considered permanent. In 2010, no adjusting entries were created to the accounts of depreciated long-term assets.

### 3.2. Long-term financial assets

Long-term financial assets represent the ownership interest in controlled and managed entities and in accounting units under essential influence; upon their acquisition they are booked with the purchase cost.

On the date of the financial statement, the ownership interest in controlled and managed entities and in accounting units under essential influence is valued by the equity method, i.e. the value of the ownership interest is on the date of the financial statement adjusted to the value corresponding to the proportion of the Company's interest in the subsidiary's equity capital. The valuation by equity method is booked as a change of the security value correlatively to account 414 – Valuation changes resulting from revaluing assets and liabilities.

### 3.3. Derivatives

The Company has financial derivatives which serve in accordance with the Company's risk management strategy as an effective securing tool.

All financial derivatives are accounted as assets if of positive real value, and as liabilities if of negative real value.

The transactions subjected to the tests of effectiveness were in 2010 still accounted in hedge accounting. The derivatives which do not meet the conditions for hedge accounting are intended for trading.

### 3.4. Inventory

Purchased items of inventory are valued at purchase costs. The purchase cost of inventory items comprises the expenses related to the items' acquisition, particularly freight charges, commission, customs duty, premium fees, packing and postage charges, discount.

The items of inventory of the same kind, with the exception of canteen goods, are kept in store valued at the price determined by a weighted arithmetic mean. The canteen goods are kept in store valued at the real purchase cost.

If the expenses related to the acquisition are not included in the purchase cost of specific material and goods, they are monitored on a separate analytical inventory account and once every month are under an internal directive dissolved into the material and goods used. The procedure is also used in the Company for freight charges secured by internal services.

In accordance with the Czech Accounting Standard for Entrepreneurs No. 15, the acquisition and outflow of inventory items is done by the A method.

The inventory acquired by own work is valued by working costs.

Spare parts and other material acquired by own work in a non-recurring way are valued by actual working costs. Spare parts and items of other material acquired by own work whose price per item cannot be unambiguously determined (i.e. spare parts and other material constantly produced) are valued on the basis of pre-determined prices. The expense components included in the spare parts' and other material's prices set at the level of working costs are: direct material and energy consumption, direct wages, health and social insurance premiums, factory expense share, cooperation, freight charges.

The inventory reproduction price was determined with respect to the current average store price upon finding an inventory surplus (diesel oil, coolant, oil, other working liquids, reducing valve, damper and other overhead material). The reproduction price determined by an expert assessment is applied to inventory items produced by the material acquired from the long-term assets liquidation or repairs.

Adjusting entries to the inventory are created on the basis of a supply unit. The adjusting entries were created on the basis of a performed stocktaking, after the condition and storage length assessment and with respect to the expected non-usability and minimum marketability.

### 3.5. Receivables

Upon their formation, receivables are valued by nominal value which is subsequently decreased by relevant adjusting entries to dubious amounts.

Those receivables which are as of the date of the financial statement payable in up to one year are shown as sort-term receivables. All other receivables are shown as long-term ones.

The receivable accounts also record the receivables for the CCP and related companies by long-term assets, i.e. the receivables which are contentually related to the Company works unconnected with the Company's activity and resulting in relation to the Company's investment construction (in particular the subway lines construction).

To the trade receivables and other receivables, adjusting entries are created in accordance with relevant acts and legal department's instructions. Tax adjusting entries are created at the level allowed by the relevant act. To the receivables which are half a year to one year overdue, accounting adjusting entries are created at such a level so that the total sum of the tax and accounting adjusting entries is 50% of the receivable's unsettled balance sheet value, to the receivables which are more than a year overdue, the entries are created at a level up to 100% of the receivable's balance sheet value.

Accounting adjusting entries are created to the receivables from fare surcharge and to the fare receivables which occurred up to the end of 2007. The level of adjusting entries is set in percentage with regard to the expected extent of the receivable settlement according to the statement of the company in charge of recording and recovering the receivables.

Unsettled receivables from the fare surcharges and fare receivables which arose at the beginning of 2008 are bought off by the Tessile ditta a.s. company. Liabilities and receivables are mutually set off within the meaning of the Civil and Commercial Codes in accordance with the arrangement between business partners.

### 3.6. Trade liabilities

Trade liabilities are booked in their nominal value. Those liabilities which are as of the date of the financial statement payable in up to one year are shown as sort-term receivables. All other liabilities are shown as long-term ones.

### 3.7. Credits

Credits are booked in their nominal value. The credit interest is booked in the trading income in the accounting period to which it applies. In accordance with Section 47, subsection 1 of the Decree the Company has decided not to include the credit interest in the long-term assets valuation nor in the technical revaluation.

A part of a long-term credit payable in up to one year from the date of the financial statement is considered a short-term one.

### 3.8. Reserves

Reserves are created in order to cover future risks and expenses which are likely to occur and whose purpose is known, whose specific amount and maturity date, however, remain unspecified. Tax-effective reserves for the repairs of assets are created in accordance with the repair work schedule. Their creation and use are governed by the relevant Act.

The reserve for the performance of the compensation of accidents at work or job-related diseases, claimed by certain former employees, is created on the basis of the statistical evaluation of available historical data, at the level of the actual value of anticipated future payments by reason of the claims which occurred up to the date of the financial statement.

The reserve for the likely impact of lawsuits is created on the basis of an assessment of the anticipated results of current lawsuits.

### 3.9. Figures in foreign currencies converted into the Czech currency

The exchange rate differences are booked in accordance with the Decree and with the Czech Accounting Standards for entrepreneurs.

The assets and liabilities evaluated in a foreign currency are converted to the Czech currency by the bank daily rate of exchange within the meaning of regulations in force. The foreign currency cash desk uses fixed quarterly exchange rates which are set on the first day of the given quarter according to the exchange rate set by the Czech National Bank.

Within the monthly financial statements of foreign currency bank accounts, the figures are converted into the Czech currency according to the rate of exchange valid on the last day of the given month.

The assets and liabilities kept in a foreign currency are converted on the date of the financial statement according to the rate of exchange set by the Czech National Bank and valid on that date; the established exchange rate differences are booked with respect to their nature to either the expenses account or the revenues account.

### 3.10. Taxes

#### 3.10.1. Long-term assets tax write-offs

The straight line method is used for the purposes of the tax write-offs calculation.

In 2008, tangible assets tax writing-off was suspended by the CEO's decision on the grounds of efficient use of the tax losses carried forward. As of the tax period of 2010, the long-term tangible assets tax writing-off is again in use.

#### 3.10.2. Deferred tax

The deferred tax is calculated by a liabilities method which is based on the balance sheet approach. The liabilities method is a calculating method which uses the income tax rate valid in future periods. The balance sheet approach means that the liabilities method is based on temporary differences, i.e. the differences between the assets (or liabilities) tax base and the level of assets (or liabilities) stated in the balance sheet. The assets (or liabilities) tax base is the value of the assets (or liabilities) that may be applied for tax purposes in the future.

The deferred tax obligations and receivables are mutually set off and in the balance sheet their net value is stated.

### 3.11. Compensation

The Company received compensation in accordance with the Regulation (EC) No. 1370/2007 of the European Parliament and of the Council, which came into force on December 3, 2009. The compensation is perceived as the cost of a public service which is to cover the demonstrable loss (expenses spent in connection with the fulfilment of the Contract of public service liability) and to secure a reasonable profit; the profit is to enable the creation of own resources for financing the renewal of assets and for other investments to improve the services approved of by the customer.

In connection to the contractual stipulation of the Contract of public service

liability, the Company books the advance on the compensation in the course of the given year; within the annual financial statement, the advance is booked alongside the claim arising from the above mentioned contract. The compensational amount is booked to the revenues account as a revenue from the sales of own products and own services.

### 3.12. Subsidies

The subsidies intended for the settlement of expenses are booked to the account of other operating revenues in the material and time context with the booking of the expenses earmarked for the given purpose.

The subsidy for the long-term intangible and tangible assets acquisition and for the technical revaluation lowers the purchase cost or own working costs at the moment of capitalization. On the date of balance, the use of the subsidy is booked to the as yet non-capitalized long-term assets and receivables resulting from the handover of long-term assets unrelated to the Company's activities.

### 3.13. Revenues

The transport revenues are booked in the period in which the transport services were provided.

Other revenues are booked in the period with which they are in material and time context.

The revenues and proceeds related to future periods are accrued.

Accrual of revenues 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 revenues shall be classified by a proportional amount according to the remaining usable life of the real estate subject to the created easement

### 3.14. Application of estimates

The preparation of the financial statement requires of the Company to use the estimates and assumptions that influence the reported value of the assets and liabilities on the date of the financial statement and also the reported level of revenues and costs in the monitored period. The Company has specified those estimates and assumptions on the basis of all available and relevant information. However, as is clear from the principle of an estimate, the actual future values might differ from the estimates.

### 3.15. Extraordinary expenses and revenues

The entries include revenues from/costs of operations wholly extraordinary in view of common activity of the accounting unit and also the revenues from/costs of random extraordinary events.

In 2009, accounting entries connected to the sale of a part of the Company were debited to those costs and revenues.

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

In 2010, the following major changes in reporting occurred:

Compensation accounting methodology

Since 2010, following the legislative change related to the provision of public interest services, the Company accounts the compensation, not the subsidies intended for the settlement of expenses.

The Regulation (EC) No. 1370/2007 of the European Parliament and of the Council defines compensation as any advantage, especially a financial one, which is directly or indirectly provided from public funds by the relevant body during or in connection with the period of public service liability performance. The compensation may not exceed the amount equal to the net financial impact, which is the sum of positive or negative impacts that the public service liability performance has on the public services provider's costs and proceeds. The contract of the public service liability made between DP and CCP specifies the compensation calculation method, the reasonable profit calculation method and the spreading of risk method.

Up to the end of 2009, the subsidy intended for the settlement of expenses had been booked to the operating revenues; that meant the settlement of the demonstrable loss specified on the basis of prior contractual stipulations

between DP and CCP which respected the past legislative demands, in particular the Act No. 111/1994 Coll. As of 2010, the compensation is booked as a revenue from the sales of own products and own services.

The long-term tangible assets acquisition by a barter contract

Since 2010, the method of accounting the costs and revenues arising from a barter contract has changed.

Up to the end of 2009, the costs and revenues were shown in the profit and loss statement under the Other operating expenses and Other operating revenues entries. Since 2010, they are shown under the Sold long-term assets proceeds and Present value of the sold long-term assets entries.

### 3.17. Cash flow statement

The cash flow statement was prepared using the indirect method. The monetary equivalent is considered short-term current assets which can be easily and promptly converted into a predetermined amount of cash. The pecuniary means and monetary equivalents can be analyzed as follows:

Cash flow statement (in thous. CZK)		
Pecuniary equivalent	31 December 2010	31 December 2009
Cash in hand and funds in transit	22,875	23,428
Bank accounts	1,804,846	249,682
<b>Pecuniary means and pecuniary equivalents in total</b>	<b>1,827,721</b>	<b>273,110</b>

The money flows from operating, investing or financing activities are shown in the cash flow statement in an uncompensated form.

## 4. Additional information to the balance sheet and to the profit and loss statement

### 4.1. Company specifics

#### 4.1.1. Statements adjustment

In the balance sheet and in the profit and loss statement, the entries are shown in the order as regulated by the Decree. Moreover, DP shows in those statements further subentries to provide better comprehensibility and information capability of the accounting entry. The data shown are

the following:

Profit and loss statement

II.1	1.1 Fare revenues
	1.2 Public service liability compensation *)
	1.3 Other revenues
B.2	2.1 Repairs and maintenance
	2.2 Other services
C.	5. Additional pension insurance and life insurance expenses

\*) new line (see 3.16)

Line IV. – in comparison with 2009, the Company does not show the subsidy intended for the settlement of expenses on a separate line.

Lines XI. and 0. show an aggregate statement of exchange rate differences.

**Balance sheet statement - liabilities – B.III.7**

In comparison with 2009, the Company does not show the subsidies on a separate line.

**4.1.2. Compensation and subsidies**

For 2010, the Company has shown a profit of CZK 1,354,272,000. The profit was made in a direct consequence of the legislative change and the following changes in accounting procedures, see 3.11 and 3.16. The expenses spent in connection with the public service liability and the reasonable profit for the return on equity are covered in the form of compensation which is booked as a part of the Revenues from the sales of own products and own services.

To fully understand and be able to evaluate the financial and proprietary standings of the Company, it is essential to point out that the Company is the beneficiary of the compensation for public service liability and of a significant portion of an investment grant provided by various providers.

In 2010, the Company received a compensation advance of CZK 11,455,890,000, out of which CZK 11,426,371,000 was booked as a revenue and CZK 29,519,000 is passed over as an advance payment to 2011.

