

outlooks

Annual Report 2011



**Dopravní podnik
hlavního města Prahy**

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hlavního města Prahy

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Introductory Word



Tram line 18 22:19 1/2/2012 stop: Staroměstská

Rudolfinum is one of the most important Neo-renaissance buildings in the Czech Republic. Its unique concept of a multi-purpose building for art was at the time of its creation of European importance. It is a result of cooperation of two significant Czech architects Josef Zíték and Josef Schultz, whose design won in a competition published in 1874 by Česká spořitelna. A ceremonial opening took place on 7th February 1885 in the presence of the Austrian Crown Prince Rudolf; in his honor it was called Rudolfinum.

Dear readers,

you are holding an annual report of the company Dopravní podnik hl. m. Prahy for the year 2011, which year was very important for our company mainly due to changes in its management.

In spring 2011 the General Meeting of the company approved a transition to the so called German model of corporate management, under which a General Meeting elects a Supervisory Board and a Supervisory Board appoints a Board of Directors, which then appoints a CEO. During the year members of both the Supervisory Board and the Board of Directors were exchanged, and at the turn of the year the general director together with several members of the top management resigned.

One of the notable events in 2011 was the 120th anniversary of commencement of operation of an electrical tram in Prague. The first electrical tram that left for its first trip in July 1891 was important not only for Prague, but it was the first electric track in Bohemia. Its capacity was 24 passengers, six times less than the capacity of contemporary trams.

A classical tram set T3 that was put into operation in Prague 50 years ago left a depot for the last time in December 2011. We cannot encounter this well-known tram set in its original version on regular lines any longer, as currently all these trams are renovated.

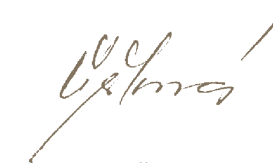
The same applies to old types of the second generation of the 81-71M subway sets produced in the USSR. They were supplied to Prague for the first time in late '70s and served for transport of passengers until the end of '80s. A procedure of their renovation was finished after more than ten years. In June a supply of the 53 M1 new sets from Siemens designated for the subway line C was concluded. It is the first "non-Russian" type of a set that was put into operation in 2000.

One of our priorities is to continue to improve quality of travelling and comfort of passengers. Therefore at the beginning of 2011 the latest type of the 15T tram produced by the company Škoda Transportation, a.s. was put into regular operation. It is the first fully low-floor tram in Prague.

Passengers will for sure appreciate a construction of a tram track to Podbaba. The track was built, among others, as a connection to a future railroad station and will enable

passengers a comfortable change from train to a tram. In 2011 construction of a subway line A extension from the Dejvická to the Motol station continued, its opening is planned for 2014.

I believe that we are successful in winning new passengers and maintaining a good name as one of the best carriers in Europe. Safety, satisfaction and comfort of our passengers are our main calling and this will not change in the future.



Magdalena Češková

Chairlady of the Board of Directors

of Dopravní podnik hl. m. Prahy, akciová společnost

Basic Identification Data on the Company

Company name: Dopravní podnik hl. m. Prahy, akciová společnost

Seat: Sokolovská 217/42, Praha 9, Zip Code 190 22

Company ID No. (IČ): 00005886

Company Tax ID No. (DIČ): CZ00005886

Date of establishment: 11 July 1991

Legal form: joint stock company

Founder: The Capital City of Prague

Entities taking share in the registered capital: The Capital City of Prague 100%

Commercial Register: Dopravní podnik hl. m. Prahy, akciová společnost was entered
in the Commercial Register administered by the Municipal Court in
Prague on 11 July 1991, File no.: Rg.: B 847; (Section B, Insert 847)

Registered capital: CZK 30,726,125,000.00

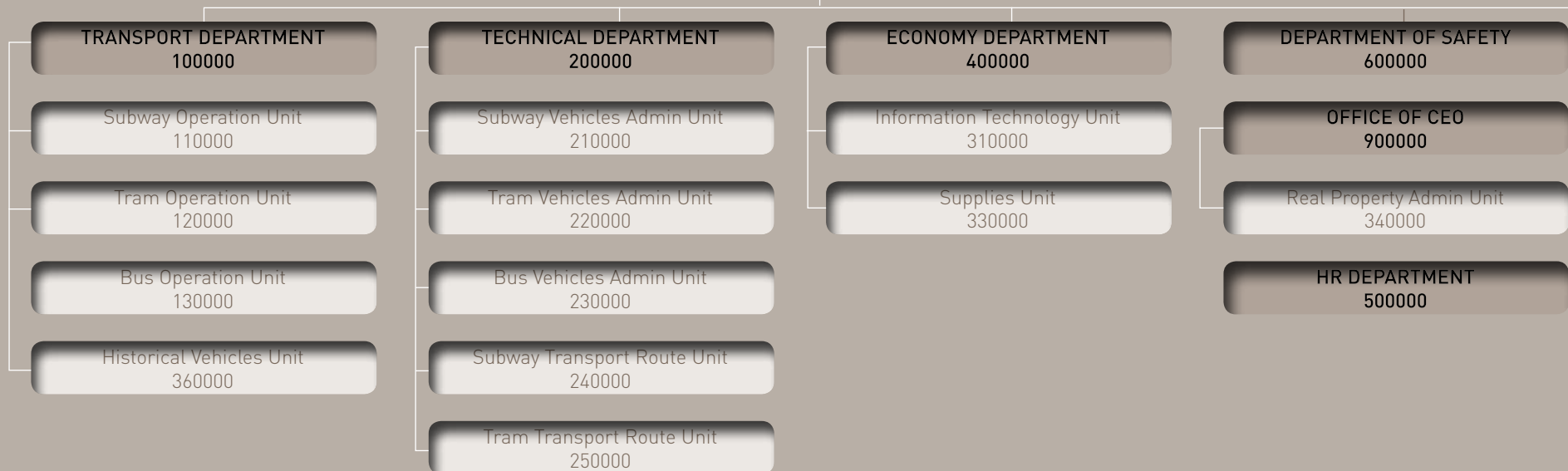
Organizational Structure

as of 31 December 2011

Corporate Bodies



Macrostructure of the Company



Personnel Data

as of 31 December 2011

BOARD OF DIRECTORS:

Magdalena Češková	Chairlady
Petr Blažek	Vice-chairman
Jiří Janků	Member
Jaroslav Stůj	Member
Petr Vychodil	Member

SUPERVISORY BOARD:

Zdena Javornická	Chairlady	Jaroslav Stůj*	Chief Executive Officer
Jiří Čada	Vice-chairman	Ladislav Urbánek*	Transport Director
David Vodrážka	Vice-chairman	Magdalena Češková*	Director of Economics
Jiří Nouza	Member	Jan Šurovský	Technical Director
Miloslav Ludvík	Member	Lucie Šindelářová	HR Director
Marek Doležal	Member	Antonín Fedorko**	Security and Safety Director
Karel Hanzlík	Member		
Pavel Hurda	Member		
František Kadlec	Member		
Jan Kolář	Member		
Jan Lebeda	Member		
Jiří Obitko	Member		
Jiří Pařízek	Member		
Michal Štěpán	Member		

MANAGEMENT:

Jaroslav Stůj*	Chief Executive Officer
Ladislav Urbánek*	Transport Director
Magdalena Češková*	Director of Economics
Jan Šurovský	Technical Director
Lucie Šindelářová	HR Director
Antonín Fedorko**	Security and Safety Director

Note: * authorized to deputy in the office

** by 22 December 2011

Events in 2011

JANUARY

The first out of last series of thirteen modernized subway sets of 81-71M type was put into a trial operation with passengers, which sets are designated for transport of passengers on line A.

The DP extended its vehicle fleet by two new city articulated buses SOR NBH 18 with a hybrid engine.

FEBRUARY

Trial operation of Škoda ForCity (Škoda 15T) trams was finished on 4th of February and new trams were put into a regular operation.

On 11th February operation of a lift in the premises of the Háje subway station on line C was commenced.

MARCH

Escalators on eleven Prague subway stations had safety brushes installed.

From 31st March passengers in KT8N2 tram could get connected during a drive for the first time and for free to the Internet by means of a wi-fi.

APRIL

Extraordinary General Meeting of the DP shareholders resolved on a transfer to the so called German model of control.

MAY

During 10-12 May the DP in cooperation with the ROPID organization carried out a complex transport research of tram network.

On 6th May four new lifts at the Národní třída subway station on line B were put into operation.

JUNE

From 2nd June passengers could for the first time and for free get connected to the Internet in first Škoda ForCity trams.

On 9th June an agreement on construction of technological parts of V. A. subway line with Skanska was entered into.

At the end of June the last subway set of M1 type was taken over, by that a supply of 53 modern wagon sets was finished, which sets were put into operation on subway line C.

JULY

On 1st July complete reconstruction of a tram track on the Podolí embankment was commenced.

On 18th July the 120th anniversary of the beginning of operation of the first electric tram in the Czech capital was celebrated.

AUGUST

On 18th August an alarm drill training of the Integrated Rescue System at a simulated crash of a tram with a bus with participation of a Fire Fighters Unit and emergency service of the DP was organized.

On 31st August summer reconstruction of tram tracks was finished, namely tram tracks at Jugoslávských partyzánů, Podolské nábreží, Smetanovo nábreží, Křížovnická Street, and a new tram track between Podbaba – ČD Podbaba was completed.

SEPTEMBER

On 1st September a new extension of a tram track to Podbaba was solemnly opened.

On 17th September – Open Doors Day at the Hostivař depot and workshops.

OCTOBER

On 19th October nearly 6 kilometers of partly reconstructed tram track from Braník to Sídliště Modřany was opened.

NOVEMBER

From 3rd November all types of SMS travel tickets may be bought by means of a new application for Android, iPhone and JAVA platforms.

DECEMBER

On the 1st December there was a unique overnight excursion into facilities of the Florenc subway station.

On 19th December a tram set T3 comprised of 6892 + 6921 vehicles went on its last regular ride on line 22, sequence 35.

Investments

In the course of 2011 the DP invested the following funds:

DP own sources	CZK 6,553,031 million
compensations	CZK 940,136 million
grants from the state budget (OPPC*) – investment	CZK 50,486 million
grants from the state budget (OPPC*) – non-investment	CZK 0,257 million
grants from the EU structural funds (OPPC*) – investment	CZK 572,173 million
grants from the EU structural funds (OPPC*) – non-investment	CZK 2,912 million
grants from the CCP's budget	CZK 1,800,000 million
In total	CZK 9,918,995 million
of which: funds for payment of invoice of 2011	CZK 9,353,182 million
funds for payment of invoices from previous periods	CZK 565,813 million

OPPC*:

grants for investment projects financed in the framework of the Operational Programme Prague – Competitiveness, in 2011 we received grants for the following projects: RTT Myslíkova (2nd stage), RTT Plzeňská, Construction of TT Podbaba.

Grants from the state budget (OPPC) – investment:

The DP received in total CZK 50,486 million, of which CZK 45,620 million for payment of invoices from previous periods, and CZK 4,866 million for payment of invoices of 2011.

Grants from the state budget (OPPC) – non-investment:

The DP received in total CZK 0,257 million for payment of invoices from previous periods.

Grants from the EU structural funds (OPPC) – investment:

The DP received in total CZK 572,173 million of which CZK 517,024 million for payment of invoices from previous periods, and CZK 55,149 million for payment of invoices of 2011.

Grants from the EU structural funds (OPPC) – non-investment:

The DP received in total CZK 2,912 million for payment of invoices from previous periods

Grants from the CCP's budget:

The grants were provided in the total amount of CZK 1,800,000 million for financing of construction of a subway line A Dejvická–Motol (CZK 1,650,000 million) and for preparation of construction of subway line D (CZK 150,000 million).

A large part of the funds was used for restoration and modernization of car fleets:

- for purchase of 5 new sets of subway wagons M1 we spent in 2011 CZK 315,015 million (purchase performed in years 2008–2011),
- for reconstruction of subway wagons we spent CZK 388,210 million,
- 15T trams were supplied for CZK 2,919,521million,
- reconstructions of trams were for CZK 108,413 million,
- on purchase of buses we spent CZK 835,801 million.

We also paid a credit installment of CZK 213,798 million for purchase of 20 new M1 subway sets.

In 2011 construction of an extension of subway line A behind the Dejvická station and preparations of construction of subway line D continued.

A significant part of the funds was used for reconstruction of tram tracks, namely CZK 350,323 million.

A tram track Mánes – Smetanovo nábřeží was reconstructed. In the framework of the Operational Programme Prague – Competitiveness a tram track at the Podolí embankment was reconstructed in the section Výtoň – Přístaviště and a new tram track in the Podbabská Street up to the future railway station Podbaba was constructed.

Quality of Services

Success of the DP providing its service in competitive environment depends on a functional and constantly developing quality management system, which takes into account customers' needs and meets their expectations.

In 2011 methods of established systems of quality management and certification procedures were unified.

To increase level of DP's services quality standards that are in compliance with requirements and recommendations of the EN 13816 norm are defined and used. In its Service Quality Program the DP monitors and analyzes services, and adopted measures help it to improve performance of individual quality standards. The Service Quality Program serves to fulfillment of long-term tasks – increase the level of services provided in public transport in Prague and surroundings and satisfaction of passengers. In measurement of performance of services we continued to apply a fictional customer point of view as a measurement technique. Trends of individual quality standards show a high level of provided services – transport of passengers. In 2011 we focused on another development of standards of provided services. Two new quality standards focused on safety of passengers and protection of environment were proposed, which standards will undergo a trial measurement in 2012.

Service Quality Program guarantees regular measurements of quality standards:

- **Operation punctuality** – punctual and reliable transport, timetable observance;
- **Notifying public** – provision of updated and comprehensible information;
- **Passenger acceptance** – acting and approach of operating employees to passengers;
- **Uniform – employee appearance** – orderliness of employees, observing uniform code;
- **Functionality of ticket vendors** – overall functionality and reliability of ticket vendors and comprehensiveness of information features on ticket vendors;
- **Accessibility of barrier-free facilities** – reliable passenger lifts and special platform lifts at subway stations, making public transport accessible to disabled passengers;
- **Meeting subway operation diagram** – fulfilling the volume of planned transport capacity
- **Transport availability at subway stations** – observing the guaranteed passenger access to subway transport
- **Vehicle cleanliness and appearance** – monitoring inner and outer cleanliness and appearance of vehicles

Implementation of quality standards in 2011

Quality standards	Demand factor	Fulfillment
Operation punctuality	85% of connections are punctual or within permitted deviation (0 to 179 seconds)	90.99
Notifying public at subway stations	90% of stations keep all information updated, readable, visibly-placed and official	98.82
Notifying public in subway wagons	95% of vehicles are equipped with prescribed information	97.04
Notifying public at stops	90% of stops keep all information updated, readable, visibly-placed and official	92.53
Notifying public in public transport vehicles	95% of vehicles are equipped with prescribed information	99.36
Passenger acceptance	90% of passengers are satisfied with acting of employees	92.32
Uniform	95% of employees wear uniforms and are neat	99.15
Functionality of ticket vendors	90% of ticket vendors are operable and visually acceptable	95.87
Accessibility of barrier-free facilities	90% of facilities are accessible and visually acceptable	96.48
Meeting subway operation diagram	99.5% fulfillment of planned volumes	99.98
Transport availability at subway stations	98.5% of stations will be accessible in operation time	99.53
Vehicle cleanliness and appearance	85% of vehicles are clean and well-maintained according to passengers	90.71

The quality management systems were reviewed in 2011 by multinational certification companies from the viewpoint of compliance with requirements of criteria norms.

Review of the QMS external audits carried out in 2011

Entity	Certified processes	Audit Type	Norm	Certifying organization
Subway Operation Unit	Passenger public transport	re-certification	ISO 9001 EN 13816	LRQA
Central workshops – buses	Repairs of diesel engines, gear boxes, axles and breaking air and electric components of road motor vehicles	re-certification	ISO 9001	
Supply Unit	Purchasing and storing of spare parts and products for the needs of the DP	re-certification	ISO 9001	
Technical inspection station	Operation of the Technical inspection station	re-certification	ISO 9001	DNV
Tram repair workshop	Repairs and modernizations of electrical machinery and equipment of traction vehicles and parts of rail vehicles	supervisory	ISO 9001	

Auditors of the certification companies did not identify any serious shortcomings and confirmed compliance with the requirements of criteria norms. The professional competency of our employees and helpful approach to passengers was positively assessed by the auditors as a strong feature of our reviewed quality management systems.

In order to increase the level of services provided in the CCP and surroundings we cooperated on assessment of quality standards of PIT in bus transport. The DP was always assessed by the company ROPID as a „high quality carrier“.

European Union Funds

In 2011 the DP used an opportunity to obtain subsidies from the EU funds within the planning period 2007–2013 for the purpose of obtaining a bigger amount of funds for projects of its investment plan. We applied for grants in two subsidy programs:

1) Operational Program Prague – Competitiveness (OPPC)

In Priority Axis 1, Area of Intervention 1.1, applications related to constructions and reconstructions of tram tracks and barrier-free accesses to subway stations were filed. The DP may obtain, according to the OPPC rules, up to 92.5% of eligible expenses of each project submitted.

In 2011 within the 8th call of the OPPC an application for the project “RTT Podolí Embankment” was filed; it was approved for financing by a resolution of the MC CCP no. 9/40 dated 15 Sep 2011. Another project „TT Podbaba”, to which a subsidy was approved in the 6th call of the OPPC in 2010, was finished.

RTT Podolí Embankment

The project was an investment aimed at improvement of CPT services by a reconstruction of a tram track. It was performed in Prague 2 and 4, but has an impact on the whole city. The project includes reconstruction of a 2,925m long double tram track from Výtoň to Přístaviště (save for Vyšehrad tunnel reconstructed earlier), and a reconstruction of 4 couples of tram stops in this section.

The project was performed between June and October and represents a significant positive change in line with strategy of Priority Axis 1 of the OPPC and the Strategic plan of the CCP. It was put into operation on 1 September 2011.

Main tasks of the project:

- improvement of internal and external transport service of the area by capacity, ecologically friendly public transport,
- improvement of flow and safety of tram transport,
- improved safety and comfort for passengers,
- barrier-free access to CPT stops,
- improvement of information for passengers,
- reduction of negative impact of tram traffic to surrounding buildings

The total expenses of the project under a final account equal CZK 161,653 million. From the EU Fund for Regional Development and the MC CCP budgets a payment of a subsidy equal to CZK 117,716 million will be applied for.

TT Podbaba – Podbaba Railway Station

Into the 6th call of the OPPC in 2010 the DP filed an application for a subsidy, among others, for the project “TT Podbaba – ČD Podbaba”. Resolution of the MC CCP no. 40/105 dated 16 September 2010 approved a subsidy in the maximum amount of CZK 228.99 million.

The project was an investment aimed at improvement of CPT services by a construction of a new tram track. It was performed in Prague 6 and it has an impact on the whole city. It included construction of a new 260m long double tram track from the existing tram loop Podbaba to a planned railway station Praha Podbaba, construction of a new tram loop Podbaba, reconstruction of a 304m long tram track between Zelená and Podbabská Streets and a construction of 2 couples of new tram stops. The project was also the 1st stage of future extension of TT to Suchbát. It was commence on 16 December 2010 and finished on 30 November 2011. It is an important change in strategy of a Priority Axis 1 of the OPPC and the Strategic Plan of the CCP.

Main tasks of the project:

- consolidation of integrated function of public transport between CPT and railroad transport in the PIT system,
- improvement of flow and safety of tram transport,
- reduction of negative impact of tram traffic to surrounding buildings,
- improved safety and comfort for passengers,
- barrier-free access to public transport stops,
- improvement of information for passengers.

The DP has received a subsidy for the 1st stage of the project finished on 31 May 2011 in the amount of CZK 80,389 million. Anticipated amount of subsidy for the 2nd stage is CZK 120,124 million.

2) Operational Program Transport (OPT)

Within the Priority Axis 5 is it anticipated that an EU subsidy for extension of the subway line A from Dejvická will be drowned. This 5th operation section is about 6 km long and includes Červený vrch, Veleslavín, Petřiny and Motol stations. Total costs of the project equal CZK 18.7 billion, and EU subsidy equals about EUR 290 million (CZK 7.4 billion at current exchange rate).

The construction started in April 2010. In preparation complex activities related to securing of EU funds were performed in cooperation with the Jaspers initiative (free assistance of the EIB experts) and other entities. The application for a subsidy from the OPT was submitted to the Ministry of Transport (MoT) in March 2010 as the steering authority of the OPD for the purpose of approval on national level. Approving procedure took longer than one year.

On 17 June 2011 the MC CCP adopted resolution no. 39/66 issued on the basis of a requirement of the Czech MoT for submission of an updated document on co-financing of the project from public funds. In relation to the resolution and based on a decision of the Minister of Transport dated 3 June 2011 the project "Extension of subway line A in

Prague – section V. A Dejvická – Motol" was approved on a national level for co-financing from the Cohesion Fund in the OPT and the DP received the relevant Approval protocol, ref. no. 18/2011-430-PPR/6.

Subsequently based on a request of the DP CEO a Section of Finance and Economy of the MoT issued a Project Registration Sheet, and on 12 August 2011 it was approved by the Ministry of Finance (MoF).

Approval procedure now continues on the side of EU Commission, where the application "Extension of subway line A in Prague – section V. A Dejvická – Motol" was sent by the MoT on 23 August 2011. The last step to allow drawing of the subsidy is issuance of a Decision on Provision of a Subsidy, the Annex of which is formed by Conditions of Decision (similar to agreement on financing). The DP submitted an application letter for the Decision to the MoT dated 14 September 2011 together with all requested annexes. The issuance of the Decision was expected at the end of November 2011. However on 2 November 2011 the DP received a letter from the director of EU Funds Section, according to which the MoF took a standpoint that the Decision on Provision of a Subsidy will be issued only after the project is approved in Brussels and the EU Commission issues a relevant decision.

In the mean time options of drawing subsidy from other operational programs were repeatedly reviewed, for instance OP Praha–Adaptability, OP Environment, OP Multinational Cooperation and OP Inter-regional Cooperation. In view of the conditions set obtaining of a subsidy from these programs seems for the DP unrealistic.

Transport



Bus line 292 14:25 1/3/2012 stop: Malostranské nám.

The Baroque Church of St. Nicolas at the Malostranské Square is considered to be the one of the most beautiful and significant monuments in Prague. Famous architects Kryštof and Jan Kilián Ignác Dienzenhofer were its creators. The church was built in years 1704-1755 in place of a former Gothic church.

Transport

DEVELOPMENT OF TRANSPORT NETWORK

Subway

In 2011 three subway lines were in operation: A, B, C. They had 57 stations and were 59.4 km long. No change to subway operation was made.

Trams

As of 31 Dec 2011 operation of 142,4 km long tram tracks was secured by 24 daily and 9 night lines with a total length 539.8 km. In the tourist season from 2 April to 17 November 2011 a historical tram line was operated on Saturdays, Sundays, and holidays.

Since 1 September 2011 a tram track in Podbaba was extended.

As to the transport constructions that affected tram tracks, a construction of the Blanka road tunnel needs to be mentioned, which construction required a long-term interruption of tram operation in the Hládkov area at Prague 6. Due to a construction of subway line a loop at Červený vrch is closed for a long period of time. A reconstruction of technological tunnels of the National Theatre caused a long-term interruption of tram operation between the National Theatre and Mánes intersection. At the same time a tram track section Výtoň – Nádraží Braník – Sídliště Modřany/Levského was reconstructed.

Buses

As of the end of 2011 the DP operated within the PIT 114 daily city lines, 17 suburban lines, 18 school lines, 15 night city lines, and 1 line for persons with limited mobility on a road network 840 km long. The total length of all 165 lines was 1,798.00 km.

Fundamental changes in line routing from 11 December 2011 related mainly to the modification of line routes in Jihozápadní Město, Zličín and Řepy and further in the eastern sector of the city in Dolní Počernice, Běchovice, Újezd nad Lesy and

Klánovice. Small changes in suburban transport were carried out from 11 December 2011 and they related to modification of line 359 and a new night line 615 that was put into a trial operation.

TRANSPORT PERFORMANCE

The total transport performance of municipal and suburban lines included in the PIT system operated by the DP including a special line of transport for disabled persons reached 166,374 thousand of vehicle kilometers (vehicle/km). A volume of transport performance expressed in seat kilometers (seat/km) equals 21,381,726 thous. of seat/km. There was a year-on-year increase in vehicle/km by 2.11% compared to the year 2010, and the volume of seat/km increased by 2.66%. This difference is affected by a higher number of articulated vehicles to the exclusion of the standard ones (further implementation of 15T trams and mainly a higher rate of utilization of articulated buses).

SERVICES FOR PASSENGERS WITH LIMITED MOVEMENT AND ORIENTATION ABILITIES

Subway

At the end of 2011, out of the total number of 57 subway stations 34 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), 14 stations at line B (Zličín, Stodůlky, Luka, Lužiny, Hůrka, Nové Butovice, Smíchovské nádraží, Národní třída, Florenc, Vysočanská, Kolbenova, Hloubětín, Rajská zahrada, Černý Most) and 15 stations at line C (Letňany, Prosek, Střížkov, Ládví, Kobylisy, Nádraží Holešovice, Vltavská, Florenc, Hlavní nádraží, Muzeum, Vyšehrad, Pankrác, Budějovická, Chodov and Háje). Further 2 stations on line C allow barrier-free movement with a trained escort in service lifts at Opatov and Roztyly stations. The Národní třída (and Háje) station was made barrier-free accessible in 2011.

Lift construction at the Můstek station on lines A and B is under preparation.

Trams

In 2011 there was a significant increase in the dispatch of low-floor trams that were used at the end of 2011 for selected connections of 21 lines; barrier-free connections are marked

in time tables at stops. The DP operates low-floor vehicles on all daily lines except for line nos.: 5, 6 and 21. A dispatch of 88 low-floor trams (at the end of 2010 it was 67 low-floor trams) is guaranteed. Still the number of lines operated with reconstructed vehicles of the KT8D5N2, T3R.PLF and 15T types will continue to increase.

Buses

At the end of 2011 low-floor buses were dispatched for guaranteed connections of 109 city lines and 9 suburban lines. These connections are provided by 20 low-floor midi buses, 302 standard low-floor vehicles and 108 articulated low-floor buses. The DP further 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, to the Jedlička Institute and to various health facilities.

HISTORICAL VEHICLES

It has become a tradition to enrich every year a collection of historical vehicles and items of the Museum of the CPT by a new item. In 2011 three museum pucks were installed, and looking for them in the Museum's premises would be fun for the children.

There were nearly 3,500 of small and adult visitors that visited the Museum off the regular opening hours, and in total number of Czech and foreign visitors reached 21,000.

Works on the tram T3, no. 6340, made in 1964, which type will represent the 80' of the 20th century in the museum collection, were commenced so that a line of motor vehicles used by the DP is supplemented. Works on a bus Škoda 506 N and a trolley-bus Praga TOT progressed significantly.

Repair of a historical tram no. 2172 reached its final stage and it will extend a vehicle fleet of vehicles for contractual rides.

Increasing demand for contractual rides and use of line no. 91 represent a financial contribution and promotion of a city transport company.

Prague Museum Night, Door Open Days and the Children's Day, as well as an extraordinary ride with a museum vehicle no. 500 at the 120 anniversary of commencement of the first electric line in Prague, were important events in which our Museum participated.

PREFERENCE OF THE CPT

Last year in cooperation with the Department of Transport of the MC CCP, the Czech Police, the Technical Administration of Roads, ROPID, Metroprojekt and other institutions the DP continued to prepare the "Project of CPT Preference in Prague".

As regards **tram operation** we focused on installing longitudinal separation segments between tram lanes and roads, and on an adjustment of light signaling device (LSD) to tram priority in traffic. Separation segments installation was based on assumptions of the „Project of CPT Preference in Prague“ and was carried out in coordination with investment and restoration projects. The separation segments along tram lanes were fixed in three locations. As of the end of 2011 the total length of separation segments fixed equaled 10.5km, and the number of the LSD for tram priorities in traffic reached 235.

As to **bus operation** the priority for buses at intersections controlled by light signals continue to develop. In 2011 reserved driving lanes for CPT buses were newly marked on approximately 500m and the total length of reserved driving lanes as of the end 2011 was 15,8km on roads and tram lanes in the total.

The active priority system was installed on further 20 LSDs including equipping further buses with respective priority components. The number of intersections (crosswalks) with bus priorities reached 134 at the end of 2011.

In 2011 call signals at the LSDs were installed, on which devices login of a bus (priority request) into a traffic distributor is announced in the LSD. The total number of installations as of the end of the year was 193 signals at 68 intersections.

Further at four garages diagnostic equipments for control of technical equipment of buses were installed for priority at departure for lines.

NEW SOFTWARE OF TIMETABLES AND RELATED TASKS

In the course of 2011 works in the area of SW applications continued, mainly:

- **The bus timetable software (BSW)**, whose significance lies in the need to secure complete, punctual and sufficient amount of data included in the timetable and exported to related systems (dispatcher, driver shift creation, car fleet management).
- **The BSW Transport Construction Coordination** – SW for support for activities of the Compendious Commission of the DP.

TIMETABLES

Nearly 7,800 modifications to graphic timetables were processed during the last year, mainly of the surface transport. The changes followed not only from the ROPID assignment, but mostly from long-term and short-term closures caused by repairs and maintenance of tram tracks.

Data obtained from the AUDIS and DORI systems are regularly assessed and timetables are subsequently adjusted.

PREPARATION OF OPERATION

Operation applications for support of activities related to organization, planning and inspection of performance of transport events.

TRANSPORT INSPECTION

In 2011 the PIT tariffs were changed in many aspects. At the same time penalties for passenger who do not meet the transport-tariff conditions were changed also. From this point of view the last year was very demanding for transport inspection staff members.

Based on a decision of the City Council and due to unification of city and suburban fares, and further due to simplification of PIT tariff the prices and their structure were modified from 1 July 2011. One basic change was an extension of transport for a special fare for children from 10–15 years and for senior citizens from 65–70 years. An extended possibility to buy four types of tickets by means of an SMS message was much appreciated.

From 1 September 2011 the amount of penalty for passenger, who do not meet PIT transport-tariff conditions, was modified. The amount of a reduced penalty paid on the spot of inspection or within 15 calendar days following the inspection at a DP's cask desk was raised from CZK 700.00 to CZK 800.00 and the amount of a basic penalty was raised from CZK 950.00 to CZK 1,000.00.

Cooperation with the Municipal and State Police worked very well in planned joint inspection events. 142 of such events were organized in 2011, and on night tram lines 4,105 passengers whose appearance testified general negligence and whose conduct and clothing soiled other passengers, vehicles or passenger space were ordered out of transport.

A Mandate Agreement between the DP and the company Tessile ditta, a.s. for enforcement of receivables from transport and for complex services of processing receivables was performed. By sale of receivables to this company the DP obtained CZK 66.02 million.

