



# ANNUAL REPORT 2013

## DPP 2013

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Dopravní podnik hlavního města Prahy



# ANNUAL REPORT 2013



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## OPENING SPEECH OF THE CHAIRMAN OF THE BOARD OF DIRECTORS AND THE DIRECTOR GENERAL

Dear Readers,

We are submitting you the Annual Report of the Prague Public Transit Co., Inc. for the year 2013. As you certainly know our company underwent a number of changes during the past years and afterwards it was necessary to stabilize the company immediately and get prepared for expected events in the year 2014.

In 2013, the Prague Public Transit Co. had to face a number of important tasks, from which some tasks required a radical solution. At the same time there was a need to take actual situation of the company into account, which due to all personnel changes in the company's management had a considerable impact on overall perception of the Prague Public Transit Co. among public. The main crucial tasks to which the company had face included negotiations with a supplier concerning change of contractual terms for purchase of Škoda 15T For-City trams, completion of the extended section of V.A metro line to Motol and proposal for financing of the company in the coming year.

In particular supplies of new trams had a significant impact on company's financial situation and it initiated the need to change approach and start negotiations concerning possible changes in the contractual relation. As well completion of the extended V.A metro line contended with relatively expanded criticism of the con-

struction, both from the view of financing or the final date of completion. At the same time the both mentioned cases are closely associated with the overall company's situation in 2013. Even though the actual company's management pointed to setting of some contractual relations from the past, however not all was solved at the course of the year. There was an open discussion concerning possible spin-off of the company, sale of some parts or important personnel changes.

After my appointment to the office of the Director General I had and have a clear objective, which is to keep the company together, maintain activities and make some internal processes more effective.

The first fragment forming the imaginary mosaic of steps, which were realized at the end of the year, was increase of surcharge to fare for black passengers and selection of a new supplier of tickets, which is compared to the year 2011 cheaper roughly by one third.

End of the year 2013 was in token of fundamental events. The long-awaited internal auditing was completed and resulted in addition to others in change of approach, both to the project management for the construction of extended V.A metro line and to individual processes for contractual provision of additional works.

With all these tasks we must think of our basic mission, which is satisfaction of our passengers - our clients. Therefore it is important to invest into renovation and development of the company's fleet, improvement of the technical condition of tram lines or construction of barrier-free accesses into metro stations.

With the help and effort of all employees of the Prague Public Transit Co. we will certainly satisfy this prospect completely.

**Ing. Jaroslav Ďuriš**

Chairman of the Board of Directors

Director General

Prague Public Transit Co.,  
joint-stock company

A handwritten signature in black ink, appearing to read 'Jaroslav Ďuriš', written in a cursive style.



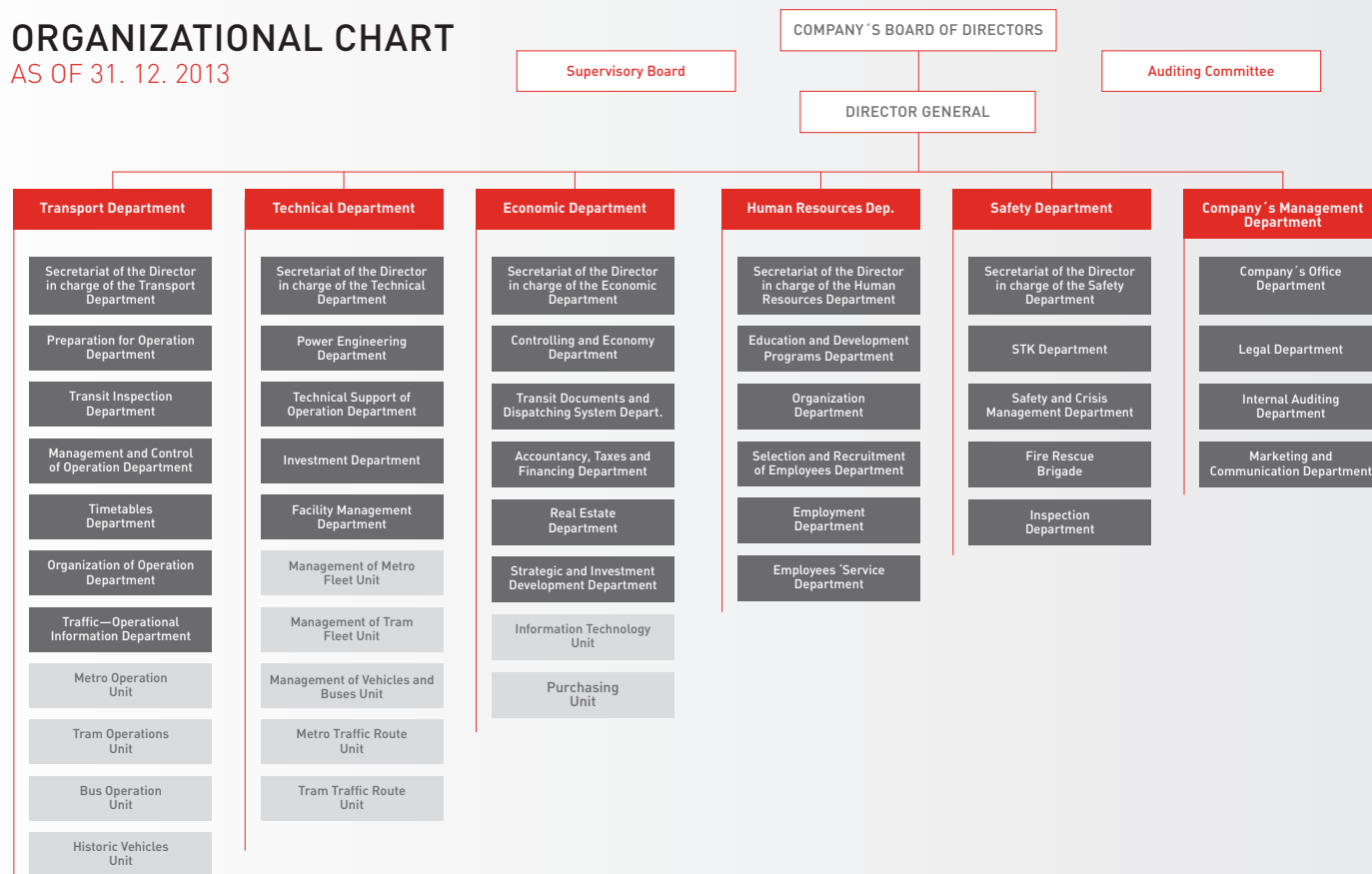


## BASIC IDENTIFICATION DATA ON THE COMPANY

Company's name:	Prague Public Transit Co., Inc.
Registered office:	Sokolovská 217/42, 190 22 Prague 9
Company's ID No.:	00005886
Vat No.:	CZ00005886
Date of establishment:	11. 7. 1991
Legal form:	Joint-stock company
Founder:	The Capital City of Prague
Persons having share in the company's capital stock:	The Capital City of Prague 100 %
Companies Register:	Prague Public Transit Co., Inc. was entered into the Companies Register maintained by the Municipal Court in Prague on 11. 7. 1991, file ref. Rg.: B 847 (in Section B, Insert No. 847)
Capital stock:	CZK 30,726,125,000

# ORGANIZATIONAL CHART

AS OF 31. 12. 2013



## COMPANY'S BODIES AND MANAGEMENT ORGANIZATIONAL STRUCTURE IN 2013

### BOARD OF DIRECTORS

The company's Board of Directors started the year 2013 in the composition: Ing. Milan Křístek (Chairman of the Board of Directors), Bc. Magdalena Češková (Vice-Chairman of the Board of Directors), Ing. Petr Blažek, Ing. Ladislav Urbánek and Ing. Petr Vychodil (Members of the Board of Directors). On 26. 9. 2013, the company's Supervisory Board with its resolution No. 13/2013/1 withdrew Ing. Milan Křístek from the office of the member of the Board of Directors and Ing. Jaroslav Ďuriš was elected to this office on 27. 9. On 30. 9. 2013, the company's Board of Directors elected with its resolution No. 18/2013/1.2 Ing. Jaroslav Ďuriš to the office of the Chairman of the Board of Directors.

### SUPERVISORY BOARD

The company's Supervisory Board started the year 2013 in the composition: Ing. Jiří Pařízek (Chairman of the Supervisory Board), Jiří Čada (Vice-Chairman of the Supervisory Board), Ing. David Vodrážka (Vice-Chairman of the Supervisory Board), Doc. Ing. Mgr. Martin Dlouhý, Dr., MSc., Ing. Marek Doležal, Pavel Hurda, František Kadlec, Jan Kolář, Ing. Marie Kousalíková, Jan Lebeda, Josef Nosek, Jiří Obitko, Ing. Michal Štěpán, Ing. Jan Vašíček, Andrea Vlášenkova (members of the Supervisory Board). Personnel composition of the company's Supervisory Board changed at the course of the year 2013 as follows: on 24. 5. 2013, the Council of the Capital City of Prague, having the competence of the general meeting, with its resolution No. 847 withdrew Josef Nosek and Ing. David Vodrážka from the office of the member of the Supervisory Board. On 6. 6. 2013, based on results of election, which took place in compliance with the election rules of the company and

provisions in Section 200, para 5 of Act No. 513/1991 Coll., the Commercial Code, Bc. Oldřich Schneider and Václav Pospíšil were elected to the office of the member of the Supervisory Board. They replaced Jan Lebeda and Jiří Čada, whom the four-year term of the office of member of the Supervisory Board expired in July 2013. On 20. 8. 2013, the Council of the Capital City of Prague, having the competence of general meeting, with its resolution No. 1438 withdrew Pavel Hurda from the office of the member of the Supervisory Board and elected Ing. Vojtěch Kocourek, Ph.D. and JUDr. Jan Blecha to this office. Afterwards the Supervisory Board elected Ing. Marek Doležal and Jiří Obitko to the office of new Vice-Chairman of the Supervisory Board from 21. 8. 2013. On 30. 10. 2013, the Supervisory Board discussed resignation of Ing. Marie Kousalíková and approved termination of membership from 31. 10. 2013. Furthermore, on 5. 11. 2013, the Council of the Capital City of Prague, having the competence of general meeting, with its resolution No. 2013, elected Ing. Karel Březina to the office of member of the Supervisory Board. On 6. 11. 2013, according to results of election, which took place in compliance with the company's election rules and provisions in Section 200, para 5, of Act No. 513/1991 Coll., the Commercial Code, Josef Buriánek was elected to the office of member of the Supervisory Board.

### AUDITING COMMITTEE

The company's Auditing Committee started the year 2013 in the composition: Ing. Miroslav Zámečník (Chairman of the Auditing Committee), Ing. Zdena Javornická (Vice-Chairman of the Auditing Committee) and Ing. Pavel Černý (member of the Auditing Committee). The Auditing Committee performed its activities in unchanged composition in the year 2013.