In accordance with the Contract of public service liability made with the CCP, the Company used the compensation to cover the expenses of public transport system and to renew the vehicle fleet. The final extent of compensation was approved of in accordance with present legislation and contractual stipulations.

In 2010, the Company accounted the subsidies intended for the settlement of expenses and for the long-term assets acquisition at the extent of CZK 1,341,539,000. The subsidies are shown in accordance with the present legislation of the Czech Republic and the EU.

Subsidies by purpose (in thous. CZK)			
<b>Subsidies in total</b>			<b>1,341,539</b>
<b>Subsidies for expense settlement</b>			<b>102,487</b>
Subsidies from CCP budget			4,636
standard expenses of project No. 22005, call 2 of OPPK - elevator in underground station Chodov		1,241	
standard expenses of project No. 22005, call 2 of OPPK - RTT Myslíkova		1,280	
standard expenses of project No. 22005, call 2 of OPPK - RTT Střelničná - Klapkova including		2,115	
Subsidies from state budget			40,000
in chapter 07: for civil protection (operation of protective systems)		40,000	
Subsidies within the PIT			57,551
subsidies for zone 0-PIT and line No. 292		40,441	
subsidies from municipalities for zones 1, 2 of PIT		7,180	
subsidies from SK-KÚ - zones 1, 2		9,930	
Special-purpose subsidy from the City District of Prague 4			300
<b>Subsidies for acquisition of fixed assets</b>			<b>1,239,052</b>
Subsidies from state budget			11,200
for acquisition of new buses		11,200	
Subsidies from the CCP budget			1,227,852
4534 – underground line A (Dejvická – Ruzyně Airport)			
6786 – Operating section I of the underground line D		60,000	
40775 – Vestibule II of the underground station Národní třída, barrier-free access		60,000	
Subsidies from state budget – OPPK + subs. from structural funds of the EU – OPPK			<b>107,852</b>
in that: – subsidies from structural funds of the EU – OPPK	99,107		
– subsidies from state budget – OPPK	8,745		
from that:			
22004 – lift construction in the Chodov metro station, II. appeal of the OPPK	<b>17,894</b>		
from that: EU	16,443		
state budget	1,451		
22005 – RTT Myslíkova, II. appeal of the OPPK	1,572		
from that: EU	1,444		
state budget	128		
22006 – RZZ Střelničná – Klapkova incl. turning place, II. appeal of the OPPK	<b>88,386</b>		
from that: EU	81,220		
state budget	7,166		



## 4.2. Long-term intangible assets

Acquisition price (in thous. CZK)							
	Balance as of 31 December 2008	Increases	Decreases	Balance as of 31 December 2009	Increases	Decreases	Balance as of 31 December 2010
Software	521,204	101,863	5,145	617,922	120,551	685	737,788
Valuable rights	7,082	3,000	0	10,082	0	0	10,082
Other immaterial intangible assets	53,941	53,141	0	107,082	13,920	0	121,002
Immaterial intangible in progress	133,642	77,005	159,857	50,790	171,002	141,097	80,695
Advance payments provided for immaterial intangible assets	1,990	0	1,990	0	0	0	0
<b>In total</b>	<b>717,859</b>	<b>235,009</b>	<b>166,992</b>	<b>785,876</b>	<b>305,473</b>	<b>141,782</b>	<b>949,567</b>

Accumulated depreciation (in thous. CZK)							
	Balance as of 31 December 2008	Increases	Decreases	Balance as of 31 December 2009	Increases	Decreases	Balance as of 31 December 2010
Software	434,067	77,489	5,145	506,411	91,023	703	596,731
Valuable rights	7,032	1,133	0	8,165	1,000	0	9,165
Other immaterial intangible assets	19,771	33,233	0	53,004	26,146	0	79,150
<b>In total</b>	<b>460,870</b>	<b>111,855</b>	<b>5,145</b>	<b>567,580</b>	<b>118,169</b>	<b>703</b>	<b>685,046</b>

Net book value (in thous. CZK)			
	Balance as of 31 December 2008	Balance as of 31 December 2009	Balance as of 31 December 2010
Software	87,137	111,511	141,057
Valuable rights	50	1,917	917
Other immaterial intangible assets	34,170	54,078	41,852
Immaterial intangible in progress	133,642	50,790	80,695
Advance payments provided for immaterial intangible assets	1,990	0	0
<b>In total</b>	<b>256,989</b>	<b>218,296</b>	<b>264,521</b>

### 4.2.1. Long-term intangible assets acquired by own work

In 2010, no long-term intangible assets were acquired by own work.

### 4.2.2. Assets not included in the balance sheet

Intangible assets recorded on the accounts off balance sheet (in thous. CZK)		
Type of asset	Acquisition price	
	2010	2009
Immaterial intangible assets	15,311	16,095
Fixed subsidised assets	125,423	90,469
<b>In total</b>	<b>140,734</b>	<b>106,564</b>

### 4.3. Long-term tangible assets

Acquisition price (in thous. CZK)							
	Balance as of 31 December 2008	Increases	Decreases	Balance as of 31 December 2009	Increases	Decreases	Balance as of 31 December 2010
Lands	3,229,915	70,805	43,864	3,256,856	143,330	154,210	3,245,976
Building structures	53,627,732	789,076	174,266	54,242,542	515,707	111,882	54,646,367
Individual movable assets	33,785,299	1,339,374	610,800	34,513,873	1,312,044	510,964	35,314,953
Machinery and equipment	10,104,464	594,484	296,328	10,402,620	208,768	165,370	10,446,018
Means of transport	23,659,432	744,890	304,687	24,099,635	1,103,276	344,911	24,858,000
Inventory	21,403	0	9,785	11,618	0	683	10,935
Other immaterial tangible assets	38,129	0	0	38,129	0	0	38,129
Immaterial tangible assets in progress	2,290,269	5,411,429	5,321,992	2,379,706	5,337,981	3,845,204	3,872,483
Advance payments for immaterial tangible assets	860,131	3,994,325	4,023,660	830,796	4,310,115	3,847,795	1,293,116
<b>In total</b>	<b>93,831,475</b>	<b>11,605,009</b>	<b>10,174,582</b>	<b>95,261,902</b>	<b>11,619,177</b>	<b>8,470,055</b>	<b>98,411,024</b>

Accumulated depreciation and adjustments (in thous. CZK)							
	Balance as of 31 December 2008	Increases	Decreases	Balance as of 31 December 2009	Increases	Decreases	Balance as of 31 December 2010
Building structures	12,322,358	932,960	78,749	13,176,569	2,462,738	1,551,732	14,087,575
Individual movable assets	16,954,901	1,560,469	540,638	17,974,732	1,535,670	507,330	19,003,072
Machinery and equipment	6,502,645	621,735	228,266	6,896,114	553,506	161,425	7,288,195
Means of transport	10,434,197	937,363	301,712	11,069,848	981,439	345,251	11,706,036
Inventory	17,014	1,371	9,615	8,770	725	654	8,841
Adjustment to means of transport	1,045	0	1,045	0	0	0	0
Adjustment to advance payments for immaterial tangible assets	0	0	0	0	0	0	0
<b>In total</b>	<b>29,277,259</b>	<b>2,493,429</b>	<b>619,387</b>	<b>31,151,301</b>	<b>3,998,408</b>	<b>2,059,062</b>	<b>33,090,647</b>

### Net book value (in thous. CZK)

	Balance as of 31 December 2008	Balance as of 31 December 2009	Balance as of 31 December 2010
Lands	3,229,915	3,256,856	3,245,976
Building structures	41,305,374	41,065,973	40,558,792
Individual movable assets	16,830,398	16,539,141	16,311,881
Machinery and equipment	3,601,819	3,506,506	3,157,823
Means of transport	13,225,235	13,029,787	13,151,964
Inventory	4,389	2,848	2,094
Adjustment entries	-1,045	0	0
Other immaterial tangible assets	38,129	38,129	38,129
Immaterial tangible assets in progress	2,290,269	2,379,706	3,872,483
Advance payments for immaterial tangible assets	860,131	830,796	1,293,116
<b>In total</b>	<b>64,554,216</b>	<b>64,110,601</b>	<b>65,320,377</b>

The Company hires out the following:

- real estates, non-residential rooms in garages, vehicle depots, subway train depots, subway stations, tram loops, public transport stops etc.
- areas in both movable and immovable assets, in particular for advertising, fibre optic cables placement in the subway stations, the use of a telecommunication system in the subway, antennas placement, telecommunication equipment etc.
- movable assets, e.g. freight elevators in subway stations, camera systems, lighting instruments, transformer stations in substations etc.

On the date of the financial statement, no land registry registers any procedure resulting in the real estate acquisition by the Company.

#### 4.3.1. Long-term assets laden with the right of lien

On the date of December 31, 2010, 514 real estates were laden with easement by a contract on the institution of easement. In most cases, the burden concerns the permit to operate relevant devices in the subway, the buildings' doorways etc.

On the date of June 15, 2005, a security agreement was made between DP as the debtor (pledger) and banks as the creditors (pledgees); the banks share the credit granted to the Company to acquire new subway trains. One hundred electric railcars produced by the Siemens Kolečová vozidla s.r.o. company are pledged. According to the contract, the right of lien was established for the period until the credit is fully and duly paid.

#### 4.3.2. Long-term tangible assets acquired by own work

By own work, tramway tracks and traction lines were reconstructed and vehicles were renovated. For valuation method, see 3.1.

#### 4.3.3. Assets leased through financial leasing

The Company has no assets leased through financial leasing.

#### 4.3.4. Assets not included in the balance sheet

Tangible assets recorded on the accounts off balance sheet (in thous. CZK)		
Type of asset	Acquisition price	
	2010	2009
Low-value tangible assets	593,888	600,259
Fixed subsidised assets	42,963,499	38,021,445
<b>In total</b>	<b>43,557,387</b>	<b>38,621,704</b>

#### 4.4. Long-term financial assets

##### 4.4.1 Shares in controlled and managed entities

Shares in controlled and managed organisations (in thous. CZK)				
Company name	2010		2009	
	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	421	100
Střední průmyslová škola dopravní, a.s.	22	100	22	100

#### 2010 (in thous. CZK)

Company name	Acquisition price	Revaluation	Nominal value	*Equity capital of the company	*Accounting trading income	Financial revenues	Share value
GTR-DP Praha s.r.o.	800	3,629	800	11,072	7,017	2,000	4,429
Pražská strojírna a.s.	184,814	16,782	186,502	201,596	8,189	0	201,596
Střední průmyslová škola dopravní, a.s.	11,322	16,682	21,930	28,004	482	0	28,004
<b>In total</b>	<b>196,936</b>	<b>37,093</b>	<b>209,232</b>	<b>240,672</b>	<b>15,688</b>	<b>2,000</b>	<b>234,029</b>

\*) The data show the condition as per January 24, 2011

#### 2009 (in thous. CZK)

Company name	Acquisition price	Revaluation	Nominal value	*Equity capital of the company	*Accounting trading income	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	0	186,731
Střední průmyslová škola dopravní, a.s.	11,322	16,200	21,930	27,522	15	0	27,522
<b>In total</b>	<b>196,936</b>	<b>21,627</b>	<b>209,232</b>	<b>225,028</b>	<b>-1,024</b>	<b>4,300</b>	<b>218,563</b>

\*) The data show the condition as per January 24, 2010

##### 4.4.2 Shares in accounting units under substantial influence

#### 2010 (in thous. CZK)

Company name	Acquisition price	Revaluation	Nominal value	*Equity capital of the company	*Accounting trading income	Financial revenues	Share value
RENCAR PRAHA, a.s.	840	17,912	840	66,973	47,145	13,188	18,752
<b>In total</b>	<b>840</b>	<b>17,912</b>	<b>840</b>	<b>66,973</b>	<b>47,145</b>	<b>13,188</b>	<b>18,752</b>

\*) The data show the condition as per January 24, 2011

#### 2009 (in thous. CZK)

Company name	Acquisition price	Revaluation	Nominal value	*Equity capital of the company	*Accounting trading income	Financial revenues	Share value
RENCAR PRAHA, a.s.	840	18,657	840	69,633	49,850	13,440	19,497
<b>In total</b>	<b>840</b>	<b>18,657</b>	<b>840</b>	<b>69,633</b>	<b>49,850</b>	<b>13,440</b>	<b>19,497</b>

\*) The data show the condition as per January 24, 2010

The securities amounted to 84 shares, the basic capital share was 28%. There has been no change in comparison with 2009.