In the 4th quarter of 2011 the inspectors started to use universal reading equipment for control of SMS tickets and multifunctional chip cards – opencards. This universal reader will gradually replace outdated hitherto used readers. An intense cooperation with the companies Crowsnest, Erika and XT-Card continued.

Number of penalties imposed	Revenues from penalties in total (including sale of receivables)
261,149	CZK 193.6 million
i.e. +8.0% compared to 2010	i.e.+12.2% compared to 2010

TRANSPORT RESEARCH

Based on a regular monitoring of the CPT network in the CCP during the year 2011 many transport researches were carried out. Their results serve as background for transport designing with an aim to put transport demand and offer in accord.

In May a complex transport survey of the whole tram network was carried out, i.e. on all 25 daily tram lines. The survey was carried out from 6.00 to 23.00 o'clock. The methodology used allows obtaining data on transported passengers in individual sections, and on boarding and getting off at individual stops.

In October a district research of the total number of 102 bus lines was carried out in north-east part of the CCP including the adjacent region.

During the year we also carried out a several transport researches of operative nature for individual types of PIT and monitored values in determined areas and sections, which values followed from traffic and transport situations.

ACCIDENT RATE

In 2011 the accident rate decreased by 17%, the year-on-year decrease was 553 accidents (3,288/2,735).

In subway operation the number of accidents fell by 20 (37/17), in tram operation by 153 accidents (1,432/1,279), in bus operation by 380 accidents (1,819/1,439).

The number of accidents caused by the DP decreased year-on-year by 30%, i.e. by 388 accidents (1,283/894), of which in subway operation the decrease was by 26 accidents (26/0), in tram operation by 73 accidents (257/184), in bus operation by 289 accidents (999/710).

Fifteen persons were killed in 2011 in traffic accidents where the DP was involved, which is by 7 people more than in 2010 (in subway operation 4/5, in tram operation 2/8, in bus operation 2/2).

INFORMATION FOR PASSENGERS

A material part of a complex set of services offered by the DP to passengers is formed by information on schedules, line routes, tariffs, types of tickets etc. Quality, precise and updated information in PIT is much demanded and it influences a positive view of the public on activities of the whole company.

Passengers can encounter them in printed and acoustic form commonly at subway stations, at stops and directly in vehicles. Further printed information materials with latest modifications of line routes, tariffs etc. are posted on about 400 places in Prague and surroundings (hotels, tourist information centers) and at subway stations in the so called wired stands.

The largest information projects from the transport measures point of view in 2011 were closures in relation to reconstructions and repairs of tram tracks to Modřany, at Masaryk and Smetana embankments, opening of a new tram loop at Podbaba and others. With respect to permanent and temporary changes of the PIT network 372 actions with notices at stops were performed in 2011 and several types of leaflets were issued regarding 27 actions – numbers of leaflets to individual actions vary according to importance and impact to line routes. During the year 71 news releases were prepared for possible use in press and 94 announcements for subway stations. Sixteen new tram boards displaying on-line departures of individual connections and an information system in the tram vehicles 15T were also adjusted.

Regular changes to line routes and schedules of PIT lines as of national dates of permanent modifications of timetables, when according to a scope of adjustments maps of Prague are issued with an updated network of line routes, when materials in vehicles, subways stations and at stops are updated, and updated information materials for visitors of Prague are issued, is traditionally a big information project.

Technology



Bus line 207 23:44 8/1/2012 stop: Náměstí Republiky

Between the Powder Tower and the Republiky Square the Municipal House is situated – one of the most admired Art Nouveau monuments in Prague. It was built in the years 1905–1912 under the design of architects Antonín Balšánek and Osvald Polívka. Leading artists of that time contributed to its decoration, Mikoláš Aleš, Max Švabinský, František Ženíšek, Ladislav Šaloun, Karel Novák, Josef Mařatka, Josef Václav Myslbek and Alfons Mucha among others.

Technology

In 2011 supplies of renovated wagon sets of the 81-71M type and new wagons of the M1 type were completed. Renovation of the KT8D5 trams continued and new low-floor trams of the 15T type were implemented into traffic with passengers. In bus operations further large scale replacement of car fleet was carried out. Outsourcing of in-house freight transport was launched, save for special trucks. Construction of the V.A subway line continued as well as project preparation of a new subway line D. Escalators were repaired and maintained at subway vestibules on planned dates and other two stations were made accessible by wheel-chairs. A new tram line was put into operation in the Podbabská Street and a tram line along the Podolí embankment was reconstructed.

CAR FLEET

Subway

As of 31 December 2011 the inventory subway wagon fleet had altogether 738 wagons, of which:

→ original Russian wagons, type 81-71	10
→ reconstructed wagons, type 81-71M	460
→ the M1 type wagons	265
→ the Ečs type wagons (historical set)	3

By supply of two sets of the 81-71M type in 2011 supplies of modernized sets of the 81-71M types from the company Škoda Transportation a. s. were completed. During the year Certificates of Technical Qualification were issued for 12 sets of the 81-71M type. As of the end of the year 2011, the DP had 92 of these sets in the inventory. 40 sets are designated for the subway line A, and 52 sets for the subway line B.

Of the original Russian wagons of the 81-71 type only 10 remained, of which 5 wagons following necessary repairs shall form a historical set of wagons 81-717.1 and 81-714.1. Modernization procedure into the 81-71M type was concluded on

5 wagons, but their Certificates of Technical Qualification have not been issued as yet (therefore they are recorded as 81-71 type in the inventory).

In 2011 Siemens, s.r.o. supplied 5 sets of M1 wagons for the subway line C. This supply set the number of the M1 wagons on the amount of 53 sets.

An overall repair percentage for the year 2011 was 13.36%, and average age of wagons in operation reached 6.3 years.

Trams

As of 31 December 2011 the inventory tram car fleet had altogether 972 cars, of which:

→ three-part trams, type KT8D5	12
→ modernized low-floor trams, type KT8 D5.RN2P	35
→ cars, type T6A5	148
→ low-floor trams, type 14T	60
→ new low-floor trams, type 15T	44
→ cars, type T3R.P	350
→ partially low-floor trams, type T3R.PLF	33
→ T3 cars of various modifications	290

In 2011 at the Hostivař OT five KT8D5 cars were modernized into a low-floor KT8D5.RN2P trams.

From the producer Škoda Transportation a. s. 43 new low-floor trams of the 15T type were taken over.

Three KT8D5cars are put aside at the OT for modernization. Following approval by the Central Liquidation Commission 40 T3 vehicles are taken from operation and waiting for sale of liquidation, as the case may be.

In 2011, 39 trams were deleted from the evidence, of which 14 trams were sold, 23 trams were scrapped and two were transferred to the Historical Vehicles Unit.

The average age of cars in operation is 12.65 years and the number of T3 type trams with exceeded technical life span is 201. These cars make 21.64% of the total number of cars in operation, despite that they are still operated. Total mending percentage for 2011 is 8.16%.

Buses

As of 31 December 2011 the inventory bus car fleet had altogether 1,283 buses, of which 424 were articulated buses, 813 buses of standard length (12–13 m), and 28 low-capacity buses. During the year a relatively large scale exchange of buses was carried out. In total 180 new buses were put into operation, of which 102 were articulated buses, 73 buses of standard length and 5 low-capacity buses. All the buses were supplied by the company SOR Libchavy spol. s r.o.

In 2011 a trial operation of two SOR NBH 18 low-floor articulated buses equipped with hybrid engine was commenced.

Due to an improper construction of supplied buses with an electric engine a trial operation of such buses on line 292 (Malostranské náměstí – Nemocnice pod Petřínem) was terminated at the end of 2011. This line is now operated by low-capacity buses with standard diesel engines.

Increased supplies in the last year reduced partially a shortfall in exchange of the bus fleet created in the years 2005–2008. Further they enabled that practically all busses older than 20 years were put out of operation, and an average age of buses in operation was reduced to 8.52 years. Despite these positive indicators we operate 386 buses with exceeded technical life span, what represents 31.5% of buses in operation.

All newly supplied buses are equipped with engines that meet EURO 5 EEV emission limits; that substantially reduces an amount of produced emissions and contributes to improvement of clear air in Prague.

TRAFFIC ROUTES

Subway

The Subway Transport Route Unit secured the regular operation, maintenance and repairs of technology units; in 2011 the following projects of larger scale took place:

- escalator replacement at the Háje subway station was completed, including a construction of incline platform for barrier-free access to a platform, and a second barrier-free entrance into the Národní třída station was put into operation by means of connection of two passenger lifts from the Lazarská Street;
- in connection to the construction of an extension of the subway line A (section V. A) advance works are carried out at the Dejvická station, e.g. cable connections of 22 kV from the PREdi Praha–Holešovice distribution station, reconstruction of distribution stations for low and high voltage at the Dejvická converter and distribution station;
- reconstruction of a distribution transformer station at the I. P. Pavlova station was carried out;
- construction of new cable connections of 22 kV from the PREdi Praha–Smíchov distribution station to the Anděl converter and distribution station was commenced;
- 1,536 pcs of old wooden sleepers at the subway lines A and C, as well as in switches and depot rails of an independent traction of the Kačerov depot were replaced;
- stage 0 of the project “Complex Safety System of the DP” (CSS) was carried out, a system design was handed over and an installation of an optic cable at the subway line A for circling and improvement of optical networks was preformed;
- damaged equipment at a testing track of the Hostivař depot was repaired (non-ferrous metals theft) and at the same time a security camera system and an electronic safety signaling system were installed at the testing track in connection to an increase of protection of property of the DP;
- electric fire safety signaling at the Jinonice station and in the cable collector at the Hostivař depot were reconstructed;
- coverings of connecting rails of the subway line A in the section Dejvická – Depo Hostivař were replaced;
- plastic-concrete props of rail no. 1 at the Můstek station of line B were recovered,
- rails were continuously exchanged due to a side wear, surface faults and travelled load and sanded so that noise and vibrations are reduced;

- tunnel paneling of the subway line A in the section Skalka – Depo Hostivař was sealed and seepage into escalator tunnel of the Florenc Station (B line) was removed,
- platform edges of the Malostranská and Želivského stations, and safety strips of the Opatov, Pankrác and Florenc (C line) stations were repaired;
- eaves above entrances of the Jiřího z Poděbrad and Stodůlky stations, roofing of the Strašnická station and paneling and tiling of the Hůrka station were repaired;
- air shaft VŠ 63 at the Můstek station was repaired;
- bridge closure by the Vyšehrad station was replaced, bridge of a testing track across a gridiron of the Hostivař depot underwent a general repair and a tube of bridge no. 15 in the section Hůrka – Lužiny was repaired;
- in order to improve cost efficiency of operation heating systems of the Smíchovské nádraží and Anděl stations were reconstructed,
- TMS was repaired at the Staroměstská and Malostranská stations.

Trams

Despite of a slower pace of renovation of tram infrastructure compared to the year 2010 several key sections of traffic network were renovated in 2011.

After three years a new tram track in the Podbabská Street was put into operation. At the same time with a new construction in Podbaba ending by a prepared railroad station, an overall reconstruction of a follow-up section from the Vítězné Square was carried out on our account. Thanks to a demanding coordination of the reconstruction of a cable route, that leads across a construction site of the Blanka tunnel complex, the new structure is powered from the existing converter station in Střešovice. The station was adapted so that to be able to include also the technology of powering of the new structure.

As regards the scope the reconstruction of a tram track at the Podolí embankment in the section between Výtoň and Přístaviště, and other coordinated structures along the Výtoň – Sídliště Modřany radial route was the largest project. In order to improve drive comfort and simplify maintenance sections of often failures had their trolley lines reconstructed, track structure was exchanged and the T6 bridge overpass by the Modřany railway station was thoroughly repaired.

In cooperation with the Ministry of Culture reconstruction of the section Mánes – Staroměstská was carried out, as well as a part of tram track in the Zenklova Street between Palmovka and the Elsnic Square, reconstruction works at the Bratří Synků Square and the Otakarova Street were carried out in several stages.

In the framework of renovation of converter stations a distribution station was reconstructed and tractive transformer stations of the Košíře converter station were exchanged.

During a repair of a tram track in the Sokolovská Street above the intersection with the Švábky Street at the site of a crashed BKV panel elastic polyurethane filler was used for fixing of a rail for the first time.

Based on experience of previous winter seasons an installed heating output of slim rail switches was increased. Remote controls of rail switches were installed at further 4 places.

TECHNICAL SUPERVISION

The main scope of activities of the Supervision Section is to guarantee for the whole company the legally correct operation of the Specified technical equipment (STE) and Reserved technical equipment (RTE) under Decree No. 100/1995 Coll. In 2011 these activities were focused on and related to performance of prescribed revisions at specified and reserved equipment (gas, pressure, electrical, lifting and transport), which fall into a jurisdiction of the Rail Authority and Technical Inspection of the Czech Republic. Technical checks and tests were also carried out for issuance of the so-called Certificate of Technical Qualification under the conditions set forth by Act no. 266/1994 Coll. and Decree no. 100/1995 Coll. Further checks of gas equipment under Decree of the CISW no. 85/1978 Coll. were performed.

→ Electrical equipment

In total 561 inspections of electrical equipment, 124 checks and tests of the STE were performed, including issue of protocols.

→ Machinery

In total 2,507 operation inspections, checks and tests of machinery was performed, majority of which on transport equipment (1,079) and on lifting equipment (702).

POWER ENGINEERING

In 2011 the Power Engineering Department continued to implement positive modifications to contractual relations and thus reduce energy costs. Another priority area was detecting and implementing possible energy savings.

→ Electrical power

The DP is still the largest current municipal consumer of electricity. In 2011 the total electricity consumption was 376 million kWh, which represents the financial costs of CZK 1,177 million. Out of that only the traction operation (subway and trams) consumption was 239 million kWh and the costs reached CZK 755 million.

Contracts for supply of traction power and wholesale power allow us to actively interfere in the power purchases for upcoming periods. By monitoring of developments on electric power market, and in cooperation with our supplier in October 2011 we managed to purchase power for the year 2013 at an advantageous price.

→ Heat

The company České teplo s.r.o. remains the main (and largest) heat supplier to the DP as well in 2011. It arranges for heating, maintenance of thermal networks and water distribution in the premises at Hostivař, Kačеров and the Pankrác depot (1st stage), Zličín and Motol depot, garages at Řepy, Klíčов and Vršovice (2nd stage). In 2011 we purchased 234,794 GJ of heat from this supplier for which we paid CZK 146 million. Heat supplies from other suppliers reached 45,146 GJ, i.e. CZK 19.4 million.

→ Natural gas

Heat from our own sources (gas boilers) was supplied to depots at Žižkov, Vokovice, Strašnice, Střešovice, in the Florenc and Radlice subway stations and for Švábky, the Central Control Room and Vinohrady sites. The consumption of gas reached 1,788 thousand of m³ and costs reached CZK 16.6 million.

→ Water and sewer charges

The company Pražské vodovody a kanalizace, a.s. is the supplier of water to the DP. In 2011 we consumed 720 thousand m³ for the price of CZK 21.2 million. Sewer charges include not only refuse drinking water but also water leakage in the subway and rain water. Sewer charge in the amount of CZK 54.8 million was paid for 2,317 thousand m³.

IN-HOUSE TRANSPORT

At the beginning of 2011 an original In-house Transport Unit was incorporated in the Bus Vehicles Administration Unit as an In-house Transport Shop. This shop successfully arranged for services of passenger and special vehicles, trucks and building machinery during the years 2011. Due to the lack of investment funds for renovation of trucks it was decided to outsource this segment of activities. Outsourcing was commenced on 1 August 2011 and from the In-house Transport Shop a total number of 153 vehicles were transferred to the provider of the service. The agreement was entered into for a period of 9 years, and among others it assumes an actual replacement of the whole car fleet transferred. The In-house Transport Unit took part in important construction projects, mainly in reconstructions of tram tracks.

Economics

Funicular 17:45 29/2/2012 stop: Nebozízek

Prague is the capital and the largest city in the Czech Republic. It has an eleven centuries long history. As a historical capital of Bohemia it used to be a seat of Bohemian Princes and Kings, Holy Roman Emperors and the capital city of Czechoslovakia. At present it stretches out on 496 square kilometers and it has about 1.3 million inhabitants. Prague is generally considered as one of the most beautiful towns in Europe. Its historical center with a unique panorama of the Prague Castle, the largest castle complex in the world, is listed as UNESCO world heritage.

Economics

According to an Amendment no. 3 of the Agreement on Public services the DP was allocated CZK 10,894,181 thous. for the year 2011 from the CCP's budget for securing of an obligation regarding public services. The amount corresponds to a preliminary estimate of compensation of economically justified costs for provision of public services in accordance with the Agreement on Public Services entered into between the CCP, represented by the Ropid organization (Customer) and the DP (Carrier). The amount includes CZK 940,136 thous. for renovation of vehicle fleet.

The DP recorded a profit equal CZK 956,168 thous. in the year 2011 in its economic results. In the period assessed a profit in the amount of CZK 990,350 thous. was reached. The profit was made as a direct consequence of the selected manner of accounting. Compensation as a whole is considered to be a price for public services; an adequate profit forms its inseparable part.

The DP commenced again tax depreciation of long-term tangible assets and in consequence thereof it is not a payer of a due income tax, although it has these economic results. Depreciations in books are far less than tax depreciations. Use of profit for the purpose of payment of losses from previous years is anticipated.

Non-investment transfer from the state budget purposely designated for operation of a protective system in subway in the amount of CZK 40,000 thous. was drawn in full.

In a plan a subsidy in the amount of CZK 42,000 thous. was scheduled for bus transport at suburban lines and outer zones. Its drawing was in 2011 actually higher by 9,239 thous.

FARE REVENUES

Several changes were made in the PIT tariff valid from 1 July 2011. These changes brought, first of all, a modification to prices of individual tickets valid in the territory of the CCP in zones P+0+B, and an extension of sale of individual and short-term SMS tickets. An electronic season ticket valid for 5 months for citizens and senior citizens and persons in need was introduced. Transport of children between 10–15 years and senior citizens between 65–70 years for a special fee was introduced in Prague, provided that such passengers have an opencard with relevant electronic application.

The PIT revenues for the year 2011 are balanced compared to the year 2010. They rose by 1.09%, and when surcharges to fee are included, then by 1.63%.

Revenues from sale of preferential rate season tickets fell by 2.53% compared to the year 2010. Revenues from sale of civil quarterly and 90-day preferential rate season tickets are in average lower by 6.90%, revenues from sale of yearly season tickets raised by 11.37%. Revenues from sale of monthly and 30-day season tickets for juniors and students between 15–26 years increased compared to the year 2010 by 3.49%, and revenues in this category of passengers from quarterly and 90-day season tickets fell by 14.96%. For the reason of different time period of sale of and validity of season tickets and introduction of transport for a special fare the revenues for other categories may not be compared to a similar period of 2010. The total revenues from sale of season tickets, including revenues from sale of season tickets issued without a holder's personal data and employee tickets are balanced compared to the year 2010 on 100.01%.

Revenues from sale of individual tickets with transfer option valid for 90 minutes are, compared to 2010, lower by 19.99%. Original individual tickets with restricted transfer option were replaced, starting from 1 July 2011, by tickets with transfer option with unified time of validity of 30 minutes. Revenues from sale of 30-minutes tickets with transfer option, including fare with a limited validity period increased, compared to the same period of 2010 by 68.84%. Revenues of short-term season tickets also increase by 13.06%.

Plan for the PIT revenues for the year 2011 was met for 101.89%.

TRANSPORTED PERSONS

In 2011 the DP transported 1.110.748.000 passengers in Prague, i.e. by 8.34% less than in 2010. This fact was caused mainly by a repurchase of sold tickets that influenced a decrease of number of transported persons.

In 2011 the number of passengers using preferential coupons with elective beginning of validity period issued on the basis of a holder's personal data increased by 1.86%. Despite their price increases single ride tickets increased by 1.18%. Number of passengers, who use short-term tickets is not negligible either, it increased by 5.10%. New travel documents were introduced in this category – 24-hour and 3-day SMS tickets. From 1 July 2011 a 5-months electronic ticket on an opencard for citizens and senior citizens is available. At the same time 5-day tickets and tickets for drivers in relation to P + R were cancelled. Sale of tickets issued without holder's personal data increased significantly. A new category was created – senior 65–70 years and an age category of children using special fare was extended up to 15 years. Transport for free increased by 15.78%.

Number of passengers transported by the DP in outer zones increased by 0.76%. Interest in all types of the PIT zone tickets, both time tickets and single ride tickets, increased. Pupils and students can buy new 5-months coupons. These coupons are in paper and electronic forms.

INFORMATION TECHNOLOGY

In the field of Strategy and Development of IT projects were completed and newly implemented modules of the SAP system were put into operation – PM module (Project Management), FM (Finance Management) and REM module (Real Estate Management), which replaced the original REM module and made management in the field of real estate more efficient.

Based on requirements for modifications of the DMS system a procedure of approving suppliers' invoices were optimized and specific users' reports were created.

In the field of operation tasks a development of the Timetable system and a new DSK system for evidence and coordination of transport-construction activities belonged among the important projects.

As per technology, due to termination of support an upgrade of all ORACLE data bases to the 11.2 version was carried out. As per applications database server products were upgraded from MS SQL 2003 to MS SQL 2008, which is a necessary precondition for planned consolidation of operational applications including making data storage management more efficient with contribution of virtualization on the HyperView platform.

As regards portal solutions the company intranet and internet were passed under a surveillance of the IT Unit, what will make standardization of management of individual procedures in this field more efficient.

Old systems for access to the Internet (WEB Proxy) and Antispam protection were replaced. Filtered spams represent up to 75% of received emails. Through this replacement we reached higher accessibility of both solutions thanks to an installation of back-up systems at Central Control Room. As a bonus a system detecting risks and vulnerable points in the DP network was obtained. This unique equipment "FoundStone" can check individual equipments of the network, reveal weak points and suggest solutions. Further, in 2011 about 20 old rather defective servers were replaced by new ones provided with a support by a producer.

At final users' work places obsolete 400 computers were replaced and RAM was extended in further 550 computers.

A project called "Multifunctional printing services" was launched in the framework of which centralization of printing at the Sokolovská building was implemented and an analysis of printing environment in the building of Central Control Room was carried out.

In the Hloubětín, Kobylisy and Vokovice depots WiFi signal was arranged for as well as at side areas of the Řepy garages. Data network at the Central Workshops in Hostivař was modernized. Backbone data link between server halls Sokolovská – Central Control Room – Kačerov Depot was improved to the speed of 10 Gbps.

In the field of mobile phones tariffs at individual SIM cards were optimized and CZK 1,662 thous were saved, compared to 2010.

FILING SERVICE AND ARCHIVE

In accordance with Act on Archiving and Filing Service the Archive Dpt. arranged for a permanent and temporary deposit of documents of the DP in 2011. It accepted 434 linear meters of documents designated for a temporary deposit for 1–10 years, and 66 linear meters for permanent deposition, including some personal files (payrolls, qualification sheets etc.), which are to be preserved for 60 years. In 2011 about 84 linear meters of discarded documents were shredded with consent of the Archive of the CCP, i.e. nearly 4.8 tons of discarded documents. At the end of the year another procedure took place, which resulted in further 84 linear meters designated for shredding in 2012.

In 2011 twenty-four researchers were interested in studying historical documents kept in the DP's archive. They were mostly students of secondary and higher education schools who worked on their school-leaving, bachelor or master theses.

During the year the archive closely cooperated with the Marketing and Communication Dpt. on preparations of 120th anniversaries of electrical trams and the 120th anniversary of Prague funiculars. A new permanent exposition about the history of Prague funiculars was installed at the Petřín station, and a monument of the first electrical tram was erected at Letná in the framework of the anniversaries.

The archive provided for specialist consultations and interviews for media and further specialist institutions. For various interested specialist institutions and civil associations the archive prepared 9 lectures on the history of the Prague CPT (for instance for the MC CCP, the National Technical Museum, Prague Information Service, etc.).

PURCHASING

In 2011 the Purchasing Unit worked for the second year in the Financial Department. The fact was positively reflected in stabilization of the manner of management of the unit as well as in its evaluation.

In 2011 the operating stores of the SVA Unit were incorporated into the Purchasing Unit. As early as in the first half of the year anticipated effects of this modified organization were confirmed – level of stock at the former operating stores of the SVA Unit was significantly reduced and more efficient activity of the Purchasing Unit allowed for reduction of employees mainly in the Stock Control Department.

The Purchasing Unit successfully underwent a certification audit for ISO 9001:2008 arranged for by a renowned company Lloyd's Register Quality Assurance.

Tasks related to the reduction of overall level of stock –in absolute reduction of level of stock, and continuous improvement of its quality composition – were achieved. In comparison to the previous period a volume of no-turn or excess stock was significantly reduced.

In relation to purchase of material and services the Purchasing Unit saved up distinctive amount. In 2011 a process of concluding new agreements for establishment and operation of consignment warehouses according to the needs of individual operations of the DP was concluded. A number of orders issued by means of a reference to a contract in the company SAP information system was increased year-on-year.

Based on positive experience with operations and results achieved with the ppeSystem electronic purchase application cooperation with the company PPE.CZ, s.r.o. was extended for another period.

In 2011 a SRM application was launched for selected commodities with the company's SAP information system. In the event that evaluation of operation confirms further development of the SRM application the Purchasing Unit plans to extend the range of commodities to be listed therein.

Human Resources



Subway line C 12:58 4/1/2012 station: Vyšehrad

Nusle bridge – a dream of several generations – was built in years 1965–1973 under the design of architects Vojtěch Michálek, Stanislav Hubička and Svatopluk Kobl. In a height of 42.5 meters it arches over a deep Nusle valley between Karlov and Pankrác. Steel concrete bridge comprises of five fields and it is 485 meters long. Under the bridge deck there is a subway tube that was put into operation in 1974.

Human Resources

HR DEVELOPMENT

As of 31 December 2011 the DP had 10,743 employees, of which 9,316 were men and 1,427 women. The employee number and structure is based on the employment needs and possibilities in our company. The largest group is public transport drivers (39.7%), blue-collar workers (34.6%) and white-collar workers (25.7%). 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 change significantly in 2011. Middle-aged employees with secondary school education concluded by a school-leaving certificate and secondary school education without a school-leaving certificate still prevail. The educational structure corresponds to the composition of professions in the transport and technical sphere.

HR STRATEGY

In 2011 organizational changes were made that affected the HR department the most. A new section of HR was created in the field of HR, the whole structure was changed, and related vast personal changes were carried out.

In 2011 the HR Section concentrated mainly on development of HR management, extension of the System of HR reserves and education development in relation to needs of all the DP Units. Assessment of employees who have concluded an Agreement on Wage was carried out. System of evaluation and motivation of employees, its further development and intensification of bonds falls among the basic priorities of the DP's HR strategy. A concept and methodology of a standardized adaptation process was prepared, its implementation is anticipated in the 2nd quarter of 2012.

During 2011 optimalization of work positions continued, in total 139 work positions were cancelled (of which 21 work positions of outsourcing activities

of a division 238060 – center Trucks Hostivař II), 100 work positions was created. In total 39 work positions were saved in 2011.

WAGE POLICY

Wage policy of the company was performed under a single Collective Bargaining Agreement including common rules for remuneration of all employees of the company.

The average monthly pay of employees in 2010 was CZK 29,735; total personal expenses were CZK 3,957,622 million. The amount of personal expenses was affected by redundancy payments due to organizational and health reasons.

Overtime work in 2011 increased in comparison to 2010 by 44,216 hours. The increase affected mainly the CPT drivers.

DEVELOPMENT AND EDUCATION

Through a systemic approach to progress and education of the DP's employees deepening and development of expert knowledge and skills of all professional groups was arranged for. Care for their personal development contributed to their motivation and stabilization.

In the field of professional development periodical training and re-examination of employees, and expert training and seminars were organized. Courses in IT technology and training within the Program of Professional Expertise Development were very popular. Employees listed in the System of Personal Reserves received special attention.

Expert practice and expert training carried out at the DP's work places allowed students of Secondary schools and Vocational Schools to obtain practical experience and link theory with practice. In cooperation with the Technical High School of Transportation the 8th year of the education program "Line Management School" was successfully organized.

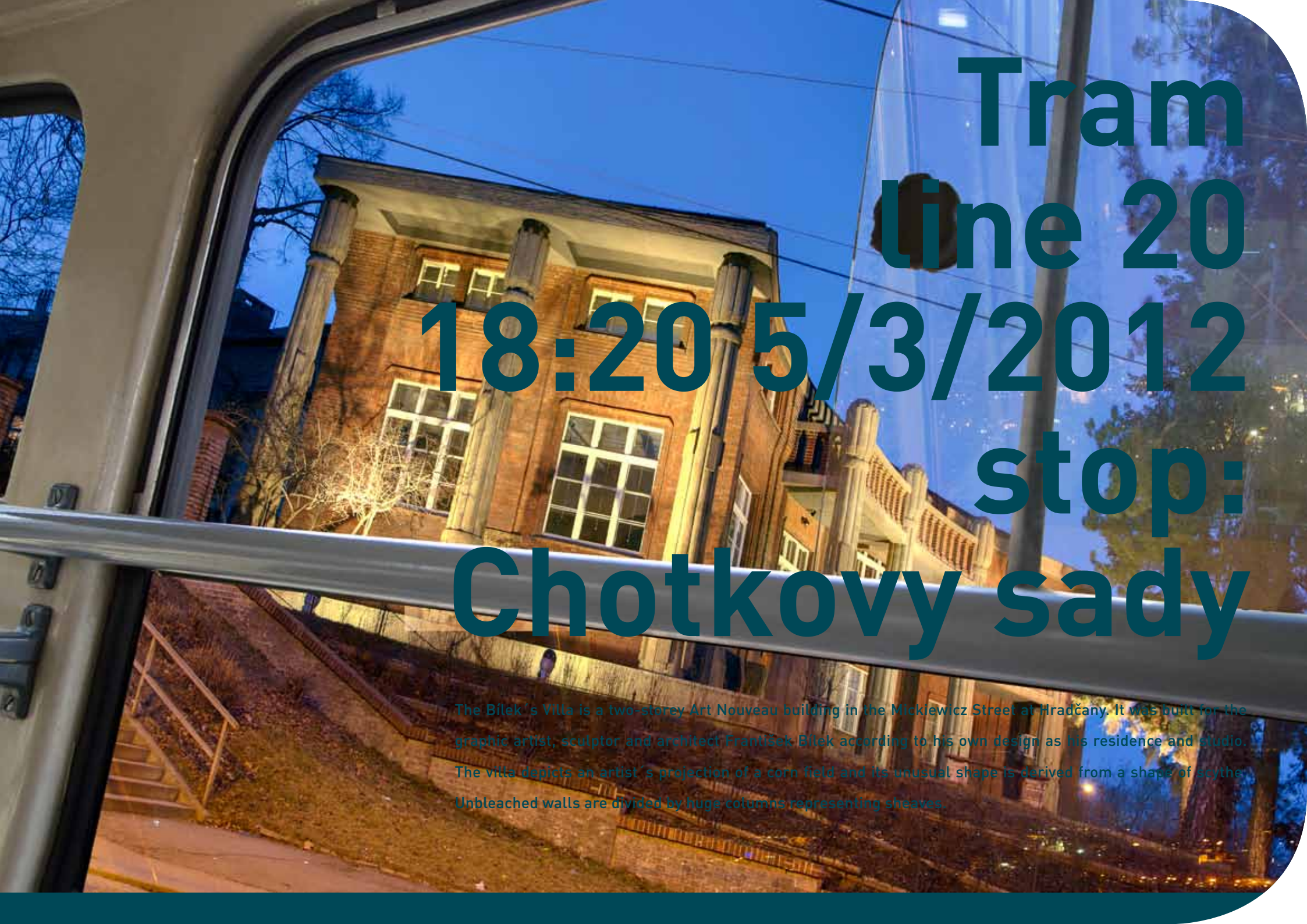
Educational programs "Specific Problems of Controllers' Job", "Communication Skills and Stress Management for Dispatchers" and "Management of Emergency Situations Declared by Public Transport Drivers" contributed to deepening of soft skills. In this field individual training for top and middle management was also organized.