## COMPANY'S MANAGEMENT ORGANIZATIONAL STRUCTURE IN 2013

### DIRECTOR GENERAL

In 2013, **Ing. Milan Křístek** held the position as the Director General of the Prague Public Transit Co., Inc., until his discharge from the office by the company's Board of Directors on 30. 9. 2013. From 1. 10. 2013 till 6. 10. 2013, **Bc. Magdalena Češková** was authorized with the office of the Director General.

From 7. 10. 2013, Ing. Jaroslav Ďuriš holds the position as the Director General.

### DIRECTOR IN CHARGE OF THE ECONOMIC DEPARTMENT

In 2013, **Bc. Magdalena Češková** held the position as the Director in charge of the Economic Department.

### DIRECTOR IN CHARGE OF THE TRANSPORT DEPARTMENT

In 2013, **Ing. Ladislav Urbánek** held the position as the Director in charge of the Transport Department.

### DIRECTOR IN CHARGE OF THE TECHNICAL DEPARTMENT

In 2013, **Ing. Jan Šurovský, Ph.D.** held the position as the Director in charge of the Technical Department.

### DIRECTOR IN CHARGE OF THE SAFETY DEPARTMENT

**Bc. Pavel Richter** held the position as the Director in charge of the Safety Department until his resignation on 7. 5. 2013.

**RSDr. Antonín Fedorko** was appointed to this office on 7. 5. 2013.

### DIRECTOR IN CHARGE OF THE HUMAN RESOURCES DEPARTMENT

On 1. 1. 2013, **Ing. Václav Turko** was appointed to the office of the Director in charge of the Human Resources Department. After his resignation from the office **Ing. Dušan Palkovič** was authorized to hold the office of the Director in charge of the Human Resources Department on 29. 11. 2013.



Director General	
Ing. Milan Křístek	01. 01. 2013 – 30. 09. 2013
Bc. Magdalena Češková *	01. 10. 2013 – 06. 10. 2013
Ing. Jaroslav Ďuriš	07. 10. 2013 – 31. 12. 2013
Director in charge of the Economic Department	
Bc. Magdalena Češková	01. 01. 2013 – 31. 12. 2013
Director in charge of the Transport Department	
Ing. Ladislav Urbánek	01. 01. 2013 – 31. 12. 2013
Director in charge of the Technical Department	
Ing. Jan Šurovský, Ph.D.	01. 01. 2013 – 31. 12. 2013
Director in charge of the Safety Department	
Bc. Pavel Richter	01. 01. 2013 – 07. 05. 2013
RSDr. Antonín Fedorko	07. 05. 2013 – 31. 12. 2013
Director in charge of the Human Resources Department	
Ing. Václav Turko	01. 01. 2013 – 29. 11. 2013
Ing. Dušan Palkovič *	29. 11. 2013 – 31. 12. 2013

\* Authorized with discharge of the office



## CALENDARIUM 2013

### January

The Prague Public Transit Co. commissioned ten new Solaris Urbino 8,9 LE mini-buses. Low-floor model of buses, which allow for comfortable access by handicapped passengers and mothers with prams, were deployed in areas, where operation of standard buses proved to be uneconomic or quite complicated also with respect to width of roads. In framework of the Open Day construction of the V.A metro line to Motol was accessible to public. Participants had the chance to go through its part. The Prague Public Transit Co. introduced the "Public Traffic in Prague" function, which is functioning on Google maps and allows for searching of detailed lines within the public city transport in Prague.

### February

The Prague Public Transit Co. extended the number of lifts in metro stations, where bicycles can be transported. The formerly insipid and uninviting passenger tunnel in the Kačerov station was transformed into an artistic work. In total sixteen artists worked on the "miraculous transformation", who spent more than 360 hours on creation of design of staircase, ceiling and walls in the passenger tunnel. They used 170 kilograms of paint and 320 sprays. In the half of February, DPP commissioned for the first time a PSP 01 special undercarriage with snow plough designed for snow removal. DPP acquired this machine in 2011. The Prague Public Transit Co. sold 54 old retired T3 trams to Ukraine and Russia for more than 8 MCZK.

### March

Bus Klíčov depot celebrated its 40th anniversary with organizing the Open Day, during which visitors could see not only the depot background, but also the actual bus fleet. The popular public city transport museum in Střešovice started the next season with a new exhibit of T3 tram from the eighties of the last century.

### April

The Prague Public Transit Co. said official goodbye to Karosa B732 buses with mechanical gear-box, which were driving in Prague since 1987. In the second half of month, in cooperation with the Police of the Czech Republic the next year of the worldwide educational campaign started. This campaign focuses on risk behaviour of pedestrians and mainly schoolchild during road traffic, it was titled "No way back". The last weekend in April was as a tradition occupied with the racecourse day with the Prague Public Transport Co. On 30th April, the Vokovice depot celebrated its round anniversary with organizing exhibition of historic pictures and on this occasion employees were awarded.

### May

On 3rd May, with participation of AVU students and DPP representatives an official opening celebration of the revitalized passenger tunnel in Holešovice, which connects the metro station with train terminal, was organized. You could hear live music again in Prague's metro in framework of the "Be in good mood in metro" project. In total 37 bands participated in the program and passen-

gers could hear their music from 06:00 till 22:45 in selected seventeen vestibules.

For the purpose to save financial means and strengthen cooperation of the Prague Public Transit Co. with Ropid a uniform graphics on information materials of both organizations was created. The original KT8D5 tram called "duck" said goodbye to its favourers. This tram was replaced by its low-floor model modification.

### June

After eleven years Prague was affected by floods and the Prague Public Transit Co. was forced to close not only metro stations, but also some bus and tram lines. In the attempt to reach other savings the Prague Public Transit Co. negotiated with the Erika company reduction in commission charge for SMS tickets. The Prague's Town Council approved a proposal, on the basis of which the Capital City of Prague provided to the Prague Public Transit Co. a security for a **loan amounting to eight billions for purchase of 15T ForCity trams from the Škoda Transportation company.**

### July

The Prague Public Transit Co. exchanged to point switches successfully on the C metro line during the prolonged festive weekend. The popular Kinobus started out its traditional summer voyage, though somewhat shortened due to floods. This bus introduced in twelve Prague's localities in total nine feature films from home production. Intensive activities were conducted in the Zličín depot,

where four point switches and double rail connections between point switches underwent complete replacing in second half of the month.

### August

Beginning August the old A metro line was celebrated. People reminded of the 35th anniversary of commencement of operation on the first operational sector. The Prague's metro also played the part in a film. A film called "Child 44" dealt with the regime in the Soviet Union in the fifties, featured by a reputable movie director – Daniel Espinosa. At the end of the month, on 28. 8., a celebration was also organized on the Petřín Funicular, where shortly after one o'clock afternoon a sixty millionth-passenger was welcomed – Marcela Radová from Stodůlky.

### September

The Prague Public Transit Co. launched the "What seat is the right for you" survey in the Public Transport Museum and also on its web pages. Also visitors in the tradition Open Day of the Prague Public Transit Co., which was organized in depot and garage in Hostivař and in carriage shed Strašnice, could also complete survey questionnaires. Even though the date of the Museum Night event was postponed due to floods in June, the Prague Public Transit Co. as the official transporter and sponsor of the event did not miss out and dispatched ten special free of charge bus lines, which were transporting visitors between individual cultural buildings. Metro operation was extended by one hour. Representatives of the Prague Public Transit Co. and the Municipal Authority of the Capital City of Prague

christened a tram with stick-over. Design came from a competition organized among students in primary schools and multi-annual grammar schools "Paint your own tram".

### October

After 32 years the operation on originally provisional bridge between Holešovice and Trója, the so-called Rámusák was ended. The Prague Public Transit Co. ceremonially opened a new Info Centre in the Main Railway station to public. This centre is already the sixth Info Centre, operated by the Prague Public Transit Co. All centres attend to approximately one million of passengers on annual base. On Wednesday 23. 10. representatives of the Prague Public Transport management together with representatives of the Municipal Authority of the Capital City of Prague and the Municipal District Prague 10 officially opened with cutting a tape tram lines in the Francouzská and Moskevská streets. Due to excellent cooperation between all parties we succeeded in shortening the closure of tram operation by one week, so it lasted only six months.

### November

In response to increasing number of black passengers in the public city transport the Council of the Capital City of Prague approved increase of surcharge to fare for breach of the tariff conditions. So the penalty has increased from CZK 1,000 to CZK 1,500 since 1. 1. 2014. The Prague Public Transit Co. completed adaptation of the last Prague's metro stations, so that they are fit for blind persons and weak-eyed persons. So all Prague's metro stations actually cor-



respond with the requirements imposed on safe and comfortable travelling of blind persons through underground lines. On Sunday, 17. 11., the Public City Transport Museum in Střešovice ended its successful season. More than 20 thousands of favourers visited this museum from 30. 3. of this year.

### December

On Sunday, 1. 12. 2013, the civil association – the Czech Society against AIDS (Česká společnost proti AIDS) in cooperation with DPP organized already 10th year of the prevention project focused on awareness concerning this serious illness. A tram, which was specially decorated with black ribbons as an internationally accepted symbol of fight against AIDS, attracted many passengers during its educative trip. Not only voluntaries, but also a doctor, answered their questions. The Prague Public Transit Co. evaluated the survey for the most comfortable seat in buses and trams. More than 11,500 respondents decided that the winners were a whole-leatherette seat for buses and whole-plastic seat from ABS plastics for trams. DPP did not forget their loyal passenger during the Advent time. After organization of the “Be in good mood in metro” music event, during which you could hear carols in the Prague’s metro, interested people could bring to their homes also the Bethlehem light, which was as a tradition transported by a historic tram.





## INVESTMENTS

At the course of 2013, we expended for acquisition of investments these financial means:

Own funds of DPP	MCZK 2,482,137
Bill program for purchase of 15T trams	MCZK 1,806,581
Grants from the budget of the Capital City of Prague	MCZK 3,641,661
Other grants from EU	
(ROP for the Central Bohemia)	MCZK 3,920
.....	
total	MCZK 7,934,299

Grants from the budget of the Capital City of Prague:

Grants were allocated amounting in total to MCZK 3,641,661, be specific for financing of the construction of A metro line Dejvická – Motol (MCZK 3,584,661), for preparation of construction of D metro line (MCZK 50,000) and for the PROVAS project (Anti-chemical warning system) MCZK 7,000.