#### 4.5. Inventory

Stock inventories (in thous. CZK)		
	as of 31 December 2010	as of 31 December 2009
Spare parts	161,744	195,875
Auxiliary material	107,473	93,669
Clothing and protective tools	23,784	40,576
Fuels	20,608	17,937
Other material	3,405	8,305
Material on the way	698	0
Adjustments	-15,678	-23,832
<b>Material in total</b>	<b>302,034</b>	<b>332,530</b>
Poskytnuté zálohy na zásoby	47	2,276
Work in progress and semi-finished products	4,632	3,980
Goods	1,460	1,439
<b>Value in total</b>	<b>308,173</b>	<b>340,225</b>

The decrease in the warehouse stock financial volume results from:

- a) an intense activity in the field of warehousing management in the course of 2010;
- b) the sale of material stock no longer used by DP.

#### 4.6. Long-term receivables

On the date of December 31, 2010, the Long-term receivables entry showed the balance of CZK 46,064,000; on the date of December 31, 2009, the balance amounted to CZK 33,808,000.

The long-term receivables entry is created particularly by the claim for the GTS Czech s.r.o. company by the Contract on the institution of easement,

based on the right of storing and operating the equipment brought in to the subway area. The contract duration is until March 2019. The receivable due by December 31, 2011, is in accordance with the applicable accounting regulations shown under the C.III item: Short-term receivables.

Another important item comprises the advances to the ŠKODA TRANSPORTATION a.s. company for unplanned repairs under the Maintenance Agreement regarding the Prague subway trains 81-71M, the maintenance to be performed in the form of Full Service.

#### 4.6.1. Long-term receivables to the group companies

##### Long-term trade liabilities

The Company has no long-term trade liabilities within the group.

#### 4.7. Short-term receivables

##### 4.7.1. Trade receivables age structure

Age structure of trade receivables (in thous. CZK)											
Year	Category	Before due date	Past due date					Past due days in total	In total	Surcharges *	In total including surcharges
			0-90 days	91-180 days	181-365 days	1-2 roky	2 a více let				
2010	Gross	427,032	18,754	3,097	17,721	34,104	18,699	92,375	<b>519,407</b>	303,316	<b>822,723</b>
	Adjustments	0	0	0	1,070	9,212	18,691	28,973	<b>28,973</b>	145,498	<b>174,471</b>
	Nett	427,032	18,754	3,097	16,651	24,892	8	63,402	<b>490,434</b>	157,818	<b>648,252</b>
2009	Gross	559,764	30,609	20,494	13,453	3,872	19,857	88,285	<b>648,049</b>	309,070	<b>957,119</b>
	Adjustments	0	0	0	6,609	2,132	19,819	28,560	<b>28,560</b>	124,825	<b>153,385</b>
	Nett	559,764	30,609	20,494	6,844	1,740	38	59,725	<b>619,489</b>	184,245	<b>803,734</b>

\*) The Surcharges item includes the receivables from the fare surcharges and the fare receivables from the fare surcharges. In particular, the receivables with an expired payment period are concerned.

The major receivables include those from the coupons sales, advertising space lease, SMS tickets, vehicle repairs and maintenance, non-residential rooms lease including the energies, non-depreciated long-term tangible assets sales and stockpile items sales. Those receivables are before the due date.

#### 4.7.2. Receivables to the group companies

Short-term receivables (in thous. CZK)		
Company name	Balance as of 31 December 2010	Balance as of 31 December 2009
CCP (The Capital City of Prague)	168,812	171,662
GTR-DP Praha s.r.o.	17	17
Pražská energetika, a.s.	12,777	12,598
Pražská plynárenská, a.s.	261	82
Pražská strojírna a.s.	50,085	40,660
Pražská teplárenská a.s.	6	6
Pražská vodohospodářská společnost a.s.	32	0
PREdistribuce, a.s.	18	1,640
RENCAR PRAHA, a.s.	33,702	36,053
Střední průmyslová škola dopravní, a.s.	761	856
<b>Short-term receivables from companies within the group in total</b>	<b>266,471</b>	<b>263,574</b>
Receivables outside the group	2,090,742	2,652,652
<b>Short-term receivables in total</b>	<b>2,357,213</b>	<b>2,916,226</b>

The claims for the CCP comprise the trade receivables based on the investing activities on behalf of the CCP. During the investment construction, DP sometimes infringes on other owners' properties. Most of such affected property belongs to the CCP or organizations that come under (or are established by) the CCP. This fact may result in the appreciation of another owner's property. The expense spent on such an appreciation is shown by the Company as a short-term trade receivable. In 2010, DP recorded an induced investment balance on behalf of the CCP of CZK 167,245,000, in 2009 the balance amounted to CZK 170,236,000.

The Company is aiming at having these expenses reimbursed. As per December 31, 2010, the company had at its disposal a written certification of the amount receivable, issued by the budget department of the CCP municipal authority. At present, the Company is expecting further confirmation of the fact by relevant authorities of the CCP.

#### 4.7.3. Other short-term receivables

The State – tax receivables entry is comprised of a receivable based on the excess value added tax deduction in the months of November and December 2010 of CZK 609,918,000, as per December 31, 2009, it showed the amount of CZK 378,932,000.

As per December 31, 2010, the estimated pre-paid items entry showed the balance of CZK 70,714,000, as of December 31, 2009, the balance amounted to CZK 65,779,000. The balance is comprised mainly of an insurance company bonus award of CZK 31,670,000 and of estimated entries created due to the non-invoiced delivery of supplies, services and insurance company compensations for accidents, damages, old age pensions and accidents at work.

On the date of December 31, 2010, the Other receivables entry showed the balance of CZK 808,463,000; on the date of December 31, 2009, the receivable balance amounted to CZK 1,478,803,000.

As per December 31, 2010, the Other receivables entry also comprises the receivable based on the declared source of subsidies which amounts to CZK 545,439,000. The receivable is an investment grant claim to finance the Plzeňská tramway track reconstruction (TTR) which amounts to CZK 467,973,000, and an investment grant claim to finance the Myslíkova TTR which amounts to CZK 77,466,000.

The Other receivables entry decreased in particular due to the accumulated loss receivable for 2009 from the CCP. As per December 31, 2010, the receivable amounted to CZK 353,697,000. After the confirmation of a mutual setting-off of the receivables and liabilities to the CCP in connection with the financial help intended for the Klappkova TTR and for the elevator in the Chodov station, the accumulated loss receivable amounts to CZK 230,412,000; the receivable has been confirmed in writing by the CCP. As per December 31, 2009, DP registered a receivable from the Capital City of Prague amounting to CZK 1,298,518,000 on the basis of the demonstrable loss for 2009.

#### 4.7.4. Right of lien

The Company has established the right of lien to all receivables to the CCP which arise from the contract on transport services and to all receivables from the performance of the insurance contract in the case of an insurance event occurring on the credited subway train cars.

The rights of lien have been established with the purpose of covering for the credit intended for the purchase of new subway train cars.

#### 4.7.5. Accrued assets

On the date of December 31, 2010, the Accrued costs entry showed the balance of CZK 252,922,000; on the date of December 31, 2009, the balance amounted to CZK 280,475,000. The decrease of the balance of this entry resulted from:

- invoicing the services (the ŠKODA TRANSPORTATION a.s. company) amounting to CZK 125,000,000; under the Full Service Maintenance Agreement the amount will be accrued in the expenses as long as the contract is in force, i.e. until December 15, 2020. In 2009, a proportional amount of CZK 519,000 was booked in the expenses, in 2010 an amount of CZK 11,883,000 was booked in the expenses. An amount of CZK 112,598,000 remains to be booked;
- the invoicing of the first portion of the total contract price for the services (by the Siemens, s.r.o. company) amounting to CZK 155,000,000; under the Full Service Maintenance Agreement the amount will be accrued in the expenses as long as the contract is in force, i.e. until December 31, 2019. In 2009, CZK 14,091,000 was booked in the expenses, in 2010 an amount of CZK 14,091,000 was booked. An amount of CZK 126,818,000 remains to be booked.

On the date of December 31, 2010, the Deferred income entry showed the balance of CZK 43,970,000; on the date of December 31, 2009, the balance amounted to CZK 27,566,000. The 2010 balance comprises in particular the booking of a credit note received in 2011 which reduces the accounting of the subway train cars maintenance for 2010 under the "Full Service Metro M1" Maintenance Agreement by the Siemens s.r.o. company of CZK 25,240,000 and the settling of the 2010 heat consumption of CZK 15,300,000 with the České teplo s.r.o. company.

#### 4.8. Equity

##### Equity changes overview

The Company's equity comprises the accounts of accounting classes 41 and 42, including the trading income of the current accounting period. During the 2010 accounting period the equity increased by CZK 1,257,205,000.

#### Review of changes in equity (in thous. CZK)

Account	Registered capital	Other capital funds	Revaluation of assets and liabilities	Reserve fund	Accumulated loss from previous years	Trading income of current period	Equity in total
Opening balance as of 1 January 2009	30,726,125	30,771,740	58,568	0	-3,473,932	50,954	58,133,455
Movements affecting overall equity							
Equity of current year						7,310	7,310
Paid out dividends							
Registered capital subscription							0
Donations/subsidies increasing the equity		122					122
Evaluation of lands and buildings		56,673					56,673
Valuation change resulting from revaluation of securities			-18,284				-18,284
Revaluation of derivatives			-532				-532
Movements not influencing total locked-up capital							
Reserve fund appropriation				50,954			50,954
Settlement of reserve fund loss				-50,954			-50,954
					50,954	-50,954	0
Closing balance as of December 31, 2009	30,726,125	30,828,535	39,752	0	-3,422,978	7,310	58,178,744
Movements influencing total locked-up capital							
Current year trading income						1,354,272	1,354,272
Dividends paid							
Registered capital subscription							0
Donations/Subsidies to increase locked-up capital		70					70
Land and buildings valuation		-2,353					-2,353
Valuation change resulting from revaluation of securities			14,721				14,721
Revaluation of derivatives			-135,192				-135,192
Deferred tax to derivatives			25,687				25,687
Movements not influencing total locked-up capital							0
Reserve fund appropriation				7,310			7,310
Settlement of reserve fund loss				-7,310			-7,310
					7,310	-7,310	0
Closing balance as of December 31, 2010	30,726,125	30,826,252	-55,032	0	-3,415,668	1,354,272	59,435,949

#### 4.9. Reserves

Reserves (data in thousands of CZK)							
	Balance as of 1 January 2009	Creation	Utilisation	Balance as of 31 December 2009	Creation	Utilisation and dissolution of reserves	Balance as of 31 December 2010
Reserve for corrections of immaterial tangible assets	1,510,407	307,529	147,361	1,670,575	0	702,371	968,204
Reserve for rents	5,249	11,796	1,187	15,858	0	2,638	13,220
Reserve for litigations	12,526	3,696	1,908	14,314	19,115	540	32,889
<b>Reserves total</b>	<b>1,528,182</b>	<b>323,021</b>	<b>150,456</b>	<b>1,700,747</b>	<b>19,115</b>	<b>705,549</b>	<b>1,014,313</b>

In accordance with the repair work schedule, several repairs were carried out, in particular the repairs of the Subway Transport Line, the Tram Transport Line and Immovable Property Administration units. In 2010, reserves of CZK 532,450,000 were dissolved. Those were particularly the reserves created in the years 2007 and 2008, however, by the end of 2010, the anticipated work had not yet begun, and furthermore those were the reserves dissolved after the revision of the repair work schedule by the Company's liable departments.

Further reserves are created with respect to the liabilities arising from previous events (a reserve for rents not paid by the insurance company) and for covering the liabilities which could result in a financial outflow (a reserve for lawsuits). The reserves are used or dissolved according to the status quo.

The reserves for lawsuits were increased due to the claims to arrears of rent where a joint ownership of land exists.

#### 4.10. Long-term trade liabilities

On the date of December 31, 2010, the Long-term trade liabilities entry showed the balance of CZK 32,100,000; on the date of December 31, 2009, the balance amounted to CZK 1,811,000.

The increase is caused by the booking of long-term liabilities to the Fujitsu Technology Solutions s.r.o. company of CZK 18,103,000 for MICROSOFT multilicences, and to the JOINING s.r.o. company of CZK 11,791,000 for the Hostivař substation technology.

The Company has no long-term trade liabilities within the group.

The liabilities covered according to the right of lien or secured in a different manner

On the date of June 15, 2005, a security agreement was made between DP as the debtor and bank creditors who share the credit granted to DP for new subway trains acquisition. One hundred subway electric railcars are pledged. According to the contract, the right of lien was established for the period until the credit is fully and duly paid.

In connection with the credit contract (see 4.12) a contract on fill-in bill declaration and on the use of blank bills was concluded. The contract guarantees that the Company's liabilities to the creditors arising from the credit contract on the purchase of underground railcars are met.