SOCIAL POLICY

Employee benefits through which the company strives to increase their motivation were set according to the Collective Bargaining Agreement for the period of 2010–2012, as amended.

The DP provides its employees allowance for additional pension insurance, life insurance, FlexiPASS vouchers, allowance to recreation of children, meal allowance, employment anniversary allowance and allowance at the first employment termination in connection to retirement or disability pension, employee fares for employees, their family members and retired – former employees. Certain professions listed in the Collective Bargaining Agreement have a part of their insurance of liability of an employee for damage cause to employer paid by the DP.

Administration of Real Property



Tram line 20 18:20 5/3/2012 stop: Chotkovy sady

The Bíték's Villa is a two-storey Art Nouveau building in the Mickiewicz Street at Hradčany. It was built for the graphic artist, sculptor and architect František Bíték according to his own design as his residence and studio. The villa depicts an artist's projection of a corn field and its unusual shape is derived from a shape of scythe. Unbleached walls are divided by huge columns representing sheaves.

Administration of Real Property

The Real Property Administration Unit keeps records and administers real property in ownership of the DP. The assets of the DP are recorded in 88 Cadastral Areas round the whole Czech Republic, of which 77 Cadastral Areas are located in the CCP, and 11 Cadastral Areas are located outside the CCP. In total 2,266 land plots of 2, 994,213 m² in area in total, and 1,580 buildings are involved. Currently 55% of the real property is reviewed from the property rights point of view; complete review of property rights, i.e. preparation of the so called cover sheets, has been in progress since 1 January 2008. Detailed review of the DP's Title to real property starting from original records in land books up to current records and related arrangement for and filing of acquisition titles, geometrical plans, extracts from land books, statements of the Land Office in relation to restitution claims and occupancy permits, is a part of the review process.

In the framework of securing that actual situation on the site corresponds to the records kept by the Real Estate Cadaster subway stations of the line V. B were entered into the Real Estate Cadaster. It relates to the section between the Hůrka – Zličín stations.

The Real Property Department entered into 251 agreements in 2011 that relate to disposition of real property. They are mainly rent agreements, easement agreements and purchase agreements for material not used in operation. Significant part of rent agreements are agreements entered into in connection to reconciliation of proprietary relations to real property in ownership of the DP that was used without a legal title. Within the scope of calls for a hand over of unjust enrichment an amount of CZK 1,690,382.00 was credited to the benefit of the DP.

The Technical Property Administration Department, which performs technical administration of individual sites of subway depots, tram depots, bus garages, an administrative building at the Sokolovská Street and the building of the Central Control Room by means of the "Helpdesk – Repairs and Service of Buildings"

application has resolved 5,200 "help-desk" cases in the framework of operation-technical maintenance of real property.

The Real Property Administration Unit within a program of community services on public areas in ownership of the DP saved an amount of CZK 3,512,000.00 from funds spent on maintenance of real property.



Safety and Security

• Safety and security are the most important factors in the design of a system

• Safety and security are often confused, but they are not the same thing

• Safety is the state of being free from harm or danger

• Security is the state of being free from threat or attack

• Safety and security are both essential for the success of a system

• Safety and security are both essential for the success of a system

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Bus line 135 18:20 19/1/2012 stop: Náměstí Míru

The St. Ludmila Church was built in a Neo-gothic style under the design of architect Josef Mocker. It was consecrated on 8th October 1893. Significant artists participated in its decoration – for instance sculptors Josef Václav Myslbek and Antonín Procházka, or painters Josef Čapek and František Ženíšek. The church became a landmark of a central square of a rapidly developing town of Královské Vinohrady that belonged at the end of the 19th century among the largest Czech towns.

Safety and Security

CRISIS MANAGEMENT PLANNING

The 2011 crisis management plans were based on the Crisis Management Act and the Crisis Management Plan of the CCP. With the Crisis Management Act significantly changed by several amendments in the last days of 2010, these changes had to be reflected in the standards.

These changes included, but were not limited to, the introduction of the “critical infrastructure” institute. To discuss the possible inclusion of the DP in the critical infrastructure components, first meetings were held with the General Headquarters of Fire Brigades (FB), the Ministry of Transport and the MC CCP. The definition of “critical infrastructure” was analyzed and reflected in the drafted amendment to the Contingency Plan.

Efforts were made to harmonize the DP crisis management standards with the MC CPP standards and to reflect the organizational or technological developments, especially in relation to the DP Flood Prevention Plan.

The 2011 saw the completion of the “Response to terrorist attack on the Prague subway system using combat poisonous gases (CPGs)” that materialized in the E 7 stage, which will form the basis for specific methodological procedures of the Integrated Rescue System (IRS). Subsequently we focused on the coordination of the IRS components in response to potential terrorist attacks in subway using CPGs.

Several scenario-based exercises of control room staff was carried out within the implementation of the “Anti-Chemical Alarm System” (PROVAS) project that so far covers seven subway stations with a large concentration of passengers. The exercises test the control room staff in their ability to correctly analyze the situation in the subway station, quickly and accurately forward information both within the DP

and to the IRS components. The conclusions from the scenario-based exercises are used to prepare the “Plan of responses by employees in case of a subway terrorist attack using CPGs”.

Drawing from experience gained at stations that feature CPG detection equipment, the standard for the procedure of DP employees in case of suspected presence of toxic gases in the air at subway stations without the detection sensors has been updated.

Information on procedure in case of suspicious baggage findings, on anti-flood measures taken by DP from 2002 to 2012 has been processed, and the works on the design of an anti-flood exercise at a chosen subway station.

We cooperated in the transfer of a pilot project for an introduction of the manual for the “Bus Transport System Safety Management”, compiled by the International Association of Public Transport (UITP) that was designed for the DP. It is a guiding document that provides information on transport system safety and use of the relevant technologies available on the market with maximum effectiveness possible, and can be used as a guideline for assessing system safety plans.

PROPERTY PROTECTION AND SECURITY

The Property Protection and Security Section drafts the property security concept, manages cooperation with security agencies and specialist entities to ensure the operation of technical security systems, and is responsible for many other tasks. It closely cooperates with the Czech Police and the Patrol Division of the Prague Municipal Police.

To improve the protection of its above-ground facilities, it has launched a process of surveillance camera system modernization. Within preparations for this project, a working group headed by the security manager visited a military facility protected by a state-of-the-art security system. The modernization of safety bins in the subway was launched by lining the bins for easier waste disposal.

The DP was audited by the Office for Personal Data Protection; no non-compliance was found, thanks in part to the new personal data processing standard drafted in-house. The company's information systems storing secret information were certified, and the National Security Office extended the validity of the corresponding security certificate. Given the large quantity of confidential documents, talks of their declassification are held with the documents' authors in line with the Act on Protection of Classified Information.

Thanks to the excellent cooperation with the Communication and Security Service and the Real Property Administration Unit, the Depot Hostivař testing track now features a modern security system based on both technical and physical elements. The camera outputs, incl. alert reporting systems, feature two-level backups and are forwarded both to the Municipal Police's Patrol Division and the central control room of the security agency.

One job position was made redundant within the cost-cutting measures, and the associated workload was reassigned to the remaining members of the department.

SAFETY AT WORK AND HEALTH

In 2011, the Department of Safety made efforts to implement a systemic approach to reducing occupational accidents in the entire DP. This approach covered both occupational safety and health and the risk detection system and the managed risk prevention system in place that was continuously updated and harmonized with newly enacted and amended legislation, incl. their incorporation in the corporate standards.

Its goal was to improve the occupational health and safety management system in the entire DP, and at all its management levels. To apply these measures, the occupational health and safety department employees must fulfill new tasks that, once completed, will help the company improve the overall performance of the risk detection system and raise occupational health and safety awareness among its employees, which also drives the company to new prosperity.

An integral part of the department's activities was cooperation with public health authorities when they monitored the work environment, evaluated project designs, provided individual expert advice on occupational health and safety to our employees, processed the outputs of the indemnification committee, took part in occupancy proceedings, classified work positions, organized staff and supplier trainings focused in DP's internal occupational health and safety guidelines.

The Department of Safety makes its best efforts to raise the DP's employee awareness of occupational health and safety and to motivate the employees to cooperate and increase the occupational health and safety standard and to improve working condition and environment. The fact that the 2011 saw 347 work accidents with the period of work incapacity in excess of three calendar days, which is a reduction by 93 accidents compared to 2010, is a positive trend. We will do our best to make sure that the number of work accidents drops even further in 2012, and we will take utmost care to increase the relevant standards.

FIRE SAFETY

In terms of fire safety, the general goal is to prevent fires, create conditions for their successful removal and to minimize their impacts on life, health and property.

The DP Fire Brigade (FB) guarantees fire safety and communicates with the fire safety authorities. The FB is in charge of fire prevention, maintenance of fire fighting means and fire safety equipment, and guarantees continuous readiness of the FB units whenever fires must be extinguished or other extraordinary events must be dealt with in facilities of the DP.

In 2011, the FB had to deal with 609 emergencies, incl. 29 fires, 308 technical interventions – technical assistances, traffic accident, environmental accident or natural disaster interventions and other interventions, 29 drills and 243 emergency interventions based on the electric fire alarm system (EFAS) and false alarms.

We continued to rehearse emergency procedures in the Škoda 15T ForCity trams, in all types of subway vehicles and buses, including hybrid-engine buses and midi-buses. We continued to train climbers, climbing instructors, chainsaw operators and commanders and specialists in responding to events involving combat poisonous gases. We arranged a specialist training on the premises of the Škoda Mladá Boleslav Fire Brigade focusing on resolving “Emergencies involving passenger rescues from damaged motor vehicles”. We regularly trained the commanders and members of the JSDHP in charge of fire prevention in bus depots.

Two internal guidelines providing for the activities of the FB and JSDHP were amended.

Working within the IRS, we prepared a coordination-focused tactical exercise based on a scenario of a bus-tram accident with multiple injuries, and we drafted a plan of activities for the IRS in case of chemical threats in the subway.

We inspected all hydrants and coordinated controls and revisions of fire extinguishers. We drafted updates of the fire fighting manual, especially as the EFAS were modernized and the street and underground-level subway station premises were modified.

The fundamental task in terms of fire prevention is to prevent risk situations, i.e. to prevent fires and dangerous situations, and to arrange for safety of employees and passengers.

We monitored compliance with the duties set out in the fire safety regulations in all facilities owned and operated by the DP. Measures are taken to remedy any defects when found.

350 managers, 1,474 members of preventive fire watches and 87 managers of outsourced contractors received fire safety trainings in 2011.

We approved and evaluated building projects for new buildings and modernizations; we took part in building takeover and occupancy proceedings.

In 2011, we amended three corporate standards that provide for fire safety on the premises of the DP.

We continued to post safety labels and marks in buildings and facilities. Fire drills were carried out in selected facilities in collaboration with the FB emergency unit.

We took part in designing of new subway stations (Červený vrch, Veleslavín, Petřiny and Motol), and the local examinations and inspections regarding modification to the Dejvická station.

CONTROLLING

Just like in the previous years, the Controlling Division was in charge of internal controls that responded to requests by specialist department heads, managers, trade union organizations, employees and passengers in 2011. The controls aimed to verify compliance with internal standards and Czech and EU legislation. In addition to standard controlling activities in line with a predefined plan, extraordinary controls were also performed. All these controls were carried out in cooperation with the specialist departments, the Czech Police, the Prague Municipal Police and outsourced contractors. The individual departments of the division carried out controls in the fields of their specializations: Internal Control Department checked compliance with the applicable legislation and the Operational and Technical Control Department focused on operations; the two departments also cooperated whenever necessary.

The division addressed in 2011 the issue of alcohol and other addictive substances both by controls and by internal standard: a new directive was drafted that is to replace the existing directive in 2012 after the review process is complete. The new directive should simplify the process of dealing with positive tests results, and thus make the work of control staff more effective. Legislative changes had an effect on controls of temporarily incapacitated employees: the employer can now check up on the employee in the first three weeks of his or her absence. Many departments cooperated with our division to use this opportunity. In addition, for the first time the number of inspections carried out by our employees this year exceeded the number of inspections requested by the competent social security offices. Thanks to all these efforts, the number of employees with temporal work incapacity declined.

Throughout the year, the results of all audits and controls were delivered to the relevant managers who, either acting on their own initiative or following the Controlling Division's recommendations, adopted remedial measures within the set deadlines; compliance with these measures was subsequently reviewed. The activities of the Controlling Division thus ultimately achieved their main objectives, mainly to prevent and avert damage and to make the internal activities and processes that fall within the controlling powers of the Controlling Division more effective.

The technical control station underwent a quality management system certification audit (QMS) EN ISO 9001:2008 with flying colors, defending its certificate for 2012. The certificate was granted by LRQA (Lloyds Register Quality Assurance).

Marketing and Communication

Subway line C 10:10 1/3/2012 station: Střížkov

The Střížkov station on the C line was put into operation together with a new subway section Ládví – Letňany on the 8th May 2008. It is atypical and visually very attractive station. Thanks to its roof made of two arched steel joists that allow for use of glass walls it gives an impression of a surface station, although both platforms are deeply sunken in the neighboring terrain. In 2009 it won one of the awards of the European Steel Construction Association. Ing. Arch. Patrik Kotas is the author.

Marketing and Communication

MARKETING

The quality of services provided by the DP is appreciated especially among specialists and abroad. The goal of marketing and communication in 2011 was to spread the company reputation among permanent customers and to attract new ones.

The most important task in 2011 was to ensure a quality campaign for changes in fare that became effective on 1 July. This communication had two levels. We established CZK 0.00 fare for children aged 10–15, and seniors aged 65–70, providing they load their opencards with a required application. During June and July we expected up to 100,000 our customers to show interest in issuing the opencard or in loading the new application. We managed to cope with the situation very well due to early and large scale communication campaign. In the end of the year, more than 130,000 clients had the application. The other level concerned the rise of a single trip fare and associated changes.

Traditionally, in the last weeks of the year we encourage our clients to buy season tickets for coming periods in time and avoid queuing. The action was successful; the sale of tickets at the turn of the year was fluent. This good result was also influenced by the changes in the sale of the year tickets and launching new (e.g. 5-month) tickets. These tickets give our customers better opportunities for optimal planning so that a family budget is not burdened.

The use of e-shopping for purchasing season tickets, especially the year tickets is also positive. Up to 30% year tickets are bought electronically. In the end of 2011 we managed to make e-shopping of tickets more comfortable by establishing the service Payment 24 of the Czech savings bank.

On 18 July 2011 the DP commemorated 120 years since the operation of the first electric tram in Prague by raising a memorial at Letná, in the area where in 1891 the tram designed by František Křižík operated. The good reputation of the DP was also supported by a parade of trams which passed through Prague on 18 July.

The DP is trying to develop positive awareness in foreign visitors of Prague, too. The publication „33 Prague Trips by Public Transport“ was issued in spring, it offers 33 interesting tips for sightseeing in the capital by utilizing the CPT. An electronic version of this publication was launched for iPhones in September. In autumn, this e-publication was issued in Czech version. Since November, we have been offering also applications for purchasing SMS tickets, both for iPhones and mobile phones with the Android operation system.

The news of the year 2011 was an engagement in the project called Experience Touring organized by the Chamber of Commerce of the CCP. From March to December we operated 20 tours by the historical Prague subway EČs, which were accompanied by sightseeing of the Kačerov depot. All the historical tours in 2011 were sold out a few weeks beforehand, and 12 tours planned for the first half of 2012 were sold out by the end of 2011. The night excursion to the subway station Florenc met with an enormous response. The excursion took place under strict safety measures, and the eighty available tickets were sold out within ten minutes.

The DP presented itself in 2011 by a few traditional events which are well received by all Prague citizens. Although the weather in summer was changeable, the Kinobus projections were seen by 18,000 spectators. The charity project “Help Children” managed to raise more than CZK 25,000.00. The Door Open Day held on the Hostivař depot was visited by more than 11,000 people, and the St. Nicolas afternoon held in the Pankrác depot attracted more than 4,000 citizens, especially children with their parents. The feedback of all these events was positive.

In 2011, just as in the past, the DP was a partner of notable all-city projects such as the Prague Museums Night, important cultural events in the area of Prague, or the International Prague Marathon.

We manage to improve the DP reputation by issuing information materials, which are available also on 50 stands at subway stations. They inform clients how to best use services of the CPT when travelling in Prague, as well as when sightseeing. The goal of the materials is also to aptly advice visitors which types of tickets to use for journeys.

COMMUNICATION

The Communication Dpt. processed 6,148 suggestions in all, fewer than in 2010 by 11.68%. It was caused especially by the change in the system of submitting suggestions of the public. Currently, there are three ways of submission: through web forms on www.dpp.cz, through info-lines, the responsible officials of which write down suggestions into prepared forms accessible on the intranet or through written suggestions. We have modified the contact forms on the web sites, launched a FAQ section on www.dpp.cz, where responses to frequent suggestions of general nature, e.g. the issue of homeless, grinding the rails, etc. can be found. The Communication Dpt. actively looks for frequent topics and continuously includes them. The FAQ section was visited by 30,492 clients from its launching in June 2011 to the end of 2011.

The Communication Dpt. started to work out an application Suggestions of the Public, which should facilitate the flow of suggestions within the company and ensure an efficient solution of the issues. A pilot version of the application was made by the end of 2011.

During 2011 the Communication Dpt. was being examined by the Office for Personal Data Protection regarding compliance with obligations set forth by the Act no. 101/2000 Coll., on Protection of Personal Data and on Amendments to Certain Acts, as amended, by the DP when processing personal data acquired in receiving suggestions about the CPT through contact forms. The Office for Personal Data Protection stated that the DP had not broken the relevant provisions in any manner.

The Communication Dpt. administered the intranet until the end of November 2011. A number of interventions took place during that period, e.g. the advertisement section was significantly altered so that the submitted advertisements could be edited.

The Communication Dpt. also provided the contents part of the internet presentation www.dpp.cz. The number of visits reached 17,481,186, which is more by 2,644,400 accesses than in 2010. The internet sites were regularly updated so that invalid data are removed, and individual sections were updated with regard to the needs. The introduction of a pilot operation of the section Extraordinary Events meant a significant step.

Until the end of November, the Communication Dpt. also prepared the company magazine called DP Contact and the leaflet DP Topically, and administered contact places on the premises.

In 2011, Info-centers again provided information about the CPT, schedules and lines, sold tickets, info materials, maps, publications, and single timetables, collected complaints and applications for opencards, and provided loading of opencards. The total yearly incomes reached CZK 370.5 million.

The number of questions on the telephone info-line, which operates daily from 7.00 to 21.00 o'clock, did not change a lot when compared with the previous year, when 149,300 calls were received. However, the number of questions about the tariff related to the opencard had slightly increased.

In the last year, the info-line registered 1,621 losses reported by passengers. 549 objects out of that were found, which represents 33.9% success rate.

MEDIA

In 2011, communication with journalists resulted in the total of 4,918 media outputs about the DP (on average 13 outputs a day). When compared with 2010, it was an increase by 25%. When taking into account the all-state daily papers, most media outputs appeared in MF Dnes (551 outputs) and Právo (294 outputs); concerning the regional daily papers, most outputs appeared in Pražský deník (425 outputs). Information agencies were not behind, most outputs were in the Czech Press Agency (343 outputs). As regards internet news servers, the DP was most times mentioned in iDnes.cz (319 outputs), as for programs on TV and radio, ČT1 (Czech TV Channel 1) and the Czech Radio ranked the first. The last year topics, which were given positive publicity, were helped by press conferences, e.g. one held on the occasion of opening a lift at the subway station Háje, on the 120-year existence of the Electric Tramway, or on the project Art in Subway.

The most utilized month of the last year in the media was June, which brought 745 articles; a prevailing topic was the strike of the Transport Unions (69% out of the total of media outputs). December ranked the second with 670 outputs, and November ranked the third with 540 outputs. Media paid most attention to the DP in 2011 referring to the following topics: the strike of the DP Unions, the opencard, short-term and long-term restrictions in the traffic, fares (prices, forgeries, etc.), financing of the DP, and the extension of the subway line A.

International Relations

The Union Internationale des Transportes Publics (UITP) appreciated in the framework of the PTx2 initiative (double the share of public transport by 2025) in April 2011 at the UITP Congress in Dubai a project, which followed from the DP's strategy and was aimed at quality of services provided, as the most contributing project in the category of the Urban Rail Development Project in the region of Central and Eastern Europe.

Within the EBSF project (European Bus System of the Future) the DP is involved in the User Group, which participates in defining of tasks, requirements and assessment criteria and includes representatives of carriers, coordinators and customers. The Project continued in 2011 with two sessions of the User Group. Further individual pilot projects and installations were introduced during the year (new or adjusted vehicles, steering and info systems in vehicles and at stops etc.). Emphasis was put on use of modern technologies, including mobile information systems. At present it is the most important research and development project in the field of public bus transport, its performance is scheduled for 2008–2012. It is financed from the 7th EU framework program for science and research. Its task is a collection of requirements and recommendations for ideal European bus system; within the project individual monitored fields are also performed in 7 selected European cities as pilot projects.

In November 2011 four-year European project COST TU 603 was completed – Bus system with High Level of Service (BHLS). It was financed within the COST program (program of European cooperation in the field of research and development of technologies) and in a form of benchmarking it mapped current situation and trends in modern bus a trolley-bus transport. Within the project 35 transport systems in 14 countries were monitored and described; the CR was represented by the DP and the Transport Research Centre, v.v.i. Individual findings and recommendations have been implemented as circumstances allowed in current development projects in the DP as well.

An international seminar FLIPPER held in June in Prague was organized jointly by the DP and an Italian organizer of public transport in Bologna. This project

is focused on flexible transport services and transport services responding to demand in Europe. Speakers came from Austria, Greece, Italy, Portugal, The Great Britain, Ireland and the CR. 76 interested parties, mainly by representatives of public transport companies of statutory towns, Municipal and Regional Authorities, or experts from Transport Faculties and civic initiatives attended the expert seminar.

The DP was invited by a non-profit organization "The Scandinavian House" to cooperate in organizing of a festival of Nordic culture "NORDIC DAYS" in October 2011. The task of this festival was to present culture of Scandinavian countries from different angles, among others also from the local public transport point of view that was presented by photographs on display in subway vestibules.

Significant position of the DP among European carriers is demonstrated by many foreign delegations, that were interested mainly in technology, repair and control centers. Traditionally several delegations from various China provinces were interested in control system, planning, financing and utilization of modern technologies of public transport in Prague in 2011. Delegations from Denmark were repeatedly received in the DP's repair shops in Hostivař, where they were provided with expert excursions. Prague tram workrooms, depots and tracks became in June a subject of interest of colleagues from Berlin public transport company. In May a delegation from Stockholm, and in June a delegation from Norwegian company OSLOTRIKKEN AS got acquainted with operation of the Control Room. The Norwegians were interested also in Prague tram system, priority given to the public transport and a new 15T tram. In September representatives of the city of Kharkov were interested in repair shops and DP's Control Room, and they bought several T3 trams for the Kharkov public transport. In September experts from Slovenia of public, academic and private sectors were interested in the DP's Control Room. In November the DP exchanged its experience with the French company Thales with validators of travelling documents.

Priorities in the Upcoming Period

Long-lasting unfavorable situation in the field of financial resources reached its critical stage that resulted in sharp restrictive measures of the City managers in the field of financing of the DP with fundamental impacts on its overall activities. The situation requires relevant approach to selection of priorities in individual segments of further development of our technical base and related operation activities. In this context several specific issues are generally involved. First of all it involves continuation of intentions where elaboration or valid contractual relations limit or even prevent any other variety of approach to their performance stage. Another issue is preparations of selected key investment projects including creation of conditions for their financing, albeit being aware of necessity of potential corrections of performance deadlines compared to original plans. And the last but not least category is inclusion of newly designed plans of development of the DP in zone planning documentation.

Further development of rail transportation systems that secure an increase of a share of segregated city public transport routes, creating the conditions for their increasing regularity, speed and safety is a long-term priority. Another contribution is a related reduction of ecological burden in the Capital by use of electrical traction in larger scale. This trend was reflected also in preparation works on a new Zoning Plan for the CCP, in which plan's concept a vigorous development of tram traffic was anchored. The DP must pay maximum attention to enforcing its requirements in subsequent phases of elaboration of this fundamental urban development documentation. An active approach must be taken also in the cases of contemplated further wave of modifications to

the zoning plan, which modifications will be important for the whole city. That creates a time-wise more favorable option to reflect some groundbreaking new tram tracks (e.g. to Jižní Město or Suchbátov) in the planned commencement of construction in about 2015.

Performance of development intentions regarding a network of city rail transport will be carried out in 2012 in further stages of construction of subway line V. A Dejvická – Motol, the opening of which is planned for the year 2014. Transport in the territory of Prague 6 and to Motol hospital will be improved, and bus transport will be reduced accordingly. A part of the Dejvická bus terminal will be moved to a future Veleslavín subway station. The resolution of the bus terminal and a park-and-ride lot at Veleslavín shall be a subject of further intensive activities as the development resulted in necessity of certain corrections of approach to the issue. In the segment of a tram traffic no conditions for performance of new tram structures are created therefore an extraordinary attention shall be paid to an increase of technical level of tram track network and its reconstruction. RTT Flora, RTT Průběžná – Švehlova and RTT at the Želivského subway station belong among the key intention in 2012.

In the field of preparation of new constructions of tram tracks we will concentrate on the preferred intentions for the performance of which conditions in the zoning plan are created. Specifically TT Divoká Šárka – Dědinská and TT Sídliště Barrandov – Holyně – Slivenec. The first case – a connection of a housing development

Na Dědině to the system of city rail transport is in the public gaze. The second case is a reopening of preparations of services to a development area on the Barrandov plain by tram transport, which service represents a precondition contained in the zoning plan to a proposed capacity housing development.

A very important issue of barrier-free access to subway stations will not be neglected. We will focus on lifts at the Můstek (lines A and B), Anděl and I. P. Pavlova subway stations.

Preparation works on a subway line I. D (Náměstí Míru – Depo Písnice) remain an open issue, as these works were at the beginning of 2012 stayed based on a decision of a new city management not to allocate necessary funds. This approach follows from unfavorable long-term prospects in the field of funding of constructions of city rail transport. From the point of view of routing, selection of transport system etc. the intention was a subject of many studies, analyses and multi-criteria comparisons in last decades so that its current form is optimal for the solution of a long asserted supplement of the Prague subway network by a fourth north to south line. Since at the end of 2011 documentation related to zoning proceedings was completed regarding the construction in question and subsequently negotiations were opened, it would be very beneficial if the given stage of preparation is concluded by a zoning decision. Without regard to any further development conditions for protection of territorial claims of the future construction of the subway line in question would be secured. There is, however, a condition of an issue of modification to the current zoning plan no. Z2440/00 that would reflect optimal routing of the given part of the new subway line.

Continuous vehicle fleet modernization remains on the front burner. Given the current conditions we focus on tram transport. Under a long-term Contract for Supply of 250 modern low-floor 15T trams we will receive 34 vehicles in 2012. Apart from that reconstruction of 4 KT8D5 trams will be finished and they will have low-

floor segment inserted. Further renovation of bus fleet with low-floor SOR buses and contemplated increase of number of midi-buses will depend on further development in the field of financial resources.

Companies in which

Dopravní podnik hl. m. Prahy, a. s.

Has an Equity Interest

Inženýring dopravních staveb a.s.

The basic scope of business of the company is arrangement of constructions for investors starting from procurement of a project, arranging for zoning decision, building permit and expert management to monitoring of the construction up to final occupational permit. The DP owns 34% of shares.

Pražská strojírna a. s.

The main scope of business is a development, production and assembly of components and equipment for construction and maintenance of tram tracks. The DP owns 100% of shares.

Rencar Praha, a.s.

The company performs all types of advertisement and marketing activities, starting from operation of full-decorated promotional trams, buses and subway sets up to the lease of display cases at bus stops. The DP owns 28% of shares.

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. The DP owns 100% of shares.

GTR-DP Praha, s.r.o.

The company is engaged in restoration of tram rail profile. The DP owns 40% shares.

Report on Activities of the Supervisory Board

of the Company Dopravní podnik hl. m. Prahy, akciová společnost,
for the year 2011

Composition and powers:

As of the 1st January 2011 the Supervisory Board ("SB") comprised of the following members: Karel Březina, Jiří Čada, Radovan Šteiner, Jan Lebeda, Ivan Bednář, Petr Moos, Tomáš Homola, Jiří Obitko, Pavel Ambrož.

During the year 2011 the below given personnel changes occurred. The CCP's Council acting in the capacity of the General Meeting on 26th April 2011 in its resolution no. 559 acknowledged lapse of term of office of the SB members as of 14th March 2011, namely Ivan Bednář, Karel Březina, Tomáš Homola and Petr Moos. On 26th April 2011 by its resolution no. 559 the CCP's Council acting in the capacity of the General Meeting further recalled as of 26th April 2011 members of the SB Pavel Ambrož and Radovan Šteiner and as of 27th April 2011 elected the following persons

as the SB members: Pavel Hurda, Marek Ječmének, Miloslav Ludvík, Dalibor Mlejnský, Jiří Nouza, Jiří Pařízek, Milan Richtr, David Vodrážka and Antonín Weinert.

At its following session held on 27th April 2011 Miloslav Ludvík was elected a Chairman of the SB and David Vodrážka was elected a Vice-chairman. Mr. Jiří Čada remained in the office of the other Vice-chairman.

On 12th September 2011 František Kadlec and Jan Kolář became members of the SB, as they were elected from among employees and thus the quota of employees' representatives in the SB was reached.

On 29th November 2011 by its resolution no. 1928 the CCP Council acting in the capacity of the General Meeting recalled as of 29th November 2011 Marek Ječmének, Dalibor Mlejnský, Milan Richtr and Antonín Weinert from their offices of SB members and as of 30 November 2011 elected Jiří Nouza, Karel Hanzlík and Michal Štěpán as members of the SB.