We used large volume of funds for renovation and modernization of our fleet:

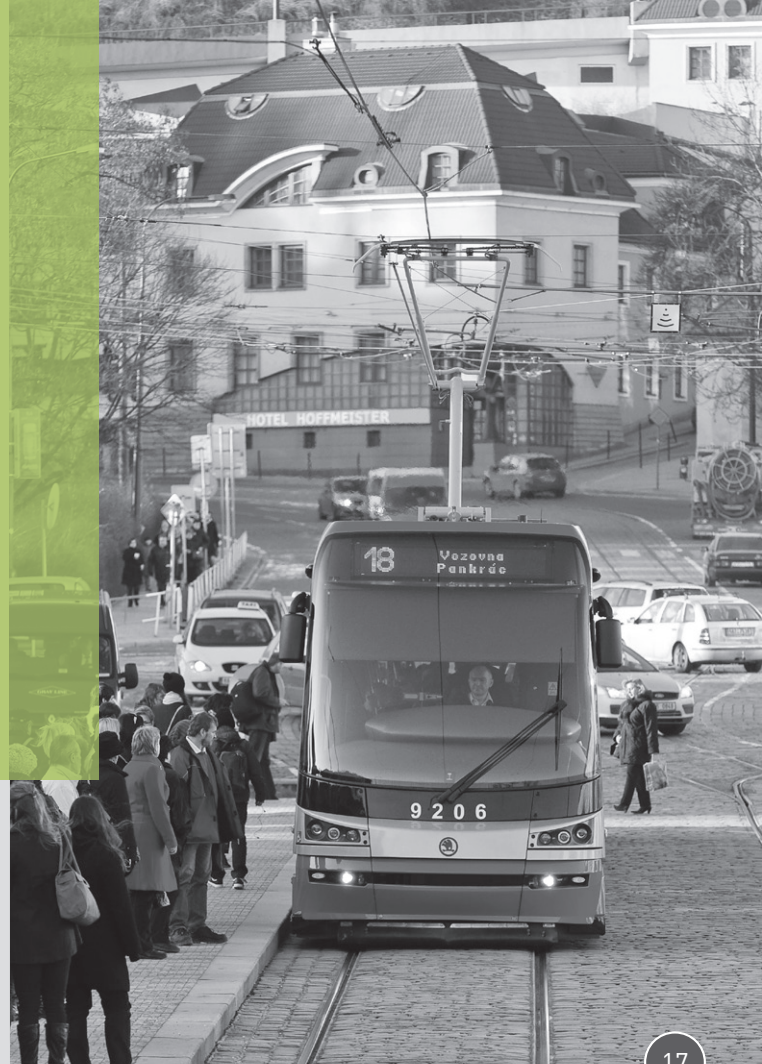
- 15T trams were delivered for MCZK 2,228,322
- Purchase of buses in the amount of MCZK 188,872

We also settled the instalment of a loan in the amount of MCZK 285,064 for purchase of 20 new M1 metro sets.

In 2013, construction of extension of the A metro line from the Dejvická station continued, as well as preparation for construction of D metro line.

We used large volume of funds for reconstruction of tram lines, be specific MCZK 480,637 was used on this account.

Evropská, Poděbradská II. (Harfa – Kbelská) tram line underwent reconstruction. In framework of our own performances Svato-vítská, Milady Horákové, Moskevská, V Olšínách, Myslbekova, Francouzská (Blatnická - Ruská) tram line was reconstructed.









# TRANSPORT

## QUALITY OF SERVICES

Well-functioning and consistently developing the quality management system, which takes needs of customers into account and satisfies their expectations, is the precondition for achieving success when DPP ensures public transit of passengers.

Quality management is ensured in DPP by the Transport Department. Implemented quality standards in compliance with recommendations in the EN 13816 standard allow for improvement of the level of services provided in DPP. In framework of the Service Quality Program DPP monitors, analyses and with the measures taken helps improving the level of fulfilment of individual quality standards. Tendencies in individual quality standards prove the high level of service provided – transportation of passengers and satisfy the long-term company's target – improvement of the level of public city transit service provided in Prague and in its vicinity, and thereby improving satisfaction of passengers. At the course of this year, we focused our attempt on further development of quality standards for the service provided. The service quality program guarantees regular measuring of quality standards:

- **Accuracy of operation** – accuracy and reliability of transport, observance with the timetables
- **Information to public** – provision of actual and comprehensible information

- **Approach to passengers** – the level of behaviour and approach to passengers taken by our operation workers
- **Working uniform** – appearance of an employee – tidiness of an employee, observance with the working uniform discipline
- **Functionality of transit ticket vending machines** – overall functionality and reliability of transit ticket vending machines and completeness of informative elements on these machines
- **Accessibility of barrier-free equipment** – operating reliability of passenger elevators and special platforms in metro stations, making public transport accessible mainly to passengers with disability of movement and orientation
- **Fulfilment of the graph of metro operation (GVD)** – fulfilment of the volume of planned traffic performances
- **Transit availability in metro stations** – observance with the guaranteed metro transit availability to passengers
- **Cleanness and appearance of vehicles** – monitoring the external and internal cleanness and appearance of vehicles
- **Metro operation safety** – analysis of extraordinary events having impact on passengers, prevention against injury to passengers and functionality of emergency stop buttons in a train
- **Energy demandingness of metro vehicles operation** – monitoring the electric energy consumption in relation to driven kilometres, comparison of impact of metro and individual automobile transport on the environment

## PERFORMANCE OF THE QUALITY STANDARDS IN 2013

QUALITY STANDARD	LEVEL OF DEMANDINGNESS OF PERFORMANCE	PERFORMANCE
Accuracy of operation	85% of connections are performed exactly or within permitted deviation	90,70
Information in the metro stations	90% of stations are equipped with actual, legible, official and visibly placed information	98,71
Information in metro vehicles	95% of vehicles are equipped with prescribed information	95,04
Information at land transport stops	90% of stops are equipped with actual, legible, official and visibly placed information	94,20
Information on and in land transport vehicles	95% of vehicles are equipped with prescribed information	99,58
Approach to passengers	90% of passengers are satisfied with behaviour of employees	94,22
Working uniform	95% of employees wear working uniforms and satisfy the request for tidiness	99,56
Functionality of transit ticket land vending machines	90% of transit ticket vending machines are functional and in terms of design they are acceptable	94,34
Accessibility of barrier-free equipment in metro	90% of equipment is accessible and has adequate design	94,95
Performance of GVD for metro	99.5% of performance of the planned volume of kilometres per vehicle	99,97
Availability of metro transit	98.5% of stations are available during operating hours	99,62
Cleanness and appearance of vehicle	85% of vehicles are perceived clean and in maintained condition by passengers	91,40
Metro operation safety	Metro operation safety amounts to minimally 98%	99,46
Energy demandingness for metro vehicles operation	The determined energy demandingness was not exceeded (100%)	86,47

In 2013, the quality management systems underwent a review in terms of fulfilment of the requirements imposed by criteria standards through auditing performed by an international certification organization.

## LIST OF PERFORMED EXTERNAL QMS AUDITINGS IN 2013

DEPARTMENT	CERTIFIED PROCESSES	TYPE OF AUDITING	STANDARD	CERTIFYING ORGANIZATION
Metro Operation Unit	Public transport of passengers	supervisory	ISO 9001 EN13816	LRQA
Branch Central BUS Workshops	Repair of compression ignition engines, gearboxes, axles and braking, air-controlled and electric components in road motor vehicles	supervisory	ISO 9001	
Purchasing Dpt.	Purchase and storage of spare parts and products for purposes of the Prague Public Transit Co.	supervisory	ISO 9001	
STK Dpt.	Operation of the state technical inspection activities	supervisory	ISO 9001	
Tram repair workshop Dpt.	Repairs and modernization of electric machines and apparatuses in traction vehicles and components for rail vehicles	supervisory	ISO 9001	

Auditors of the certifying organization did not find any serious deficiencies and confirmed fulfilment of the requirements imposed by the criteria standards concerned. Auditors assessed as strengths of our quality management systems under review professional competence of our employees and helpful approach towards passengers.

In 2013, the quality management system was extended for the entire traffic sector (Bus Operation Unit, Tram Operations Unit, Historic Vehicles Unit and departments directly controlled by the Traffic Con-

trol dpt.) and in service of Metro Traffic Equipment (JDCM). This process leads to certification of the Public Transit of Passengers process as a whole.

In order to enhance the level of service provided in the territory of the Capital City of Prague and in its vicinity we cooperated in evaluation of PID quality standards in bus traffic. The ROPID company always evaluated DPP as a "Transporter with high quality". In 2013, PID quality standards underwent test measuring also in tram and metro traffic.

## DEVELOPMENT OF TRAFFIC NETWORK

### Metro

In 2013, three lines – A, B and C were in operation. The number of stations is 57 on metro lines in the total length of 59.4 km. No changes concerning metro operation took place in 2013.

### Trams

The tram network, which as at 31 December 2013 had 142.4 km of track, was served by twenty-two daytime and nine night lines with a total track length of 520 km.

During the touristic season from 30. 3. till 17. 11. 2013 also a historic tram line was in operation on Saturdays, Sundays and holidays.

On 29. 6. 2013, extensive changes on tram line connections were conducted. Traffic constructions relating to trams include in particular construction of the Blanka road tunnel, which resulted in long-term closure of tram operation in the Prašný bridge in Prague 6 district. At the same time due to construction of metro the operation in Evropská třída, including Vokovice carriage shed, was closed for long time as well as closure of the Červený vrch swinging area. The tram line sector in the area of Vršovické square underwent closure for approximately half a year.

### Buses

As at the end of 2013, the Prague Public Transport Co. operated 96 daytime urban bus lines, 16 suburban bus lines, 19 school bus lines, 15 nighttime urban bus lines and 2 lines for persons with disability of movement in the Prague Integrated Transit (PIT) system within the communication network with length of 834.20 km. Total length of all 148 lines was 1 678.30 km.

Fundamental changes in the line connections concerned in particular changes in the line connections in Prague 4 and Prague 10 from 29. 6. 2013. Up to this date another line for persons with disability of movement and orientation was put into operation.

## TRAFFIC PERFORMANCES

The total traffic performance of urban and suburban lines in the Prague Integrated Transit (PIT) system, operated by DPP, including a special line transit for persons with disability of movement and orientation, reached 158 379 thousands of kilometers per vehicle. Volume of traffic performances expressed in km per one place (mkm) represents 20 628 168 thousands of mkm. As concerns traffic performance in km per vehicle (vozkm) compared to the year 2012 a decrease by 3.79% was recorded and the volume of km per one place recorded a drop by 2.66%. This difference was affected by a higher number of deployed articulated vehicles to the detriment of the standard vehicles (further deployment of 15T trams and in particular higher use of articulated buses).

## SERVICES TO PASSENGERS WITH DISABILITY OF MOVEMENT AND ORIENTATION

### Metro

From the total number of 57 metro stations as at the end of 2013, 36 stations were accessible through public passenger elevators, slanting staircase platforms or barrier-free entrances. It concerns 5 stations on A line (Dejvická, Muzeum, Strašnická, Skalka, Hostivař depot), 14 stations on B line (Žličín, Stodůlky, Luka, Lužiny, Hůrka, Nové Butovice, Smíchovské nádraží, Národní třída, Florenc, Vysočanská, Kolbenova, Hloubětín, Rajská zahrada, Černý Most) and 15 stations on C line (Letňany, Prosek, Střížkov, Ládví, Kobylisy, Nádraží Holešovice, Vltavská, Florenc, Hlavní nádraží, Muzeum, Vyšehrad, Pankrác, Budějovická, Chodov and Háje). Other 2 stations on C line provide for barrier-free movement accompanied by trained personnel through goods lift in Opatov and Roztyly stations.

The Národní třída metro station is currently out of operation, metro only goes through this station.