#### 4.11. Short-term liabilities

##### 4.11.1. Trade liabilities age structure

Age structure of trade liabilities (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		
2010	Short-term	2,645,261	504,425	160,428	10	13	-614	664,262	3,309,523
2009	Short-term	1,861,164	458,808	37,927	19,339	-597	-17	515,460	2,376,624

##### 4.11.2. Liabilities to the group companies

Short-term trade liabilities (in thousands of CZK)		
Company Name	Balance as of 31 December 2010	Balance as of 31 December 2009
GTR-DP Praha s.r.o.	4,134	5,507
HMP (The Capital City of Prague)	1	0
Informační služby – energetika, a.s.	282	2
Kolektory Praha, a.s.	0	17
Pražská energetika, a.s.	63,401	41,333
Pražská plynárenská, a.s.	1,635	504
Pražská strojírna a.s.	18,121	37,123
Pražská teplárenská a.s.	1,704	1,165
Pražské služby, a.s.	2,968	1,119
PREdistribuce, a.s.	0	10
RENCAR PRAHA, a.s.	0	3 763
Střední průmyslová škola dopravní, a.s.	2,972	3,066
Total short-term liabilities towards the group companies	95,218	93,609
Liabilities outside the group	3,214,305	2,283,015
<b>Total short-term liabilities</b>	<b>3,309,523</b>	<b>2,376,624</b>



#### 4.12. Bank credits

On May 15, 2002, a credit contract was concluded between the debtor (the Company) and the creditors representing the Česká spořitelna, a. s. and Československá obchodní banka, a. s. companies, on the purchase of twenty new underground train cars; the credit amounted to CZK 1,500,000,000 and EUR 89,928,000. The credit had been used until November 2004 and since December 2004 it has been repaid in quarterly instalments. So far, twenty-five repayments out of sixty-one have been paid. The credit will be paid off in 2019.

With regard to the dates of use of individual portions, the yearly interest rates differ. Therefore, the following securing derivatives were agreed by Československá obchodní banka, a. s. (ČSOB) and Česká spořitelna, a. s. The interest rate of the portion of the credit used in EUR is fixed at 4% and the margin is fixed at 1.35%.

The interest rates of the portion used in CZK are set by an interest option at the level from 3.85% to 5.7% by ČSOB and at 5.5% by Česká spořitelna; the margin is fixed at 1.35%.

Bank credits (data in thousands)				
Banka / Lender	Credit currency	Balance as of 31 December 2010	Balance as of 31 December 2009	Form of security 2010
Česká spořitelna-agent – credit for new underground trains	CZK	885,246	983,607	credited trains
Česká spořitelna-agent – credit for new underground trains	EUR	1,329,992	1,560,620	credited trains
Česká spořitelna – overdraft	CZK	0	–	
<b>Total</b>		<b>2,215,238</b>	<b>2,544,227</b>	

On the date of December 31, 2010, the credit balance in EUR was EUR 53,072,000 (on the date of December 31, 2009, the balance amounted to EUR 58,969,000).

Schedule of payments (data in thousands)						
Banka / creditor	2010	2011	2012	2013	2014	In future periods
Česká spořitelna - agent - CZK	98,361	73,770	122,951	98,361	98,361	491,803
Česká spořitelna - agent - EUR	5,897	4,423	7,371	5,897	5,897	29,484
- CZK	147,777	110,833	184,721	147,777	147,777	738,884
<b>Total instalments in CZK</b>	<b>246,138</b>	<b>184,603</b>	<b>307,672</b>	<b>246,138</b>	<b>246,138</b>	<b>1,230,687</b>

The portion of the credit due by December 31, 2011, is in accordance with the applicable accounting regulations shown under the B.IV.2 item: Short-term bank credits.

#### 4.13. Other short-term liabilities

On the date of December 31, 2010, the Other liabilities entry showed the balance of CZK 1,120,772,000; on the date of December 31, 2009, the balance amounted to CZK 1,275,163,000. The balance comprises particularly of:

Derivative financial tools (data in thousands of CZK)		
	Actual value (liability) as of 31 December 2010	Actual value (liability) as of 31 December 2009
Currency swap ČS	396,240	367,566
Currency swap ČSOB	150,820	136,512
ČSOB interest collar option	22,110	19,933
Derivative – forward ČS	14,836	13,996
ČS interest collar option	33,886	
Diesel oil hedging	643	26,646
Electrical energy swap	96,921	
<b>In total</b>	<b>715,456</b>	<b>564,653</b>

The increase in the derivatives' real value is caused by new trading in 2010: the interest option of Česká spořitelna and an electrical energy swap for the years 2012 and 2013.

The decrease in diesel oil hedging derivatives (a commencement of another receivable) is, in connection with the contract, caused by the increase in the diesel oil price.

A significant decrease in the Other liabilities entry is determined in particular by the decrease in the liability to the CCP from pre-financing the investing activities covered by the EU sources. As per December 31, 2010, the entry comprised only the loan from the CCP for the investing activity of the Myslíkova tramway track reconstruction.

#### 4.14. Deferred tax

The deferred tax obligation may be analyzed as follows:

Tax deferred on the basis of the following titles (in thous. CZK)		
	Balance as of 31 December 2010	Balance as of 31 December 2009
Fixed assets	2,496,671	2,062,968
Unpaid contractual penalties and fines	57,117	57,323
Adjustments to fixed assets	0	0
Adjustments to inventories	-2,978	-4,528
Adjustments to receivables	-781	-543
Reserves	-6,144	-3,013
Social and health insurance due	-1,214	-431
Derivatives	-25,687	0
Tax loss from previous years	-211,079	-1,059,923
<b>Deferred tax liability in total</b>	<b>2,305,905</b>	<b>1,051,853</b>

A significant increase in the deferred tax obligation is caused by the renewal of tax depreciation of long-term tangible assets and by the option of lower depreciation of tax loss from previous years.

#### 4.15. Due liabilities by social, health and life insurances and by additional pension insurance, tax obligations

##### 4.15.1. Liabilities by social, health and life insurances and by additional pension insurance

As per December 31, 2010, the due liabilities by social insurance and a contribution to the government employment policy amounted to CZK 106,155,000 (as per December 31, 2009, the amount was CZK 109,581,000).

As per December 31, 2010, the due liabilities by health insurance amounted to CZK 45,898,000 (as per December 31, 2009, the amount was CZK 47,649,000).

As per December 31, 2010, the due liabilities by the employees' life insurances amounted to CZK 197,000 (as per December 31, 2009, the amount was CZK 199,000).

As per December 31, 2010, the due liabilities by the employees' additional

pension insurances amounted to CZK 3,334,000 (as per December 31, 2009, the amount was CZK 5,040,000).

All the liabilities have yet to reach their maturity date.

#### 4.15.2. Tax obligations to local financial bodies

Tax liabilities with locally competent revenue authorities (in thous. CZK)		
	as of December 31, 2010	as of December 31, 2009
Tax on income of natural persons	42,660	48,389
Road tax	56	217
Environmental tax	43	22
Property tax (overpayment)	0	-5
<b>In total</b>	<b>42,759</b>	<b>48,623</b>

All the liabilities have yet to reach their maturity date.

#### 4.16. Accrued liabilities

On the date of December 31, 2010, the entry showed the balance of CZK 704,330,000; on the date of December 31, 2009, the balance amounted to CZK 716,693,000.

The balance comprises in particular the accrued revenues from time tickets and accrued revenues from easements established on the Company's assets.

#### 4.17. Revenues from standard activity by main activities

Revenues from standard activity by main activities (in thous. CZK)			
		2010	2009
Revenues from sale of own products and services in total		16,324,230	4,736,369
in that	Regular transport fare revenues	4,268,538	4,214,136
	Compensation for obligation of the public service	11,426,371	
	Other revenues	629,321	522,233
	of which: Lease	247,125	228,627
<b>Remunerations from fare surcharge</b>		<b>192,017</b>	<b>183,762</b>

The most important entry under the Revenues from the sales of own products and own services is the compensation received for public services, amounting to CZK 11,426,371,000. Since 2010, in connection with the provision of public interest services, the Company accounts the compensation, not the subsidy intended for the settlement of expenses. The use of the compensation is specified in 4.1.2.

Another significant entry is the revenues from the regular transport fare. In 2010, the Prague integrated transport system (PID) underwent several changes. As of July 1, 2010, free transportation in Prague applies to children from 6 to 10 years of age. In the Children from 10 to 15 years of age, Juniors from 15 to 19 years of age and Students from 19 to 26 years of age categories, time tickets were introduced which cover the period of 5 or 10 months. Gradually, several changes occurred in the way of issuing travel-cards for public transport system; the travelcards may now be bought only in an electronic form and saved on one's Opencard. The only exception to that system is the junior and student travelcards which may still be bought as paper coupons.

In 2010, the revenues from the regular transport fare (the fare surcharge omitted) increased by CZK 54,402,000, i.e. 1.29%, in comparison with the year 2009.

The revenues from the time travelcards sales, including the employee tickets and the time travelcards copies, have a 59.13% share in the total revenue of the PID.

The number of transported persons who have used short-time tickets increased by 8.30% in 2010 in comparison with the year 2009. That fact was influenced by the introduction of bridging tickets available from June 2010. The number of passengers who use single travel tickets, including the SMS ticket, has increased by 4.72%.

Revenues from other services include the revenues from other activities, particularly from the lease of lands, constructions and non-residential rooms, of flats and related services, from the lease of areas on movable property, from the repairs and maintenance of transport vehicles, from construction works at the tramway track and trolley lines reconstructions, from establishing easements, energy cession and the rendering of travel information to be published in daily press etc.

#### 4.17.1. Revenues realized with related parties

2010 (in thous. CZK)					
Subject	Relationship to the company	Inventories	Services	Other	In total
GTR-DP Praha s.r.o.	Subsidiary company	0	63	0	63
HMP	Parent company	0	10,384	13,301	23,685
Pražská energetika, a.s.	Other company	0	164	627	791
Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	Other company	0	94	5	99
Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	Other company	0	65	0	65
Pražská strojírna a.s.	Subsidiary company	32,742	745	0	33,487
Pražská teplárenská a.s.	Other company	0	154	268	422
Pražská vodohospodářská společnost a.s.	Affiliated company	0	88	0	88
Pražské služby, a.s.	Affiliated company	0	4,449	0	4,449
PREdistribuce, a.s.	Other company	0	3,402	588	3,990
PREměření, a.s.	Other company	0	0	372	372
RENCAR PRAHA, a.s.	Subsidiary company	11	58,462	3	58,476
Střední průmyslová škola dopravní, a.s.	Subsidiary company	0	4,180	0	4,180
<b>In total</b>		<b>32,753</b>	<b>82,250</b>	<b>15,164</b>	<b>130,167</b>

2009 (in thous. CZK)					
Subject	Relationship to the company	Inventories	Services	Other	In total
GTR-DP Praha s.r.o.	Subsidiary company	0	162	0	162
HMP	Parent company	0	7,199	321	7,520
Pražská energetika, a.s.	Other company	0	164	607	771
Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	Other company	0	125	0	125
Pražská strojírna a.s.	Subsidiary 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.	Subsidiary company	24	60,519	7	60,550
Střední průmyslová škola dopravní, a.s.	Subsidiary company	5	4,268	0	4,273
TERMONTA PRAHA a.s.	Other company	0	2	0	2
<b>In total</b>		<b>42,964</b>	<b>76,827</b>	<b>2,018</b>	<b>121,809</b>

#### 4.17.2. Purchases realized with related parties

2010 (in thous. CZK)					
Subject	Relationship to the company	Inventories	Services	Other	In total
AKROP	Other company	0	153	0	153
GTR-DP Praha s.r.o.	Subsidiary company	0	38,626	0	38,626
HMP	Parent company	99	466	96	661
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	1,020,980	1	7,301	1,028,282
Pražská plynárenská, a.s.	Other company	21,597	0	37	21,634
Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	Other company	0	4	0	4
Pražská strojírna a.s.	Subsidiary company	98,378	560	0	98,938
Pražská teplárenská a.s.	Other company	18,066	9	0	18,075
Pražské služby, a.s.	Affiliated company	3,112	2,850	0	5,962
PREdistribuce, a.s.	Other company	0	481	0	481
RENCAR PRAHA, a.s.	Subsidiary company	0	95	0	95
Střední průmyslová škola dopravní, a.s.	Subsidiary company	25	29,556	0	29,581
<b>In total</b>		<b>1,162,257</b>	<b>73,255</b>	<b>7,434</b>	<b>1,242,946</b>

2009 (in thous. CZK)					
Subject	Relationship to the company	Inventories	Services	Other	In total
GTR-DP Praha s.r.o.	Subsidiary company	0	38,003	0	38,003
HMP	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.	Subsidiary 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.	Subsidiary company	0	2,555	0	2,555
Střední průmyslová škola dopravní, a.s.	Subsidiary company	0	29,557	0	29,557
<b>In total</b>		<b>1,073,346</b>	<b>78,930</b>	<b>6,696</b>	<b>1,158,972</b>

#### 4.17.3. Purchase and sale of long-term intangible, tangible and financial assets with related parties

Sales in 2010 (in thous. CZK)			
Subject	Relationship to the company	ITA (Immaterial Tangible Assets)	
		Accounting value	Sales price
CCP (The Capital City of Prague)	Parent company	81,709	*) 83,837
Pražská strojírna a.s.	Subsidiary company	0	471
PREdistribuce, a.s.	Other company	9,238	15,413
<b>In total</b>		<b>90,947</b>	<b>99,721</b>

\*) The entry comprises particularly the assets acquired according to the barter contract, amounting to CZK 82,883,000.