On 21 December 2011 acting in the capacity of the General Meeting the CCP Council by its resolution no. 2141 elected Zdena Javornická and Marek Doležal as members of the SB as of 21st December 2011.

At the following session the SB held on 21st December 2011 Miloslav Ludvík resigned from his office of the Chairman of the SB and Zdena Javornická became a new Chairlady of the SB.

On 26 April 2011 by its resolution no. 559 the CCP Council acting in the capacity of the General Meeting approved modification to Statutes, according to which modification powers of the SB were extended and a transition to the so called German type of management was approved. Under the new Statutes for instance the SB has the power to elect and remove members of the Board of Directors. By approval of the Statutes an original number of 9 members of the SB was increased to 15, of which 5 members are representatives of employees. The SB members are elected by the General Meeting.

Discussed issues:

In 2011 the SB held 17 sessions during which it dealt with the following issues:

- continuous monitoring of economic results of the DP's operation and monitoring of development of revenues (discussing quarterly economic results and calculation of costs of public transport and development of drawing funds);
- investment plan of the DP for the year 2011;
- continuous monitoring of course of reconstruction of the Národní třída subway station;
- continuous monitoring of course of construction of the extension of subway line V.A;
- Independent Auditor's Report as of 31st December 2010 and Report on Relations Between Interconnected Entities;
- approval of the Report on Economic Results and Calculation of Costs of PIT for 2010;

- approval of financial statement for the year 2010;
- approval of agreements by which a Title was restricted, mortgage or pledge were created over tangible and intangible assets in ownership of the DP;
- approval of agreements on sale of the DP's real property exceeding value of CZK 10 million and lease of the DP's real property for a definite period of time (exceeding 1 year term);
- approval of a plan of public contract tenders;
- approval of an agreement on transfer of a part of an enterprise;
- approval of investment projects;
- approval of investment plan of the DP for the year 2011;
- monitoring of an obligation to provide public service and granting an approval to conclusion of Amendment no. 3 to Agreement on Public Services for the years 2010–2019;
- resolution of financing of investment obligations of the DP;
- election and removal of members of the Board of Directors;
- materials and adopted resolutions from the BoD's sessions and the General Meeting of the company;
- operative discussion on serious problems of the company;
- participation in evaluation committees for assessment of suppliers' bids;
- monitoring of preparation of the subway line D construction.

Conclusion:

The DP's Supervisory Board continuously and diligently monitored for the whole year economic results, discussed quarterly reports on attained economic results including the costs of PIT regularly. By its activities it contributed to a due operation of the DP.

The Supervisory Board paid attention to the DP's investment contracts regarding renovation of car fleet. In this connection it informed the General Meeting on current situation and initiated its convocation for the purpose of negotiation of the issue.

The Supervisory Board also closely monitored the main investment projects of the DP in the field of infrastructure, such as construction of an extension of the subway line V.A from the Dejvická station, preparation of the project of construction

of subway line D and construction of a barrier-free access to the Národní třída station. Further it monitored condition of tram tracks, ongoing reconstructions and preparation of construction of new tram tracks.

In 2011 delegated representatives of the SB participated in works of assessment commissions for selection proceedings and public tenders.

It needs to be said that in 2011 the DP's Supervisory Board duly fulfilled its tasks of a controlling body of the company in accordance with valid law, statutes of the company, other regulations and interests of the sole shareholder the CCP and supervised execution of powers of the Board of Directors as well as management of the company.

Report on Activities of the Audit Board for the Year 2011

The Audit Board worked in 2011 as an independent corporate body; it adopts resolutions and prepares minutes of its sessions, which are archived.

In accordance with Act No. 93/2009 Coll., on Auditors and the Statutes of the company the Audit Board cooperated with a statutory auditor and in connection to a mandatory audit it monitored procedure of preparation of a financial statement and consolidated financial statement, assessed efficiency of an internal control of the company and internal audit, monitored a procedure of a mandatory audit of the financial statement and consolidated financial statement, evaluated an independence of the statutory auditor and recommended the company Deloitte Audit s.r.o. for preparation of annual financial statement for the year 2011.

Sessions of the Audit Board in 2011 were held every second month, the Board met at six sessions in total. Except for issues above the Board negotiated economic results of the company in 2010 and monitored management of the DP in each quarter of 2011. Further it discussed results of quality screening of internal audit of

the DP, reports on current state of construction of the subway line V. A and compliance of contractual relations related thereto. It also dealt with an issue of a receivable on account 315 and receivables of the DP against the CCP, issues of investment plan and financing of investment projects. Monitoring of integrity of financial information provided by the DP was a subject of its interest as well as forms of review of accounting methods, their suitability and consistency. The Audit Board stated that the DP's priority is preparation of corporate risk maps so that financial, operation, strategic and business risks are eliminated.

The Audit Board at its sessions negotiated reports of the Internal Audit Dept., which serve as support documents for decision making procedure of top management of the company.

Tables

Tram line 21 16:59 2/3/2012 stop: Podolská vodárna

The Podolí water station belongs among the most important sites of Prague infrastructure. It was built in the Neo-classicist style according to the design of the architect Antonín Engel in years 1929–1931 and became a noticeable landmark of the right bank of the Vltava river south of Vyšehrad. In 1956–1965 it was extended and Antonín Engel again worked on its design. The building, protected as a historical monument, is decorated by allegorical statues of the Vltava river and its tributaries.

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Operation – Technical Indicators

Number of operated lines, their length and average speed

	Number of operated line		Length	Average speed in km/h	
	day	night	of lines in km	travel	usual (in operation)
Subway	3	-	59.4	35.65	33.2
Trams	24	9	539.8	18.57	13.3
Buses	150	15	1,798.0	25.85	16.7

Note: Historical tram line and funicular to Petřín excluded.

Operating vehicle and seat-kilometers

	vehicle-km (thous.)	seat-km (thous.)
Subway	54,752	10,151,225
Trams	47,393	5,942,066
Buses	64,206	5,286,178
Funicular	23	2,257
Total	166,374	21,381,726

Note: Kilometers of contractual transport, substitute bus transport and historical tram line excluded. Vehicle kilometers of trams are not recalculated. Buses are counted with suburban lines.

Average number of dispatched vehicles per day (in regular traffic except for holiday season)

	morning peak	low traffic	afternoon	Saturday	Sunday
Subway	457	244	393	165	165
Trams	663	514	655	396	392
Buses	923	510	865	389	390

Percentage of repairs and energy consumption

	* percentage of vehicle repairs	traction energy consumption		diesel oil consumption	
		in thousands of kWh	per 1 vehicle/km	in thousands of liters	per 1 vehicle/km
Subway	13.4	109,233	1.99	-	-
Trams	8.2	130,955	2.73	-	-
Buses	9.7	-	-	31,488	0.47

* vehicles in modernization excluded

LIST OF LINES

SUBWAY LINES OPERATED AS OF 31 DEC 2011

		length of line in m *	travel time in minutes
Line A	Dejvická – Depo Hostivař	10,995	21.92
Line B	Černý Most – Zličín	25,704	41.17
Line C	Háje – Letňany	22,425	35.67

* Length of track means the distance between the centers of terminal stations on 1st rail, the data are based on a survey of real state and was provided by the JDCM. Time according to time tables was used for travel time in minutes – always the longest one

Line A has 13 station:

Dejvická, Hradčanská, Malostranská, Staroměstská, Můstek (transfer to line B), Muzeum (transfer to line C), Náměstí Míru, Jiřího z Poděbrad, Flora, Želivského, Strašnická, Skalka, Depot Hostivař.

Line B has 24 stations:

Černý Most, Rajská zahrada, Hloubětín, Kolbenova, Vysočanská, Českomoravská, Palmovka, Invalidovna, Křižíkova, Florenc (transfer to line C), Náměstí Republiky, Můstek (transfer to line A), Národní třída, Karlovo náměstí, Anděl, Smíchovské nádraží, Radlická, Jinonice, Nové Butovice, Hůrka, Lužiny, Luka, Stodůlky, Zličín.

Line C has 20 stations:

Háje, Opatov, Chodov, Roztyly, Kačerov, Budějovická, Pankrác, Pražského povstání, Vyšehrad, I. P. Pavlova, Muzeum (transfer to line A), Hlavní nádraží, Florenc (transfer to line B), Vltavská, Nádraží Holešovice, Kobylisy, Ládví, Střížkov, Prosek, Letňany.

TRAM LINES OPERATED AS OF 31 DEC 2011

basic line tracks – condition without any shutouts

Day lines			
Line	Route	Ø length without loops in m	Ø transport time in minutes
1	Petřiny – Spojovací	14,090	43.0
2	Petřiny – Červený vrch	7,920	22.0
3	Levského (Sídliště Modřany) – Lehovec	23,120	65.5
4	Sídliště Barrandov – Čechovo náměstí	11,240	38.0
5	Olšanské hřbitovy – Výstaviště	9,050	32.5
6	Kotlářka – Kubánské náměstí	11,050	40.5
7	Radlická – Ústřední dílny DP	13,420	45.5
8	Podbaba – Starý Hloubětín	13,790	44.5
9	Sídliště Řepy – Spojovací	17,380	54.5
10	Sídliště Řepy – Sídliště Ďáblice	22,290	73.5
11	Spořilov – Černokostelecká	11,750	40.0
12	Sídliště Barrandov – Palmovka	15,760	50.0
14	Sídliště Barrandov – Vozovna Kobylisy	17,290	59.0
15	Vysočanská (Nádraží Vysočany) – Vypich	14,660	45.5
16	Sídliště Řepy – Spojovací	17,030	57.5
17	Levského (Sídl. Modřany) – Sídl. Ďáblice	21,320	57.0
18	Petřiny – Vozovna Pankrác	13,850	45.5
19	Lehovec – Nádr. Strašnice (Radošovická)	11,940	37.0
20	Divoká Šárka – Sídliště Barrandov	16,960	52.5
21	Nádraží Braník – Národní třída	6,620	18.0
22	Bílá Hora – Nádraží Hostivař	20,950	69.0
24	Kubánské nám. – Kobylisy (Březiněveská)	14,340	50.0
25	Vypich – Vozovna Kobylisy	14,680	47.0
26	Divoká Šárka – Nádraží Hostivař	20,510	66.5

Night lines

Line	Route	Ø length without loops in m	Ø transport time in minutes
51	Divoká Šárka – Nádr. Strašnice (Radošovická)	18,840	57.5
52	Lehovec – Sídliště Modřany (Levského)	22,230	56.0
53	Sídliště Ďáblice – Vozovna Pankrác	16,020	49.0
54	Lehovec – Sídliště Barrandov	22,410	62.5
55	Vozovna Kobylisy – Ústřední dílny DP	21,500	60.0
56	Petřiny – Spořilov	17,200	50.0
57	Bílá Hora – Nádraží Hostivař	21,340	59.5
58	Sídliště Řepy – Spojovací	18,610	51.5
59	Sídliště Řepy – Nádraží Hostivař	20,600	54.0

Funicular and historical tram line

LD	Újezd – Petřín	510	5.0
91	Vozovna Střešovice – Výstaviště	9,310	36.0

SUBSTANTIAL MODIFICATIONS TO TRAM LINE TRACKS IN 2011

From 1 Sept 2011 the following modifications to tram track lines were made: line no. 8 was extended in Podbaba, line no. 16 was extended in afternoon peak hours up to Řepy. In 2011 track lengths were remeasured and tram lines were slightly adjusted.

BUS LINES OPERATED BY THE DP AS OF 31 DEC 2011

a) lines of basic network

Line	Route	Ø length of line in m	Ø transport time in min
100	Zličín – Letiště Ruzyně	12,375	19
101	Skalka – Tolstého	9,050	25
102	Nádraží Holešovice – Staré Bohnice	10,375	24
103	Ládví – Březiněves	6,500	15
104	Na Knížecí – Slivenecká	5,400	14
106	Kavkazská – Nádraží Braník	10,650	31
107	Dejvická – Suchbát	5,925	13
108	Bílá Hora – Čiolkovského	5,700	15
109	Palmovka – VÚ Běchovice	12,900	29
111	Skalka – Koloděje	12,800	28
112	Nádraží Holešovice – Podhoří	5,375	13
113	Kačerov – Písnice	6,350	17
114	Kačerov – Šeberák	5,325	14
115	Chodov – Chodov	4,800	13
116	Dejvická – Nebuše	9,600	23
117	Kačerov – Čechova čtvrť	8,500	20
118	Roztyly – Dvorce	9,725	29
119	Dejvická – Letiště Ruzyně	11,900	25
120	Na Knížecí – Klukovice	7,600	20
121	Na Knížecí – Sídliště Spořilov	18,150	51
122	Depo Hostivař – Jižní Město	13,300	34
123	Na Knížecí – Šmukýřka	5,650	16
124	Habrová – Dvorce	13,350	43

125	Smíchovské nádraží – Jižní Město	14,000	23	164	Nové Butovice – Zličín	6,550	17
128	Hlubočepy – Hlubočepy	2,250	8	167	Na Knížecí – Nemocnice Na Homolce	7,675	19
129	Smíchovské nádraží – Baně	13,050	20	169	Kobylisy – Sídliště Čimice	4,325	10
130	Na Knížecí – Sídliště Stodůlky	10,875	29	170	Jižní Město – Vavřenova	12,575	34
131	Bořislavka – Hradčanská	5,325	15	172	Smíchovské nádraží – Sídliště Radotín	12,300	24
133	Florenc – Sídliště Malešice	6,425	19	174	Velká Ohrada – Špejchar	13,850	37
135	Florenc – Jižní Město	15,025	44	175	Florenc – Opatov	14,500	44
136	Vozovna Kobylisy – Koleje Jižní Město	23,125	69	176	Karlovo náměstí – Stadion Strahov	4,575	15
137	Na Knížecí – U Waltrovky	2,950	9	177	Poliklinika Mazurská – Chodov	27,850	76
139	Želivského – Na Beránku	15,025	42	179	Nové Butovice – Letiště Ruzyně	16,675	39
140	Palmovka – Čakovice	10,350	26	180	Zličín – Dejvická	13,925	37
143	Dejvická – Stadion Strahov	3,900	11	181	Černý Most – Opatov	14,075	34
144	Kobylisy – Poliklinika Mazurská	3,475	8	182	Kloboučnická – Sídliště Lhotka	7,000	21
147	Dejvická – Výhledy	6,575	15	183	Sídliště Čimice – Sídliště Petrovice	24,025	59
148	Podolská vodárna – Budějovická	5,350	19	185	Palmovka – Letecké opravny	8,475	20
149	Dejvická – Nové Butovice	11,700	32	186	Nádraží Holešovice – Černý Most	23,100	55
150	Želivského – Čechova čtvrť	12,575	35	188	Želivského – Kavčí hory	13,725	40
151	Českomoravská – Novoborská	8,575	24	189	Kačerov – Sídliště Lhotka	4,375	12
152	Kobylisy – Sídliště Čimice	4,125	9	191	Na Knížecí – Petřiny	9,500	24
154	Koleje Jižní Město – Skalka	17,475	45	192	Budějovická – Pražská čtvrť	11,850	29
155	Želivského – Depo Hostivař	4,350	13	193	Nám. brí Synků – Ústavy akademie věd	8,750	27
156	Nádraží Holešovice – Nádraží Holešovice	9,200	29	195	Sídliště Čakovice – Jesenická	18,275	51
157	Na Beránku – Kačerov	8,250	21	196	Kačerov – Smíchovské nádraží	10,250	23
158	Českomoravská – Miškovice	12,000	29	197	Chodov – Smíchovské nádraží	19,075	41
160	Dejvická – Lysolaje	4,625	13	198	Sídliště Písnice – Smíchovské nádraží	12,000	29
161	Dejvická – Nebušice	6,175	13	200	Kobylisy – Sídliště Bohnice	4,100	10
162	Kobylisy – Dolní Chabry	4,450	11	202	Poliklinika Mazurská – Bakovská	14,875	35
163	Depo Hostivař – Sídliště Rohožník	14,025	32	203	Jižní Město – Vavřenova	13,175	35

205	Zemanka – Komořany	12,700	33
207	Staroměstská – Ohrada	5,375	21
213	Želivského – Jižní Město	10,800	28
215	Kačerov – Sídliště Libuš	4,700	13
216	Nové Vokovice – Poliklinika Petřiny	7,775	19
217	Na Knížecí – Dejvická	9,200	26
218	Dejvická – Sídliště na Dědině	7,500	18
224	Strašnická – Skalka	6,500	19
225	Nové Butovice – Ciolkovského	17,275	46
230	Sídliště Stodůlky – Chaplinovo náměstí	10,625	24
231	Na Knížecí – Na Knížecí	5,050	16
235	Nové Butovice – Velká Ohrada	2,650	7
236	Zámky – Podhoří	6,050	13
241	Smíchovské nádraží – Lipence	13,950	24
243	Smíchovské nádraží – Sídliště Zbraslav	11,300	16
245	Nádraží Radotín – Nádraží Radotín	6,150	18
246	Smíchovské nádraží – Nádraží Radotín	15,500	36
247	Chaplinovo náměstí – Pod Lochkovem	5,900	16
248	Smíchovské nádraží – Holyně	11,325	26
249	Sídliště Stodůlky – Třebonice	5,900	14
250	Černý Most – Sídliště Rohožník	12,075	21
253	Smíchovské nádraží – Na Beránku	9,450	21
254	Dejvická – Letiště Ruzyně	12,975	25
256	Sídliště Stodůlky – Nádraží Radotín	12,300	28
257	Zličín – Sobín	3,700	10
259	Letňany – Vinoř	7,225	13
261	Černý Most – Klánovice	15,550	31
265	Depo Hostivař – Kolovraty	16,550	34

266	Depo Hostivař – Hájek	14,300	28
267	Háje – Nedvězí	13,500	28
271	Skalka – Háje	11,075	26
273	Hloubětínská – Ve Žlíbku	10,950	27
291	I. P. Pavlova – I. P. Pavlova	4,600	16
292	Nemocnice pod Petřínem – Nemocnice pod Petřínem	1,900	10

b) night lines

Line	Route	Ø length of line in m	Ø transport time in min
501	Sídliště Lhotka – Jinonice	14,400	30
502	Sídliště Stodůlky – Suchdol	19,750	37
503	Palmovka – Sídliště Rohožník	17,025	31
504	Florenc – Sídliště Písnice	15,175	32
505	Sídliště Čimice – Jižní Město	29,250	62
506	Strašnická – Nádraží Uhřetěves	19,575	42
507	Smíchovské nádraží – Sídliště Zbraslav	11,450	14
508	Anděl – Sídliště Stodůlky	12,125	26
509	Florenc – Dubeč	18,125	40
510	Letiště Ruzyně – Na Beránku	34,725	73
511	Čakovice – Nádraží Hostivař	37,500	71
512	Lehovec – Ve Žlíbku	8,075	16
513	Palmovka – Vinoř	14,950	26
514	Sídliště Ďáblice – Březiněves	5,300	10
515	Hradčanská – Nebušice	9,850	22

c) school lines

Line	Route	Ø length of line in m	Ø transport time in min
551	Sídliště Čimice – Šimůnkova	4,400	11
552	Náměstí Míru – Vratislavova	5,025	12
553	U Slunce – Škola Dubeč	4,575	8
554	Vinoř – Satalická Obora	3,900	8
555	Jenerálka – Žákovská	5,500	13
556	Knovízská – Donovalská	1,700	5
558	Žvahov – Chaplinovo náměstí	4,450	11
559	Jahodnice II – Hloubětínská	6,575	16
560	Bílá Hora – Na Okraji	4,500	12
561	Sídliště Zbraslav – Velká Chuchle	12,600	28
565	Stadion Strahov – Weberova	4,100	11
567	Habrová – Olšanské náměstí	2,800	8
568	Sídliště Zličín – Za Slánskou silnicí	2,600	8
569	Lipany – Picassova	5,200	11
570	Pitkovice – Picassova	11,000	23
571	Správa sociál. zabezp. – Škola Radlice	3,700	10
572	Čimický háj – Bulovka	1,900	4

d) suburban lines

Line	Route	Ø length of line in m	Ø transport time in min
301	Sídliště Stodůlky – Chýnice	8,850	19
305	Náměstí Jiřího Berana – Hovorčovice	5,025	11
312	Dejvická – Lichoceves	16,450	33
329	Skalka – Škvorec, náměstí	25,375	49

340	Dejvická – Roztoky, Levý Hradec	10,175	21
347	Zličín – Motol	22,575	45
351	Letňany – Libiš, Spolana 4	20,675	45
352	Sídliště Stodůlky – Jinočany, náměstí	7,675	20
355	Dejvická – Únětice	10,600	24
359	Dejvická – Únětice	15,225	35
363	Opatov – Velké Popovice, Todice	24,000	52
364	Depo Hostivař – Doubek	23,050	43
365	Letňany – Kostelec n. Lab., náměstí	19,950	39
366	Depo Hostivař – Březí, Podskalí	20,050	37
378	Letňany – Radonice	11,500	21
605	Modrá škola – Čestlice	8,750	20
615	Dejvická – Statenice	5,175	12

e) Lines intended for people with impaired orientation and mobility skills and for their escort

Line	Route	Ø length of line in m	Ø transport time in min
PN 001	Chodov – Černý Most	37,050	92

f) Airport Express line

Line	Route	Ø length of line in m	Ø transport time in min
AE	Hlavní nádraží – Letiště Ruzyně	18,150	41

Car Fleet Data for the year 2011

		Real inventory balance *	Real operating balance	Outage**	Average age of the real operating balance	
Subway	81-71	10	0	10	----	
	81-71M	460	445	15	5.13	
	M1	265	240	25	8.50	
Subway in total		735	685	50	6.31	
Trams	single	T3	14	0	14	----
		T3 R.P + T3 R.PLF	383	383	0	6.28
		T3 M	55	54	1	29.81
		T3 SU	221	196	25	25.25
	articulated	T6A5	148	148	0	15.39
		KT8D5	12	9	3	21.89
		KT8N2	35	35	0	3.17
		14T	60	60	0	3.37
		15T	44	44	0	0
Trams in total		972	929	43	12.65	
Buses	standard	B 731	13	13	0	16.30
		B 732R	43	33	10	18.18
		B 931	150	135	15	14.22
		B 951	131	131	0	7.35
		C 734 + C 934 + LC 936	4	3	1	18.55
		Citybus + Citelis	328	328	0	10.41
		LE CITY ZTP	4	4	0	3.51
		SOR NB 12	158	158	0	1.28
		Midi E91+ ZEUS + SOR BN8,5	28	28	0	2.29
	articulated	B 741 + B 741R	47	40	7	15.73
		B 941	147	119	28	12.95
		B 961	31	31	0	8.99
		SOR NB, NHB 18	149	151***	0	0.86
		City articulated	50	50	0	8.15
		Standard in total	859	833	26	8.94
		Articulated in total	424	240	35	7.64
Buses in total (see notes)		1,283	1,224	61	8.52	

* Historical vehicles are not included (Subway = 3 wagons, trams = 19 cars).

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

*** Two rented buses SOR NB 18 are included in the operation bus fleet.

Number of Transported Persons in CCP and in External Zones

Number of transported persons in CCP (P+0) including funicular, and in external zones for the year 2011

		%	(in thousands of persons)
In total			1,122,971
	P+0		1,110,748
	external zones		12,223
of which	Subway	47.76	530,493
	Trams + funicular	28.17	312,898
	Buses + external zones	24.07	279,580

Number of transported persons according to transport documents in CCP (P+0)

	(in thousands of persons)	%
Preferential rate civil season tickets:		
– monthly	-1	0.00
– quarterly	0	0.00
Preferential rate season tickets:		
– monthly	2,048	0.18
– quarterly	4,602	0.41
Season tickets with elective beginning of validity period:		
– 30-day	238,095	21.20
– 90-day	267,350	23.81
– 5-month	5,087	0.45
– 10-month	779	0.07
– 365-day	140,831	12.54
One year season ticket issued without personal data of holder	1,285	0.11
Free transport	256,002	22.80
Tickets for single ride with transfer option incl. P+R, AE (Airport Express) and SMS	134,525	11.98
Season tickets: other	60,145	5.36
In total (P+0)	1,110,748	98.91

Number of transported persons according to transport documents in external zones

	(in thousands of persons)	%
– supplementary monthly civic coupons preferential rate with elective validity period	2,641	0.24
– supplementary monthly coupons preferential rate for children with elective validity period	205	0.02
– supplementary quarterly civic coupons preferential rate with elective validity period	3,426	0.31
– supplementary coupons preferential rate for children with elective validity period	131	0.01
– short-term season tickets valid in all PIT tariff zones PIT (30%)	4	0.00
– tickets for single ride	1,105	0.10
– monthly supplementary coupons and tickets for individual trips for external zones – specially reduced	751	0.07
– free transport in external zones	3,251	0.29
– tickets for 2 zones with no transfer options	679	0.06
– 5-month electronic coupons for pupils and students	30	0.00
External zones in total	12,223	1.09
In total (P+0) + external zones	1,122,971	100.00

Number of transported persons according to transport documents

	(in thousands of persons)	%
P+0		
– ticket for single ride	134,525	11.98
– free transport	256,002	22.80
– season tickets (preferential rate with elective validity period and other season tickets)	720,221	64.14
In total (P+0)	1,110,748	98.91
External zones		
– Individual tickets with transfer options including P+R, AE (Airport Express) and SMS	1,105	0.10
– supplementary coupons	6,403	0.57
– short-term season tickets valid in all PIT tariff zones (30%)	4	0.00
– supplementary monthly coupons and tickets for single ride for external zones – specially reduced	751	0.07
– free transport in external zones	3,251	0.29
– tickets for 2 zones with no transfer options	679	0.06
– 5-month electronic coupons for pupils and students	30	0.00
External zones in total	12,223	1.09
Sum (P+0) + external zones	1,122,971	100.00
Number of transported persons for contractual carriers	127,812	

Personal Indicators

Numbers of employees – records as of 31 December 2011

Category	
CPT drivers	4,268
Workers	3,286
Operating workers	432
TH employees	2,757
In total	10,743

Numbers of employees according to professional categories for 2011 (average full-time equivalent)

Category	
CPT drivers	4,231
of which: engine drivers S	559
tram drivers	1,370
bus drivers	2,302
Workers	3,300
Operating workers	439
TH employees	2,773
In total	10,743

The average recorded number of employees is an average recorded number of employees as physical persons according to the length of their hours worked recalculated as full-time employees with working hours determined by the employer.

Labor costs

Category	Labor costs incl. OPC in thousands CZK	Average wage in CZK
CPT drivers	1,608,535	30,240
Workers	1,030,296	25,656
Operating workers	130,532	24,044
TH employees	1,188,259	34,721
In total	3,957,622	29,735

Education structure recorded as of 31 December 2011

Education	In total	%
University level	422	3.93
Secondary with final exam	3,947	36.74
Secondary with a final exam	5,148	47.92
Basic	1,226	11.41
In total	10,743	100.00

Economic Indicators

Share of individual cost types on the overall PIT cost

	(in thous. CZK)	%
Direct costs (including traffic route costs)	11,728,215	79.83
Operating overhead expense	460,060	3.13
Costs of services	729,464	4.97
Costs of coordination and management	997,690	6.79
Other expenses (museum, central dispatch control, dispatching system...)	776,194	5.28
PIT expenses in total	14,691,623	100.00

Structure of direct costs of PIT without traffic routes

	(in thous. CZK)	%
PIT vehicle repairs	2,635,922	32.39
Fuel, material and traction energy consumption	1,594,269	19.59
Personnel expenses of PIT drivers	2,619,742	32.19
Substitute bus transport (external)	14,616	0.18
PIT vehicle depreciation	1,066,542	13.11
Other direct costs related to PIT operation	206,687	2.54
Direct PIT costs (without traffic route expenses) in total	8,137,778	100.00

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

	(in thous. CZK)	%
PIT operating expenses	11,101,186	75.56
Traffic route expenses	3,590,437	24.44
PIT expenses in total	14,691,623	100.00

Calculation of PIT expenses for one vehicle/km in operation

	CZK/vehicle/km
Subway	105,5245
Trams	59,7602
Buses	47,6155
Services and stuff	14,6326

Transport Revenues from CPT and External Zones

Transport revenues from CPT and external zones		
Proportion of revenues according to the transport document types	(in thous. CZK)	%
CPT (zones P+0)		
– season tickets revenues including lump-sum payments, employee tickets and duplicates	2,349,290	55.25
– revenues from individual tickets including USV machines	1,684,791	39.61
– revenues from fare surcharges	218,429	5.14
CPT in total (zones P+0)	4,252,510	100.00
External zones		
– revenues from individual tickets including USV machines	97,956	34.88
– revenues from supplementary season coupons	182,860	65.12
External zones in total	280,816	100.00
CPT in total (P+0) + external zones	4,533,326	

List of Transport Document Types

Tickets for single ride in the territory of the CCP (P+0+B)

Type of transport document	Ticket price in CZK
Full-price tickets with transfer options:	
– 30 minutes	24
– 90 minutes	32
– 90 minutes sold by a bus driver	40
Preferential rate tickets with transfer options:	
– 30 minutes	12
– 90 minutes	16
– 90 minutes sold by a bus driver	20
Prepaid short-term season tickets for MHD (P+0+B):	
– 24-hour	110
– 24-hour for children from 6 to 15 years and holders of PIT card for pensioners and seniors	55
– 3-day full price	310
*) Prepaid short-term season tickets for all zones:	
– 24-hour full price	160
– 24-hour for children from 6 to 15 years	80

* For MHD a 70% share.