Construction of a lift in the Můstek station on A and B lines is at the stage of preparation.

### Buses

Guaranteed low-floor vehicles are being deployed on all daytime urban lines and 12 suburban lines. In total

546 low-floor buses were dispatched during working days in 2013, which represents 58% of dispatched vehicles.

### Trams

Guaranteed traffic connections are ensured for all daytime lines within the tram network. Dispatching of low-floor tram vehicles was extended in particular due to supplies of new vehicles of 15T type. As at the end of 2013, in total 112 guaranteed low-floor vehicles, i.e. 28% from the total number of dispatched tram trains, were operated during working days.



## HISTORIC VEHICLES

The year 2013 was not only in token of reminding the hundredth anniversary of opening the summer vehicle No. 500, but also long-term history of operation of sightseeing drives, which are the main scope of activities and mission of the Historic Vehicles Unit. The total number of passengers on contracting lines, including the line No. 91, exceeded one hundred twenty thousands. When we add to this figure more than twenty three thousands of visitors of the Public City Transport Museum, it is a respectable number of those, who reminded the rich history of the Prague public city transport. Educative activities and cooperation on various projects of social significance, on which the Museum celebrating its 20th anniversary participated, were the important ones.

In order to maintain the continuity of traffic vehicles development the collection gained a KT8D5 No. 9048 vehicle, on which works on its restoration into its original condition of putting into operation in 1990 commenced. The collection of light station posts was completed by an exhibition of light station post used on Prague's trams since the seventies.

The set of motor and trailer vehicle No. 2294 and 608 underwent reconstruction to its design from 1940, i.e. with warlike blackout and elements expressing war operation.

Repair of a vehicle No. 2172 was completed and it was put into operation of contracting drives. Consecutively works on the trailer vehicle No. 1304 commenced. This vehicle after reconstruction will form with this motor vehicle a unique set.

## PREFERENCES OF THE PUBLIC CITY TRANSPORT

Works on the "Preferences of the Public City Transport in Prague Project" continued in cooperation with the municipal bodies, the traffic department of the Police of the Czech Republic and other organizations.

As concerns tram operation attention was paid in particular firstly on installation of lengthwise separating shaped pieces between the rail body and drive-way and secondly on adaptation of light signaling equipment for tram preferences. Implementation of separating elements came from assumptions as contained in the "Preferences of the Public City Transport in Prague Project" and in compliance with coordination of investment and reconstruction projects. Length of the separating elements in the entire tram network was 10.7 km as at the end of 2013. At the course of 2013, light signaling equipment was equipped with tram preferences at 10 crossings or crossovers. The number of light signaling equipment (SSZ) with tram preferences reached the number 174 out of 243, through which trams go, as at the end of 2013.

As concerns bus operation, the preferences development continued in particular in the area of active preferences for buses on light-controlled crossings. Reserved traffic lanes for the public city transport buses were marked on approx. 1 500 m of drive-ways and in tram lane in 2013. The total length of reserved traffic lanes reached approx. 30 km as at the end of 2013. The system of active preferences was installed on 11 light signaling equipment, including other buses equipped with relevant components for preferences. The number of crossings (pedestrian crossings) with bus preferences reached the figure 179 as at the end of 2013.



## THE NEW SOFTWARE FOR TIMETABLES AND ASSOCIATED TASKS

In 2013, the software for timetables underwent continuous development according to needs of users, in particular in the following areas of software applications:

- 1) The ASW Timetables (JŘ) stage of which significance consists in particular in the needs to ensure completeness, accuracy and quantity of data contained in timetables, which are exported to associated systems [dispatcher's systems, creation of changes, and management of fleet].
- 2) Creation of the Metro Information System Administration (SIS-M) SW with the target to transform the actual system of change records on the information system in metro stations and link this process to preparation of operational changes.

## TIMETABLES

At the course of 2013, in order to ensure operation of the public transport lines in total 8 811 graphs were processed in the database of graphs. This number was affected in particular by closures in the metro, tram and bus network and furthermore by change of line connections with the validity since 29. 6. 2013 and also by floods in June, where line connections and thereby timetables were changed depending on actual situation, so that not only base data for operation of DP

lines, but also actual information in the locator of traffic connections on DPP internet pages would be provided.

## TRANSIT INSPECTION

The main mission of workers in the transit inspection was enhancing the transportation-tariff discipline of passengers in 2013. This helped the Prague Public Transit Co. to gain higher incomes from sales of transit documents. Increase in the number of workers in transit inspection to 161 was one of the measures, which were realized during this year.

Cooperation with the Fidentia company continued this year. This company re-purchases unsettled claims from transit. All unsettled claims without enforceability selection have been assigned to this company so far, which is very beneficial for the Prague Public Transit Co. With assignment of claims the Fidentia company paid to the Prague Public Transit Co. MCZK 31.6 in 2013.

In the area of legislation, which directly concerns transit inspection, amendments of Act No. 111/94 Coll., on road traffic, and Act No. 266/94, on railways, were implemented with the aim to enable for increase of surcharge to fare due to non-fulfilment of the traffic-tariff conditions from CZK 1,000 to CZK 1,500. Owing to the fact that the contractual transit conditions in compliance with the transit rules (the Decree No. 175/2000 Coll.) allow for decrease of surcharge to fare when paying in situ of inspection or within 15 ca-

lendar days in a DPP cash desk, the Council of the Capital City of Prague with its resolution decided to leave this penalty in the same amount, i.e. CZK 800. This decision is well-grounded, because the amount paid in the manner as mentioned above by a passenger represents all transporter's income and is not reduced due to enforcement (for example with assignment of a claim).

Increase of surcharge to fare, which is not paid in situ of inspection or within 15 days at the cash desk of DPP, will be implemented since 1. 1. 2014.

NUMBER OF IMPOSED PENALTIES	INCOME FROM PENALTIES/ INCLUDING SALE OF CLAIMS
252 766	MCZK 136.3
i.e. by 9.7% less compared to 2012	i.e. by 2.7% less compared to 2012

We continued in cooperation with the City Police and Police of the Czech Republic during planned common inspection events. During these inspection, 5 339 passengers were excluded from transit, of whose appearance reflected their overall neglecting and they were polluting with their dress other passengers or vehicle. Out of our regular work on nighttime lines 176 inspection events were organized together with the Police.

## TRANSIT AND TRANSPORT SURVEYS

In 2013, we conducted these survey in the PID network, which served as a base for designing traffic in the territory of the Capital City of Prague and its adjacent regions, of which target was to reach optimal harmonization of transit offer with demand:

- Regional surveys on the total of 139 bus lines in the north-western and north-eastern districts of the Capital City of Prague, including its adjacent region, were conducted in April and October.
- Survey of passengers' turnover in metro by means of data reading from automatic counters in regular quarterly intervals, extended with one all-week survey conducted in November (manual recording + remote transmission at selected stations)
- Metro transit surveys in the maximum profile of individual lines in the regular monthly interval.
- A number of surveys of operative characters were conducted at the course of the year:
  - We were reviewing the transit capacities of vehicles of substitute bus transport.
  - We were monitoring the regular PID lines at selected stations.
  - We were discovering transit demand on newly implemented PID lines.
  - We were conducting review surveys of error-free functionality of automatic counters of passengers in metro.
  - We were reviewing preferences of buses at selected crossings.



## ACCIDENT RATE

In 2013, accident rate increased by 3.75%; year-to-year increase amounted to 108 accidents (2985/2877).

As concerns metro operation, the number of accidents increased with 8 (16/8) and tram operation recorded increase with 20 accidents (1302/1282) and bus operation recorded increase with 80 accidents (1667/1587).

The number of accidents caused by DPP's employees recorded a growth by 6.40% on year-to-year base; growth amounted to 66 accidents (1098/2032); out of it due to metro operation it was increase with 2 accidents (3/1), due to tram operation increase with 5 accidents (215/210), due to bus operation increase with 59 accidents (880/821).

During traffic accidents of DPP's vehicles 9 persons were killed, which is with 2 persons more compared to 2012 (due to metro operation 3/2, due to tram operation 6/3, due to bus operation increase with 0/2).

## INFORMATION TO PASSENGERS

Information on line connections, timetables, tariff or tickets form a substantial part of services offered by the Prague Public Transit Co. to passengers. Accurate, actual and high quality information belong in this area to the most demanding ones and their contribute to creation of positive awareness of the entire enterprise's activities among public.

Passenger can find them in printed, electronic or acoustic form for example in metro stations, land transport stops and directly in vehicles. Other printed materials, which are updated with substantial changes on line connections, tariff etc. appear also at stands, the so-called wire program in metro stations.

In 2013, in terms of traffic measures the biggest information projects were in particular projects associated with floods, which occurred in June.

During the period from 2.-7. 6., intensive works in the area of provision of information to passengers according to actual situation were conducted with high intensity. 15 types of leaflets (textual leaflets and also with the chart of line connections reflecting the most fundamental changes as know until publication) were distributed during these days. Actual announcement in metro stations was changed about six times. Supporting documents for reports to media and for DPP's internet pages were updated even several times per a day in accordance with actual fundamental changes.

In addition to textual noticeboards at land transport stops concerned also 30 noticeboards with a lay-out plan of the area concerned were prepared for other planned and also exceptional events having impact on line connections, permanent and temporary changes (for example closures of metro sectors due to necessary repairs of the track, reconstruction of the tram line in the Francouzská street or Evropská street or works on construction of the Municipal circuit). Leaflets in

several different forms were distributed for 27 events, excepting in relation with floods (the number of leaflets for individual projects differentiates according to gravity and impact on line connections). At the course of the year, 163 releases were prepared to be published in press media and on DPP's internet pages and 114 announcements in metro stations. Large information tables located in areas affected by change were used for 23 events, informing about serious changes in PID's operation. Tables administered by DPP were used in larger extent (for 15 events). Informers, who were informing passengers about traffic measures in relation to a change concerned directly in situ, were deployed at important traffic junctions and in places affected by changes.

In order to update and maintain information at the land transport stops approximately 1 300 drives to all tram stops and bus stops equipped with stops markers in assets of DPP were realized in 2013, both on the territory of the Capital City of Prague and also in the adjacent region with PID's lines (placement and removal of transportable stops markers during temporary traffic measures, adaptations and changes of stops information elements, replacement of stops timetables, distribution, installation and again removal of information noticeboards after termination of an event, changes and small maintenance of noticeboard accessories of stops markers etc.).

Materials of permanent character, as they are for example maps of Prague with the plotted network of line connections and other materials placed in vehicles, in metro stations and land transport

stations (for example with stating the change in penalty for travel without a valid ticket, all information about transit inspection and information with extract from the contractual transit conditions), were also updated.