Sales in 2009 (in thous. 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
<b>In total</b>		<b>970</b>	<b>4,756</b>

Purchases in 2010 (in thous. CZK)		
Subject	Relationship to the company	ITA (Immaterial Tangible Assets)
CCP (The Capital City of Prague)	Parent company	*) 82,727
Pražská plynárenská, a. s.	Other company	15,517
<b>In total</b>		<b>98,244</b>

\*) These are the assets converted in accordance with the barter contract.

Purchases in 2009 (in thous. CZK)		
Subject	Relationship to the company	ITA (Immaterial Tangible Assets)
CCP (The Capital City of Prague)	Parent company	384
Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s	Other company	92
Pražská strojírna a.s.	Subsidiary company	22,235
PREdistribuce, a.s.	Other company	2
RENCAR PRAHA, a.s.	Subsidiary company	6,767
<b>In total</b>		<b>29,480</b>

#### 4.18. Consumed purchases

Consumed purchases (in thous. CZK)		
	2010	2009
Energy, gas, heat	1,273,998	1,179,174
Material	932,654	1,146,588
Diesel oil, oils, lubricants, anti-freeze, petrol	713,986	556,613
Clothing and protective tools	52,742	57,520
Low-value tangible assets	22,786	39,440
Other	18,840	17,793
<b>In total</b>	<b>3,015,006</b>	<b>2,997,128</b>

#### 4.19. Services

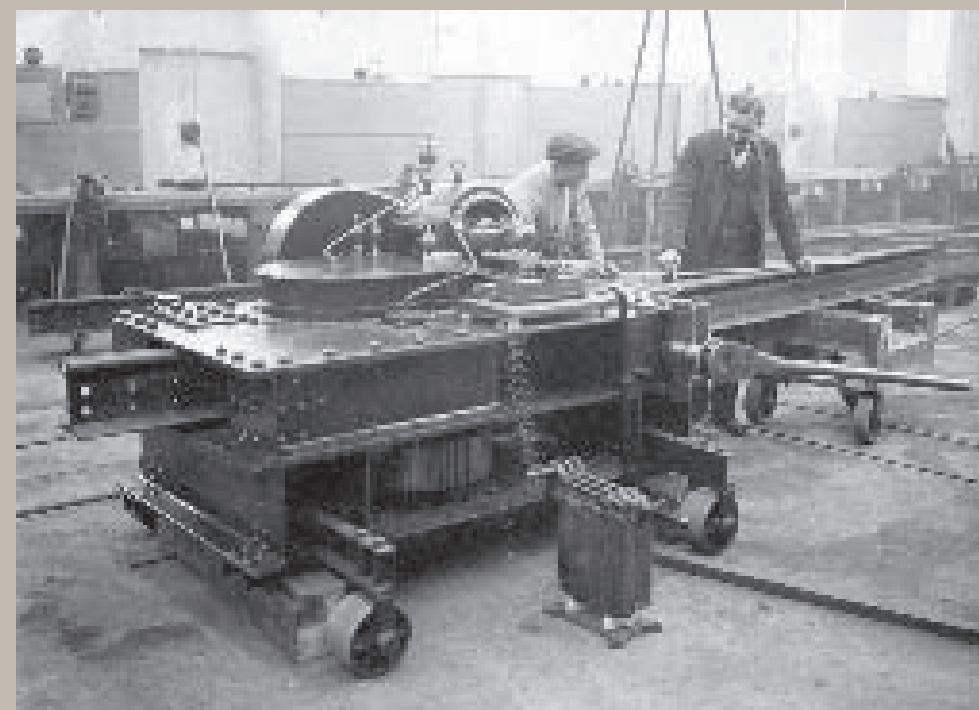
Services (Total costs of remuneration for audit company)		
	2010	2009
Repairs and maintenance	1,685,715	1,172,190
Services connected with transportation performance	408,442	385,589
Services of servicing nature	279,957	289,476
Data system services	254,559	259,908
České teplo - energy services	194,159	194,159
Remuneration for ticket sale	189,023	189,381
Costs of cleaning work at the premises and in means of transport of the urban mass transport	143,532	175,180
Costs of consulting services including audit	57,229	102,903
Cooperation services for orders - urban mass transport	107,293	98,015
Advertising services	53,305	54,217
Costs of legal assistance	51,992	40,252
Costs of translations, expertise reports, studies, expert opinions, analyses	29,874	31,705
Other services	288,857	343,055
<b>In total</b>	<b>3,743,937</b>	<b>3,336,030</b>

The increase in the repairs and maintenance entry is caused by the outsourcing of the underground train car repairs to the ŠKODA TRANSPORTATION a. s. company.

#### 4.19.1. Total cost of auditors' remuneration

Celkové náklady na odměny auditorské společnosti (in thous. CZK)		
	2010	2009
Obligatory audit of financial statements	2,362	2,307
Other non-auditing services	324	642
<b>In total</b>	<b>2,686</b>	<b>2,949</b>

There are no estimated items created for auditor services; the services are accounted at the time of their performance.



"Rustonka" (one of the eldest industrial factories in Prague), a tram rail bending, 1916.

#### 4.20. Depreciation of long-term intangible and tangible assets

Comparison of depreciation by asset category (in thous. CZK)			
Category		2010	2009
1310	Software	91,005	77,490
1400	Valuable rights	1,000	1,133
1900	Other intangible assets	26,146	33,233
2110	Lines	221,847	204,458
2111	Power supply system	126,393	128,854
2112	Underground tunnels	322,769	323,163
2113	Underground technical facilities	16,657	16,662
2114	Station pillars, waiting areas and station roofs	3,315	3,415
2115	Operating building objects	46,426	45,489
2116	Operating buildings and halls	137,524	138,568
2117	Operating structures	45,618	39,449
2118	Communication and protecting equipment	32,645	32,664
2210	MYPOL handling system	20,173	10,646
2211	IT devices - computers	34,958	56,683
2212	Communication and protecting equipment - machines	242,934	275,222
2213	Underground technical equipment	62,686	73,026
2214	Operating machines and equipment	115,736	113,972
2215	Power supply system - machines	77,019	90,500
2216	Funicular	0	3
2221	Underground vehicles	601,984	546,602
2222	Trams	133,907	127,791
2224	Standard buses	31,947	40,973
2225	Articulated buses	23,113	21,708
2226	Low-floor standard buses	83,124	86,989
2227	Low-floor articulated buses	18,427	13,554
2228	Underground escalators, lifts	64,913	67,245
2229	Passanger cars	1,473	3,108
2230	Other vehicles	8,303	9,059
2231	Other means of transport	14,248	17,670
2240	Inventory	725	1,371
	Net book value of liquidated fixed assets	2,191	5,136
<b>In total</b>		<b>2,609,206</b>	<b>2,605,836</b>

For information – in 2010, the depreciation of the subsidised long-term depreciated assets would amount to CZK 1,767,453,000.

#### 4.21. Sold material and Sold material proceeds

As per December 31, 2010, the Sold material entry amounted to CZK 292,373,000 (CZK 274,475,000 in 2009), the Sold material proceeds entry amounted to CZK 280,877,000 (CZK 241,719,000 in 2009).

The prevailing portion of those accounts balances consists of the entry: diesel oil to be processed into emulsifying diesel oil.

The difference between the Sold material entry and The Sold material proceeds entry has been caused in particular by the sale of unnecessary and superfluous inventory for which adjusting entries had been created in 2009.

#### 4.22. Sold long-term assets and sold long-term assets proceeds

In 2010, long-term assets of CZK 82,883,000 were exchanged with the CCP. Moreover, only standard sales of superfluous intangible assets were realized.

#### 4.23. Change in operating reserves and adjusting entries

Change in operating reserves and adjusting entries (in thous. CZK)		
	2010	2009
Change in balance – reserves for repairs of tangible assets	-702,371	160,168
Change in balance – other reserves	15,937	12,397
Change in balance – accounting adjustments – to receivables	25,495	2,041
Change in balance – tax adjustments	-3,039	-3,921
Change in balance – adjustments to inventories	-8,154	-22,457
Change in balance – adjustments to assets	0	-1,045
<b>Change in balance in total</b>	<b>-672,132</b>	<b>147,183</b>

#### 4.24. Other operating revenues

Other operating revenues (in thous. CZK)		
	2010	2009
Subsidies for expense settlement	97,851	9,447,856
Revenues from surcharges to fare	192,017	183,762
Revenues – assignment of unsettled receivables based on surcharges to fare	60,221	72,306
Prescribed compensation for repairs and maintenance as a result of damages or accidents	42,132	53,012
Prescribed compensation for injuries	23,206	19,083
Other operating revenues	52,047	40,545
<b>In total</b>	<b>467,474</b>	<b>9,816,564</b>

The difference in the Subsidies intended for the settlement of expenses entry is caused by the fact that since 2010, the Company has been accounting the compensation which is to add to the covering of the expenses spent in connection with the fulfilment of the Contract of public service liability. The amount is booked to the revenues account as a revenue from the sales of own products and own services.

The subsidies booked to the Other operating revenues entry are specified under 4.1.2.

The subsidies intended for the settlement of expenses were accepted on the ground of previous contractual stipulations which nevertheless respect the transitional provisions of present legislation.

#### 4.25. Other operating expenses

Other operating expenses		
	2010	2009
Insurance	264,242	272,369
Write-off assigned receivables	60,701	72,306
Incomplete permanent suspension of acquisition of long-term assets	24,296	4,072
Other operating expenses	22,093	44,447
Compensation for work injury	21,426	21,644
Write-off of receivables from transit control	26,169	6,612
<b>In total</b>	<b>418,927</b>	<b>421,450</b>

#### 4.26. Long-term financial assets revenues

Revenues from long-term financial assets (in thous. CZK)		
	2010	2009
Dividends – RENCAR PRAHA, a.s.	13,188	13,440
Dividends – GTR-DP Praha, s.r.o.	2,000	4,300
<b>In total</b>	<b>15,188</b>	<b>17,740</b>

#### 4.27. Revenues from and costs of the revaluation of securities and derivatives

Revenues (in thous. CZK)		
	2010	2009
Change in actual value as of 21 October 2009	0	74,517
Termination of transactions in 2010	59,973	12,627
<b>In total</b>	<b>59,973</b>	<b>87,144</b>

Costs (in thous. CZK)		
	2010	2009
Real value valuation	48,844	50,065
<b>In total</b>	<b>48,844</b>	<b>50,065</b>

The revenues from derivative instruments comprise in particular of the finished sales of diesel oil hedging in 2010 amounting to CZK 40,592,000. Other figures are related to the finished sales of ČSOB collar option, ČS collar option and an electrical energy swap for the year 2012.

The costs of the revaluation of derivatives are caused in particular by the real value valuation of the ČS collar option amounting to CZK 21,395,000, and as per December 31, 2010, the swap of the electrical energy for trading, amounting to CZK 30,616,000.

#### 4.28. Revenue interest

Revenue interest (in thous. CZK)		
	2010	2009
Interest on current bank accounts	2,805	1,057
Interest on notarial custody	61	5
<b>In total</b>	<b>2,866</b>	<b>1,062</b>



#### 4.29. Other financial revenues

The entry is comprised mainly of an insurance company bonus award. In 2010, the Company received a bonus award of CZK 48,499,000, in 2009 the bonus award amounted to CZK 33,649,000.