Time coupons to a prepaid season ticket valid in the territory of the CCP for a fixed calendar period

Type of transport document	Ticket price in CZK
for pupils and students from 19 to 26 years	
– monthly	260
– quarterly	720

Time coupons to a prepaid season ticket valid in the territory of the CCP with elective beginning of validity period

Type of transport document	Ticket price in CZK
for pupils and students from 19 to 26 years	
– 30-day	260
– 90-day	720

Time coupons to a personal card (opencard) valid in the territory of the CCP with elective beginning of validity period

Type of transport document	Ticket price in CZK
Preferential rate civil season tickets:	
– monthly	550
– quarterly	1,480
– 5-month	2,450
– yearly	4,750
Preferential rate season tickets:	
for juniors from 15 to 19 years	
– monthly	260
– quarterly	720
– 5-month	1,200
– 10-month	2,400
for pupils and students from 19 to 26 years	
– monthly	260
– quarterly	720
– 5-month	1,200
– 10-month	2,400
for senior citizens from 60 to 65 years, citizens in need	
– monthly	250
– quarterly	660
– 5-month	1,100

Time coupons for non-personalized card valid in the territory of the CCP with elective beginning of validity period

Type of transport document	Ticket price in CZK
Transferable time coupons with elective beginning of validity period:	
– monthly	670
– quarterly	1,880
– yearly	6,100

Transferable time coupons valid in the territory of the CCP with elective beginning of validity period

Type of transport document	Ticket price in CZK
Transferable time coupons with elective beginning of validity period:	
– 30-day	670
– 90-day	1,880
– 365-day	6,100

Employee fare

Type of transport document	Ticket price in CZK
– annual tickets for employees	50
– annual tickets for employees' family members	200
– annual tickets for pensioners and their family members	50

Special ticket AE (Airport Express)

Type of transport document	Ticket price in CZK
Full-price ticket with no transfer options	
– in the section Praha hlavní nádraží / Praha Masarykovo nádraží – Letiště Ruzyně	60
– in the section Dejvická – Letiště Ruzyně	40
Preferential rate tickets for children from 6 to 15 years with no transfer options	
– in the section Praha hlavní nádraží / Praha Masarykovo nádraží – Letiště Ruzyně	30
– in the section Dejvická – Letiště Ruzyně	20

Volume of Total Investment Costs and Resources

Volume of total investment costs	
	(in thous. CZK)
Subway investment construction	
Projects under construction	
Subway line A	3,447,592
The Národní station	7,520
Projects in preparation	
I. operating section of subway line D	150,204
Subway investment construction in total	3,605,316
Other investment projects	
Escalator exchange	7,287
Tram track construction	261,569
Tram track reconstruction	350,323
Cable route reconstruction	62,026
Construction and reconstruction of converter stations	20,945
Depots and central workshops	10,155
Garages and side areas	24,647
Protecting device in subway	103,595
Other investment projects in total	840,547
Modernization of vehicle fleet	
Subway	
Wagon reconstruction	388,210
Purchase of new wagons – credit installment	213,798
Purchase of new wagons – 5 sets of M1	315,015

Trams	
Technical appreciation of trams (T3, KT8D5)	108,413
Purchase of new trams	2,919,521
Buses	
Purchase of new buses	835,801
Credit installment + payment of balance – electro buses	9,601
Modernization of vehicle fleet in total	4,790,359
Other investments into technical base	116,960
Total volume of investment costs	9,353,182

Volume of total investment resources

	(in thous. CZK)		
	Investment resources in total	of which	
		Investment resources received in 2011 for settlement of invoices paid before 2010	Investment resources used for settlement of invoices paid in 2011
Company's own investment resources in total	7,493,167	0	7,493,167
write-offs	6,553,031	0	6,553,031
compensation	940,136	0	940,136
Other sources			
Operational program Prague – Competitiveness			
grants from the state budget – investment	50,486	45,620	4,866*
grants from the state budget – non-investment	257	257	*
grants from EU structural funds – investment	572,173	517,024	55,149*
grants from EU structural funds – non-investment	2,912	2,912	*
grants from the CCP budget	1,800,000	0	1,800,000
Other resources in total	2,425,828	565,813	1,860,015
Total volume of investment resources	9,918,995	565,813	9,353,182

* In 2011, grants for eligible expenses were allocated within the Operational Programme Prague – Competitiveness for refinancing of projects RTT Myslíkova (2nd stage), RTT Plzeňská and construction of TT Podbaba.

Special-purpose Investment Grant

Investment grants

	(in thous. CZK)		
	Drawn from the budget of the CCP	Drawn from the state budget	Drawn from the EU structural funds
The subway line A (Dejvická – Letiště Ruzyně)	1,650,000	0	0
1st operating section of subway line D	150,000	0	0
RTT Myslíkova	0	6,214	70,422
RTT Plzeňská	0	37,826	428,695
Construction of TT Podbaba	0	6,446	73,056
IN TOTAL	1,800,000	50,486	572,173

Non-investment grants

	(in thous. CZK)		
	Drawn from the budget of the CCP	Drawn from the state budget	Drawn from the EU structural funds
RTT Myslíkova	0	67	763
RTT Plzeňská	0	118	1,334
Construction of TT Podbaba	0	72	815
IN TOTAL	0	257	2,912

Note: In 2011 grants were allocated for approvable costs in the framework of the Operational Program Prague – Competitiveness for refinancing of the projects: RTT Myslíkova (2nd stage), RTT Plzeňská and construction of TT Podbaba.

Profit / Loss account as at 31. 12. 2011

PROFIT / LOSS ACCOUNT as at 31. 12. 2011

(in thousands of Czech Crowns)

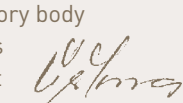
Code a	Profit / Loss Account b	Current period 1	Previous period 2
I.	Revenues from sold goods	793	1,407
A.	Expenses on sold goods	652	1,082
+	Sale margin	141	325
II.	Production	16,415,597	16,667,770
II. 1.	Revenues from own products and services	16,102,577	16,324,230
II. 1.1	Revenues from fare	4,314,897	4,268,538
II. 1.2	Compensation for public service obligation	11,128,465	11,426,371
II. 1.3	Other revenues	659,215	629,321
2.	Change in inventory of own products	2,983	652
II. 3.	Capitalisation	310,037	342,888
B.	Production consumption	7,244,052	6,758,943
B. 1.	Consumption of material and energy	3,283,682	3,015,006
B. 2.	Services	3,960,370	3,743,937
B. 2.1	Repairs and maintenance	1,806,086	1,685,715
B. 2.2	Other Services	2,154,284	2,058,222
+	Added value	9,171,686	9,909,152
C.	Personnel expenses	5,466,197	5,348,910
C. 1.	Wages and salaries	3,954,828	3,868,637
C. 2.	Remuneration of board members	2,273	2,742
C. 3.	Social security expenses and health insurance	1,331,761	1,305,066
C. 4.	Other social expenses	133,454	129,744
C. 5.	Contributory pension scheme costs	43,881	42,721
D.	Taxes and fees	15,406	10,435

E.	Depreciations of intangible and tangible assets	2,921,288	2,609,206
III.	Revenues from disposals of fixed assets and materials	323,111	548,040
III. 1.	Revenues from disposals of fixed assets	191,407	267,163
III. 2.	Revenues from disposals of materials	131,704	280,877
F.	Net book value of disposed fixed assets and materials	201,473	497,554
F. 1.	Net book value of sold fixed assets	61,842	205,181
F. 2.	Net book value of sold material	139,631	292,373
G.	Change in operating reserves and adjustments and complex deferred costs (+ / -)	-739,637	-672,132
IV.	Other operating revenues	562,726	467,474
H.	Other operating expenses	433,478	418,927
*	Operating profit / loss	1,759,318	2,711,766
VII.	Revenues from long-term financial assets	11,640	15,188
VII. 1.	Revenues from shares in controlled organizations and in accounting units with substantial influence	11,640	15,188
IX.	Revenues from revaluation of securities and derivatives	52,918	59,973
L.	Cost of revaluation of securities and derivatives	14,027	48,844
M.	Changes in provisions and allowance for financial operations	0	0
X.	Interest revenues	2,129	2,866
N.	Interest expenses	99,278	112,899
XI.	Other financial revenues	32,462	48,559
O.	Other financial expenses	43,458	42,598
*	Profit / loss from financial operations (transactions)	-57,614	-77,755

PROFIT / LOSS ACCOUNT as at 31. 12. 2011 – to be continued

(in thousands of Czech Crowns)

Code a	Profit / Loss Account b	Current period 1	Previous period 2
Q.	Income tax on ordinary income	711,354	1,279,739
Q. 1	Due tax	232	0
Q. 2.	Tax deferred	711,122	1,279,739
**	Operating profit / loss ordinary activity	990,350	1,354,272
***	Profit / loss of current accounting period	990,350	1,354,272
****	Profit / loss before tax (+/-)	1,701,704	2,634,011

Legal status of an accounting unit:		Incorporated Company
Object:		Public Transport Operator (and other activities)
Date of dispatch: 7. 3. 2012	Person responsible for preparation of financial statements (name and signature)	Signature of statutory body or individual who is the accounting unit 

Balance Sheet in a Full Format as at 31. 12. 2011

BALANCE SHEET in a full format as at 31. 12. 2011

(in thousands of Czech Crowns)

Code a	ASSETS b	Current accounting period			Previous period
		Gross 1	Adjustment 2	Net 3	Net 4
	TOTAL ASSETS	110,069,583	-36,201,602	73,867,981	70,488,895
B.	Fixed assets	106,184,593	-35,975,275	70,209,318	65,837,679
B. I.	Intangible fixed assets	993,819	-836,220	157,599	264,521
3.	Software	786,783	-724,571	62,212	141,057
4.	Valuable rights	10,082	-10,082	0	917
6.	Other intangible fixed assets	132,847	-101,567	31,280	41,852
7.	Intangible fixed assets under construction	64,107	0	64,107	80,695
B. II.	Tangible fixed assets	104,965,951	-35,139,055	69,826,896	65,320,377
B. II. 1.	Lands	3,272,675	0	3,272,675	3,245,976
2.	Constructions	55,676,856	-14,820,338	40,856,518	40,558,792
3.	Equipment	42,160,245	-20,318,717	21,841,528	16,311,881
6.	Other tangible fixed assets	38,128	0	38,128	38,129
7.	Tangible fixed assets under construction	3,310,530	0	3,310,530	3,872,483
8.	Advance payments for tangible fixed assets	507,517	0	507,517	1,293,116
B. III.	Long-term financial assets	224,823	0	224,823	252,781
B. III. 1.	Equity investments in subsidiaries	204,053	0	204,053	234,029

2.	Shares in accounting units with substantial influence	20,770	0	20,770	18,752
C.	Current assets	3,651,749	-226,327	3,425,422	4,354,324
C. I.	Inventory	311,053	-7,293	303,760	308,173
C. I. 1.	Materials	301,288	-7,293	293,995	302,034
2.	Work in progress and semi-products	7,615	0	7,615	4,632
5.	Merchandise	2,141	0	2,141	1,460
6.	Advance payments for inventory	9	0	9	47
C. II.	Long-term receivables	54,730	0	54,730	46,064
C. II. 1.	Trade receivables	25,808	0	25,808	31,754
5.	Long-term deposits given	28,844	0	28,844	14,102
7.	Other receivables	78	0	78	208
C. III.	Short-term receivables	2,319,010	-219,034	2,099,976	2,172,366
C. III. 1.	Trade receivables	1,108,952	-208,508	900,444	648,252
6.	Due from state – tax receivable	837,524	0	837,524	609,918
7.	Short-term deposits given	66,253	0	66,253	35,019
8.	Estimated receivable	99,631	0	99,631	70,714
9.	Other receivables	206,650	-10,526	196,124	808,463

BALANCE SHEET in a full format as at 31. 12. 2011 – to be continued

(in thousands of Czech Crowns)

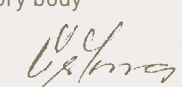
Code a	ASSETS b	Current accounting period			Previous period
		Gross 1	Adjustment 2	Net 3	Net 4
C. IV.	Short-term financial assets	966,956	0	966,956	1,827,721
C. IV. 1.	Cash	17,432	0	17,432	22,875
2.	Bank accounts	949,524	0	949,524	1,804,846
D. I.	Accruals	233,241	0	233,241	296,892
D. I. 1.	Deferred expenses	228,155	0	228,155	252,922
3.	Deferred income	5,086	0	5,086	43,970

BALANCE SHEET in a full format as at 31. 12. 2011 – to be continued

(in thousands of Czech Crowns)

Code a	LIABILITIES b	Current period	Previous period
		5	6
	TOTAL LIABILITIES	73,867,981	70,488,895
A.	Equity	60,389,534	59,435,949
A. I.	Registered capital	30,726,125	30,726,125
1.	Registered capital	30,726,125	30,726,125
A. II.	Capital funds	30,734,455	30,771,220
2.	Other capital funds	30,879,813	30,826,252
3.	Differences from revaluation of assets and liabilities (+/-)	-145,358	-55,032
A. IV.	Profit / loss – previous year	-2,061,396	-3,415,668
2.	Accumulated losses from previous years	-2,061,396	-3,415,668
A. V.	Profit / loss – current year (+/-)	990,350	1,354,272
B.	Other sources	12,759,024	10,348,616
B. I.	Reserves	244,997	1,014,313
B. I. 1.	Reserves under special statutory regulations	148,904	968,204
4.	Other reserves	96,093	46,109
B. II.	Long-term payables	3,113,736	2,347,267
B. II. 1.	Trade payables	110,436	32,100
5.	Long-term advances received	1,027	844
9.	Other payables	0	8,418
10.	Deferred tax liability	3,002,273	2,305,905
B. III.	Short-term payables	7,333,656	4,771,798
B. III. 1.	Trade payables	5,655,329	3,309,523
5.	Payroll	278,515	265,010

6.	Payables to social securities and health insurance	162,471	155,584
7.	Due from state – tax liabilities and subsidies	48,916	43,221
8.	Short-term deposits received	24,274	78,695
10.	Estimated payables	47,959	50,952
11.	Other payables	1,116,192	868,813
B. IV.	Bank loans and financial accomodations	2,066,635	2,215,238
B. IV. 1.	Long-term bank loans	1,753,509	2,030,635
2.	Short-term bank loans	313,126	184,603
C. I.	Accruals	719,423	704,330
C. I. 1.	Accrued expenses	54,144	22,293
2.	Deffered revenues	665,279	682,037

Legal status of an accounting unit:		Incorporated Company
Object:		Public Transport Operator (and other activites)
Date of dispatch: 7. 3. 2012	Person responsible for preparation of financial statements (name and signature)	Signature of statutory body or individual who is the accounting unit 

Annex to the Financial Statement

for the Year 2011

16 53

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9167



Name of the Company: Dopravní podnik hl. m. Prahy, akciová společnost
Registered Office: Sokolovská 217/42, Praha 9 – Vysočany
Legal Status: Joint Stock Company
Corporate ID: 000 05 886

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1. General information

1.1. INCORPORATION AND DESCRIPTION OF THE BUSINESS

Dopravní podnik hl. m. Prahy, akciová společnost (hereinafter referred to as the “Company” or “DP”) was established as a joint stock company by a Founder’s Deed of the Prague City Council of 19 March 1991 as a successor of Dopravní podnik hl. m. Prahy – kombinát, a state-owned company, and was incorporated following its registration in the Register of Companies maintained by the Municipal Court in Prague on 11 July 1991, reg. no.: B 847 (in the then Business Register of the District Court for Prague 1, Section Sa, File 847).

The Company’s registered office is located at Sokolovská 217/42, Prague 9, 190 22.

The Company’s sole shareholder is HLAVNÍ MĚSTO PRAHA with its registered office at Mariánské náměstí 2, Prague 1, 110 00, corporate ID 00064581.

The Company’s issued share capital is CZK 30,726,125 thousand established by a non-cash investment by the sole shareholder.

The Company’s registered share capital consists of 3,001 registered shares, of which:	
3,000 shares with a nominal value	
of CZK 10,000 thousand each	CZK 30,000,000 thousand
1 share with a nominal value of	CZK 726,125 thousand
Total nominal value of shares as of 31 December 2011	CZK 30,726,125 thousand

The Company’s shares are registered in the name of: “Obec – hlavní město Praha”.

The Company’s financial statements have been prepared as of and for the year ended 31 December 2011.

The reporting period is the calendar year from 1 January 2011 to 31 December 2011.

The Company’s business activities include:

- Operating a tram line, a special line (metro), a funicular (Petřín and the Prague Zoo) and railway in Prague;
- Repairs of road vehicles;
- Tinsmithing and bodywork repairs;
- Locksmithing and tool work;
- Repairs of other vehicles and machinery;
- Production, installation and repairs of electrical equipment and machinery;
- Operating a driving school;
- Operating fuel stations;
- Psychological consulting and diagnostics;
- Accommodation services;
- Operating a non-state health facility;
- Assembly, repairs, inspections and tests of electrical devices;
- Assembly, maintenance and service of telecommunication devices;
- Operating technical inspection stations;
- Operating emission measuring stations;
- Construction, implementing changes in and demolition of structures;
- Provision of work safety and health protection services;
- Technical and organisational activities in fire protection;
- Road transport: domestic freight transport using vehicles with the highest permitted weight of 3.5 tonnes; domestic freight transport using vehicles with the highest permitted weight exceeding 3.5 tonnes; international freight transport using vehicles with the highest permitted weight of 3.5 tonnes; international freight transport using vehicles with the highest permitted weight exceeding 3.5 tonnes; occasional domestic passenger transport; occasional international passenger transport; domestic scheduled public transport; and international scheduled transport;
- Production, trade and services not specified in Appendices 1 to 3 to the Trade Licensing Act; and
- Production, installation and repairs of electric machinery and devices, and electronic and telecommunication equipment.

1.2. YEAR-ON-YEAR CHANGES AND AMENDMENTS TO THE REGISTER OF COMPANIES

Change in the Articles of Association

– Notarial Deed prepared on 26 April 2011 – resolution of the sole shareholder acting in the capacity of the General Meeting of Dopravní podnik hl. m. Prahy, akciová společnost.

Registration of changes in the composition of the Board of Directors

On 25 January 2011, Pavel Bém's membership in the Board of Directors expired. His position was deleted from the Register of Companies on 15 March 2011.

On 26 April 2011, Rudolf Blažek's membership in the Board of Directors and his term as Vice-Chairman of the Board of Directors expired. His position was deleted from the Register of Companies on 4 August 2011.

On 26 April 2011, David Vodrážka's membership in the Board of Directors and his term as Chairman of the Board of Directors expired. His position was deleted from the Register of Companies on 4 August 2011.

On 26 April 2011, Petr Hána's membership in the Board of Directors expired. His position was deleted from the Register of Companies on 4 August 2011.

On 26 April 2011, Milan Richter's membership in the Board of Directors expired. His position was deleted from the Register of Companies on 4 August 2011.

On 26 April 2011, Martin Dvořák's membership in the Board of Directors expired. His position was deleted from the Register of Companies on 4 August 2011. On 27 April 2011, Martin Dvořák became a member of the Board of Directors. On 13 May 2011, Martin Dvořák became Chairman of the Board of Directors. The change was recorded in the Register of Companies on 4 August 2011. Martin Dvořák's membership in the Board of Directors and his term as Chairman of the Board of Directors expired on 5 December 2011 and 12 December 2011, respectively. The change has not yet been recorded in the Register of Companies.

On 26 April 2011, Antonín Weinert's membership in the Board of Directors and his term as Vice-Chairman of the Board of Directors expired. His position was deleted from the Register of Companies on 4 August 2011.

On 26 April 2011, Jiří Janeček's membership in the Board of Directors expired. His position was deleted from the Register of Companies 4 August 2011.

On 26 April 2011, Josef Nosek's membership in the Board of Directors expired. His position was deleted from the Register of Companies 4 August 2011.

On 27 April 2011, Ivo Štika became a member of the Board of Directors. On 13 May 2011, Ivo Štika became Vice-Chairman of the Board of Directors. The change was recorded in the Register of Companies on 4 August 2011. On 12 December 2011, Ivo Štika's membership in the Board of Directors and his term as Vice-Chairman of the Board of Directors expired. The change has not yet been recorded in the Register of Companies.

On 27 April 2011, Petr Blažek became a member of the Board of Directors. The change was recorded in the Register of Companies on 4 August 2011.

On 27 April 2011, Vladimír Perný became a member of the Board of Directors. The change was recorded in the Register of Companies on 4 August 2011. On 9 December 2011, Vladimír Perný's membership in the Board of Directors expired. The change has not yet been recorded in the Register of Companies.

On 27 July 2011, Jiří Janků became a member of the Board of Directors. The change was recorded in the Register of Companies on 21 October 2011.

On 9 December 2011, Jaroslav Stůj became a member of the Board of Directors. The change has not yet been recorded in the Register of Companies.

On 21 December 2011, Magdalena Češková became a member of the Board of Directors. On 22 December 2011, Magdalena Češková became Chairwoman of the Board of Directors. The change has not yet been recorded in the Register of Companies.

On 21 December 2011, Petr Vychodil became a member of the Board of Directors. The change has not yet been recorded in the Register of Companies.

On 22 December 2011, Petr Blažek became Vice-Chairman of the Board of Directors. The change has not yet been recorded in the Register of Companies.

Registration of the change in the acting of the statutory body pursuant to the change in the Articles of Association – specification: The Board of Directors acts on behalf of the Company. The Board of Directors is represented by the Chairman of the Board of Directors and another member of the Board of Directors or by the Vice-Chairman of the Board of Directors and another member of the Board of Directors.

Changes in the composition of the Supervisory Board

On 26 April 2011, Ivan Bednář's membership expired. His position was deleted from the Register of Companies on 4 August 2011.

On 26 April 2011, Karel Březina's membership and his term as Chairman of the Supervisory Board expired. His position was deleted from the Register of Companies on 4 August 2011.

On 26 April 2011, Petr Moos' membership expired. His position was deleted from the Register of Companies on 4 August 2011.

On 26 April 2011, Tomáš Homola's membership expired. His position was deleted from the Register of Companies on 4 August 2011.

On 26 April 2011, Radovan Steiner's membership expired. His position was deleted from the Register of Companies on 4 August 2011.

On 26 April 2011, Pavel Ambrož's membership expired. His position was deleted from the Register of Companies on 4 August 2011.

On 27 April 2011, David Vodrážka became a member and the Vice-Chairman of the Supervisory Board. The change was recorded in the Register of Companies on 4 August 2011.

On 27 April 2011, Pavel Hurda became a member of the Supervisory Board. The change was recorded in the Register of Companies on 4 August 2011.

On 27 April 2011, Jiří Pařízek became a member of the Supervisory Board. The change was recorded in the Register of Companies on 4 August 2011.

On 27 April 2011, Milan Richter became a member of the Supervisory Board. The change was recorded in the Register of Companies on 4 August 2011. On 29 November 2011, his term in office was terminated following his recall. The change has not yet been recorded in the Register of Companies.

On 27 April 2011, Dalibor Mlejnský became a member of the Supervisory Board. The change was recorded in the Register of Companies on 4 August 2011. On 29 November 2011, his term in office was terminated through his recall. The change has not yet been recorded in the Register of Companies.

On 27 April 2011, Marek Ječmének became a member of the Supervisory Board. The change was recorded in the Register of Companies on 4 August 2011. On 29 November 2011, his term in office was terminated through his recall. The change has not yet been recorded in the Register of Companies.

On 27 April 2011, Antonín Weinert became a member of the Supervisory Board. The change was recorded in the Register of Companies on 4 August 2011. On 29 November 2011, his term in office was terminated through his recall. The change has not yet been recorded in the Register of Companies.

On 27 April 2011, Miloslav Ludvík became a member and Chairman of the Supervisory Board. The change was recorded in the Register of Companies on 4 August 2011. On 21 December 2011, he was recalled. The change has not yet been recorded in the Register of Companies.

On 12 September 2011, František Kadlec became a member of the Supervisory Board. The change was recorded in the Register of Companies on 18 October 2011.

On 12 September 2011, Jan Kolář became a member of the Supervisory Board. The change was recorded in the Register of Companies on 18 October 2011.

On 30 November 2011, Jiří Nouza was elected a member of the Supervisory Board. The change has not yet been recorded in the Register of Companies.

On 30 November 2011, Karel Hanzlík was elected a member of the Supervisory Board. The change has not yet been recorded in the Register of Companies.

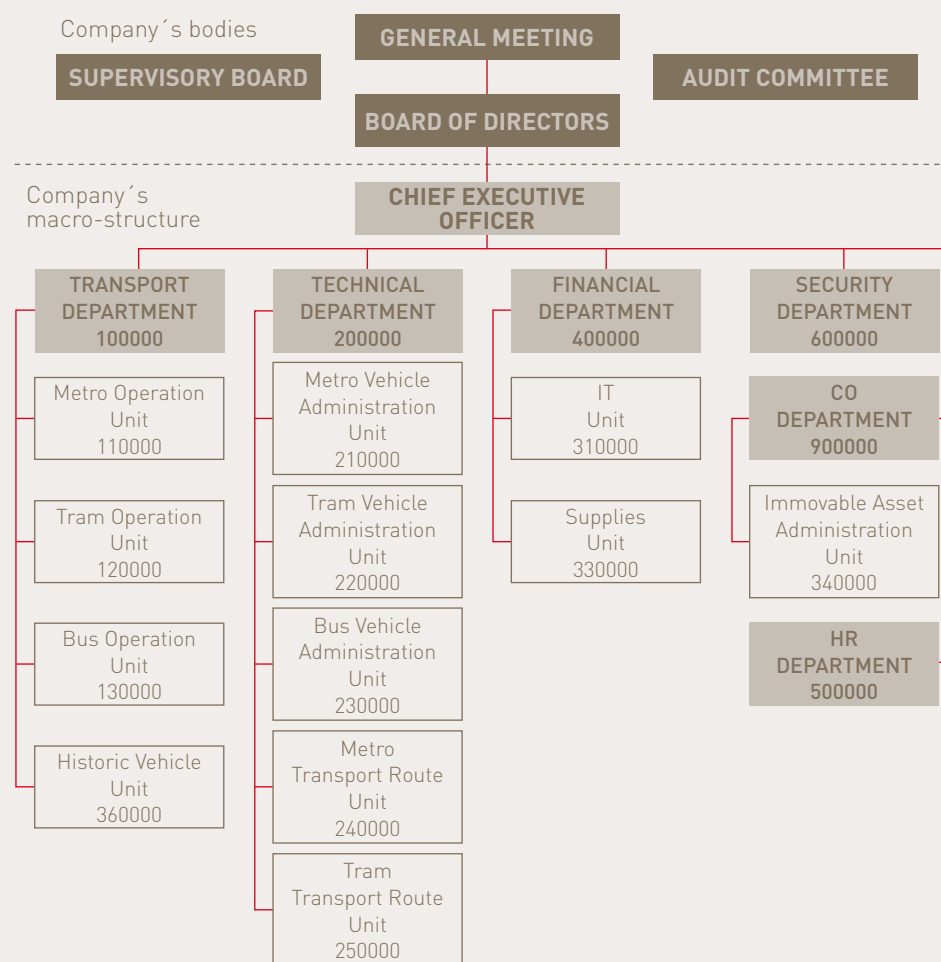
On 30 November 2011, Michal Štěpán was elected a member of the Supervisory Board. The change has not yet been recorded in the Register of Companies.

On 12 December 2011, Zdena Javornická became a member of the Supervisory Board. On 21 December 2011, Zdena Javornická became Chairwoman of the Supervisory Board. The change has not yet been recorded in the Register of Companies.

On 12 December 2011, Marek Doležal became a member of the Supervisory Board. The change has not yet been recorded in the Register of Companies.

1.3. ORGANISATIONAL STRUCTURE

The Company's organisational structure as of 31 December 2011



1.4. GROUP IDENTIFICATION

DP's sole shareholder

HLAVNÍ MĚSTO PRAHA (the Prague Metropolitan Authority, hereinafter referred to as the "Metropolitan Authority") with its registered office at Mariánské nám. 2, Prague 1-Staré Město, ID: 00064581.

DP's fellow-subsiidiaries

Name	% share of the Metropolitan Authority in the registered capital	Registered office	ID
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
Rozvojové projekty Praha, a.s.	98.09	Praha 2, Blanická 1008/28	25649329
TRADE CENTRE PRAHA a.s.	90	Praha 2, Blanická 1008/28	00409316
Úpravná 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

DP's subsidiaries and associates

Name	% share of DP in the registered capital	Registered office	ID
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

Equity investment in RENCAR PRAHA, a.s.

Name	% share of RENCAR PRAHA, a.s. in the registered capital	Registered office	ID
RENCAR MEDIA s.r.o.	100	Praha 8, Křižíkova 148/34	25082906

Summary of indirectly controlled companies and subsidiaries of the Company's fellow-subsiidiaries as of 31 December 2011

Fellow-subsiidiaries	Indirectly controlled companies and subsidiaries	% share in the registered capital	Registered office	ID
	Indirectly controlled company	% share of PREH in PRE		
	Pražská energetika, a.s.	58.046	Praha 10, Na Hroudě 1492/4	60193913
	Company in which PRE has an equity interest	% 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
	Company in which PP has an equity interest	% share of PP in the subsidiary		
	Měření dodávek plynu, a.s.	100	Praha 4, U Plynárny 500/44	29001498
	Pražská plynárenská Distribuce, a.s., member of the Pražská plynárenská, a.s. group	100	Praha 4, U Plynárny 500	27403505
	Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	100	Praha 4, U Plynárny 1450/2a	47116471
	Prometheus, energetické služby, s.r.o., member of the Pražská plynárenská, a.s. group	100	Praha 4, U Plynárny 500/44	63072599
	Pražská plynárenská Správa majetku, a.s., member of the Pražská plynárenská, a.s. group	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
Pražská teplotrenská Holding a.s.	Indirectly controlled company	% share of PTH in PT		
	Pražská teplotrenská a.s.	47.33	Praha 7, Partyzánská 1/7	45273600
	Company in which PT has an equity interest	% share of PT in the subsidiary		
	Energotrans, a.s.	100	Praha 7, Partyzánská 1/7	47115726
	TERMONTA PRAHA a.s.	100	Praha 10, Třebostická 46/11	47116234
	Teplo Neratovice, spol. s r.o.	100	Neratovice, Školní 162	49827316
Pražské služby, a.s.	Company in which PS has an equity interest	% share of PS in the subsidiary		
	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.	Company in which TCP has an equity interest	% share of TCP in the subsidiary		
	TCP – Vinohrady, a.s.	100	Praha 2, Blanická 1008/28	25672541

2. Basis of accounting and general accounting principles

1.5. THE COMPANY'S BODIES

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

The General Meeting is the Company's highest body. The Metropolitan Authority acts in its capacity as the General Meeting under a special regulation and is represented by its representative body, the Board of the Prague City Council, with the exception of decisions on the Company's dissolution in which case the powers of the General Meeting are executed by the Prague City Council.

Board of Directors and Supervisory Board as of 31 December 2011

	Position	Name
Board of Directors	Chairwoman	Magdalena Češková
	Vice-Chairman	Petr Blažek
	Member	Jaroslav Stůj
	Member	Petr Vychodil
	Member	Jiří Janků
Supervisory Board	Chairwoman	Zdena Javornická
	Vice-Chairman	Jiří Čada
	Vice-Chairman	David Vodrážka
	Member	Miloslav Ludvík
	Member	Jan Kolář
	Member	Jiří Pařízek
	Member	František Kadlec
	Member	Michal Štěpán
	Member	Jan Lebeda
	Member	Jiří Obitko
	Member	Karel Hanzlík
	Member	Jiří Nouza
	Member	Marek Doležal
	Member	Pavel Hurda

The Company's accounting books and records are maintained and the financial statements were prepared in accordance with Accounting Act 563/1991 Coll., as amended; Regulation 500/2002 Coll. which provides implementation guidance on certain provisions of the Accounting Act for reporting entities that are businesses maintaining double-entry accounting records, as amended; and Czech Accounting Standards for Businesses, as amended. The accounting records are maintained in compliance with general accounting principles, specifically the historical cost valuation basis, the accruals principle, the prudence concept and the going concern assumption. These financial statements are presented in thousands of Czech crowns ("CZK"), unless stated otherwise.