## TRANSIT INFORMATION CENTRES

Centers of Transit Information (SDI), as the original info centers after their transfer into the transport department are newly called, provided passengers with information on operation and PID's tariff, ensured sale of individual tickets and also electronic transit documents on Opencard and last but not least also distribution of information and promotion materials of DPP in 2013. In 2013, the branch network of the information centers expanded to the Main Railway Station and Hradčanská station. On the contrary the weakly occupied Centre of Transit Information (SDI) in Nádraží Holešovice was closed. The Hradčanská – new Centre of Transit Information (SID) offers for the first time to passengers a complex dispatching in the area of fare, including sale of paper coupons and distribution of PID's cards. Almost one million of passengers visited the Centers of Transit Information (SID) for the whole year 2013 – four from five passengers took in addition to information also a transit document, almost every third client spoke different language than Czech language and SDI Muzeum was the most occupied. Revenues from the Centers of Transit Information exceeded MCZK 454, which represents a growth with eleven percent compared to the previous year.





## TECHNIQUE

In 2013, KT8DB trams underwent modernization and other low-floor 15T trams were commissioned. As concerns bus operation, renovation of bus fleet continued and the bus fleet was extended with buses of Midi category. Construction of the V.A metro line and project preparation for new D line including preparation of documents for the issuance of the territorial planning decision continued. With use of extended closures during weekends, redevelopment of point switches in Kačerov, Háje and I.P. Pavlov stations was realized. Tram lines in the area of future metro stations were relaid finally as well as reconstruction of the tram lines in the section Sídliště Červený Vrch – Vokovice carriage shed took place. The carriage shed itself also underwent reconstruction.

## FLEET

### Metro

As of 31. 12. 2013 the operating metro fleet consisted in total of 730 vehicles, out of it:

- vehicles of 81-71M 464 type, which underwent reconstruction
- vehicles of M1 265 type

It concerns a steady number and no increase is expected for the coming period. The operational state of metro fleet does not include 2 historic sets, consisting of 3 Ečs vehicles and 5 vehicles of 81-71 type. These sets are intended for realization of the "Experience tourism" program.

The total percentage of mends was 13.21% and the average service life of operating vehicles was 8.35 years in 2013.

### Trams

As of 31. 12. 2013, the operating tram fleet consisted of in total 936 vehicles, out of it:

- modernized low-floor KT8D5.RN2P 44
- T6A5 147 vehicles
- low-floor 14T 59 trams
- low-floor 15T 93 trams
- T3R.P 350 vehicles
- partly low-floor T3R.PLF 33 vehicles
- T3 vehicles with various 210 modifications

The last two KT8D5 vehicles were put out of operation and will undergo modernization. Ten T3M and T3SU vehicles were put out of operation and they will be sold or possibly liquidated. Four KT8D5 vehicles were modernized and transformed to low-floor KT9D5.RN2P trams in OT Hostivař. The last old KT8D5 vehicle was handed over to the Museum of the Prague Public Transit Co. Two trams of T3M type and twelve trams of T3SU type were sold. From the state of the tram fleet in total 15 trams were discharged. In addition to that two school vehicles were sold. The Prague Public Transit Co. taken over from manufacturer 32 new low-floor trams of 15T type, which were stored in the Vokovice carriage shed. Owing to purchasing of other new trams in the years coming, it will be necessary by capacity reasons to accede to reduction in the existing fleet in proportion to deliveries of new trams and their commissioning.

For the year 2013, the total percentage of mends was 10.14% and the average service life of vehicles was 13.03 years.

### **Buses**

As of 31. 12. 2013, the operating bus fleet consisted of in total 1 230 buses; out of it 459 articulated buses including 290 low-floor buses, 730 buses of standard length (12 – 13 m) including 494 low-floor buses. In total the number of low-capacity low-floor buses was 41. At the course of the year, the bus fleet underwent partial renovation. 82 new buses were put into operation, out of it 66 articulated SOR NB 18 buses, two SOR NB 12 buses of standard length and 15 small-capacity SOLARIS Urbino 8,9 LE buses. All delivered buses have low-floor design. Supplies of new buses, in particular articulated buses, allowed for extension in the percentage of dispatched articulated buses and extend the number of lines, where they are operated. At the same time we could put 70 buses out of operation, out of it 53 buses of standard length and 17 articulated buses, mainly of Karosa B 700 series, which were put into operation in the nineties of the last century. On the basis of realized renovation and displacement of buses the average service life of bus fleet remains closely under the limit of nine years, i.e. in compliance with the valid legislation. All newly supplied buses are equipped with engines, which satisfy the emission limits as determined in the EURO 5 EEV standard, which compared to displaced buses, which satisfied mainly only the EURO 1 emission limits, decrease the emission level produced by buses significantly and contributes to improvement of air environment quality in Prague. Buses contributed significantly to

managing of transport services in case of failure of metro operation or tram transit during floods in June 2013. Even 1 000 buses were dispatched to the transit network during the most critical period, out of it 626 standard buses and 374 articulated buses.

The total percentage of mends for the year 2013 was 8.53% and the average service life of operating vehicles was 8.99 years.

### **Intra-corporate transport**

The company was improving services with passenger, freight and special vehicles, building machines and machinery. In addition to its routine operations the company managed evacuation of substations and participated in installation of anti-flood barriers during floods in June 2013. In 2013, the fleet was renovated – a new TATRA T-815 TERRN<sup>o</sup>1 EURO 5 EEV freight vehicle was supplied and put into operation in Klíčov, where it is used for towage of broken-down buses. Furthermore Ford Ranger vehicle was put into operation. This vehicle is used to solve extraordinary situations caused by the public city transport tram operations.

### **TRAFFIC TRACKS**

#### **Metro**

The Metro Traffic Track Unit ensured operation, maintenance and repairs of technological units.

The backbone supply system, of which base consists of the input supply cables 22 kV with the total cables length of 482 km from 14 110/22kV PRE distribution centers to 17 electric power stations and 22 kV distribution cables with the total length of 460 km, 65 electric stations - out of it 25 distribution transformer stations and 40 substations and distribution transformer stations, where 264 transformers are located, out of it 86 traction transformers and 178 distribution transformers, the traction supply network with cable network 276 km in length. The lighting system consists of 38 431 units of lamps located in public areas, 41 708 units of lamps located in service areas and 22 717 units of lamps in tunnels, at connections, ventilation shafts etc., i.e. in total 102 856 units of lamps, the lighting control system, 147 units of uninterrupted power sources (UPS), automated systems for dispatcher's control of electric equipment and lighting. Security and automation equipment, which consist of the station and track security equipment, the stationary part of train security systems at all metro stations, automated system for the dispatcher's transit management ASDŘ-D Communication equipment, i.e. telephone equipment, including telephone network of DPP's buildings, DPP's access system, the electric fire signaling systems (EPS), the electronic security signaling (EVS), the industrial television system (PTV), clock's equipment, radio equipment, dispatching system, information systems (AIS, VIP), the technological optical network, the systems for guidance of blind persons, equipment for radio connection (VKV) etc.

Metro stations, tunnels and operational/constructional works, which represent 57 metro stations covering approximately 4.1 mil. of enco-

sure, 22 bridges and 117 km of tunnels, 139.2 km of rail superstructure and substructure (counted without depot).

Rail vehicles on independent traction used for maintenance and repairs of metro lines: 37 driving vehicles, 4 special driving vehicles and 103 driven vehicles.

245 arms of escalators, 136 elevators and platforms (3 arms of escalators of ET type manufactured in Russia were disassembled in framework of the Národní třída station reconstruction, 6 arms of escalators of Schindler type will be newly installed).

Mechanical/technological equipment, which consists of 164 ventilators in the main ventilation system, 1 447 air-conditioning equipment, 490 gully pumping stations and pumping stations, 25 exchanger stations and 13 boiler rooms.

Equipment of the metro protective system, except for the basic mechanical/technological equipment, special equipment designed for filtration-ventilation, pressure protection, equipment to ensure independent energy and water sources. The metro protective system includes at some stations a newly constructed anti-chemical warning system.

In 2013, the following projects of larger extent were realized: Sliding rails No. 1 and 2 at Kačerov and Háje stations and sliding rails at I. P. Pavlova station underwent complete re-development (replacement

of wooden sleepers, sliding rails' components and contaminated gravel) and for these works we used closures during prolonged weekends. Together with closure at I. P. Pavlova station repair of dilatation equipment on the Nuselský bridge took place.

Complete replacement of double rail connection at entrance to station took place in Zličín depot, it was associated with partial closure of traffic.

After realization of the set of measures in order to reduce noise and vibration load at Ládví station in the Ládví – Střížkov sector noise measuring was conducted and then the IV. C2 line was permitted for operation, which underwent trial operation since 8. 5. 2008.

From 2. till 9. 6. 2013, there was a need to accede to extensive closure of operation on all metro lines in the centrum of Prague and realization of necessary anti-flood measures due to high flood risk on the Vltava river.

Extensive shielding of space at Náměstí Republiky station in vestibule to Masarykovo nádraží was optimized and adapted since it was in poor technical condition.

In connection with closure of Národní třída station due to developer's development on ground the station itself and also the station on the level of platform undergoes extensive reconstruction.

Rails were further replaced by reason of compliance with normative driven load or wear on A and B tracks in height and on sides.

Wooden sleepers were replaced with concrete sleepers at rail No. 1 in the Muzeum – Náměstí Míru track sector.

Repair of the Štvanice ventilation shaft was completed, be specific its constructional part and also electric equipment and lighting.

Replacement of 2 arms of escalators at Můstek B station, 1 arm at Nové Butovice station, 5 arms of escalators at Náměstí Republiky station and 6 arms of escalators in Můstek A station was completed.

Then leakages were continuously removed at stations, repairs of supply cabinets, lengthwise couplers, main switchboards, accumulator batteries at stations and spare sources took place. 22 kV supply cable from 110/22kV PRE distribution center to exchanger station and Kačerov distribution transformer station was relaid. In framework of KBS project, optical network was installed at circuit and a technological network was constructed. At the course of this year, risks on 12 elevators were removed in compliance with the valid legislation. Repair of the tunnel-type water duct was realized at both rails of the Vysočanská - Českomoravská sector and Nové Butovice - Jinonice sector. Ventilators in the main ventilation system at PREFA ventilation shaft were repaired in Hlavní nádraží, Náměstí Míru and Dejvická stations. The signaling equipment of the electric fire signaling in ZTC3 construction work underwent complete repair.



## Trams

The Traffic Track dpt. ensured operation, maintenance and repairs of technological sets. In 2013, the process of tram lines modernization continued with the target to enhance transit comfort, extend the service life with use of modern constructions and decrease the noise level.

Extensive constructional activities were conducted in Prague 6, where in particular closures of tram lines due to construction of the road circuit "Blanka", road connection SAT 2.B and V.A. metro line were used. The most extensive constructional activities took place in the Evropská street, where final relaying of tram lines in the area of future metro stations was realized. Further renovation was conducted as a part of reconstruction of flooring slab at Dejvická station. These projects were followed by the last year's TT Evropská investment project (Sídliště Červený Vrch – Za Vokovickou vozovnou). In framework of the construction turning-off into Červený vrch loop, a new double-rail entrance to Vokovice carriage shed and reconstruction of bearing rails in 1.–4. aisle in the carriage shed were realized. A final rail triangle and sectors of all connected branches were formed during closure of Prašný most crossing. DPP realized under co-ordination reconstruction of connected sectors on Vítězné náměstí and in the Milady Horákové street, so that always entire sector up to branching are of the same service life and have the same construction.