#### 4.30. Other financial expenses, including cost interest

Other financial expenses including costs interest (in thous. CZK)		
	2010	2009
Interest on credit for purchase of underground wagons	56,335	70,158
Interest on credit for purchase of underground wagons – SWAP	54,869	10,558
Costs of derivative operations	30,023	87,687
Bank expenses	12,115	8,395
Interest on long-term credit Elbusy	1,695	0
Wage costs	258	0
Other financial costs	201	0
Interest on short-term credit	1	1,147
<b>In total</b>	<b>155,497</b>	<b>177,945</b>

#### 4.31. Extraordinary expenses and revenues

Costs (in thous. CZK)		
	2010	2009
Sale of a part of business – Siemens s.r.o.	0	78,511
Sale of a part of business – ŠKODA TRANSPORTATION a.s.	0	79,734
<b>In total</b>	<b>0</b>	<b>158,245</b>

Revenues (in thous. CZK)		
	2010	2009
Sale of a part of business – Siemens s.r.o.	0	88,170
Sale of a part of business – ŠKODA TRANSPORTATION a.s.	0	141,188
<b>In total</b>	<b>0</b>	<b>229,358</b>

### 5. Employees, company management and statutory bodies

#### 5.1. Personnel costs and number of employees

2010 (in thous. CZK)					
	Number *)	Wages and salaries	Social and health security	Other costs	Personnel expenses in total
Employees	10,709	3,833,584	1,293,623	171,797	5,299,004
Company Management	19	35,053	11,162	668	46,883
Members of corporate bodies **)			281	2,742	3,023
<b>In total</b>	<b>10,728</b>	<b>3,868,637</b>	<b>1,305,066</b>	<b>175,207</b>	<b>5,348,910</b>

\*) The number of employees is based on the calculated average number of workers

\*\*) General Meeting, Supervisory Board, Audit Board

2009 (in thous. CZK)					
	Number *)	Wages and salaries	Social and health security	Other costs	Personnel expenses in total
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
<b>In total</b>	<b>11,408</b>	<b>4,015,845</b>	<b>1,336,382</b>	<b>249,713</b>	<b>5,601,940</b>

\*) The number of employees is based on the calculated average number of workers.

The company management shall mean the managing director, expert directors and department directors.

#### 5.2. Granted loans, credits and other benefits

Certain members of governing bodies were provided with passenger cars for their own use (while subject to taxation under the Act No. 586/1992 Coll. on Income Tax, Section 6, as amended).

Trade unions were gratuitously provided with non-residential rooms and low-value assets.

No financial loans nor credits were provided to shareholders and members of statutory, supervisory or governing bodies.

The contribution to the additional pension insurance and life insurance was granted only to the members of the statutory and supervisory bodies who are at the same time the Company's employees.

#### **6. Liabilities not included in the accounting records**

Contractual obligations related to the renewal and development of the vehicle fleet and other investments arising from the contracts of sale concluded until the end of 2020 amount to CZK 26,469,550,000.

The most significant items are:

- the purchase of T 15 low-floor articulated vehicles amounting to CZK 17,953,000,000;
- complex security system amounting to CZK 4,260,000,000;
- the purchase of buses amounting to CZK 3,200,000,000;
- the purchase of new M1 subway train cars amounting to CZK 331,000,000;
- the reconstruction of 81-71M subway train cars amounting to CZK 290,000,000;
- LZA safety system amounting to CZK 154,000,000.

The contractual obligations in the field of the renewal and development of construction investments amount to CZK 15,102,197,000 and are related particularly to the following activities:

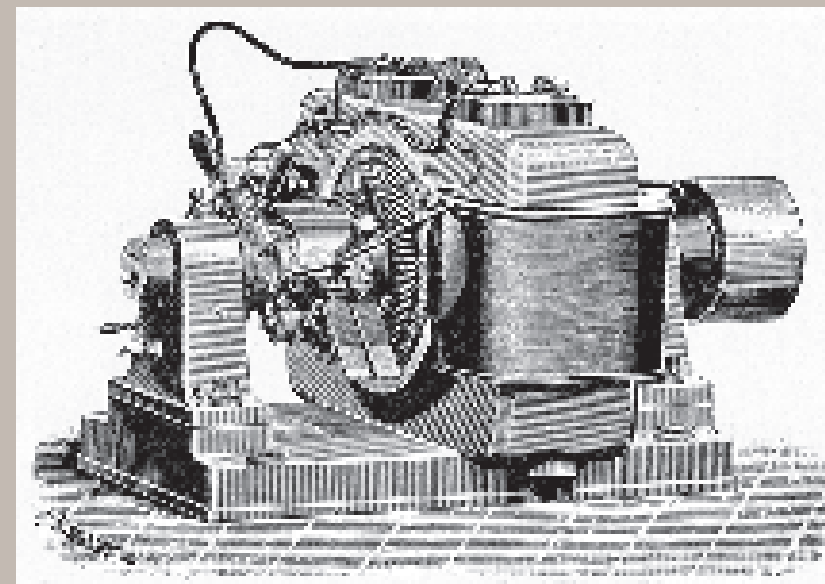
- the extension of the A subway line from the Dejvická station amounting to CZK 14,280,588,000;
- the vestibule and escalator inside the Národní – COPA CENTRUM station amounting to CZK 333,591,000;
- the Podbaba-ČD Podbaba tramway track – 1. stage amounting to CZK 222,078,000;
- the reconstruction of the Národní station at and under the platform level amounting to CZK 122,089,000.

#### **7. Approval of the 2009 financial statement**

By the resolution of the CCP Council No. 823 dated May 25, 2010, rendered alongside the authority of the DP General Meeting, the 2009 financial statement was approved showing the trading income of CZK +7,310,000. In accordance with the resolution, the profit was transferred to the reserve fund account and the whole amount was used to cover the accumulated loss from previous years.

#### **8. Occurrences after the financial statement closing date**

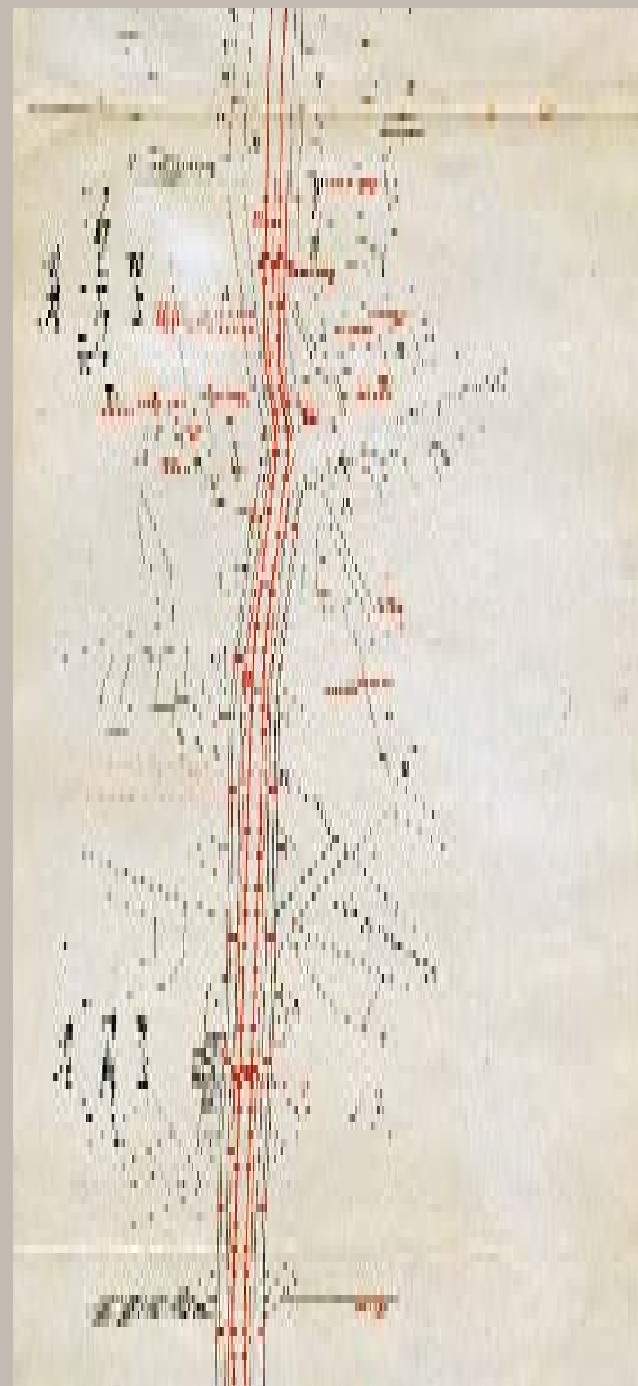
Between the balance sheet day of December 31, 2010, and the moment the financial statement was drawn up, no significant occurrences arose which would present unusual changes of the state of assets and liabilities.



One of the Křižík dynamo types

## 9. Cash flow statement

(in thous. CZK)			
		Period until December 31, 2010	Period until December 31, 2009
<b>P.</b>	Balance of money at the beginning of the accounting period	<b>273,110</b>	<b>250,641</b>
<b>Z.</b>	Profit/loss of accounting period from operating activity before tax	<b>2,634,010</b>	<b>-107,593</b>
A.1.	Non-monetary operations adjustments (from A.1.1 to A.1.5)	1,944,281	2,728,567
A.1.1.	Depreciation of fixed assets (+)	2,609,206	2,605,836
A.1.2.	Change in adjustments and reserves (+/-)	-672,132	147,182
A.1.3.	Profit (loss) from sale of fixed assets (profit -, loss +)	-61,982	-45,028
A.1.4.	Revenues from long-term financial assets (-)	-15,188	-17,740
A.1.5.	Interest expenses (+) and interest yields (- recorded in accounts)	110,034	80,800
A.1.6.	Other non-monetary operations adjustments	-25,657	-42,483
<b>A*</b>	<b>Net cash flow from operating activity before changes (Z+A.1)</b>	<b>4,578,291</b>	<b>2,620,974</b>
A.2.	Changes in the need of working capital (from A.2.1 to A.2.3)	161,044	-1,592,463
A.2.1.	Change in receivables from operating activities (+,-), accrued assets	433,521	-1,808,722
A.2.2.	Change in short-term liabilities from operating activities (+,-), accrued liabilities	-312,611	98,202
A.2.3.	Change in inventories (+,-)	40,134	118,057
<b>A**</b>	<b>Net cash flow from operating activity before tax (A.*+A.2)</b>	<b>4,739,335</b>	<b>1,028,511</b>
A.3.	Interest payment expenses (-)	-112,900	-81,862
A.4.	Received interest (+)	2,866	1,062
A.6.	Revenues and expenses connected with extraordinary accounting transactions (+/-)	0	71,113
A.7.	Received dividends and profit shares (+)	15,188	17,740
<b>A***</b>	<b>Net cash flow from operating activity (A.**+ from A.3 to A.6)</b>	<b>4,644,489</b>	<b>1,036,564</b>
B.1.	Expenses related to acquisition of fixed assets (-)	-3,120,819	-767,825
B.2.	Income from sale of fixed assets (+)	264,810	79,968
<b>B***</b>	<b>Net cash flow related to long-term activity (from B.1 to B.3)</b>	<b>-2,856,009</b>	<b>-687,857</b>
C.1.	Change in liabilities from financing	-233,869	-326,238
<b>C***</b>	<b>Net cash flow related to financial activity (C.1+C.2+C.3)</b>	<b>-233,869</b>	<b>-326,238</b>
<b>F.</b>	<b>Net increase/decrease of financial means (A.***+B.***+C.***)</b>	<b>1,554,611</b>	<b>22,469</b>
<b>R.</b>	<b>Balance of financial means at the end of accounting period (P+/-F)</b>	<b>1,827,721</b>	<b>273,110</b>



A part of a 1905 drawing depicting a tramway over Charles Bridge.