3. Summary of significant accounting policies

3.1. TANGIBLE AND INTANGIBLE FIXED ASSETS

Fixed assets include assets with an estimated useful life greater than one year and an acquisition cost greater than CZK 40 thousand (tangible fixed assets except for land, structures and buildings and works of art) or CZK 60 thousand (intangible fixed assets excluding easements). Land, buildings, structures, easements and works of art are treated as fixed assets irrespective of their acquisition cost. In addition, fixed assets include assets acquired partially using the Company's funds and partially through subsidies where the acquisition cost of fixed assets acquired using the Company's funds is up to CZK 40 thousand (tangible fixed assets) or CZK 60 thousand (intangible fixed assets).

The cost of fixed asset improvements exceeding CZK 40 thousand for the taxation period (tangible fixed assets) or for individual completion (intangible fixed assets) increases the acquisition cost of the related tangible fixed asset.

Tangible assets up to CZK 40 thousand and intangible assets up to CZK 60 thousand are depreciated for two years and are reported off-balance sheet.

Fixed assets are valued at cost.

Costs related to the acquisition of fixed assets

Before tangible and intangible fixed assets and technical improvements are fit for use, their valuation primarily includes the following costs:

- Research, geological, geodetic and design work including alternative solutions;
- Customs duty, assembly, transport, environmentally-friendly liquidation charges, packing charges;
- Carrying value of discharged structures or their parts as a result of new development;
- Costs of tenders;
- Costs of limitation of ownership rights, compensation of property loss for owners or lessees;
- Tests before assets are fit for use;
- Preparatory work, predominantly costs of expertise, fees, charges for consulting and mediation services relating to the acquired fixed assets; and

- In the case of fixed assets financed from EU structural funds the acquisition cost of the fixed assets includes auditor's review, consulting and other costs relating to the application for financing from EU structural funds.

Land acquired before or in 1992 is valued at cost effective in the period of acquisition under the Ministry of Finance's regulation. Land acquired after 1992 is valued at acquisition cost.

To bring the accounting records in line with the land records in the Land Register, newly identified land acquired before the end of 1992 was valued at cost effective in the period of acquisition in compliance with the methodology stipulated in the Finance Ministry's regulation; other land was valued at cost in accordance with the acquisition title identified in the title deed or through valuation valid in the period of acquisition and based on an expert opinion.

In 2011, easements acquired free of charge and identified accounting items that had not been registered as the Company's assets were stated at replacement cost. The replacement cost was specified based on an expert appraisal.

Tangible fixed assets developed internally are valued at internal costs, ie all direct and indirect costs closely relating to the development of the fixed assets.

Tangible and intangible fixed assets are depreciated using the straight line method based on a depreciation plan through accounting depreciation under Section 7 (1) of the Accounting Act. The amount of accumulated depreciation of fixed assets is based on the estimated useful life determined taking into consideration common wear and tear resulting from the regular use of the assets. Depreciation starts in the month when the assets are put into use.

The estimated useful life of major sets of assets is as follows:

Fixed assets	Useful life in years
Metro tunnels	100
Metro electricity supply system	30
Tram track – substructure	30
Tram track – superstructure	15
Escalators	17
Vehicles:	
→ Metro carriages acquired until the end of 1991	20
→ Metro carriages acquired after 2001	40
→ Renovated metro carriages	15
→ Trams T3R.P	15
14T, 15T	30
Other	20
→ Standard buses	10
→ CITY BUSes (low-floor buses)	12
→ Buses depreciated after technical improvements	4

Depreciation of the easements established for the Company's benefit is as follows:

Easement acquisition cost	Holding period	Depreciation period
Up to CZK 60,000	Definite	24 months
	Indefinite	24 months
Over CZK 60,000 up to 10,000,000	Definite	Depending on the period specified in the contract for which the easement is established
	Indefinite	48 months
Over CZK 10,000,000	Definite	Depending on the period specified in the contract for which the easement is established
	Indefinite	30 years

Assets fully acquired through grants for the acquisition of intangible and tangible fixed assets are not amortised/depreciated.

Provisions are made against depreciated/amortised fixed assets as of the balance sheet date. Their amount is identified based on the inventory taking and individual assessment of the real status of individual items if the value in use of fixed assets (the value in use includes a selling price) is substantially lower than the valuation after the accumulated amortisation/depreciation is deducted and the impairment cannot be considered permanent.

3.2. NON-CURRENT FINANCIAL ASSETS

Non-current financial assets principally consist of equity investments, securities and equity investments in subsidiaries and associates and are carried at acquisition cost.

Equity investments in subsidiaries and associates are valued using the equity method of accounting, ie the value of the equity investment is adjusted at the balance sheet date to reflect the Company's share of a subsidiary's equity. The valuation using the equity method is recognised as a change in the value of the security with a corresponding entry to account 414 – "Gains or losses from the revaluation of assets and liabilities".

3.3. DERIVATIVE FINANCIAL TRANSACTIONS

The Company has financial derivatives used as an effective hedging instrument in compliance with the risk management strategy.

All financial derivatives are reported as assets if their fair value is positive or liabilities if their fair value is negative.

In 2011, the Company continued to apply hedge accounting in respect of instruments that complied with the effectiveness criterion. Derivatives that did not meet the criteria for hedge accounting were treated as trading derivatives. As of 31 December 2011, the Company records only derivatives to which hedge accounting is applied.

3.4. INVENTORY

Purchased inventory is valued at acquisition costs. Acquisition cost includes indirect acquisition costs such as freight costs, commissions, custom fees, insurance charges, packing charges, postage and discounts.

Inventory of the same type in stock is stated at the cost identified by the weighted arithmetic average, excluding goods in the canteen. The goods in stock were valued at actual acquisition cost. As of 31 December 2011, the Company no longer owns the canteen.

If the acquisition cost of specific material and goods does not include indirect acquisition costs, the costs are reported on a separate off-balance sheet account of inventory and released to consumption of material and goods under an internal guideline once a month. This approach is also applied to charges for internal transport services.

Under Czech Accounting Standard for Businesses no. 15, the acquisition and disposal of inventories is accounted for using the A method.

Internally developed inventory is valued at the cost of producing the inventory.

Non-recurring spare parts and other material developed internally are valued at the cost of producing the spare parts and material. Spare parts and other material produced internally where a unit price cannot be clearly specified (continuously developed spare parts and other material) are valued using a pre-defined cost. The cost items included in the cost of spare parts and other material valued at the cost of producing the spare parts and material include: direct material consumption, energy, direct wages and salaries, social security and health insurance, overheads, cooperation and transport charges.

The replacement cost of inventory was specified using the actual average stock price at the moment when stock surplus was identified (diesel oil, coolant, oil, other operational liquids, spare parts – pressure reduction valves, hot-water heating, plastic fender, brake fixer lever, alternator, dryer, oil separator, door air distribution system and other overhead material). Replacement cost specified by an expert appraisal is applied to inventory produced from material acquired through liquidation or repairs of fixed assets.

Provisions for inventory are charged based on data provided by the Supplies Unit. The provisions were charged based on the inventory taking, after a review of the condition and storage period of the inventory and with respect to the assumed minimum saleability and lack of use for the inventory.

3.5. RECEIVABLES

Upon origination, receivables are stated at their nominal value as subsequently reduced by appropriate provisions for doubtful amounts.

Receivables with due dates up to one year as of the balance sheet date are reported as short-term. Other receivables are recognised as long-term.

Receivable accounts include receivables from the Metropolitan Authority and its related parties with respect to fixed assets, ie receivables concerning work not related to the Company's activities and resulting from the Company's investment construction (predominantly metro construction).

Provisions are charged against trade receivables and other receivables according to relevant regulations and instruction of the Legal Unit. Tax provisions are charged in the amount stipulated by the relevant law. Provisions for receivables past due from six months up to one year are charged so that the total value of provisions for tax and accounting purposes represents 50% of the unpaid carrying amount of the receivables; provisions for receivables past due for more than one year are charged up to 100% of the carrying amount of the receivables.

Provisions for accounting purposes are created against fare surcharge receivables and fare receivables originated before the end of 2007. Their amount is specified as a percentage with respect to the receivable settlement estimated by a company registering and collecting these receivables.

Outstanding fare surcharge receivables and fare receivables originated starting from 2008 have been purchased by Tessile ditta a.s.

Receivables and payables are offset in compliance with the Civil and Commercial Codes depending on business partner arrangements.

3.6. TRADE PAYABLES

Trade payables are stated at their nominal value.

Payables with due dates up to one year at the balance sheet are reported as short-term. Other payables are recognised as long-term.

3.7. LOANS

Loans are stated at their nominal value. Interest on loans is included in the profit or loss for the period to which it relates. Under Section 47(1) of the Regulation, the Company decided not to capitalise interest on loans as part of the cost of fixed assets or technical improvements.

The portion of long-term loans maturing within one year from the balance sheet date is included in short-term loans.

3.8. RESERVES

Reserves are intended to cover future risks and expenditure, the nature of which is clearly defined and which are likely to be incurred, but which are uncertain as to the amount or the date on which they will arise. Tax deductible reserves for asset repairs were made in line with the plan of repairs. The charging and drawing of the reserves is subject to relevant regulations.

A reserve for compensation arising from job-related injuries and occupational diseases of some former employees is made based on a statistical evaluation of available historic data as equal to the present value of expected future payments arising from claims made before the balance sheet date.

Reserves for bonuses of managers and members of bodies of the Company, including health insurance and social security, are recognised if the legal claim for their payment is not dependant only on the work in the reporting period, but also on the compliance with other conditions, ie approval by the responsible person or a body of the Company.

Other reserves are recognised on the grounds of prudence for liabilities arising as a result of past events and for the settlement of payables that could result in the outflow of funds.

3.9. FINANCE LEASES

A finance lease is the acquisition of a tangible fixed asset such that, over or after the contractual lease term, ownership title to the asset transfers from the lessor to the lessee; pending the transfer of title the lessee makes lease payments to the lessor for the asset that are charged to expenses.

3.10. FOREIGN CURRENCY TRANSLATION

Transactions denominated in foreign currencies during the year are translated using the Regulation and Czech Accounting Standards for Businesses.

Assets and liabilities denominated in foreign currencies are translated using the bank's daily exchange rate in terms of effective legislation. Quarterly fixed exchange rates stipulated on the first day of the relevant quarter using the Czech National Bank's rate are applied to foreign currency cash on hand.

As part of the monthly closing of FX bank accounts, the translation into Czech crowns is made using the exchange rate ruling as of the last day of the month.

At the balance sheet date, the relevant assets and liabilities denominated in foreign currencies are translated at the Czech National Bank's exchange rate prevailing as of that date and any resulting foreign currency translation gains or losses are recorded to expenses or revenues, as appropriate.

3.11. TAXATION

3.11.1. Depreciation of Fixed Assets for Tax Purposes

Depreciation of fixed assets for tax purposes is calculated using the straight line method.

In 2008, depreciation of fixed assets was suspended due to the utilisation of prior tax losses based on the CEO's decision.

Starting from 2010, depreciation of fixed assets for tax purposes was restored.

3.11.2. Deferred Tax

Deferred tax is accounted for using the balance sheet liability method. The liability method is a method when the income tax rate effective in future periods is used in the calculation. The balance sheet method means that the liability method is based on temporary differences comprising the difference between the asset/liability tax base and the amount of assets/liabilities recorded in the balance sheet. The asset/liability tax base is the value of those assets/liabilities applicable for tax purposes in the future.

Deferred tax assets and liabilities are offset and reported on an aggregate net basis in the balance sheet.

3.12. COMPENSATION

The Company accounts for the compensation under Regulation (EC) No. 1370/2007 of the European Parliament and of the Council effective from 3 December 2009. The compensation is considered a cost of public services that should cover the demonstrable risk (the difference between the costs incurred in meeting the Contract for the Public Service Obligation and the income generated in respect of the Contract for the Public Service Obligation) and ensure a reasonable profit to generate funds for the renovation of assets and other investments made to improve the quality of services approved by the orderer. The Contract for the Public Service between the Company and the Capital City of Prague determines the method for calculating the compensation, the methodology for calculating an adequate profit and the risk allocation method.

In line with contractual arrangements contained in the Contract for the Public Service, the Company recognises the received compensation prepayment over the period and the prepayment is offset against the receivable arising from the Contract in the annual financial statements. The compensation amount is recognised through revenues in the line "Sales of own products and services".

3.13. GRANTS

Grants received to offset costs are recognised as other operating and financial income over the period necessary to match them with the related costs.

Grants received to acquire tangible and intangible fixed assets and technical improvements are deducted in reporting their cost or internal cost at the moment when the assets are put into operation. At the balance sheet date, the use of the grant for the not-yet-capitalised fixed assets and liabilities arising from the handover of fixed assets unrelated to the Company's activities is recognised.

3.14. REVENUE RECOGNITION

Revenues from transportation are recognised in the period when the transportation services were provided.

Other revenues are recognised on an accruals basis.

Revenue and income relating to future periods are accrued/deferred.

Set out below is accrued income arising from easements established on the Company's assets:

Cost of easement	Period of establishment	Accrued balance
Up to CZK 60,000	Definite	Not accrued due to immateriality
	Indefinite	Income for the period
More than CZK 60,000 and up to CZK 10,000,000	Definite	Depending on the period stipulated in the contract for which the easement is established.
	Indefinite	Income for the period
Over CZK 10,000,000	Definite	Depending on the period stipulated in the contract for which the easement is established.
	Indefinite	Income is allocated using a proportionate amount based on the residual useful life of assets to which the easement applies.

3.15. USE OF ESTIMATES

The presentation of financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the balance sheet date and the reported amounts of revenues and expenses during the reporting period. Management of the Company has made these estimates and assumptions on the basis of all the relevant information available to it. Nevertheless, pursuant to the nature of estimates, the actual results and outcomes in the future may differ from these estimates.

3.16. EXTRAORDINARY EXPENSES AND INCOME

Extraordinary items are income or expenses that arise from events or transactions that are clearly distinct from the ordinary activities of the Company as well as income or expenses from events or transactions that are not expected to recur frequently or regularly.

3.17. YEAR-ON-YEAR CHANGES IN VALUATION, DEPRECIATION OR ACCOUNTING POLICIES

No changes were made in the year ended 31 December 2011.

3.18. CASH FLOW STATEMENT

The cash flow statement is prepared using the indirect method. Cash equivalents include current liquid assets easily convertible into cash in an amount agreed in advance. Cash and cash equivalents can be analysed as follows:

(CZK '000)		
	31 December 2011	31 December 2010
Cash equivalent		
Cash on hand and cash in transit	17,432	22,875
Cash at bank	949,524	1,804,846
Total cash and cash equivalents	966,956	1,827,721

Cash flows from operating, investment and financial activities presented in the cash flow statement are not offset.

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

4.1. THE COMPANY'S SPECIFICS

4.1.1. Adjustment of Statements

The balance sheet and the profit and loss account contain items in the sequence stipulated in the Regulation. DP presents the following additional items to make the statements more understandable and clear:

Profit and Loss Account	
II.1	1.1 Revenues from fare
	1.2 Compensation for public service obligation *)
	1.3 Other revenues
B.2	2.1 Repairs and maintenance
	2.2 Other services
C.	5. Contributory pension and life insurance scheme costs

4.1.2. Compensation and Grants

The Company reported a profit of CZK 990,350 thousand for 2011 (2010: a profit of CZK 1,354,272 thousand). The profit was generated as a direct result of compensation recognition (refer to Note 3.12). The costs incurred in relation to the public service obligation and the reasonable profit for return on capital are compensated and the compensation is presented in the line "Sales of own products and services".

To understand and assess the Company's financial and asset position it should be emphasised that the Company receives compensation for its public service obligation and substantial amounts of investment subsidies from various providers.

In 2011, the Company received compensation prepayments of CZK 10,864,662 thousand. CZK 11,128,465 thousand was recorded through revenues. Following the recognition of the prepayment from 2010 of CZK 29,519 thousand, the Company records a receivable from the Capital City of Prague in the amount of CZK 234,284 thousand.

Pursuant to the Contract for the Public Service Obligation with the Metropolitan Authority, the Company used the compensation to cover the public transport costs and renovate its vehicles. The total amount of compensation was approved in compliance with effective legislation and contracts.

In 2011, the Company recognised grants received to offset costs and acquired fixed assets in the amount of CZK 2,517,067 thousand. The grants are recognised in compliance with regulations effective in the Czech Republic and in the EU.

Grants by Purpose		
		(CZK '000)
Total grants		2,517,067
Grants to offset costs		94,408
Grants from the Metropolitan Authority's budget		3,169
Current expenses of project no. 22005 – tram track renovation Myslíkova – total	830	
Current expenses of project no. 26001 – tram track renovation Plzeňská – total	1,452	
Current expenses of project no. 26005 – tram track renovation Podbaba – total	887	
Grants from the state budget		40,000
Section 07: Civil protection (security system operation)	40,000	
Grants within the Prague Integrated Transportation System (PID)		51,239
Grants for zone 0-PID	40,920	
Grants from municipalities for zones 1,2,PID	6,896	
Grants from Central Bohemian Region – Regional Authority – zones 1,2	3,423	
Special-purpose grants		0

Grants by Purpose – to be continued

(CZK '000)

Grant for the acquisition of fixed assets		2,422,659
Grants from the Metropolitan Authority's budget		1,800,000
4534 – metro line A (Dejvická–Motol)	1,650,000	
6786 – I Operating section of metro line D	150,000	
Grants from OPPK		622,659
Of which: EU	572,173	
State budget	50,486	
Of which:		
22005 – Tram track renovation in Myslíkova, 2nd call of the OPPK – total	76,636	
Of which: EU	70,422	
State budget	6,214	
26001 – Tram track renovation in Plzeňská 6th call of OPPK – total	466,521	
Of which: EU	428,695	
State budget	37,826	
26005 – Tram track renovation in Podbaba 6th call of OPPK – total	79,502	
Of which: EU	73,056	
State budget	6,446	

4.2. INTANGIBLE FIXED ASSETS
Cost

(CZK '000)

	Balance at 31 Dec 2009	Additions	Disposals	Balance at 31 Dec 2010	Additions	Disposals	Balance at 31 Dec 2011
Software	617,922	120,551	685	737,788	50,862	1,867	786,783
Valuable rights	10,082	0	0	10,082	0	0	10,082
Other intangible FA	107,082	13,920	0	121,002	11,845	0	132,847
Intangible FA under construction	50,790	171,002	141,097	80,695	55,955	72,543	64,107
Prepayments for intangible FA	0	0	0	0	0	0	0
Total	785,876	305,473	141,782	949,567	118,662	74,410	993,819

Accumulated Amortisation

(CZK '000)

	Balance at 31 Dec 2009	Additions	Disposals	Balance at 31 Dec 2010	Additions	Disposals	Balance at 31 Dec 2011
Software	506,411	91,023	703	596,731	129,707	1,867	724,571
Valuable rights	8,165	1,000	0	9,165	917	0	10,082
Other intangible FA	53,004	26,146	0	79,150	22,417	0	101,567
Total	567,580	118,169	703	685,046	153,041	1,867	836,220

Net Book Value

(CZK '000)

	Balance at 31 Dec 2009	Balance at 31 Dec 2010	Balance at 31 Dec 2011
Software	111,511	141,057	62,212
Valuable rights	1,917	917	0
Other intangible FA	54,078	41,852	31,280
Intangible FA under construction	50,790	80,695	64,107
Prepayments for intangible FA	0	0	0
Total	218,296	264,521	157,599

4.2.1. Internally Generated Intangible Fixed Assets

In 2011, no intangible fixed assets were generated internally.

4.2.2. Off-Balance Sheet Assets**Off-balance sheet intangible assets:**

(CZK '000)

Type of assets	Cost	
	2011	2010
Low-value intangible assets	13,409	15,311
Subsidised FA	125,423	125,423
Total	138,832	140,734

4.3. TANGIBLE FIXED ASSETS

Cost							
(CZK '000)							
	Balance at 31 Dec 2009	Additions	Disposals	Balance at 31 Dec 2010	Additions	Disposals	Balance at 31 Dec 2011
Land	3,256,856	143,330	154,210	3,245,976	69,163	42,464	3,272,675
Buildings	54,242,542	515,707	111,882	54,646,367	1,512,482	481,993	55,676,856
Individual movable assets	34,513,873	1,312,044	510,964	35,314,953	7,240,132	394,840	42,160,245
– Machinery and equipment	10,402,620	208,768	165,370	10,446,018	459,579	76,641	10,828,956
– Vehicles	24,099,635	1,103,276	344,911	24,858,000	6,780,553	318,139	31,320,414
– Furniture and fixtures	11,618	0	683	10,935	0	60	10,875
Other tangible FA	38,129	0	0	38,129	0	1	38,128
Tangible FA under construction	2,379,706	5,337,981	3,845,204	3,872,483	10,085,506	10,647,459	3,310,530
Prepayments for tangible FA	830,796	4,310,115	3,847,795	1,293,116	2,282,814	3,068,413	507,517
Total	95,261,902	11,619,177	8,470,055	98,411,024	21,190,097	14,635,170	104,965,951

Accumulated Depreciation							
(CZK '000)							
	Balance at 31 Dec 2009	Additions	Disposals	Balance at 31 Dec 2010	Additions	Disposals	Balance at 31 Dec 2011
Buildings	13,176,569	2,462,738	1,551,732	14,087,575	1,070,933	338,170	14,820,338
Individual movable assets	17,974,732	1,535,670	507,330	19,003,072	1,697,114	385,346	20,314,840
– Machinery and equipment	6,896,114	553,506	161,425	7,288,195	541,507	75,301	7,754,401
– Vehicles	11,069,848	981,439	345,251	11,706,036	1,154,979	309,985	12,551,030
– Furniture and fixtures	8,770	725	654	8,841	628	60	9,409
Provision for vehicles	0	0	0	0	3,877	0	3,877
Provisions for tangible FA prepa- yments	0	0	0	0	0	0	0
Total	31,151,301	3,998,408	2,059,062	33,090,647	2,771,924	723,516	35,139,055

Net Book Value

	(CZK '000)		
	Balance at 31 Dec 2009	Balance at 31 Dec 2010	Balance at 31 Dec 2011
Land	3,256,856	3,245,976	3,272,675
Buildings	41,065,973	40,558,792	40,856,518
Individual movable assets	16,539,141	16,311,881	21,841,528
– Machinery and equipment	3,506,506	3,157,823	3,074,555
– Vehicles	13,029,787	13,151,964	18,765,507
– Furniture and fixtures	2,848	2,094	1,466
Other tangible FA	38,129	38,129	38,128
Tangible FA under construction	2,379,706	3,872,483	3,310,530
Prepayments for tangible FA	830,796	1,293,116	507,517
Total	64,110,601	65,320,377	69,826,896

The Company recorded the increases primary in respect of vehicles – capitalised metro vehicles of CZK 2,714 million, trams of CZK 2,919 million and low-floor buses of CZK 1,048 million.

The Company rents:

- **Real estate, non-residential property** in garages, tram depots, metro depots, metro stations, tram loops, public transport stops, etc;
- **Space on tangible and intangible assets**, predominantly for advertising, placing optical cables in metro stations, operating telecommunication system in metro, placing antennas, telecommunication equipment, etc; and
- **Movable assets**, eg service lifts in metro stations, camera systems, lighting, expanders in converter stations, etc. and equipment of the leased immovable assets.

4.3.1. Fixed Assets Pledged as Security

As of 31 December 2011, easements were established on 531 pieces of property through easement contracts. In most cases, the easements cover the access to and operation of the relevant equipment in metro premises, at entrances to buildings, etc.

On 15 June 2005, a contract to pledge assets was concluded where DP is the debtor (pledger) and banks participating in the loans provided to the Company for new metro trains are the creditors (pledgees). 100 electric metro motor vehicles produced by Siemens Kolejová vozidla s.r.o. are pledged as security with the net book value of CZK 3,664,142 thousand. Under the contract, the pledge is established for the period until the loan is repaid in full as required.

4.3.2. Internally Developed Tangible Fixed Assets

Renovation of tram tracks and contact lines were performed internally. For the valuation treatment refer to Note 3.1.

4.3.3. Assets Held under Finance Leases

(CZK '000)							
Description	Date of inception	Term in months	Total lease value	Payments made at 31 Dec 2010	Payments made at 31 Dec 2011	Due in 2012	Due in following years
MAGMA Alficar special vehicle	Oct 2011	60	1,200	0	67	271	1,014
MAGMA Alficar special vehicle	Dec 2011	60	1,200	0	23	271	1,064
MAGMA Alficar special vehicle	Dec 2011	60	1,200	0	23	271	1,063
MAGMA Alficar special vehicle	Dec 2011	60	1,200	0	23	271	1,064
MAGMA Alficar special vehicle	Sept 2011	60	1,250	0	93	281	1,028
Total				0	229	1,365	5,233

In the year ended 31 December 2010, the Company had no assets held under finance leases.

4.3.4. Operating Leases

The Company leases 161 vehicles from SPEED LEASE a.s. with the annual lease of CZK 22,228 thousand.

In addition, the Company has been provided with comprehensive transportation services since August 2011 pursuant to the contract for the provision of services of the intracompany transportation provider, KARIR CZ s.r.o. These services include the provision of leased vehicles (95 vehicles – annual lump sum of CZK 30,975 thousand), transportation services with chauffeur by transportation services vehicles (58 vehicles – annual lump sum of CZK 19,801 thousand) and provision of other services through other vehicles than transportation services vehicles.

4.3.5. Off-Balance Sheet Assets

Off-balance sheet assets		
(CZK '000)		
Type of asset	Cost	
	2011	2010
Low-value tangible assets	587,132	593,888
Subsidised fixed assets	43,927,823	42,963,499
Total	44,514,955	43,557,387

The year-on-year increase of CZK 1 billion is principally attributable to the capitalisation of tram tracks and the MATRA security system in metro carriages.

4.4. NON-CURRENT FINANCIAL ASSETS

4.4.1. Equity Investments in Subsidiaries

Name of entity	2011		2010	
	Number of securities	Share in the registered capital in %	Number of securities	Share in the registered capital in %
GTR-DP Praha s.r.o.	0	40	0	40
Pražská strojírna a.s.	421	100	421	100
Střední průmyslová škola dopravní, a.s.	22	100	22	100

2011

(CZK '000)							
Name of entity	Cost	Valuation difference	Nominal value	* Equity	* Profit or loss	Financial income	Ownership value
GTR-DP Praha s.r.o.	800	2,965	800	9,415	5,701	2,400	3,765
Pražská strojírna a.s.	184,814	-12,060	186,502	172,754	-28,656	0	172,754
Střední průmyslová škola dopravní, a.s.	11,322	16,212	21,930	27,534	1	0	27,534
Total	196,936	7,117	209,232	209,703	-22,954	2,400	204,053

*) The figures are prepared as of 23 January 2012.

2010

(CZK '000)							
Name of entity	Cost	Valuation difference	Nominal value	* Equity	* Profit or loss	Financial income	Ownership 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
Total	196,936	37,093	209,232	240,672	15,688	2,000	234,029

*) The figures are prepared as of 24 January 2011.

4.4.2. Equity Investments in Associates

2011							
(CZK '000)							
Name of entity	Cost	Valuation difference	Nominal value	* Equity	* Profit or loss	Financial income	Ownership value
RENCAR PRAHA, a.s.	840	19,930	840	74,178	43,675	9,240	20,770
Total	840	19,930	840	74,178	43,675	9,240	20,770

*) The figures are prepared as of 23 January 2012.

2010							
(CZK '000)							
Name of entity	Cost	Valuation difference	Nominal value	* Equity	* Profit or loss	Financial income	Ownership value
RENCAR PRAHA, a.s.	840	17,912	840	66,973	47,145	13,188	18,752
Total	840	17,912	840	66,973	47,145	13,188	18,752

*) The figures are prepared as of 24 January 2011.

The number of securities was 84 and the total share in the registered share capital was 28%. No changes occurred as compared to 2010.

4.5. INVENTORY

	[CZK '000]	
	Balance at 31 December 2011	Balance at 31 December 2010
Spare parts	151,732	161,744
Auxiliary material	93,548	107,473
Clothing and protective tools	28,093	23,784
Fuel	23,437	20,608
Other material	3,886	3,405
Material in transit	592	698
Provisions	-7,293	-15,678
Total material	293,995	302,034
Prepayments for inventory	9	47
Work in progress and semi-finished products	7,615	4,632
Goods	2,141	1,460
Total	303,760	308,173

The reduction of the financial volume of stock results from:

- Intensive stock management activities in 2011;
- Sale of redundant spare parts; and
- Decrease in the inventory of paper ticket rolls – use of the supplies from the prior year.

The increase in the work in progress and semi-finished products is due to external projects of the Bus Vehicle Administration unit being in progress.

4.6. LONG-TERM RECEIVABLES

Long-term receivables amounted to CZK 54,730 thousand and CZK 46,064 thousand as of 31 December 2011 and 31 December 2010, respectively.

Long-term receivables predominantly comprise receivables from GTS Czech s.r.o. arising from the Easement Contract stipulating the right to place and operate input equipment in the metro premises. The Contract period will end in March 2019. The receivable due on or before 31 December 2012 is recorded in line item C.III. "Short-term receivables" in compliance with effective accounting policies.

Another significant item includes prepayments from ŠKODA TRANSPORTATION a.s. for unplanned repairs under the Contract for the 81-71M Prague Metro Vehicle Maintenance through Full Service.

4.6.1. Long-Term Intercompany Receivables

Long-Term Trade Receivables

As of 31 December 2011, the Company records long-term receivables from the Capital City of Prague of CZK 2,990 thousand (CZK 2,990 thousand as of 31 December 2010). Similarly as disclosed in 'Short-term receivables' (Note 4.7.2.), these are trade receivables arising from investments activities for the Capital City of Prague.

4.7. SHORT-TERM RECEIVABLES

4.7.1. Aging of Trade Receivables

(CZK '000)											
Year	Category	Before due date	Past due date					Total past due date	Total	Surcharges *	Total including surcharges
			0–90 days	91–180 days	181–365 days	1–2 years	2 and more years				
2011	Gross	692,101	44,258	15,155	12,094	19,204	33,380	124,091	816,192	292,760	1,108,952
	Provisions	0	0	0	5,531	19,183	33,276	57,990	57,990	150,518	208,508
	Net	692,101	44,258	15,155	6,563	21	104	66,101	758,202	142,242	900,444
2010	Gross	427,032	18,754	3,097	17,721	34,104	18,699	92,375	519,407	303,316	822,723
	Provisions	0	0	0	1,070	9,212	18,691	28,973	28,973	145,498	174,471
	Net	427,032	18,754	3,097	16,651	24,892	8	63,402	490,434	157,818	648,252

*) Surcharges comprise receivables from fare surcharges and fare receivables arising from fare surcharges. These are predominantly receivables past their due dates.

The most significant receivables are receivables from the Capital City of Prague in the amount of CZK 406,807 thousand (refer to Note 4.7.2.). Other significant receivables are receivables arising from the inventory sale, coupon sale, SMS tickets, lease of advertising space including energy, vehicle repair and maintenance, rental of non-residential premises and lease of real estate.