RTT Poděbradská was the second large investment project realized during the last year, during which the tram line sector from the Harfa swin-ging area up to Poděbradská/Kbelská crossover (including) underwent reconstruction.

Constructions realized by our own capacities included reconstruction of tram line in Francouzská and Moskevská streets. The construction was realized in coordination with reconstruction of utility lines, drive-ways and pavements. It concerned the largest construction so far, which was realized by own capacities of DPP.

Other constructions, which were realized by our own capacities, included reconstruction of tram line (TT) in the Myslbekova street (during closure due to SAT 2.B construction works), reconstruction of tram line at the northern half of the Komunardů street and reconstruction of tram line in V Olšinách street (sector Kubánské náměstí – Průběžná) at the end of the year.

Modernization of trackage was accompanied in a number of cases also with modernization of trolley lines. It was the case of modernization in Francouzská, Moskevská, Myslbekova and Svatovítská street in the sector of Prašný most and at entrance to Vokovice carriage shed. Furthermore smaller adaptations and in particular emergency repairs of individual trolley posts were realized.

Modernization of the cable network is evident mainly from replacement of separating cabinets with plastic ones, replacement of exhaust cables up to rail and reconstruction of cable lines at tram stations. In framework of RTT Evropská in coordination with the metro V.A construction the cable lines from the Červený vrch substation underwent modernization in the total length of 450 m. Final power supplies to lines was commissioned, including motor-driven control of disconnectors in

the Milady Horákové street and on Prašný most in framework of the Municipal Circuit construction. Furthermore relaying of cable lines in framework of investment of another party, i.e. adaptation of parking area by the swimming pool in Podolí, was realized.

In order to limit stray currents and their effects, in particular on older gas pipeline, 4 electric polarized drainages were constructed in framework of RTT Evropská and RTT Poděbradská projects.

When performing works by other investors protectors and unfortunately cables were significantly damaged in two localities, more precisely in the Divadelní street and at Komunardů – Jateční crossing. Then reconstruction of cable protectors was realized on drive-way in the Jateční street.

The largest project focused on substation was replacement of high-voltage 22 kV switchboard (type of switch HL6-9 – oil) at the Michle substation with a new compact switchboard (vacuum-closed switchboard with insulating gas SF6). Replacement of operating lightning at this substation took place in parallel with the project mentioned above.

During reconstruction of tram lines in 2013, new electrically-controlled exchanges (EOV) were reconstructed or new ones were constructed. In total 14 EOV were realized and further in order to improve safety signaling of train track position is installed in 6 places by manually-controlled exchanges.



The light signaling equipment at crossings was completed with tram detection by means of preference inputs, of which 11 units were installed.

With respect to maximum security and barrier-free stops with barrier-free access were installed in framework of all projects for reconstruction of tram lines. 25 units were constructed in framework of the entire tram network at the course of the year.

In order to reduce noise level 49E1 (S49) rail was installed in maximum extent. In order to reduce noise level at arches and sideways wear of rails 7 lubricating equipment was installed during the course of the year.

Speed point switch (from 49E1 rails) was installed for the first time in history at the Prašný most crossing at entrance to Hradčanská station. It allowed for faster transit of train sets from the Hradčanská station. For the purpose to increase service life of tram line at heavy loaded crossings with high share of heavy vehicles (lorries and buses) heavy prefabricated transit panels were installed in 3 places (2x on the Vítězné náměstí and at the Poděbradská/Kbelská crossing) during the last year.

## REVISION

The main scope of activities is guarantee to the entire company for correct operation of UTZ and VTZ equipment in terms of valid legislation in accordance with the Regulation No. 100/1995 Coll. These activities

were focused on and concerned prescribed revisions on selected and reserved equipment (gaseous, pressure, electric, lifting and traffic equipment), which belong under competency of the Railway Authority and TIČR, in 2013. Technical inspections and tests for issuance of the so-called Certificate on capability under conditions as determined in Act No. 266/1994 Coll. and Regulation No. 100/1995 Coll. were conducted. Further inspections of gaseous equipment in accordance with the regulation ČÚBP No. 85/1978 Coll. were conducted.

## Electrical Equipment

In total 505 revisions of electric equipment, 43 inspections and tests of UTS including drawing of protocols were conducted.

## Machinery equipment

In total 2 226 operating revisions, inspections, tests and controls of machinery equipment were conducted. Out of it mostly on traffic equipment (850), lifting equipment (799) and other equipment (577).

## FACILITY MANAGEMENT

It ensures facility management of individual complexes in metro depots, tram carriage sheds, bus garages, Sokolovská administrative building, the Central Dispatching building, network of social facilities at end stations, recreation centers, lands and other buildings. In 2013, approximately 5 200 cases was resolved by means of the HelpDesk application in framework of operating and technical maintenance of allocated real estate. In the area of environmental protection, in connection with requirements imposed by a new Act on air environment

protection the company asked for permission of operation of sources, which pollute air environment and which are operated by DPP (paint shops, degreasing workplaces, boiler rooms, spare sources etc.).

## POWER ENGINEERING

In 2013, we continued in enforcing positive changes in contractual relations, and thereby decreasing costs of energies. Another area of priority was discovering and enforcing of possible savings on energies.

### Electric energy

The Prague Public Transit Co. is currently the biggest electric energy consumer. In 2013, the total electric energy consumption was 358 mil. kWh. Financial costs of electric energy amounted to MCZK 1,009 for the year 2013. 228 mil. kWh was consumed for traction operation of metro and trams. Costs of these energies amounted to MCZK 644.

In 2003, the Energy dpt. prepared tender documentation for the public order titled "Electric energy supplies for metro and tram consumption and other wholeconsumption for the year 2015. The winner of the tender procedure and so a new electric energy supplier for the year 2015 should be known at the first half of 2014.

### Heat supplies

The České teplo s.r.o. company remained as the main and biggest heat supplier for DPP also in the year 2013. This company ensures

heating, maintenance of heat distribution lines within premises and water distribution lines in Hostivař and Kačerov premises and in Pankrác carriage shed (1st stage), in Zličín depot, in Motol carriage shed, in Řepy garrage, in Klíčov garrage and in Vršovice garrage (2nd stage). In 2013, we purchased from this supplier 248 thousands of GJ of heat, for which we paid MEZK 175. We were supplied with heat from other suppliers in the amount of 51 thousands GJ, for which we paid MCZK 22.

### Natural gas

We produced heat from our own sources (gas boiler rooms) in Žižkov, Vokovice, Strašnice and Střešovice depots, in Florence metro station and in TC Radlice and for the Central Dispatching. Gas consumption for the year 201 was 1 890 thousands m3 for the price of MCZK 19.

### Water and sewage rates

Pražské vodovody a kanalizace, a.s. supplies water to DPP. In 2013, we consumed 676 thousands of m3 for the price of MCZK 22. Sewage rate includes not only water supplies, but also water leakages in metro and rainfall water. We paid for sewage charge of 2 249 thousands of m3 in the amount of MCZK 61 for the year 2013.

Total costs of all types of energies (electric energy, heat, gas, water and sewage rates) amounted to MCZK 1,310 in 2013.







# ECONOMY

## THE CAPITAL CITY OF PRAGUE

According to annex No. 6 to the contract for the provision of public services (hereinafter as the Contract), of which subject-matter is determination of preliminary estimate of compensation for the calendar year 2013, DPP was included into the budget of the Capital City of Prague - preliminary estimate of the operational part of compensation in the amount of TCZK 10,603,276.3 in case of order of transport performances 160,230 thousands of kilometres per vehicle. Since the order of transport performances did not fully correspond with the assignment of timetables by the Ropid company, the provision on quarterly balance of fulfilment of the order for transport performances with possible consecutive additional financing was newly established in the contract. Simultaneously an adequate profit amounting to zero was determined.

With annex No. 8 to the contract, of which subject-matter is assessment of performances, compensation for 3rd quarter of 2013 and assessment of substitute transport performances, a preliminary estimate for the year 2013 in the total amount of TCZK 10,767,175.80 was determined.

Difference between the amount of compensation charged in actual costs and revenues compared to the preliminary estimate of compensation including continuous assessments and financial com-

pensations for individual quarters and also assessment of extraordinary traffic measures counted in for the year 2013, amounted to TCZK 110,521.70 for the entire year 2013.

With exercising risks under the contract concluded, including annexes No. 6, 7, 8 thereof, the Council of the Capital City of Prague in its resolution No. 242 of 18. 2. 2014, approved to DPP a claim amounting to TCZK 61,924.0 for the year 2013.

Actual total amount of compensation is TCZK 10,829,099.8 for the year 2013.

## SUBURBAN TRANSPORT

A grant in annual amount of TCZK 61,480 was provided for bus transit – suburban lines:

- for bus lines on the territory of the Capital City of Prague within 0 zone and line 292 (TCZK 44,731)
- for bus lines within external zones 1, 2 (TCZK 9,921 from municipalities and TCZK 6,828 from the Regional Authority for the Central Bohemia region).

Resulting calculation of costs associated with securing the obligation of PID's public service amounts to TCZK 14,950,897 for the year 2013. Revenues associated with securing of traffic service within the PID



system reached the amount of TCZK 3,994,489 (out of it revenues from fare without share by external transporters on the territory of the Capital City of Prague TCZK 3,624,080, revenues from fare on line 292 and within the "0" zone TCZK 19,806 and within external zones TCZK 46,189 and other revenues TCZK 304,414).

## ECONOMIC RESULT

DPP broken down into the economic result for the year 2013 a loss amounting to TCZK 500,000 (affected by deferred tax). Actual loss for the period under review was TCZK 371,903, i.e. less by TCZK 128,097 compared to the plan. This performance of the economic result is the consequence of exceeding the planned costs with TCZK 56,025 and planned revenues with TCZK 184,122.

The economic result consists of an extraordinary economic result, into which floods in June were included. It concerns costs, which amounted to TCZK 26,402, and revenues amounted to TCZK 22,364 for the year 2013.

Costs associated with elimination of damages due to floods in 2013 were recorded in a separate costs centre and were put to special analytic accounts. They include in particular costs associated with:

- bus and tram transport substituting sections of preventively closed metro lines – increase in travel performances also owing to non-passability of some sections (diversions through longer routes were realized).

- printing of information materials
- purchase of washing and protective aids, disinfection at stops
- wage costs and related transfers to the national budget
- anti-flood measures and other repairs associated with removal of damages

Revenues include in particular indemnification from the insurance company and furthermore compensation for substitute operation in association with floods amounting to TCZK 5,546.

## REVENUES FROM FARE

Revenues in framework of the entire PID system for the year 2013 recorded a drop by 0.82% compared to the year 2012. Drop including surcharges to fare amounts to 1.37%, which represents a total drop in PID revenues with the amount of MCZK 61.614. Decrease in revenues was affected by for example increase in VAT rate in 2013 (with maintaining the same prices of fare within PID), floods in June and also with enforcement of saving traffic measures.