## 10. Approval

### Annexes to the financial statement on the date of December 31, 2010,

in a full format

#### Ing. David Vodrážka

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



#### Ing. Martin Dvořák

Member of the Board of Directors  
Managing director  
Dopravní podnik hl. m. Prahy,  
akciová společnost



In Prague, on this 10th day of March, 2011  
Author: Ing. Pavla Maříková

1. Příloha účetní závěrky za rok 2010

Dopravní podnik hl. m. Prahy, akciová společnost  
Skladovací 2015/21, Praha 4

Schválení

Přílohy

účetní závěrky ke dni 31. 12. 2010

Ing. David Vodrážka

Ing. Martin Dvořák  
člen představenstva  
Dopravní podnik hl. m. Prahy,  
akciová společnost



Ing. Martin Dvořák  
člen představenstva  
Dopravní podnik hl. m. Prahy,  
akciová společnost



10. března 2011  
Vydává Ing. Pavla Maříková

Dopravní podnik hl. m. Prahy, akciová společnost

26

# R

## Report on the relations among interrelated parties

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### 1. Introductory provisions

- 1.1 The Dopravní podnik hl. m. Prahy, akciová společnost, trading company, registered office at Sokolovská 217/42, Praha 9, Postcode: 190 22, Company Identification No. 00005886, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 847 (hereinafter "**the Controlled party**") is a party controlled by the Capital City of Prague as the sole shareholder of the Controlled party.
- 1.2. According to the information available to the Controlled party, the Controlling party controls the following directly controlled parties:
- a) Kolektory Praha, a. s., registered office at Praha 9, Pešlova 341/3, Postcode 190 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 7813, Company Identification No.: 26714124
  - b) Kongresové centrum Praha, a. s., registered office at Praha 4, 5. Května 65, Postcode 140 21, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 3275, Company Identification No.: 63080249
  - c) Obecní dům, a. s., registered office at Praha 1, náměstí Republiky 1090/5, Postcode 111 21, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 9990, Company Identification No.: 27251918

- d) Pražská energetika Holding, a. s., registered office at Praha 10, Na Hroudě 4, Postcode 100 05, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 7020, Company Identification No.: 26428059
- e) Pražská plynárenská Holding, a. s., registered office at Praha 4, U Plynárny 500, Postcode 140 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 7151, Company Identification No.: 26442272
- f) Pražská teplárenská Holding, a. s., registered office at Praha 7, Partyzánská 1, Postcode 170 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 6889, Company Identification No.: 26416808
- g) Pražská vodohospodářská společnost, a. s., registered office at Praha 1, Žatecká 110/2, Postcode 110 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 5290, Company Identification No.: 25656112
- h) Pražské služby, a. s., registered office at Praha 9, Pod Šancemi 444/1, Postcode 190 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 2432, Company Identification No.: 60194120
- i) TCP-Vidoule, a. s., registered office at Praha 2, Blanická 1008/28, Postcode 120 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 5231, Company Identification No.: 25649329
- j) TRADE CENTRE PRAHA, a. s. /TCP/, registered office at Praha 2, Blanická 1008/28, Postcode 120 00, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 43, Company Identification No.: 00409316
- k) Úprava vody Želivka, a. s., registered office at Praha 1, Žatecká 110/2, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 7437, Company Identification No.: 26496224
- k) Zdroj pitné vody Káraný, a. s., registered office at Praha 1, Žatecká 110/2, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 7438, Company Identification No.: 26496402

- 1.3. According to the information available to the Controlled party, **the Controlling party indirectly controls** the following parties and their subsidiary companies:

Companies with a capital interest of the trading company Dopravní podnik hl. m. Prahy, akciová společnost

- a) Pražská strojírna, a. s., registered office at Praha 9, Vnoř,

- Mladoboleslavská 133, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 2318, Company Identification No.: 60193298
- b) Střední průmyslová škola dopravní, a. s., registered office at Praha 5, Plzeňská 102/217, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 5097, Company Identification No.: 25632141
- c) GTR – DP Praha, s. r. o., registered office at Praha 9, Na obrátce 16/102, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section C, Entry 53449, Company Identification No.: 25146033

Companies with a capital interest of the trading company Pražská energetika Holding, a. s.

- a) Pražská energetika, a. s., registered office at Praha 10, Na Hroudě 1492/4, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 2405, Company Identification No.: 60193913

Companies with a capital interest of the trading company Pražská energetika, a. s. (subsidiary companies)

- a) PREdistribuce, a. s., registered office at Praha 5, Svornosti 3199/19a, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 10158, Company Identification No.: 27376516
- b) PREleas, a. s., registered office at Praha 10, Limuzská 3110/8, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 4033, Company Identification No.: 250 54 040
- c) PREměření, a. s., registered office at Praha 10, Na Hroudě 2149/19, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 5433, Company Identification No.: 25677063

Companies with a capital interest of the trading company Pražská plynárenská Holding, a. s.

- a) Pražská plynárenská, a. s., registered office at Praha 1 – Nové město, Národní 37, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 2337, Company Identification No.: 60193492

Companies with a capital interest of the trading company Pražská energetika, a. s. (subsidiary companies)

- a) Měření dodávek plynu, a. s., registered office at Praha 4, U plynárny 500/44, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 15764, Company Identification No.: 29001498

- b) Pražská plynárenská Distribuce, a. s., a member of the Pražská plynárenská, a. s. concern, registered office at Praha 4, U Plynárny 500, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 10356, Company Identification No.: 27403505
- c) Pražská plynárenská Servis distribuce, a. s., a member of the Pražská plynárenská, a. s. concern, registered office at Praha 4, U Plynárny 1450/2a, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 1878, Company Identification No.: 47116471
- d) Prométheus, energetické služby, s. r. o., registered office at Praha 4, U Plynárny 500, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section C, Entry 35900, Company Identification No.: 63072599
- e) Pražská plynárenská Správa majetku, s. r. o., a member of the Pražská plynárenská, a. s. concern, registered office at Praha 4, U Plynárny 500, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section C, Entry 116303, Company Identification No.: 27436551
- f) Informační služby – energetika, a. s., registered office at Praha 4, U plynárny 500, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 7946, Company Identification No.: 26420830
- g) Pragoplyn, a. s., registered office at Praha 1 - Nové město, Jungmannova 36/31, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 12177, Company Identification No.: 27933318

Companies with a capital interest of the trading company Teplárenská Holding, a. s.

- a) Pražská teplárenská, a. s., registered office at Praha 7, Partyzánská 1/7, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 1509, Company Identification No.: 45273600

Companies with a capital interest of the trading company Pražská teplárenská, a. s.

- a) Energotrans, a. s., registered office at Praha 7, Partyzánská 1/7, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 1784, Company Identification No.: 47115726
- b) TERMONTA PRAHA, a. s., registered office at Praha 10, Třebostická 46/11, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 1846, Company Identification No.: 47116234

- c) Teplo Neratovice, s. r. o., registered office at Neratovice, Školní 162, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section C, Entry 34074, Company Identification No.: 49827316

Companies with a capital interest of the trading company Pražské služby, a. s.

- a) AKROP, s. r. o., registered office at Tuchoměřice, Ke Špejcharu 392, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section C, Entry 81758, Company Identification No.: 26432331
- b) Nepřekonatelný servis, s. r. o., registered office at Praha 9, Pod Šancemi 444/1, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section C, Entry 108141, Company Identification No.: 27257452

A company with a capital interest of TRADE CENTRE PRAHA, a. s.

- a) TCP - Vinohrady, a. s., registered office at Praha 2, Blanická 1008/28, incorporated in the Commercial Register kept by the Municipal Court in Prague, Section B, Entry 5402, Company Identification No.: 25672541

In regard to the fact that no contract of control has been concluded in relation to the Controlled party, the Board of Directors of the Controlled party has prepared, in accordance with the provisions of Section 66a, Clause 9 of the Act No. 513/1991 Coll., Commercial Code as amended, this report on the relations among interrelated parties. This report will be attached to the annual report of the Controlled party and the sole shareholder of the Controlled party will have the opportunity to get acquainted with the report in the same time period and under the same conditions as apply to the financial statement.

**2. Information on the relations to the Controlling party**

- 2.1. In the accounting period of 2010, the contracts listed in Attachment No. 1 were concluded between the Controlled party and the Controlling party. All the contracts were concluded under regular business conditions and both their fulfilment and their consideration follow regular business connection conditions, therefore the Controlled party may sustain no injury by the fulfilment of the contracts.
- 2.2. No other legal acts in the interest of the Controlling party were carried out between the Controlled and Controlling parties.
- 2.3. No measures were adopted in the interest of the Controlling party.
- 2.4. No measures were taken in the interest of the Controlling party.
- 2.5. No measures were adopted upon the initiative of the Controlling party.
- 2.6. No measures were taken upon the initiative of the Controlling party.

**3. Information on the relations to Other parties controlled by the controlling party Directly**

- 3.1. In the accounting period of 2010, the contracts listed in Attachment No. 2 were concluded between the Controlled party and Other parties Directly controlled by the Controlling party. All the contracts were concluded under regular business conditions and both their fulfilment and their consideration follow regular business connection conditions, therefore the Controlled party may sustain no injury by the fulfilment of the contracts.
- 3.2. No other legal acts in the interest of Other parties controlled by the Controlling party were carried out between the Controlled party and Other parties Directly controlled by the Controlling party.
- 3.3. No measures were adopted in the interest of Other parties Directly controlled by the Controlling party.
- 3.4. No measures were taken in the interest of Other parties Directly controlled by the Controlling party.
- 3.5. No measures were adopted upon the initiative of Other parties Directly controlled by the Controlling party.
- 3.6. No measures were taken upon the initiative of Other parties Directly controlled by the Controlling party.

**4. Information on the relations to Other parties controlled by the controlling party Indirectly**

- 4.1 In the accounting period of 2010, the contracts listed in Attachment No. 4 were concluded between the Controlled party and Other parties Indirectly controlled by the Controlling party. All the contracts were concluded under regular business conditions and both their fulfilment and their consideration follow regular business connection conditions, therefore the Controlled party may sustain no injury by the fulfilment of the contracts.
- 4.2. No other legal acts in the interest of Other parties Indirectly controlled by the Controlling party were carried out between the Controlled party and Other parties Indirectly controlled by the Controlling party.
- 4.3. No measures were adopted in the interest of Other parties Indirectly controlled by the Controlling party.
- 4.4. No measures were taken in the interest of Other parties Indirectly controlled by the Controlling party.
- 4.5. No measures were adopted upon the initiative of Other parties Indirectly controlled by the Controlling party.
- 4.6. No measures were taken upon the initiative of Other parties Indirectly controlled by the Controlling party.



## 5. Conclusion

As is clear from the aforementioned, no injury to property was caused to the Controlled party by the influence of the Controlling party in the accounting period of 2010.

On behalf of the trading company Dopravní podnik hl. m. Prahy, akciová společnost:



**Ing. David Vodrážka**

Chairman of the Board of Directors



**Ing. Martin Dvořák**

Member of the Board of Directors

## Attachment No. 1

Contracts concluded in 2010 with the Controlling person		
Controlling person	Controlled person	Number of concluded contracts
CCP (The Capital City of Prague)	Dopravní podnik hl. m. Prahy, akciová společnost	59

Contract characteristics and their number:	
Type	Number
Real estate sales contract (DP as a seller)	1
Rental contract mainly relating to realisation of construction works, for purposes of Police of the Czech Republic, emplacement of social settlement for DP operational workers	5
Agreements on future contracts (pacta de contrahendo) of real burden establishment, real burden mainly relevant to emplacement of optical cables, electrical power system, tram pillars, tram routes	23
Loan contract relating to the emplacement of cycle path, appropriation of land due to realisation of construction for DP, KINOBUS	7
Contracts of obligation to provide public service, contracts relating to urban mass transport operation	23

## Attachment No. 2

Contracts concluded in 2010 with persons controlled directly by the controlling person		
Company	Number	Contract characteristics
Kolektory Praha, a. s.	3	Use of collector, price terms, emplacement of hot water supply connection
Pražské služby, a. s.	6	Agreements on future contracts (pacta de contrahendo) of real burden establishment - emplacement of waste water and rain water canalization, water and steam-line connection, waste disposal contracts
Pražská vodohospodářská společnost, a. s.	4	Adjustment of mutual obligation relating to the realization of hydraulic structure

## Attachment No. 3

Contracts concluded in 2010 with persons controlled indirectly by the Controlling person		
Company	Number	Contract characteristics
Pražská plynárenská Distribuce, a. s., člen koncernu Pražská plynárenská, a. s.	6	Agreements on future contracts (pacta de contrahendo), real burden establishment - gas line, gas connection
PREdistribuce, a. s.	41	Agreements on future contracts (pacta de contrahendo) - real burden establishment (DP as a person obliged), real burden establishment - cable line
Pražská plynárenská, a. s.	6	Gas connection, gas supply
AKROP, s. r. o.	1	Service of goods-vehicles
Pražská teplárenská, a.	4	Cooperation within the shifting of tracks for trams, agreement on future contract (pactum de contrahendo) - real burden establishment
Informační služby energetika, a. s.	1	Agreements on future contracts (pacta de contrahendo) - real burden establishment
Pražská strojírna, a. s.	1	Manufacture of tramline construction for DP
Střední průmyslová škola dopravní, a. s.	3	Vocational training for students, providing of nonresidential space intended for educational needs
Pražská energetika, a. s.	7	Electricity supply for DP

# *L*ist of abbreviations

<b>DMS</b>	Document management system
<b>Dopravní podnik (DP)</b>	Dopravní podnik hl. m. Prahy, akciová společnost (The Prague Public Transit Co. Inc.)
<b>EN 13 816</b>	European standard: Transport – Logistics and services
<b>EN ISO 9001</b>	European and international standard: Quality Management Systems - requirements
<b>EU</b>	The European Union
<b>HMP (CCP)</b>	The Capital City of Prague
<b>MMT (MHD)</b>	Municipal Mass Transportation
<b>OON</b>	other personnel costs
<b>OPPK</b>	The operational program Prague - Competitiveness
<b>OT</b>	tram repair shop
<b>PIT</b>	Prague integrated transport system
<b>POP</b>	operating worker
<b>ROPID</b>	Regional organiser of the Prague integrated transport system
<b>RTT</b>	tramway track reconstruction
<b>SAP</b>	Service Access Point
<b>TH employees</b>	technical-economic employees
<b>TT</b>	tramway track
<b>ZHMP</b>	The City Council of the Capital City of Prague



One of the oldest vehicles of the Elektrické podniky company, 1897. Present day Jičínská Street, in front of the St. Roch Chapel where for many years there had been one of the steepest ascents of the Prague tramway network.