4.7.2. Intercompany Receivables

Short-Term Receivables		
(CZK '000)		
Name of the entity	Balance at 31 Dec 2011	Balance at 31 Dec 2010
GTR-DP Praha s.r.o.	18	17
HMP	406,807	168,812
Pražská energetika, a.s.	29,880	12,777
Pražská plynárenská, a.s.	1,132	261
Pražská plynárenská Distribuce, a.s., member of the Pražská plynárenská, a.s. group	5,620	0
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	23	0
Pražská strojírna a.s.	72,774	50,085
Pražská teplárenská a.s.	6	6
Pražská vodohospodářská společnost a.s.	0	32
PREdistribuce, a.s.	2,618	18
RENCAR PRAHA, a.s.	29,733	33,702
Střední průmyslová škola dopravní, a.s.	579	761
Total short-term intercompany receivables	549,190	266,471
Other than intercompany receivables	1,769,820	2,090,742
Total short-term receivables	2,319,010	2,357,213

Receivables from the Municipal Authority include trade receivables arising from the settlement of the compensation in respect of the public service obligation for the Capital City of Prague of CZK 234,284 thousand and from investments for the Metropolitan Authority. In implementing investment construction, DPP affects the assets of

other owners in certain cases. The majority of the affected assets are owned by the Metropolitan Authority and/or the organisations managed/founded by the Metropolitan Authority. This may result in an improvement of the assets held by another owner. The Company reports the costs incurred in making such improvements in the line "Short-term trade receivables". DP recorded the balances of the triggered investments in respect of the Metropolitan Authority and its organisations of CZK 167,217 thousand and CZK 167,245 thousand in 2011 and 2010, respectively.

The Company has been seeking to settle these costs. As of 31 December 2011 and 2010, the Company has obtained a written confirmation from the Budget Department of the Metropolitan Authority regarding the amount of the receivable and is currently awaiting another confirmation of this amount from the relevant authority of the City of Prague.

4.7.3. Other Short-Term Receivables

The line "State-tax receivables" amounting to CZK 837,524 thousand as of 31 December 2011 comprises a receivables arising from an excessive VAT deduction for November and December 2011 of CZK 572,748 thousand and a recognised input VAT for invoices received in January 2012, relating to the 2011 supplies. As of 31 December 2010, receivables amounted to CZK 609,918 thousand.

Short-term prepayments made increased year-on-year primarily in respect of the energy prepayments.

The balances of "Estimated receivables" are CZK 99,631 thousand and CZK 70,714 thousand as of 31 December 2011 and 2010, respectively. The increase is due to the recognition of an estimated receivable for the credit note of Siemens in respect of the full servicing of M1 vehicles upon the decrease of operating supplies of CZK 26,019 thousand.

The balances of "Other receivables" were CZK 196,124 thousand and CZK 808,463 thousand as of 31 December 2011 and 2010, respectively. The significant decrease in

“Other receivables” is predominantly attributable to received grants for the tram track renovation at Plzeňská and Myslíkova that were recognised as a receivable in 2010.

As of 31 December 2011, the receivable arising from the unsettled loss for 2009 in respect of the Capital City of Prague of CZK 103,390 thousand decreased pursuant to Resolution no. 10/17 made by the City Council dated 3 November 2011 which approved mutual offsets of payables and receivables from pre-financing of investments.

The balance of “Other receivables” as of 31 December 2011 includes the valuation of the oil hedging transaction of CZK 59,463 thousand.

4.7.4. Pledge

The Company pledged as collateral all receivables from the Metropolitan Authority arising from the contract for transport services and receivables from insurance payments to be made in the case of any insured event relating to metro carriages acquired using loans.

The pledge was re-established to cover the loan for the purchase of new metro carriages.

4.7.5. Deferred Expenses and Accrued Income

Deferred expenses amounted to CZK 228,155 thousand and CZK 252,922 thousand as of 31 December 2011 and 2010, respectively. The decrease in this balance is caused by:

- The release of services invoiced (by ŠKODA TRANSPORTATION a.s.) in the amount of CZK 125,000 thousand. Based on the Full Service Maintenance Contract this amount is charged to expenses on an accruals basis over the contract term until 15 December 2020. As of 31 December 2011, CZK 23,247 thousand was released to expenses, CZK 101,753 thousand remains to be derecognised; and
- The release of the invoiced first portion of the total contractual fees for services (by Siemens, s.r.o.) in the amount of CZK 155,000 thousand. Based on the Full Service Maintenance Contract, this amount is charged to expenses on an accruals basis over the contract term until 31 December 2019. As of 31 December 2011, CZK 42,273 thousand was released to expenses and CZK 112,727 thousand remains to be derecognised.

“Accrued income” amounts to CZK 5,086 thousand as of 31 December 2011 which predominantly includes the income from the crude oil collar transaction credited to the bank in January 2012 and relating to December 2011 in the amount of CZK 3,467 thousand. The balance of 2010 was CZK 43,970 thousand and primarily included the credit note received in 2011 reducing the payment for metro vehicle maintenance provided by Siemens s.r.o in 2010 under the Full Service M1 Metro Maintenance Contract in the amount of CZK 25,420 thousand and the charging for heat consumption in 2010 in the amount of CZK 15,300 thousand by České teplo s.r.o.

4.8. EQUITY

Changes in Equity

The Company's equity includes accounts of accounting groups 41 and 42 including the profit for the current period. In 2011, the equity balance increased by CZK 953,585 thousand.

							(údaje v tis. Kč)
Account	Registered share capital	Other equity funds	Gains and losses from the revaluation of assets and liabilities	Reserve fund	Accumulated losses brought forward	Current profit or loss	Total equity
Opening balance at 1 January 2010	30,726,125	30,828,535	39,752	0	-3,422,978	7,310	58,178,744
Changes impacting total equity							
Profit for the year	0	0	0	0	0	1,354,272	1,354,272
Donations/grants to increase equity	0	70	0	0	0	0	70
Valuation of land and buildings	0	-2,353	0	0	0	0	-2,353
Valuation gains/losses from the revaluation of securities	0	0	14,721	0	0	0	14,721
Revaluation of derivatives	0	0	-135,192	0	0	0	-135,192
Deferred tax on derivatives	0	0	25,687	0	0	0	25,687
Changes not impacting total equity							
Reserve fund contribution	0	0	0	7,310	0	0	7,310
Settlement of loss from the reserve fund	0	0	0	-7,310	0	0	-7,310
Allocation of the profit	0	0	0	0	7,310	-7,310	
Closing balance at 31 December 2010	30,726,125	30,826,252	-55,032	0	-3,415,668	1,354,272	59,435,949
Changes impacting total equity							0
Profit for the year	0	0	0	0	0	990,350	990,350
Donations/grants to increase equity	0	1,168	0	0	0	0	1,168
Valuation of land and buildings	0	52,393	0	0	0	0	52,393
Gains/losses from the revaluation of securities	0	0	-27,958	0	0	0	-27,958
Revaluation of derivatives	0	0	-77,122	0	0	0	-77,122
Deferred tax on derivatives	0	0	14,754	0	0	0	14,754
Changes not impacting total equity							
Reserve fund contribution	0	0	0	1,354,272	0	0	1,354,272
Settlement of loss from the reserve fund	0	0	0	-1,354,272	0	0	-1,354,272
Allocation of the profit	0	0	0	0	1,354,272	-1,354,272	0
Closing balance at 31 December 2011	30,726,125	30,879,813	-145,358	0	-2,061,396	990,350	60,389,534

4.9. RESERVES

(CZK '000)							
	Balance at 1 January 2010	Charge for reserve	Use of reserves	Balance at 31 December 2010	Charge for reserve	Use of reserves	Balance at 31 December 2011
Reserve for tangible FA	1,670,575	0	702,371	968,204	0	819,300	148,904
Reserve for pensions	15,858	0	2,638	13,220	0	3,251	9,969
Reserve for litigation	14,314	19,115	540	32,889	17,095	19,115	30,869
Reserve for bonuses	0	0	0	0	2,037	0	2,037
Reserve for metro trains chassis	0	0	0	0	30,778	0	30,778
Other reserves	0	0	0	0	22,440	0	22,440
Total reserves	1,700,747	19,115	705,549	1,014,313	72,350	841,666	244,997

In line with the repairs plan, repairs predominantly relating to the Metro Line Unit, the Tram Line Unit and the Immovable Assets Administration Unit were performed. In 2011, reserves of CZK 709,238 thousand were released and reversed. These reserves were predominantly charged in 2007–2009 but the expected work did not commence until the end of 2011 and the reserves were released following a review of the repair plan by the relevant units of the Company.

On the grounds of prudence, additional reserves are charged with respect to the liabilities arising as a result of past events and to cover payables that may result in a cash outflow. Reserves are charged or released depending on the current state of affairs.

4.10. LONG-TERM TRADE PAYABLES

Long-term trade payables amount to CZK 110,436 thousand and CZK 32,100 thousand as of 31 December 2011 and 2010, respectively.

The increase is caused by accounting for a long-term payable to Ahold Czech Republic, a.s. arising from improvements in the entrance hall of the Můstek station in the amount of CZK 93,240 thousand.

The Company has no long-term trade intercompany payables.

Collateralised payables or otherwise secured

On 15 June 2005, a contract to pledge assets as collateral was concluded between DP as the debtor and banks as the creditors that participate in a loan provided to DP for new metro trains. 100 electric metro motor vehicles with the net book value of CZK 3,664,142 thousand are pledged. The pledge is established for a period until the loan is repaid in full as required.

In connection with the loan contract (refer to Note 4.12.), a contract authorising the order to use promissory notes and blank bills of exchange was concluded. This contract should secure meeting the Company's obligations with respect to creditors under the loan contract for the purchase of metro carriages.

4.11. SHORT-TERM PAYABLES

4.11.1. Aging of Short-Term Trade Payables

[CZK '000]									
Year	Category	Before due date	Past due date					Total past due date	Total
			0–90 days	91–180 days	181–365 days	1–2 years	2 and more years		
2011	Short-term	4,289,016	431,020	124,879	810,417	2	-5	1,366,313	5,655,329
2010	Short-term	2,645,261	504,425	160,428	10	13	-614	664,262	3,309,523

4.11.2. Intercompany Payables

Short-Term Trade Payables			[CZK '000]	
Name of the entity	Balance at 31 Dec 2011	Balance at 31 Dec 2010		
GTR-DP Praha s.r.o.	4,241	4,134		
HMP	45	1		
Informační služby – energetika, a.s.	3	282		
Pražská energetika, a.s.	91,644	63,401		
Pražská plynárenská, a.s.	837	1,635		
Pražská plynárenská Distribuce, a.s., member of the Pražská plynárenská, a.s. group	54	0		
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	4	0		

Short-Term Trade Payables – to be continued

	(CZK '000)	
Name of the entity	Balance at 31 Dec 2011	Balance at 31 Dec 2010
Pražská strojírna a.s.	20,345	18,121
Pražská teplotárenská a.s.	930	1,704
Pražské služby, a.s.	450	2,968
PREdistribuce, a.s.	50	0
RENCAR PRAHA, a.s.	4,404	0
Střední průmyslová škola dopravní, a.s.	2,957	2,972
Total short-term intercompany payables	125,964	95,218
Other than intercompany payables	5,529,365	3,214,305
Total short-term payables	5,655,329	3,309,523

4.12. BANK LOANS

On 15 May 2002, a loan contract was concluded between the debtor (the Company) and creditors (Česká spořitelna, a. s. and Československá obchodní banka, a. s.) for the purchase of 20 new metro trains in the amount of CZK 1,500,000 thousand and EUR 89,928 thousand. The loan was drawn through November 2004 and has been repaid on a quarterly basis since December 2004. To date, 28 out of 61 repayments have been made. The loan will be settled in 2019.

The annual interest rates on the loan are different given the dates when individual portions of the loan were drawn. For this reason, the following hedging derivatives were agreed with Československá obchodní banka, a. s. and Česká spořitelna, a. s. The portion of the loan drawn in EUR bears fixed interest at 4% and a markup of 1.35%.

The interest rates on the portion drawn in CZK are hedged by interest rate options ranging from 3.85% to 5.7% in ČSOB and equal to 5.5% in Česká spořitelna, plus a markup of 1.35%.

	(CZK '000)			
Bank/Creditor	Loan currency	Balance at 31 Dec 2011	Balance at 31 Dec 2010	Form of collateral in 2011
Česká spořitelna – agent – a loan for new metro trains	CZK	811,476	885,246	Trains purchased using the loan
Česká spořitelna – agent – a loan for new metro trains	EUR	1,255,159	1,329,992	Trains purchased using the loan
Česká spořitelna – overdraft	CZK	0	0	
Total		2,066,635	2,215,238	

The loan balance in Euros as of 31 December 2011 was EUR 48,649 thousand (2010: EUR 53,072 thousand).

Repayment schedule

The fourth repayment of the loan for 2011 was made in line with the repayment schedule on 2 January 2012.

(CZK '000)						
Bank/creditor	2011	2012	2013	2014	2015	In the following periods
Česká spořitelna – agent – CZK '000	73,770	122,951	98,361	98,361	98,361	393,442
Česká spořitelna – agent – EUR '000	4,423	7,371	5,897	5,897	5,897	23,587
– CZK '000	114,105	190,176	152,141	152,141	152,141	608,560
Total payments in CZK	187,875	313,127	250,502	250,502	250,502	1,002,002

The portion of the loans due before 31 December 2012 is recorded in line B.IV.2 – “Short-term bank loans” in compliance with effective regulations.

4.13. OTHER SHORT-TERM PAYABLES

Other short-term payables amount to CZK 1,116,192 thousand and CZK 868,813 thousand as of 31 December 2011 and 2010, respectively. The predominantly includes:

Derivative financial instruments			(CZK '000)
	Fair value (liability) as of 31 Dec 2011	Fair value (liability) as of 31 Dec 2010	
Currency swap ČS	373,255	396,240	
Currency swap ČSOB	144,713	150,820	
Interest rate option – collar – ČSOB	30,806	22,110	
Derivative – forward ČS	11,626	14,836	
Interest rate option – collar ČS	46,903	33,886	
Hedging of diesel	0	643	
Electricity swap	0	96,921	
Total	607,303	715,456	

The decrease in the fair value of derivatives was caused predominantly by the sale of swaps for electricity.

“Other payables” also include the investment loan from the Capital City of Prague in the amount of CZK 500,000 thousand (CZK 144,696 thousand as of 31 December 2010).

4.14. DEFERRED TAXATION

The deferred tax liability can be analysed as follows:

Deferred tax arising from		
	(CZK '000)	
	Balance at 31 December 2011	Balance at 31 December 2010
Fixed assets	3,006,071	2,496,671
Unpaid contractual fines and penalties	56,195	57,117
Provisions against fixed assets	-737	0
Provisions against inventory	-1,386	-2,978
Provisions against receivables	-2,096	-781
Reserves	-14,311	-6,144
Unpaid social security and health insurance	-1,022	-1,214
Derivative instruments	-40,441	-25,687
Tax losses carried forward	0	-211,079
Total deferred tax liability	3,002,273	2,305,905

The notable increase in the deferred tax liability is primarily caused by the difference between accounting and tax net book values of fixed depreciated assets and unutilised tax losses carried forward. Pursuant to the current financial forecast and the investment strategy, the Company does not anticipate utilising the tax losses carried forward in the future.

4.15. DUE PAYABLES ARISING FROM SOCIAL SECURITY AND HEALTH INSURANCE CONTRIBUTIONS AND TAX ARREARS

4.15.1. Payables arising from Social Security and Health Insurance Contributions

The balances of due payables arising from social security contributions and contributions to the State employment policy were CZK 111,176 thousand and CZK 106,155 thousand as of 31 December 2011 and 31 December 2010, respectively.

The balances of due payables arising from public health insurance contributions were CZK 47,683 thousand and CZK 45,898 thousand as of 31 December 2011 and 31 December 2010, respectively.

The balances of due payables arising from employee supplementary pension insurance were CZK 3,406 thousand and CZK 3,334 thousand as of 31 December 2011 and 31 December 2010, respectively.

The balances of due payables arising from employee life insurance were CZK 206 thousand and CZK 197 thousand as of 31 December 2011 and 31 December 2010, respectively.

All payables are within their due dates.

4.15.2. Tax Payables to Local Tax Offices

(CZK '000)		
	As of 31 Dec 2011	As of 31 Dec 2010
Individual income tax	47,520	42,660
Road tax	0	56
Environmental tax	0	43
Total	47,520	42,759

All payables are before their due dates.

4.16. ACCRUED EXPENSES AND DEFERRED INCOME

The balances of this item are CZK 719,423 thousand and CZK 704,330 thousand as of 31 December 2011 and 2010, respectively.

The balance predominantly includes deferred sales of fixed period tickets and accrued expenses (accrued interest on loans for new metro trains including financial costs of collar transactions, costs of the cleaning of depots and garages, etc.).

4.17. DETAILS OF INCOME BY PRINCIPAL ACTIVITY

Details of income by principal activity

	[CZK '000]	
	2011	2010
Total sales of own products and services	16,102,577	16,324,230
Of which:		
Sales of regular transport fare	4,314,897	4,268,538
Compensation for the public service obligation	11,128,465	11,426,371
Other sales	659,215	629,321
Of which:		
Lease	239,353	247,125
Income from fare surcharges	218,429	192,017

The most significant item in "Sales of own products and services" is the received compensation for the public services obligation in the amount of CZK 11,128,465 thousand.

Another material item includes sales of regular transport fares. In 2011, several changes were made to the Prague Integrated Transport Tariff. With effect from 1 July 2011, the price of individual tickets usable on the territory of Prague for the P+0+B zones was increased and the sale of individual and short-term SMS tickets was expanded. A five-month ticket in the Opencard electronic form was introduced for citizens, seniors and citizens in need. Concurrently, five-day tickets, transfer return full price tickets for drivers and one-day tickets relating to P+R were cancelled. A new category "Senior 65–70 years" was created and the age limit for kids using advantageous fares was moved to 15 years of age and is available only to the holders of Opencard with the recorded relevant electronic application.

In 2011, the sales of regular transport fares (excluding fare surcharged) increased year-on-year by CZK 46,359 thousand, ie by 1.09%.

The number of passengers who used short-term fixed period tickets grew by 5.92% year-on-year. New tickets – 24 hour and 3-day SMS tickets were introduced in this category.

Sales of other services include revenues from other activities, predominantly lease of land, buildings and non-residential premises, flats and provision of related services, lease of space in movable assets, transfer of energies, vehicle repairs and maintenance, sales of irregular transportation, sales from medical care, provision of transport information to be published in daily press, etc.

4.17.1. Income Generated from Related Parties

2011					
(CZK '000)					
Entity	Relation to the Company	Inventory	Services	Other	Total
GTR-DP Praha s.r.o.	Subsidiary	0	63	0	63
HMP	Parent	0	12,543	3	12,546
Informační služby – energetika, a.s.	Another entity	0	230	3	233
Pražská energetika, a.s.	Another entity	0	164	31	195
Pražská plynárenská Distribuce, a.s., member of the Pražská plynárenská, a.s. group	Another entity	0	158	33	191
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	Another entity	0	55	0	55
Pražská strojírna a.s.	Subsidiary	33,954	0	296	34,250
Pražská teplárenská a.s.	Another entity	0	147	13	160
Pražská vodohospodářská společnost a.s.	Fellow subsidiary	0	130	0	130
Pražské služby, a.s.	Fellow subsidiary	0	4,516	0	4,516
PREdistribuce, a.s.	Another entity	0	565	690	1,255
PREměření, a.s.	Another entity	0	0	8	8
RENCAR PRAHA, a.s.	Subsidiary	4	50,615	10	50,629
Střední průmyslová škola dopravní, a.s.	Subsidiary	0	3,452	0	3,452
Total		33,958	72,638	1,087	107,683

2010					
(CZK '000)					
Entity	Relation to the Company	Inventory	Services	Other	Total
GTR-DP Praha s.r.o.	Subsidiary	0	63	0	63
HMP	Parent	0	10,384	13,301	23,685
Pražská energetika, a.s.	Another entity	0	164	627	791
Pražská plynárenská Distribuce, a.s., member of the Pražská plynárenská, a.s. group	Another entity	0	94	5	99
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	Another entity	0	65	0	65
Pražská strojírna a.s.	Subsidiary	32,742	745	0	33,487
Pražská teplárenská a.s.	Another entity	0	154	268	422
Pražská vodohospodářská společnost a.s.	Fellow subsidiary	0	88	0	88
Pražské služby, a.s.	Fellow subsidiary	0	4,449	0	4,449
PREdistribuce, a.s.	Another entity	0	3,402	588	3,990
PREměření, a.s.	Another entity	0	0	372	372
RENCAR PRAHA, a.s.	Subsidiary	11	58,462	3	58,476
Střední průmyslová škola dopravní, a.s.	Subsidiary	0	4,180	0	4,180
Total		32,753	82,250	15,164	130,167

4.17.2. Purchases from Related Parties

2011					
(CZK '000)					
Entity	Relation to the Company	Inventory	Services	Other	Total
GTR-DP Praha s.r.o.	Subsidiary	0	43,894	0	43,894
HMP	Parent	1	479	19	499
Informační služby – energetika, a.s.	Another entity	0	26	0	26
Kolektory Praha, a.s.	Fellow subsidiary	0	466	0	466
Pražská energetika, a.s.	Another entity	1,178,598	0	9,015	1,187,613
Pražská plynárenská, a.s.	Another entity	16,313	0	220	16,533
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	Another entity	0	15	0	15
Pražská strojírna a.s.	Subsidiary	118,145	1,013	0	119,158
Pražská teplárenská a.s.	Another entity	15,647	9	0	15,656
Pražské služby, a.s.	Fellow subsidiary	365	2,522	0	2,887
PREdistribuce, a.s.	Another entity	1	501	0	502
RENCAR PRAHA, a.s.	Subsidiary	3,670	0	0	3,670
Střední průmyslová škola dopravní, a.s.	Subsidiary	35	29,605	0	29,640
Total		1,332,775	78,530	9,254	1,420,559

2010					
(CZK '000)					
Entity	Relation to the Company	Inventory	Services	Other	Total
AKROP	Another entity	0	153	0	153
GTR-DP Praha s.r.o.	Subsidiary	0	38,626	0	38,626
HMP	Parent	99	466	96	661
Informační služby – energetika, a.s.	Another entity	0	26	0	26
Kolektory Praha, a.s.	Fellow subsidiary	0	428	0	428
Pražská energetika, a.s.	Another entity	1,020,980	1	7,301	1,028,282
Pražská plynárenská, a.s.	Another entity	21,597		37	21,634
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	Another entity	0	4	0	4
Pražská strojírna a.s.	Subsidiary	98,378	560	0	98,938
Pražská teplárenská a.s.	Another entity	18,066	9	0	18,075
Pražské služby, a.s.	Fellow subsidiary	3,112	2,850	0	5,962
PREdistribuce, a.s.	Another entity	0	481	0	481
RENCAR PRAHA, a.s.	Subsidiary	0	95	0	95
Střední průmyslová škola dopravní, a.s.	Subsidiary	25	29,556	0	29,581
Total		1,162,257	73,255	7,434	1,242,946

4.17.3. Purchases and Sales of Fixed Assets and Non-Current Financial Assets with Related Parties

Sales

In the year ended 31 December 2011, the Company recorded no sales of fixed assets to related parties.

2010

(CZK '000)

Entity	Relation to the Company	Tangible FA	
		Carrying value	Selling value
METROPOLITAN AUTHORITY	Parent	81,709	*) 83,837
Pražská strojírna a.s.	Subsidiary	0	471
PRĚdistribuce, a.s.	Another entity	9,238	15,413
Total		90,947	99,721

*) The figure predominantly includes assets acquired under an exchange contract in the amount of CZK 82,883 thousand.

Purchases

2011

(CZK '000)

Entity	Relation to the Company	Tangible FA	Intangible FA
METROPOLITAN AUTHORITY	Parent	3	41
PRĚdistribuce, a.s.	Another company	50	0
Total		53	41

2010

(CZK '000)

Entity	Relation to the Company	Tangible FA
METROPOLITAN AUTHORITY	Parent	*) 82,727
Pražská teplárenská a.s.	Another company	15,517
Total		98,244

*) Assets transferred under the exchange contract.

4.18. CONSUMED PURCHASES

(CZK '000)

	2011	2010
Energy, gas, heat	1,400,214	1,273,998
Material	950,385	932,654
Diesel, oil, lubricants, anti-freeze, petrol	829,409	713,986
Closing and protective tools	54,955	52,742
Low-value tangible asset	23,073	22,786
Other	25,646	18,840
Total	3,283,682	3,015,006

4.19. SERVICES

	[CZK '000]	
	2011	2010
Repairs and maintenance	1,806,086	1,685,715
Services related to transportation	475,864	408,442
Operating services	277,622	279,957
Data system services	271,211	254,559
České teplo – energy services	172,559	194,159
Remuneration for the sale of tickets	197,048	189,023
Costs of cleaning in the public transport premises and vehicles	129,786	143,532
Costs of consulting and audit	57,723	57,229
Cooperation services for projects – public transport	146,383	107,293
Advertising services	29,514	53,305
Costs of legal activities	25,564	51,992
Costs of translation, expert opinions, studies, and analysis	27,284	29,874
Other services relating to public transport	53,774	44,800
Other leases	61,815	44,704
Printing of tickets	31,388	24,252
Costs of the education of students	28,812	28,812
Other services	167,937	146,289
Total	3,960,370	3,743,937

The increase in repairs and maintenance is due primarily to repair projects according to the use of reserves of tangible assets.

4.19.1. Aggregate Costs of Fees to the Statutory Auditor/Audit Firm

	[CZK '000]	
	2011	2010
Obligatory audit of the financial statements	2,377	2,362
Other non-assurance services	160	324
Total	2,537	2,686

No estimated payables are recognised for audit services, the services are reported in the period in which they are rendered.

4.20. DEPRECIATION OF INTANGIBLE AND TANGIBLE FIXED ASSETS

Summary of depreciation by asset class

[CZK '000]			
Class		2011	2010
1310	Software	129,707	91,005
1400	Valuable rights	917	1,000
1900	Other intangible FA	22,417	26,146
2110	Tracks	295,368	221,847
2111	Power supply system	146,938	126,393
2112	Metro tunnels	347,566	322,769
2113	Metro technical facilities	16,657	16,657
2114	Station pillars, waiting areas, shelters	3,311	3,315
2115	Operating buildings	51,522	46,426
2116	Operating buildings and halls	136,644	137,524
2117	Operating structures	38,288	45,618
2118	Communication and security equipment	32,277	32,645
2210	MYPOL handling system	12,551	20,173
2211	IT devices – computers	33,163	34,958
2212	Communication and security equipment – machinery	259,871	242,934
2213	Metro technical equipment	65,287	62,686
2214	Operating equipment and machinery	94,702	115,736
2215	Power supply system – machines	75,909	77,019
2221	Metro trains	707,808	601,984
2222	Trams	191,229	133,907
2223	Midi-N buses	5,640	0
2224	Standard buses	13,178	31,947

2225	Articulated buses	23,352	23,113
2226	Standard low-floor busses	73,706	83,124
2227	Articulated low-floor busses	51,512	18,427
2228	Metro escalators, lifts	70,622	64,913
2229	Passenger cars	234	1,473
2230	Other vehicles	5,115	8,303
2231	Other means of transport	12,583	14,248
2240	Inventory	629	725
	Net book value of liquidated fixed assets	2,585	2,191
Total		2,921,288	2,609,206

Please note that depreciation of subsidised fixed assets would amount to CZK 1,826,024 thousand in 2011.

As disclosed in Note 4.3, the high capitalisation of vehicles results in the increase of depreciation for accounting purposes for metro carriages, trams and low-floor buses.

4.21. SOLD MATERIAL AND SALES OF MATERIAL

The book value of sold material amounted to CZK 139,631 thousand as of 31 December 2011 (2010: CZK 292,373 thousand), sales of material amounted to CZK 131,704 thousand (2010: CZK 280,877 thousand).

The difference between “Sold material” and “Sales of material” is predominantly attributable to the sale of redundant and excess stock for which provisions were charged in 2010.

4.22. SOLD FIXED ASSETS AND SALES OF FIXED ASSETS

As of 31 December 2011, "Net book of sold fixed assets" amounts to CZK 61,842 thousand (2010: CZK 205,181 thousand), "Sales of own fixed assets" amount to CZK 191,407 thousand (2010: CZK 267,163 thousand).

"Sales of fixed assets" primarily includes sales of dormitories and land in Prague 4 and Prague 5 in the amount of CZK 81,391 thousand, administrative buildings and land in Prague 1 in the amount of CZK 85,792 thousand and sales of cars of CZK 10,663 thousand.

4.23. CHANGE IN RESERVES AND PROVISIONS RELATING TO OPERATING ACTIVITIES

	(CZK '000)	
	Year ended 31 Dec 2011	Year ended 31 Dec 2010
Change in the reserve for tangible asset repairs	-819,300	-702,371
Change in other reserves	49,984	15,937
Change in non-tax deductible provisions against receivables	34,251	25,495
Change in tax deductible provisions	-64	-3,039
Change in the provisions for inventory	-8,385	-8,154
Change in the provision for assets	3,877	0
Total	-739,637	-672,132

4.24. OTHER OPERATING INCOME

	(CZK '000)	
	Year ended 31 Dec 2011	Year ended 31 Dec 2010
Grants received to offset costs	91,239	97,851
Income from fare surcharges	218,429	192,017
Income from assignment of outstanding receivables arising from fare surcharges	66,018	60,221
Compensation for repairs and maintenance resulting from damage and accidents	67,793	42,132
Compensation for injuries	16,275	23,206
Compensation of court and arbitration fees	15,471	16,405
Contractual fines, penalties, default interest	13,543	1,778
Assessment of the claim – damage on property	11,650	13,301
Sundry operating income	62,308	20,563
Total	562,726	467,474

The increase in contractual fines, penalty, default interest is due primarily to the settlement of the contractual fine to Iveco Czech Republic, a.s. for non-compliance with contractual conditions.

The increase in other operating income is primarily composed of:

- The settlement of the receivable from the City of Prague arising from the 2009 coupons discount project in the amount of CZK 18,213 thousand approved by Resolution of the Prague City Council No. 10/17 dated 3 November 2011;
- Recognition of an estimated receivable from transportation for the Central Bohemian region in the amount of CZK 4,025 thousand;
- Recognition of settlement agreements in the amount of CZK 3,650 thousand; and
- Opencard fees (seniors, children) – handling fees, modifications of CZK 14,443 thousand.