Revenues from sale of favoured time-limited tickets recorded a drop with 0.48% compared to the year 2012. Revenues from civil time-limited tickets with 5-month term of validity increased with 20.71% during the past year. However, at the same time revenues from sale of time-limited tickets with 90-day term of validity recorded a drop by 2.57%. Decrease in revenues from sale of civil time-limited tickets with 365-day of term of validity decreased by 2.72%. Revenues from sale

of 10-month time-limited tickets for students (from 15 – 26 years) are higher by 22.59% compared to the year 2012. As concerns the favoured category – senior revenues from sale of 5-month time-limited tickets are higher by 48.92%. We monitor a drop in the category of sale of time-limited tickets with 90-day term of validity by 18.91%.

Total revenues from sale of favoured time-limited tickets, including transferrable and employees' tickets settled and recorded only a slight decrease by 0.17% compared to the year 2012.

Revenues from sale of transfer individual tickets for 90 minutes decreased by 10.43% compared to the same period of the year 2012. Revenues from sale of transfer tickets for 30 minutes recorded growth by 2.44% compared to the same period of the year 2012.

Revenues from sale of individual and short-term fare are in total numbers higher by 1.64% compared to the same period of the past year. The PID's revenues plan was fulfilled for 99.16% in 2013.

Total revenues from fare in framework of PID show a downward tendency – they decreased even by 0.82% compared to the previous period. Constantly increasing shares of contractual transporters, which increased by 4.29% compared to the previous period, have impact on decrease in the amount of actual DPP's revenues by 1.53%. Revenues from fare without share of contractual transporters amounted to TCZK 3,690,075.

## TRANSPORTED PERSONS

The number of transported persons is balanced compared to the year 2012. They recorded a slight growth by 0.28% on the territory of the Capital City of Prague.

DPP transported 1,219,948 thousands of passengers on the territory of the Capital City of Prague in 2013. Massive repurchase of invalid transit documents did not occur and the number of transported passengers stabilized.

Increased interest from the side of passengers in sale of tickets with selectable date of validity, issued without submission of identity documents, continues. This category recorded a growth by 8.67%. The number of passengers, who use short-time tickets is also indispensable. This category recorded a growth by 2.89%. Due to extended circuit of citizens, who use free of charge transit and special prices of fare [0], number of passenger in this category increased by 6.86%.

A slight decrease in sale from tickets for individual drive (by 1.78%) was recorded with it that the number of tickets sold through SMS has an increasing trend. Number of public passengers, who use favoured tickets issued on the basis of provision of personal data with selectable date of start of validity, recorded a slight drop by 2.69% compared to monitored period of the last year.

The number of passengers within external zones was increasing during the last years. DPP transported within external zones 12,736

thousands of passengers, which is an increase by 3.09%. Interest is in all types of zone tickets, be specific time-limited tickets and tickets for individual drives. In total numbers, 1,232 684 thousands of passengers were transported on the territory of Prague.

## FUNDS OF THE EUROPEAN UNION

For the purpose to gain more funds for financing of projects from the company's own investment plan DPP also in 2013 exercised the option to gain grants from funds of the European Union during the programming period 2007–2013. We applied for grants within three grant programs:

### 1) Operating program Prague – competitive power (OPPK)

In framework of the Priority axis 1, areas of grants 1.1, applications for reconstruction of tram lines and barrier-free accesses in metro stations were filed. According to OPPK rules DPP can gain not less than 92.5% of eligible costs of each project filed.

In November 2012, 11st appeal of OPPK was announced and applications for the following projects in the Area of Grant 1.1 were filed:

#### **RTT Průběžná – Švehlova**

It is an investment project focused on improvement of public transport services through reconstruction of tram track. It is localized in the Průběžná and Švehlova streets on the territory of the municipal

district Prague 10 and 15 and it has a mediated impact on the entire territory of Prague.

In terms of constructional design it concerns a complete reconstruction of tram line from the Průběžná – V Olšínách crossing to the Na Padesátém tram stop in the Průběžná street in length of 1 440 m on two rails and from the Švehlova – Topolová crossing to the Švehlova – Hostivařská crossing in length of 1 960 m on two rails. Furthermore reconstruction of 6 pairs of tram stops – Na Hroudě, Nádraží Strašnice, Radošovická, Sídliště Zahradní Město, Na Groši and Hostivařská and construction of 2 new tram stops – Dubečská and Obchodní centrum Hostivař are concerned.

In May 2013, an application for a grant to this project was filed already for second time. First application was filed on 13. 6. 2012 and DPP withdrew the application due to cancellation of a tender procedure for a contractor in August 2013.

The Council of the Capital City of Prague approved with its resolution No. 30/42 a grant to RTT Průběžná – Švehlova amounting to CZK 158,488,575 on 20. 6. 2013 and consecutively a contract for financing was signed between DPP and the Metropolitan Authority of the Capital City of Prague.

However, on 22. 7. 2013, the Prague Public Transit Co. received a resolution from the Authority for the Protection of Economic Competition (ÚOHS) imposing on DPP a preliminary measure of ban on

conclusion of a contract for public order RTT Průběžná – Švehlova. Therefore this project was stopped until next decision from the side of ÚOHS. Impact of stoppage of the project for financing from OPPK is solved according to OPPK's rules.

### **I. P. Pavlova**

I. P. Pavlova station is the next station, where barrier-free access will be solved by means of linked passenger elevators. This station is an important transfer point of the public city transport in the centre of the Municipal District Prague 2 and its actual barrier-free inaccessibility is a defect and DPP had endeavoured to remove such defect for a long time. The barrier-free access is designed in the manner that it leads to the terrain level in the Legerova street, in ground floor of the building No. 357 with direct exit to pavement. The platform in I.P. Pavlova metro station is connected with the terrain level through a cascade of passenger elevators. One passenger elevator from the pavement level and escape corridor to transit corridor, which is located on the level of machine room for the main ventilation of metro above the platform, are designed. One passenger elevator leads to the platform in C I.P. Pavlova metro station. The elevator is located on the platform on lengthwise axis of the station. Both passenger elevators have loading capacity of 1 000 kg. First passenger elevator from the platform has a transport height of 4.25 m and second passenger elevator has a height of 15.22 m to surface. Length of the transit corridor is 12 m. A valid building permit was issued for the construction.

The "Barrier-free access in the I.P. Pavlova station" investment project is the next project, for which DPP attempts to gain a grant from OPPK. In May 2013, an application for a grant was filed in framework of 11th appeal of OPPK. However this application was withdrawn in August 2013 to enable approval of a grant for realization of RTT Evropská and RTT Poděbradská projects, for which tender procedure for a contractor was terminated successfully at that time.

At the end of 2013, tender procedure for a contractor of "I.P. Pavlova Elevator" was announced. After completion of the tender procedure an application for a grant from OPPK will be filed. Realization is planned for the period of 14 months given by technological time limits and commissioning until 08/2015.

### **Anděl**

Barrier-free access to Anděl metro station will consist of two connected passenger elevators with the loading capacity of 1 000 kg and a corridor 70 m long will connect them. Access to the passenger elevator near corner of Bozděchovy and Nádražní streets is envisaged on surface. A building permit was issued for this project.

In July 2013, an application was filed for this project in framework of 11th appeal of OPPK. However this application was again withdrawn by reason to enable approval of a grant for realization of RTT Evropská and RTT Poděbradská projects.

A tender procedure for a contractor was announced at the end of 2013. After termination of the tender procedure a new application for a grant from OPK was filed. Realization is planned for 14 months, given by technological time limits, commissioning until 08/2015.

### **RTT Poděbradská**

It was an investment project focused on improvement of public transport services through reconstruction of tram track. It is localized in the Poděbradská street on the territory of municipal districts Prague 9 and Prague 14 with mediated impact on the entire territory of Prague. The project included complete reconstruction of tram track from the Čerpadlová crossing behind the Kbelská crossing, excluding rail construction by the Starý Hloubětín tram swinging area, in double-rails in length of 1 885 m, furthermore reconstruction of 3 pairs of tram stops (Podkovářská, U Elektry and Nademlejská) and construction of one new tram stop – Kabešova.

Application for this project was filed in August 2013. The Council of the Capital City of Prague with its resolution No. 30/42 approved a grant amounting to MCZK 77 on 20. 6. 2013 and then a contract for financing was signed.

On 13. 11. 2013, trial operation with passengers was commenced on the reconstructed tram track. Consecutively a final report from monitoring, including an application for payment, was submitted. Payment of grant is expected until 05/2014.

### **RTT Evropská**

- replacement of rail construction at roundabout on Vítězné square,
- complete reconstruction of rail construction in section from the Sídliště Červený vrch tram stop (Nigerijská x Evropská crossing) up to 100 m before crossing of Evropská x Veleslavínská x Vokovická streets,
- complete reconstruction of rail construction in the section from construction site of V.A Veleslavín metro station (150 m behind the Evropská x Veleslavínská x Vokovická crossing) up to Evropská x Za vokovickou vozovnou crossing, including entrance to the carriage shed.

The construction also included reconstruction of the existing Vozovna Vokovice and Červený Vrch tram stops.

Application for a grant from OPK was filed in October 2013. With the resolution of the Council of the Capital City of Prague (ZHMP) No. 32/28 of 7. 11. 2013 a grant in framework of 11th appeal of OPK in the amount of CZK 114,316 was approved and then a contract for financing of the project was signed with the Metropolitan Authority of the Capital City of Prague.

On 29. 11. 2013, trial operation with passengers was commenced on the reconstructed tram line. The final report from monitoring, including an application for payment, will be submitted after removal of defects and backlog and payment of retained amount until 05/2014.

## Můstek

The Můstek station is one of key stations, where additional barrier-free access will be provided. After commissioning of this barrier-free access the entire transit triangle of Florenc, Muzeum and Můstek metro stations will be barrier-free. This will facilitate significantly and shorten time use of the public city transport by passengers with disability of movement. Therefore DPP has endeavoured to ensure realization of this construction for a long time. Technical design of barrier-free access is by means of 2 passenger elevators with the loading capacity of 1 000 kg and transportation height of 23 m, which lead from the ground construction work situated on Václavské square before Adamova pharmacy into transit corridor (equipped with pressure seal of the metro protection system), from which additional passenger elevator with the loading capacity of 1 000 kg and transportation height of 16 m continues. It connects the platform for A and B lines. Another short staircase will be constructed between the corridor and platform for A line.

Barrier-free access in the Můstek metro station is a project, for which the Council of the Capital City of Prague with its resolution No. 21/31 approved a grant to DPP in framework of 9th appeal of OPPK amounting to MCZK 149,999. Then a relevant contract for financing was signed with the Metropolitan Authority of the Capital City of Prague. However the tender procedure for a contractor was cancelled in December 2013.

Considering the critical situation from view of dates of completion

of individual projects in connection with the actual course of tender procedures for a contractor, possibilities to submit applications for a grant from OPPK for other projects were reconsidered during 4th quarter of 2013. They will concern reconstruction of tram tracks and possibly barrier-free accesses in metro stations. Preparation for RTT Bělohorská has proceeded forward. Inclusion of these projects into co-financing from OPPK is conditioned with their completion until half of the year 2015.