# Auditor's Report



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### INDEPENDENT AUDITOR'S REPORT

To the Shareholder of  
 American Petroleum Institute, Prof. Edward A. Tamm

doi:10.1017/S0022292411000604 Printed in the United Kingdom  
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**Source:** *Los Angeles Times*, 12/1/74, 1A, 10A.

There are no other unrecorded letters. The only recorded letter is dated 1897. The letter is a request for a copy of the letter of the 1897 letter. The letter is dated 1897.

“We have used the 2011 Census for the first time in our research and, as a result, we are able to show that the proportion of the population aged 65 and over has increased from 16.1% in 2001 to 17.1% in 2011. This is a significant increase and it is important to note that the proportion of the population aged 65 and over has increased in every region of the country.”

Table 1. *Key Programmatic Pillars of the Financial Institutions*

The following code is now able to fit a model to the data. The `getParameters` method returns a `HashMap` with the parameters of the model. The `getLogLikelihood` method returns the log-likelihood of the model. The `getLogPrior` method returns the log-prior of the model. The `getLogPosterior` method returns the log-posterior of the model. The `getLogEvidence` method returns the log-evidence of the model. The `getLogMarginalLikelihood` method returns the log-marginal likelihood of the model. The `getLogPredictiveLikelihood` method returns the log-predictive likelihood of the model. The `getLogPredictivePosterior` method returns the log-predictive posterior of the model. The `getLogPredictivePrior` method returns the log-predictive prior of the model. The `getLogPredictivePosterior` method returns the log-predictive posterior of the model. The `getLogPredictivePrior` method returns the log-predictive prior of the model.

1. *Journal of Management Studies*, 1997, 34, 1, 1-14.

Our 100-year legacy is a testament to our commitment to excellence, innovation, and customer service. We are proud to be a part of the world's leading technology companies, and we are committed to continuing to lead the way in the future.

[illegible]

NOTE: The authors have provided additional information on the authors' contributions to the manuscript in the supplemental materials.

1

In the course of these statements, p. 1, line 16 and the date of the British seizure of Port-au-Prince, the French, and Spanish cities of 22 June 1809, 22 2 and 26 1 were ambiguous as to which from 1809, but there does is agreement all according to the situation, whether in the Case, French.

### Public safety evaluation

**5-7** Find more information about what you have learned. Do this following:

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1. *Journal of the American Medical Association*, 1997; 277: 1001-1005.

As a result of the 2008 election, the federal government's fiscal policy is expected to be more conservative, with a focus on reducing the federal deficit. This may lead to a reduction in federal funding for the arts, which could impact the financial stability of the arts sector. However, the arts sector has a long history of resilience, and it is likely that the sector will continue to thrive despite any challenges.

Source: *Journal of the American Medical Association*, 1997, 277:1211-1214.

What have other researchers found about the effect of the format of the video on the related work? Some studies have found that the format of the video (e.g., whether it is a video or a still image) has a significant effect on the related work. For example, a study by [10] found that the related work of a video is significantly higher than that of a still image. Another study by [11] found that the related work of a video is significantly higher than that of a still image. However, the format of the video (e.g., whether it is a video or a still image) has not been studied in the context of the related work of a video. Therefore, the present study aims to investigate the effect of the format of the video on the related work of a video.

the study, the researchers found that the more people who were involved in the decision-making process, the more likely they were to be satisfied with the outcome. The researchers also found that the more people who were involved in the decision-making process, the more likely they were to be committed to the outcome. The researchers also found that the more people who were involved in the decision-making process, the more likely they were to be satisfied with the outcome. The researchers also found that the more people who were involved in the decision-making process, the more likely they were to be committed to the outcome.

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1. *Journal of Management Studies*, 1997, 34, 1, 1-14.

It is important to note that the use of a single factor analysis (SFA) to estimate the latent variables in the model is not appropriate. The use of a single factor analysis is not appropriate because the model is a structural equation model (SEM) and not a factor analysis model. In a factor analysis model, the observed variables are assumed to be measured by a single latent variable. In a structural equation model, the observed variables are assumed to be measured by multiple latent variables. Therefore, the use of a single factor analysis is not appropriate for this model.

Received from the School of Journalism and Mass Communication, University of Maryland, College Park, MD 20742 (Dr. G. A. Jones); and the Department of Communication, University of Maryland, Baltimore, MD 21201 (Dr. J. A. Roberts).

As the system is not self-contained, it is not possible to use it as a stand-alone system. It is necessary to use a separate system to manage the data and the system.

See also 100-101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 91

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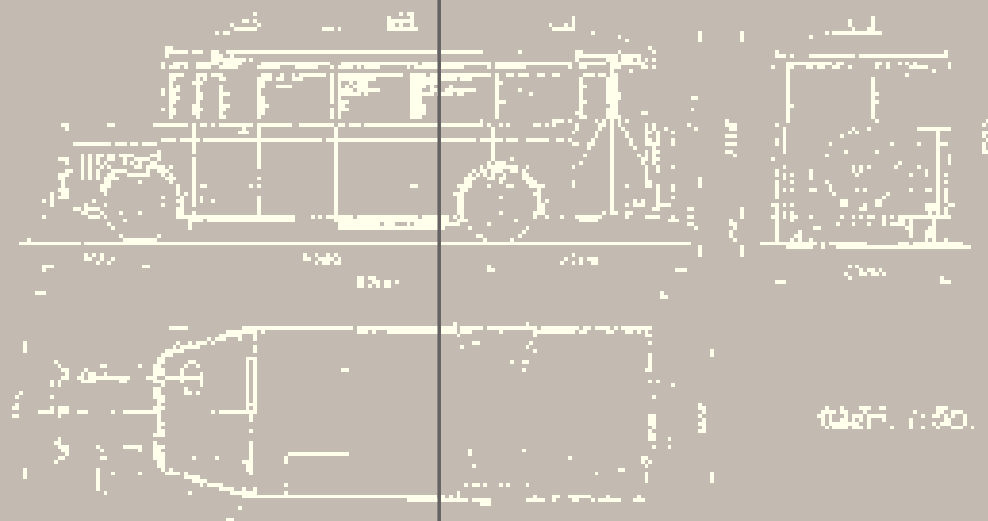
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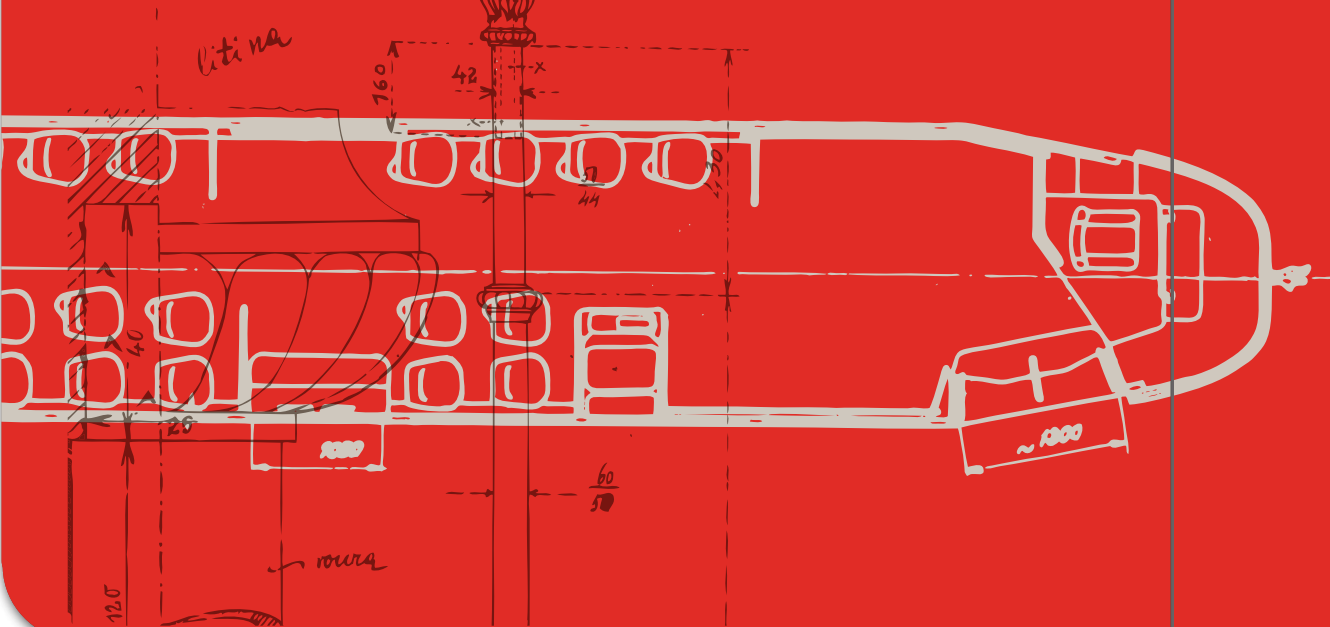
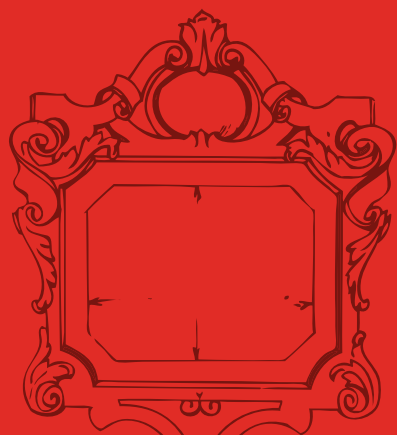
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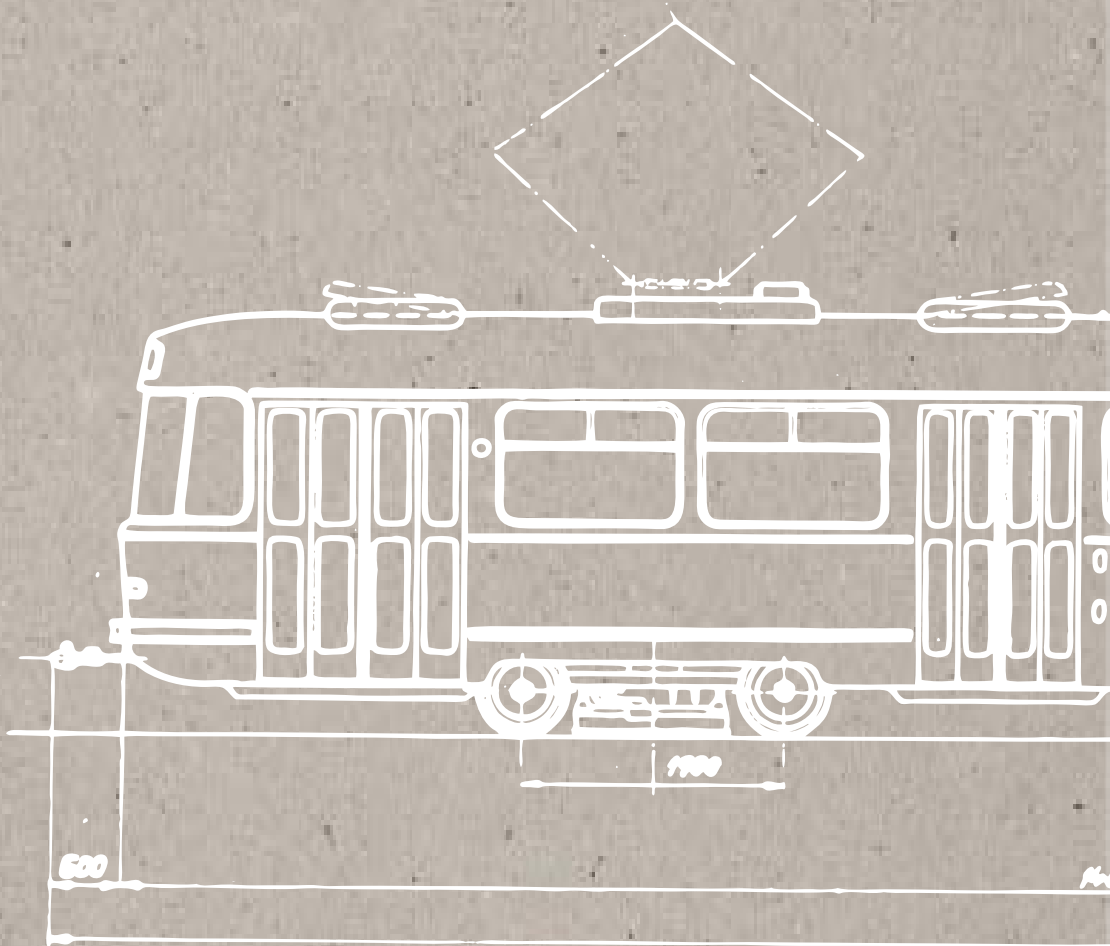
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