4.25. OTHER OPERATING EXPENSES

(CZK '000)		
	Year ended 31 Dec 2011	Year ended 31 Dec 2010
Insurance	271,607	264,242
Write-off of transferred receivables	66,018	60,701
Non-completed and permanently terminated acquisition of fixed assets	14,015	24,296
Sundry operating expenses	26,174	22,093
Compensation for work-related injury	18,541	21,426
Write-off of transport inspection receivables	37,123	26,169
Total	433,478	418,927

4.26. INCOME FROM NON-CURRENT FINANCIAL ASSETS

(CZK '000)		
	Year ended 31 Dec 2011	Year ended 31 Dec 2010
Dividendy – RENCAR PRAHA, a s.	9,240	13,188
Dividendy – GTR-DP Praha, s.r.o.	2,400	2,000
Total	11,640	15,188

4.27. INCOME FROM AND COSTS OF THE REVALUATION OF SECURITIES AND DERIVATIVES

Income		
(CZK '000)		
	Year ended 31 Dec 2011	Year ended 31 Dec 2010
Discontinuation of COLLAR ČS and ČSOB transactions	9,671	15,445
Discontinuation of crude oil hedging transactions	15,793	40,592
Discontinuation of forward transactions	2,094	0
Revaluation of the electricity 2012 swap transaction	25,360	3,936
Total	52,918	59,973

Costs		
(CZK '000)		
	Year ended 31 Dec 2011	Year ended 31 Dec 2010
Revaluation of transactions	14,027	48,844
Total	14,027	48,844

Costs of the revaluation of derivatives in 2011 are due to the discontinuation of the derivative electricity swap for 2012. The effect of this transaction on the 2011 profit is positive and amounts to CZK 11,333 thousand.

4.28. INTEREST INCOME

	(CZK '000)	
	Year ended 31 Dec 2011	Year ended 31 Dec 2010
Interest on current bank accounts	2,118	2,805
Interest – notarial safekeeping	11	61
Total	2,129	2,866

4.29. OTHER FINANCIAL INCOME

In the year ended 31 December 2011, other financial income amounts to CZK 32,462 thousand, of which the income from financial transactions from the crude oil hedging amounts to CZK 16,068 thousand and the payment of the bonuses from an insurance company amounts to CZK 16,392 thousand.

In the year ended 31 December 2010, the bonuses from an insurance company amounted to CZK 48,499 thousand.

4.30. OTHER FINANCIAL EXPENSES INCLUDING INTEREST EXPENSES

	(CZK '000)	
	Year ended 31 Dec 2011	Year ended 31 Dec 2010
Interest on the loan for the purchase of metro carriages	56,095	56,335
Interest on the loan for the purchase of metro carriages – SWAP	41,541	54,869
Costs of derivative transactions	25,598	30,023
Bank charges	17,502	12,115
Interest on the long-term loan – Elbusy	1,641	1,695
Exchange rate gains/losses	153	258
Sundry financial expenses	205	201
Paid bank interest	1	1
Total	142,736	155,497

5. Employees, management and statutory bodies

5.1. STAFF COSTS AND NUMBER OF EMPLOYEES

2011					
(CZK '000)					
	Number of staff *)	Payroll costs	Social security and health insurance	Other costs	Total staff costs
Staff	10,725	3,911,399	1,316,111	176,628	5,404,138
Managers	18	43,429	15,403	707	59,539
Members of the Company's bodies **)			247	2,273	2,520
Total	10,743	3,954,828	1,331,761	179,608	5,466,197

2010					
(CZK '000)					
	Number of staff *)	Payroll costs	Social security and health insurance	Other costs	Total staff costs
Staff	10,709	3,833,584	1,293,623	171,797	5,299,004
Managers	19	35,053	11,162	668	46,883
Members of the Company's bodies**)			281	2,742	3,023
Total	10,728	3,868,637	1,305,066	175,207	5,348,910

*) The number of employees is based on the average recalculated headcount.

**) Board of Directors, Supervisory Board, Audit Committee .

The category of "managers" includes the Chief Executive Officer, directors and heads of units.

6. Contingent liabilities and off balance sheet commitments

5.2. LOANS, BORROWINGS, AND OTHER BENEFITS PROVIDED

Selected managers were provided with cars (subject to the effective tax rate under Section 6 of Income Taxes Act no. 586/1992 Coll., as amended).

Trade unions were provided with non-residential premises and low-value assets for free.

No loans or borrowings were provided to shareholders or members of the statutory, supervisory or management bodies.

Contributions for supplementary pension insurance and life insurance were only provided to members of the statutory and supervisory bodies who were the Company's employees.

Contractual obligations in respect of the renovation and development of the Company's vehicles and other investments arising from sales contracts concluded for the period until the end of 2020 amounted to CZK 19,685,914 thousand. The most significant items are as follows:

- Purchase of the T 15 low-floor articulated buses in the amount of CZK 15,234,500 thousand;
- Comprehensive security system in the amount of CZK 4,189,304 thousand;
- Modernisation of the KT8D5 articulated vehicles in the amount of CZK 171,395 thousand; and
- Purchase of the underfloor lathe in the Hloubětín depot in the amount of CZK 66,762 thousand.

The principal source of the funding of these liabilities will be the Company's own sources or external funding (refer to Note 8).

Contractual liabilities in the construction investment renewal and development amount to CZK 14,686,019 thousand and predominantly relate to the following projects:

- Extension of metro line A from the Dejvická station in the amount of CZK 13,996,711 thousand;
- Entrance hall and escalators in the Národní – COPA CENTRUM – metro station in the amount of CZK 330,591 thousand;
- Renovation of the Národní station covering the platform and the level under the platform in the amount of CZK 150,089 thousand;
- Renovation of load-bearing structures of tracks in the Motol and Pankrác depots in the amount of CZK 37,523 thousand; and
- Renovation of escalators in the Můstek station in the amount of CZK 18,184 thousand.

When renovating and developing construction investments, the Company anticipates primarily funding from the grants for the acquisition of fixed assets.

7. Approval of the financial statements for the year ended 31 December 2010

The financial statements for the year ended 31 December 2010 reporting a profit of CZK 1,354,272 thousand were approved by Resolution no. 933 passed by the Board of the Prague City Council in its capacity as the General Meeting of DP on 28 June 2011. Under the Resolution, the profit was allocated to the reserve fund and used in full to offset the accumulated losses brought forward.

8. Post balance sheet events

In accordance with Resolution of the City Council No. 13/1 dated 26 January 2012, the City Council has approved the proposal that the Capital City of Prague should collateralise, on a free-of-charge basis, the liabilities of Dopravní podnik hl. m. Prahy, akciová společnost as part of the programme for financing through financial bills of exchange in the maximum volume of up to CZK 4 billion with the maturity not exceeding one year (the bill of exchange programme) in the form of accepting the liability of the Capital City of Prague for the purchase of bills of exchange issued as part of the bill of exchange programme under the condition that the obtained funds will be used solely for the investment in the purchase of the Škoda 15T trams.

The Company currently has an available offer of banks for short-term funding through financial bills of exchange.

9. Cash flow statement

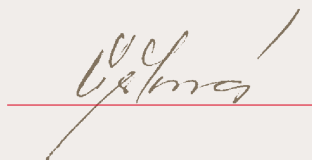
		(CZK '000)	
		Year ended 31 Dec 2011	Year ended 31 Dec 2010
P.	Opening balance of cash and cash equivalents	1,827,721	273,110
Z.	Profit or loss from ordinary activities before tax	1,701,704	2,634,010
A.1.	Adjustments for non-cash transactions (A.1.1 to A.1.5)	2,217,380	1,944,281
A.1.1.	Depreciation of fixed assets (+)	2,921,288	2,609,206
A.1.2.	Changes in provisions and reserves (+/-)	-739,637	-672,132
A.1.3.	Profit/(loss) on the sale of fixed assets (profit-, loss+)	-129,565	-61,982
A.1.4.	Revenues from non-current financial assets (-)	-11,640	-15,188
A.1.5.	Interest expense (+) and interest income (-)	97,149	110,034
A.1.6.	Adjustments for other non-cash transactions	79,785	-25,657
A*	Net operating cash flow before changes (Z+A.1)	3,919,084	4,578,291
A.2.	Change in working capital (A.2.1. to A.2.3.)	258,468	161,044
A.2.1.	Change in operating receivables (+/-) and other asset	-35,158	433,521
A.2.2.	Change in operating payables (+/-) and other liabilities	288,862	-312,611
A.2.3.	Change in inventories (+/-)	4,764	40,134
A**	Net cash flow from operations before tax and extraordinary items (A.*+A.2)	4,177,552	4,739,335
A.3.	Interest paid (-)	-99,278	-112,900
A.4.	Interest received (+)	2,129	2,866
A.6.	Receipts and expenditures relating to extraordinary activities (+/-)	-232	0
A.7.	Received dividends and profit shares (+)	11,640	15,188
A***	Net operating cash flows (A.**+A.3 to A.6)	4,091,811	4,644,489
B.1.	Fixed assets expenditures (-)	-5,018,164	-3,120,819
B.2.	Proceeds from fixed assets sold A (+)	191,407	264,810
B***	Net investment cash flows (B.1 to B.3)	-4,826,757	-2,856,009
C.1.	Change in payables from financing	-125,819	-233,869
C***	Net financial cash flows (C.1+C.2+C.3)	-125,819	-233,869
F.	Net increase or decrease in cash and cash equivalents (A.***+B.***+C.***)	-860,765	1,554,611
R.	Closing balance of cash and cash equivalents (P+/-F)	966,956	1,827,721

10. Approval of the Notes to the Financial Statements for the Year Ended 31 December 2011

APPROVAL OF THE NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2011

Full version

Magdalena Češková
Chairwoman of the Board of Directors acting
on behalf of the Chief Executive Officer
Dopravní podnik hl. m. Prahy,
akciová společnost



Petr Blažek
Vice-Chairmen of the Board of Directors
Dopravní podnik hl. m. Prahy,
akciová společnost



In Prague on 7. 3. 2012
Prepared by: Pavla Maříková

Příloha účetní závěrky za rok 2011

Dopravní podnik hl. m. Prahy, akciová společnost
Sokolovská 217/42, Praha 9

Schválení

Přílohy
účetní závěrky ke dni 31. 12. 2011
v plném rozsahu

Isc. Magdalena Češková
předseda představenstva
zastupující generálního ředitele
Dopravní podnik hl. m. Prahy,
akciová společnost

Ing. Petr Blažek
místopředseda představenstva
Dopravní podnik hl. m. Prahy,
akciová společnost

V Praze dne 7. 3. 2012
Vyhotovila: Ing. Pavla Maříková

Dopravní podnik hl. m. Prahy, akciová společnost 48



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1. INTRODUCTORY PROVISION

- 1.1. The business company Dopravní podnik hl. m. Prahy, akciová společnost, with seat at Sokolovská 217/42, Praha 9, Zip Code 190 22, company ID No. (IČ) (hereinafter the "ID no.") 00005886, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 847 (hereinafter the "**Controlled Person**") is a person controlled by the Capital City of Prague. The CCP is the sole shareholder of the Controlled Person.
- 1.2. The Controlling Person controls, according to the data available to the Controlled Person, the following other **directly controlled persons**:
- a) Kolektory Praha, a.s. with seat at Praha 9, Pešlova 341/3, Zip Code 190 00, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 7813, ID no. 26714124
 - b) Kongresové centrum Praha, a.s. with seat at Praha 4, 5. května 65, Zip Code 140 21, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 3275, ID NO. 63080249
 - c) Obecní dům, a.s., with seat at Praha 1, náměstí Republiky 1090/5, Zip Code 111 21, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 9990, ID no. 27251918
 - d) Pražská energetika Holding a.s., with seat at Praha 10, Na Hroudě 4, Zip Code 100 05, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 7020, ID no. 26428059
 - e) Pražská plynárenská Holding a.s., with seat at Praha 4, U Plynárny 500, Zip Code 14000, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 7151, ID no. 26442272
 - f) Pražská teplárenská Holding a.s., with seat at Praha 7, Partyzánská 1, Zip Code 170 00, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 6889, ID no. 26416808

- g) Pražská vodohospodářská společnost a.s., with seat at Praha 1, Žatecká 110/2, Zip Code 110 00, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 5290, ID no. 25656112
- h) Pražské služby, a.s., with seat at Praha 9, Pod Šancemi 444/1, Zip Code 190 00, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 2432, ID no. 60194120
- i) Rozvojové projekty Praha (former TCP-Vidoule), a.s., with seat at Praha 2, Blanická 1008/28, Zip Code 120 00, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 5231, ID no. 25649329
- j) TRADE CENTRE PRAHA akciová společnost /TCP/, with seat at Praha 2, Blanická 1008/28, Zip Code 120 00, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 43, ID no. 00409316
- k) Úpravná vody Želivka, a.s., with seat at Praha 1, Žatecká 110/2, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 7437, ID no. 26496224
- l) Zdroj pitné vody Káraný, a.s., with seat at Praha 1, Žatecká 110/2, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 7438, ID no. 26496402

1.3. The Controlling Person controls, according to the data available to the Controlled Person, **indirectly the following persons and their daughter companies:**

Companies in which the DP has its capital interest

- a) Pražská strojírna, a.s., with seat at Praha 9, Vinoř, Mladoboleslavská 133, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 2318, ID no. 60193298

- b) Střední průmyslová škola dopravní, a.s., with seat at Praha 5, Plzeňská 102/217, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 5097, ID no. 25632141
- c) GTR – DP Praha, s.r.o., with seat at Praha 9, Na Obrátce 16/102, entered in the Commercial Register maintained by the Municipal Court in Prague, Section C, Rider 53449, ID no. 25146033
- d) RENCAR PRAHA, a.s., with seat at Praha 8, Křížíkova 148/34, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 86

Company in which the business company Pražská energetika Holding, a.s. has its capital interest

- a) Pražská energetika, a.s., with seat at Praha 10, Na Hroudě 1492/4, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 2405, ID no. 60193913

Companies (daughter companies) in which the business company Pražská energetika, a.s. has its capital interest

- a) PREdistribuce, a.s., with seat at Praha 5, Svornosti 3199/19a, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 10158, ID no. 27376516
- b) PREleas, a.s., with seat at Praha 10, Limuzská 3110/8, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 4033, ID no. 250 54 040
- c) PREměření, a.s., with seat at Praha 10, Na Hroudě 2149/19, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 5433, ID no. 25677063

Company in which the business company Pražská plynárenská Holding a.s. has its capital interest

- a) Pražská plynárenská, a.s., with seat at Praha 1– Nové Město, Národní 37, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 2337, ID no. 60193492

Companies (daughter companies) in which the business company Pražská plynárenská, a.s. has its capital interest

- a) Měření dodávek plynu, a.s., with seat at Praha.4, U Plynárny 500/44, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 15764, ID no. 29001498
- b) Pražská plynárenská Distribuce, a.s., member of the Pražská plynárenská, a.s. group, with seat at Praha 4, U Plynárny 500, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 10356, ID no. 27403505
- c) Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group, with seat at Praha 4, U Plynárny 1450/2a, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 1878, ID no. 47116471
- d) Prométheus, energetické služby, s.r.o., with seat at Praha 4, U Plynárny 500, entered in the Commercial Register maintained by the Municipal Court in Prague, Section C, Rider 35900, ID no. 63072599
- e) Pražská plynárenská Správa majetku, s.r.o., member of the Pražská plynárenská, a.s. group, with seat at Praha 4, U Plynárny 500, entered in the Commercial Register maintained by the Municipal Court in Prague, Section C, Rider 116303, ID no. 27436551

- f) Informační služby – energetika, a.s., with seat at Praha 4, U Plynárny 500, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 7946, ID no. 26420830

- g) Pragoplyn, a.s., with seat at Praha 1, Nové Město, Jugmannova 36/31, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 12177, ID no. 27933318

Company in which the business company Teplárenská Holding a.s. has its capital interest

- a) Pražská teplárenská, a.s., with seat at Praha 7, Partyzánská 1/7, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 1509, ID no. 45273600

Companies in which the business company Pražská teplárenská, a. s. has its capital interest

- a) Energotrans, a.s., with seat at Praha 7, Partyzánská 1/7, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 1784, ID no. 47115726
- b) TERMONTA PRAHA a.s., with seat at Praha 10, Třebohostická 46/11, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 1846, ID no. 47116234
- c) Teplo Neratovice, s. r. o., with seat at Neratovice, Školní 162, entered in the Commercial Register maintained by the Municipal Court in Prague, Section C, Rider 34074, ID no. 49827316

Companies in which the business company Pražské služby, a.s. has its capital interest

- a) AKROP s. r. o., with seat at Tuchoměřice, Ke Špejcharu 392, entered in the Commercial Register maintained by the Municipal Court in Prague, Section C, Rider 81758, ID no. 26432331
- b) Nepřekonatelný servis, s. r. o., with seat at Praha 9, Pod Šancemi 444/1, entered in the Commercial Register maintained by the Municipal Court in Prague, Section C, Rider 108141, ID no. 27257452

Company in which the business company TRADE CENTRE PRAHA, a.s. has its capital interest

- a) TCP – Vinohrady, a.s., with seat at Praha 2, Blanická 1008/28, entered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Rider 5402, ID no. 25672541

1.3. With respect to the fact that no controlling agreement was entered into regarding relation to the Controlled Person, the Board of Directors of the Controlled Person prepared, in accordance with Section 66a(9) of Act no. 513/1991 Coll., the Commercial Code, as amended, this report on relations between the interconnected persons. This report shall be attached to the annual report of the Controlled Person and the sole shareholder of the Controlled Person shall have an opportunity to get acquainted therewith within the same term and under the same conditions as with the financial statement.

2. INFORMATION ON RELATIONS TO THE CONTROLLING PERSON

2.1. Agreements listed in Annex no. 1 were entered into in the fiscal period of 2011 between the Controlled Person and the Controlling Person. The agreements were entered into under conditions common in business relation and performance and contractual considerations correspond to conditions of common business relations, therefore no harm can be caused to the Controlled Person by performance thereof.

2.2. No other legal acts have been taken between the Controlled and the Controlling Persons to the benefit of the Controlling Person.

2.3. No measures have been adopted to the benefit of the Controlling Person.

2.4. No measures have been taken to the benefit of the Controlling Person.

2.5. No measures have been adopted upon initiative of the Controlling Person.

2.6. No measures have been taken upon initiative of the Controlling Person.

3. INFORMATION ON RELATIONS TO OTHER PERSONS CONTROLLED DIRECTLY BY THE CONTROLLING PERSON

3.1. Agreements listed in Annex no. 2 were entered into in the fiscal period of 2011 between the Controlled Person and other persons directly controlled by the Controlling Person. The agreements were entered into under conditions common in business relation and performance and contractual considerations correspond to conditions of common business relations, therefore no harm can be caused to the Controlled Person by performance thereof.

3.2. No other legal acts have been taken between the Controlled Person and other persons controlled directly by the Controlling Persons to the benefit of other persons controlled by the Controlling Person.

3.3. No measures have been adopted to the benefit of other persons directly controlled by the Controlling Person.

3.4. No measures have been taken to the benefit of other persons directly controlled by the Controlling Person.

3.5. No measures have been adopted upon initiative of other persons directly controlled by the Controlling Person.

3.6. No measures have been taken upon initiative of other persons directly controlled by the Controlling Person.

4. INFORMATION ON RELATIONS TO OTHER PERSONS INDIRECTLY CONTROLLED BY THE CONTROLLING PERSON

4.1 Agreements listed in Annex no. 3 were entered into in the fiscal period of 2011 between the Controlled Person and other persons indirectly controlled by the Controlling Person. The agreements were entered into under conditions common in business relation and performance and contractual considerations correspond to conditions of common business relations, therefore no harm can be caused to the Controlled Person by performance thereof.

4.2. No other legal acts have been taken between the Controlled Person and other persons controlled indirectly by the Controlling Persons to the benefit of other persons indirectly controlled by the Controlling Person.

4.3. No measures have been adopted to the benefit of other persons indirectly controlled by the Controlling Person.

4.4. No measures have been taken to the benefit of other persons indirectly controlled by the Controlling Person.

4.5. No measures have been adopted upon initiative of other persons indirectly controlled by the Controlling Person.

4.6. No measures have been taken upon initiative of other persons indirectly controlled by the Controlling Person.

5. CONCLUSION

It follows from the above that in the fiscal period of 2011 no harm was created to the Controlled Person due to an influence of the Controlling Person.

In the name of the business company Dopravní podnik hl. m. Prahy, akciová společnost:



Magdalena Češková
Chairlady of the BoD
acting as the CEO
Dopravní podnik hl. m. Prahy,
akciová společnost



Petr Blažek
Deputy Chairman of the BoD
Dopravní podnik hl. m. Prahy,
akciová společnost

ANNEX NO. 1**Agreements entered into in 2011 with the Controlling Person**

Controlling Person	Controlled Person	Agreements entered into in total
The Capital City of Prague	Dopravní podnik hl. m. Prahy, akciová společnost	70

Nature of agreements and number thereof:

Provision of media – 1

Agreements related to checks, maintenance of tram tracks, temporary use of tram tracks, distance posts – 9

Agreements on Future Agreements on Creation of an Easement, creation of an easement, related to, among others, location of optical cables, electric cable lines, underground utilities, tram poles, tram tracks – 9

Agreements on obligation of public service, agreements regarding operation of public transport – 5

Agreements on Future Agreements on Creation of an Easement – 31, creation of an easement – 10, loans – 4, lease agreement – 1

ANNEX NO. 2**Agreements entered into in 2011 with persons controlled by the Controlling Person DIRECTLY**

Business firm	Number	Nature of agreements
Kolektory Praha, a. s.	3	Lease, use of collector, laying of hot water connection
Pražské služby, a. s.	4	Agreements on Future Agreements on Creation of an Easement – laying of connection of rain and sewerage drainage, transport engineering measures
Pražská vodohospodářská společnost, a. s.	6	Lease Agreement, temporary use of tram tracks
Pražská plynárenská Holding, a. s.	3	Temporary use of tram tracks

ANNEX NO. 3

Agreements entered into in 2011 with persons controlled by the Controlling Person INDIRECTLY

Business firm	Number	Nature of agreements
Pražská plynárenská Distribuce, a.s., member of Pražská plynárenská, a.s. group	9	Agreements on Future Agreements on Creation of an Easement – gas pipes, connections
Pražská plynárenská Servis distribuce, a.s., member of Pražská plynárenská, a.s. group	2	Temporary use of tram tracks, repair of cables
PREdistribuce, a.s.	31	Agreements on Future Agreements – Creation of an Easement (the DP as the obligated person), creation of an easement – cable lines, controlling measures, lease of cables
Pražská plynárenská, a.s.	2	Connection, supplies of gas
Pražská teplárenská, a.s.	1	Connection to heat facility
Informační služby energetika, a.s.	2	Internet connection, creation of an easement
Střední průmyslová škola dopravní, a.s.	36	Expert training of pupils, provision of non-residential premises for teaching
Pražská energetika, a.s.	14	Supplies of power for the DP
GTR-DP Praha, s. r. o.	1	Grinding of rails

List of Abbreviations

CCP	The Capital City of Prague	ROPID	Regional organizer of the Prague integrated transport system
CISW	Czech Institute of Safety at Work	RTT	tram track reconstruction
CPT	city public transport	SAP	Service Access Point
CR	The Czech Republic	SRM	Supplier Relationship Management
CSS	Complete Security System	TH employees	technical-economic employees
DMS	Document management system	TMS	Traffic Management System
DP	Dopravní podnik hl. m. Prahy, a. s. (city public transport company in Prague)	TT	tram track
EN 13 816	European standard: Transport – Logistics and services		
EN ISO 9001	European and international standard: Quality Management Systems – requirements		
MC CCP	Municipal Council of the Capital City of Prague		
00N	other personnel costs		
OPPC	The Operational Program Prague – Competitiveness		
OT	tram repair shop		
PIT	Prague integrated transport system		
POP	operating worker		
QMS	Quality Management System		

Independent Auditor's Report



ZPRÁVA NEZÁVISLÉHO AUDITORA

Dopravní podnik hl.m. Prahy, akciová společnost

Se sídlem: Praha 9, Sokolovská 217/42, PSČ 190 22
Identifikační číslo: 000 05 586

Zoriva o účetní závěrce

Na základě provedeného auditu jsme dne 7. března 2012 vydali k účelní závěrce, která je součástí této výroční zprávy v kapitole Tabulková část, zprávu následujícího znění:

*Provedli jsme audit přiložené účetní závěrky společnosti Dopravní podnik hl.m. Prahy, akciová společnost zahrnující rozvahu k 31. prosinci 2011, výkaz zisku a ztráty, přehled o změnách vlastního kapitálu a přehled o peněžních tocích za rok končící k tomuto datu a přílohu této účetní závěrky, která obsahuje popis použitých podstatných účetních metod a další vysvětlující informace.

Odpovědnost statkářského opelu: účetní jednotky za účetní závěrku

Statutární orgán společnosti je odpovědný za sestavení účetní závěrky, která podává věrný a poctivý obraz v souladu s českými účetními předpisy, a za takový vnitřní kontrolní systém, který považuje za nezbytný pro sestavení účetní závěrky tak, aby neobsahovala významná (materiální) nesprávnosti způsobená podvodem nebo chybou.

Odooventrost auditoren

Náš odpovědnost je vyjádřit na základě našeho auditu výrok k této účetní závěrce. Audit jsme provedli v souladu se zákonem o auditech a Mezinárodními auditorskými standardy a souvisejícími aplikacemi doloženými Komorou auditorů České republiky. V souladu s tímto předpisem jsme povinni dodržovat etické požadavky a naplňovat a provést audit tak, abychom získali přiměřenou jistotu, že účetní závěrka neobsahuje významné (materiální) nesprávnosti.

Audit zahrnuje provedení auditorských postupů k získání důležitých informací o šlápkách a údajích poskytnutých v účetní závěrce. Výběr postupů závisí na šlápkách, zahrnujícím i vzhledem k účelům auditu (materiálu) nesprávnosti údajů uvedených v účetní závěrce způsobené podvodem nebo chybou. Při vyhodnocování těchto rizik auditor používá vlastní kontrolní systémy relevantní pro sestavení účetní závěrky podávající věrný a správný obraz. Cílem tohoto posouzení je navrhnutí vhodné auditorské postupy, nikoli vyjádřit se k účinnosti vnitřního kontrolního systému účetní jednotky. Audit MZ zahrnuje posouzení vhodnosti použitých účetních metod, přiměřenosti (účetních obchodů) provedených vedením i posouzení celkové prezentace účetní závěrky.

Jsem přesvědčen, že důkazní informace, které jsme získali, poskytují dostatečný a vhodný základ pro vyjádření našeho výroku.

Yenik, Mustafa

Podle našeho názoru účetní závěrka podává věrný a poctivý obraz finanční pozice společnosti Dopravní podnik hl.m. Prahy, akciová společnost k 31. prosinci 2011 a její finanční výkonnosti a peněžních toků za rok končící k tomuto datu v souladu s českými účetními předpisy.

Source: *Journal of the American Veterinary Medical Association*, 2004, 275, 1025-1026. Reprinted with permission of the American Veterinary Medical Association. All rights reserved.

Zdravstveni študijci

Andž bychom vyjadřovali výhradu, upozorňujeme na následující skutečnosti:

Shareholder Involvement

Jak je uvedeno v bodě 4.4 přílohy účetní závěrky, při realizaci investiční výstavby zasahovaly DPP v některých případech do majetku dalších vlastních. Převážná většina takto dotčeného majetku patří Městům mládeži Praha (sám je "HMF"), případně organizacím, které pod HMF spadají (resp. také jsou). Vyniklím-li skutečnosti může být zhoršením majetku pro vlastníka. Výsledky vyniklím-li na základě zhodnocení společnosti vyžaduje odměnu, která je vyplacena vlastnímu majetku. V roce 2011 eviduje zůstatky vyvážení investic za HMF a jeho organizacemi ve výši 157 217 Kč, tj. resp. 187 245 Kč. K 30. 6. 2012 Společnost se na základě usnesení Rady hl. m. Prahy č. 1447 z 17. 2. 2012 o odměně investiční činnosti DPP a HMF nachází dohodou uhlavěti těchto výdatků. K 31. 12. 2011 společnost eviduje zůstatky vyvážení investic za HMF a jeho organizacemi ve výši 157 217 Kč, tj. resp. 187 245 Kč. Společnost očekává další povolení k takto skutečnosti uhlavěti příslušný orgány hl. m. Prahy.

Zpráva o zprávě a vztazích

Ověřili jsme věcnou správnost údajů uvedených ve zprávě o vztazích mezi propojenými osobami společnosti Doplnění podniků k. m. Práhy, akciová společnost za rok končící k 31. prosinci 2011, která je součástí této výroční zprávy v kapitole Zpráva o vztazích mezi propojenými osobami. Za sestavení této zprávy o vztazích je odpovědný statutární orgán společnosti. Naším úkolem je vydat na základě provedeního ověření stanovisko k této zprávě o vztazích.

Ověření jsme provedli v souladu s Auditorským Standardem č. 56 Komory auditorů České republiky. Tento standard vyžaduje, abychom plánovali a provedli ověření s cílem získat omezenou jistotu, že zpráva o vztazích neobsahuje významné (materiální) věcné nesprávnosti. Ověření je omezeno především na dotazování pracovníků společnosti a na analytické postupy a výběrovým způsobem provedené prověření věcné správnosti údajů. Proto toto ověření poskytuje nižší stupeň jistoty než audit. Audit jsme neprovedli, a proto nevysjadujeme výrok auditora.

Na základě tohoto ověření jsme nezjistili žádné skutečnosti, které by nás vedly k domněnce, že zpráva o vztazích mezi propojenými osobami společnosti Dopravní podnik hl. m. Prahy, akciová společnost za rok končící k 31. prosinci 2011 obsahuje významné (materiální) věcné nesprávnosti.

Spoločnosť sa rozhodla neuviesť hodnoty plnení v rámci uvedených súmav s odkazom na obchodný tajnosť.

Zaragoza se vincula al espacio

Ověřili jsme běžnou výroční zprávu společnosti k 31. prosinci 2011 a účetní závěrku. Za správnost výroční zprávy je zodpovědní statutární orgán společnosti. Naším úkolem je vydat na základě provedeného ověření výrok o souladu výroční zprávy s účetní závěrkou.

Ověření jsme provedli v souladu s Mezinárodními auditními standardy a souvisejícími aplikačními dohodkami Komory auditorů České republiky. Tyto standardy vyžadují, aby auditor naplňoval a provedl ověření tak, aby získal přiměřenou jistotu, že informace obsažené ve výroční zprávě, které popisují skutečnosti, jež jsou již předmětem zobrazení v účetní závěrce, jsou ve všech významných (materiálních) ohledech v souladu s příslušnou účetní závěrkou. Jarní přesvědčení, že provedené ověření poskytuje přiměřený podklad pro vydání výroční zprávy.

Podle našeho názoru jsou informace uvedené ve výroční zprávě společnosti ve všech významných (materiálních) ohledech v souladu s výše uvedenou účetní závěrkou.

V Praze dne 11. května 2012

Auditorská společnost:
Deloitte Audit s.r.o.
oprávnění č. 79

Statutární autor

Václav Loubek
oprávněný z. 2003

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Prague, July 2012

outlook