## 2) Operating program – Transport (OPD)

Provision of a grant from funds of the European Union (hereinafter only as "EU") is expected for realization of V. operating section of A – Dejvická – Motol metro line in framework of the Operating Program – Transport (hereinafter only as the "OPD"). This program is administered by the Ministry of Transport of the Czech Republic. When preparing the Operation Program – Transport, the Prague Public Transport Co., the Council of the Capital City of Prague and also the Ministry of Transport have exerted maximum effort to receive maximally possible amount for the project of extension of A metro line in framework of the "Modernization and development of Prague's metro and systems of road traffic management in the Capital City of Prague" priority axis 5. After complicated negotiations a grant from EU for extension of A metro line amounting to EUR 287,724,562 (actually approx. 7.9 billion of CZK) in framework of the priority axis 5 OPD was allocated, with it that total costs for the OPD project according to application are 18.4 billion of CZK (price level in 2008).



OPD for the priority axis 5 was approved for this amount. Amount of grant expressed in CZK can be changed at the course of co-financing of the project from OPD with respect to development of exchange rate CZK/EUR. The remaining part will be financed by the Capital City of Prague, which undertaken to it with its resolution of the Council of the Capital City of Prague No. 27/56 of 28. 5. 2009, No. 39/66 of 17. 6. 2010 and No. 7/10 of 26. 5. 2011.

The application for grant from OPD was prepared in 2009 in cooperation with Jaspers (initiative of the European Investment Bank) and it was completed at the beginning of 2010. On 19. 3. 2010, this project application for the project titled "Extension of A metro line in Prague – operational section V.A Dejvická (excluding) – Motol" was filed at the Ministry of Transport of the Czech Republic (as the controlling body of OPD), including all obligatory annexes. The application was registered under No. 58/2010-430-PPR. Then the application was reviewed by the Department of EU Funds at the Ministry of Transport of CR and by the external reviewer – Jacobs Consultancy spol. s r.o. All comments of the external reviewer were included at the end of August 2010 and the Evaluation of II. stage of the project application from OP Transport was issued for the years 2007 – 2013.

On the basis of the decision of the Ministry of Transport of the Czech Republic of 3. 6. 2011 the "Extension of A metro line in Prague – the operational section V.A Dejvická (excluding) – Motol" project was approved on the national level for co-financing from the Cohesion Fund in framework of the Operating Program – Transport.

Then the Financial and Economy Department at the Ministry of Transport issued the Registration Sheet for the project and the Ministry of Finance approved it on 12. 8. 2011.

Then the approving process continued on the level of the European Commission, where the "Extension of A metro line in Prague – the operational sector V.A Dejvická (excluding) – Motol" project application was sent by the Ministry of Transport of CR on 23. 8. 2011.

Answers to two the so-called "adjoining letters" were gradually sent to Brussels. The main issue was to solve the conditions in the Statement to environmental assessment of the project (EIA), issued by the environmental department at the Metropolitan Authority of the Capital City of Prague, concerning commissioning of V.A metro line up to commissioning of bus terminal and parking area P+R in Dlouhá Míle and Prague – Kladno speed-way. For this purpose preparation of bus terminal and retention parking P+R by the Veleslavín metro station as a separate project for 1.3 billion CZK, financed by the Metropolitan Authority of the Capital City of Prague, was envisaged.

On 30. 1. 2013, the Ministry of Transport received the long-awaited Decision by the European Commission, which approves a grant from the Cohesion Fund for the extensive "Extension of A metro line in Prague – operational section V.A Dejvická (excluding) – Motol" project, which is included into the Operating Program – Transport and financed by the European Fund for Regional Development and the Cohesion Fund.

However, the European Commission in its Decision issued did not condition realization of V. operational sector of A –metro line with realization of P+R Veleslavín terminal as substitute for P+R Dlouhá Míle. On the basis of this fact and owing to savings in the amount exceeding 1 billion of CZK it was decided to stop preparation and realization of the Veleslavín terminal (resolution of the Council of the Capital City of Prague No. 299 of 5. 3. 2013). So, only the land bus terminal will be realized in the scope of approved building permit. Its realization and commissioning at the same time as extension of metro line is realistic. This solution was already accepted before by the ROPID organization with it that it is sufficient for needs of the Prague Integrated Transport.

In connection with the Decision of the European Commission the Minister of Transport issued an up-dated Approving Protocol ref. No. 15/2013-430-PPR/2. Then supporting documents for issuance of the "Decision on provision of grant" (i.e. a contract for financing) were submitted to the Ministry of Transport on 25. 7. 2013. On the basis of a consecutive request from the department of EU funds at the Ministry of Transport these supporting documents were further completed with a detailed list of concluded contracts on 27. 8. 2013. On the basis of administrative inspection of the tender procedure for the building part of the project and inspection of the state of physical realization for the technological part of the project, performed by the control body of OPD (the Ministry of Transport of the Czech Republic), correction in 25% was applied for illegible costs of these both orders. Answers from the Ministry of Transport to submitted objections were

delivered to DPP not until 19. 11. 2013 with the conclusion that all objections were rejected. The correction applied will reduce in terms of administrative costs the total possible maximum amount of eligible costs for the project. Nevertheless these eligible costs remain significantly above the limit for allocation of an amount of grant, which is determined on relevant axis for the A metro line (MEUR 287.7). So, drawing of the entire grant from OPD is not endangered.

Decision about allocation of grant from OPD for the project of metro V.A was issued on 27. 9. 2013.

In this connection the consultancy company – Fram Consult prepared first standard applications for payment of grant from OPD in the amount of almost 3 billion CZK of eligible costs, i.e. 2 billion CZK of grant (after correction). On the basis of authorization from the Ministry of Transport these applications are reviewed by a supervisor - the INFRAM company. After approval they will be submitted to the Ministry of Transport for payment of the approved grant.

### **3) Central Bohemia Regional Operating Program (ROP NUTS II Central Bohemia)**

Options for drawing grants also from other operating programs were continuously verified.

In November 2013, DPP filed an application for grant from the Central Bohemia Regional Program (ROP NUTS II Central Bohemia), in

framework of which the appeal No. 70 to submit projects for the area of grant 1.2 – buses, intended for purchase of vehicles, was announced. An application was prepared for purchase of 2 buses to serve the PID No. 340 line to Roztoky u Prahy. With the decision from the Regional Council for the Central Bohemia Cohesion Region of 6. 3. 2013 the project concerned was approved for financing. Then a relevant contract for financing was concluded. After purchase of both vehicles in 3rd quarter of 2013 and their deployment into regular operation DPP has already received a grant from EU in the amount of 40% from the price of vehicles, i.e. approximately MCZK 3.9.

## FULFILMENT OF MISSIONS AND VISIONS OF IT UNIT

Provision of a substantial part of activities and services in the area of information technologies was realized outside the IT unit for approximately five years and it was liable to its limited control. With implementation of partial outsourcing at the course of 2013, mainly in the area of infrastructure and end facilities, transformation of IT unit to a standard internal provider of services in the area of information technologies has commenced. A project for creation of strategic Concept JIT has started for this purpose, i.e. creation of a strategic document, of which target was on the basis of analysis of actual state to propose heading of information technologies in accordance with DPP's strategic objectives. The JIT Concept prepared resulted in definition of visions and missions of IT unit, preparation of a detailed proposal for transformation activities and composition of an implementation plan for the next two years. After completion

thereof the IT unit will become a centralized provider of effective services in the area of information technologies, of which costs will be transparent.

In accordance with the strategic concept the Infrastructure department was transformed successfully from the outsourcing model back to the model, when major part of activities associated with administration of server and network of infrastructure are ensured by company's own workers. It contributed to improvement of services provided to external customers mainly from view of response time to realization of requests. Advantages consist in more operative management of technicians, who deal mainly with issues in the area assigned to them. Another important benefit is that DPP took over complete strategic control on its own infrastructure, which in final consequence improved safety, limited the number of administrators and provided the Prague Public Transit Co. with the option to determine requests for administration, security and infrastructure quality operatively. Active elements in case of types outside the support were exchanged in the area of data networks (support from the side of producer was terminated). Furthermore upgrade of tool management and gradual extension of WIFI network in individual workplaces took place.

Implementation of printing services centralization in the Kačerov depot and garages run in the area of user support in framework of the "Multifunctional printing services" project, which made the printing services provided more efficient.

Preparation for termination of a contract for support and development of corporate applications, provided by the CSC company from the year 2008, run in the area of Applications. Without expending additional costs we succeeded to complete and update all documentation describing the actual state of applications. At the same time upgrade of SAP and EMC Documentation systems to actual versions took place. Internal teams were reinforced with three new workers and thanks to that we managed to take over solutions of a lot previously externally ensured activities. A public order for the area of SAP and DMS applications was announced for future needs of development. Analysis of proprietary copyrights was commenced in the area of operating applications and a development procedure was proposed in accordance with the strategic concept.

Emphasis was laid on monitoring of financial impact of all realized changes at the course of the information technology unit transformation. In 2013, we achieved savings of operating costs amounting to MCZK 42 in framework of the IT unit's budget.

## ARCHIVE

### **Archive of the Prague Public Transit Co. in 2013**

Pursuant to the Act on archiving and registry service the Archive department ensured professional administration of documents produced from activities of DPP in 2013.

Preparations for extension of deposit spaces with a new library

were under way at the course of the year. Premises of former clothing storage in Hostivař will serve for this new library. Adaptations of a new registry are planned for the year 2014. Other conceptual projects include commencement of preparation for establishment of the so-called multi-media archive.

441.5 running metres of documents intended for temporary storage were supplied to the registry. They are stored usually for 1 – 10 years. 29.7 running metres of documents with important historic value were filed into archive and furthermore some personal files were received, which are usually archived for 60 years (525 personal cards, 1 150 wage records etc.).

In 2013, 317 running metres of documents was discarded with the approval of the Archive of the Capital City of Prague in framework of the discarding process.

28 research workers – professional historians, publicists, private persons interested in transport history and mainly students in secondary schools and universities, who are preparing their school leaving examination works, Bachelor's and Diploma's works, registered at the research centre of the archive in 2013. They visited the research centre of the archive in total 42 times.

DPP's archive provided as a tradition professional consultancies and interviews to media and other professional institutions. DPP's archive organized 9 lectures concerning the history of Prague's

public city transport for interested persons from professional institutions or civil associations, out of which three were organized during the Day of Prague Integrated Transport.

DPP's archive closely cooperated with all departments in the area of marketing and external and internal communication at the course of the year. It ensured for example content for short-term exhibitions on the occasion of 40th anniversary of the Klíčov garage and 80th anniversary of the Vokovice carriage shed. It also participated in a promotion event on the occasion of termination of tram operation on the Trója tram bridge, the so-called "Rámusák".

A part of permanent exposition about history of Prague's public city transport was actualized for exposition of the Muzeum of the Public City Transport in Prague.

Another important event was commencement of works on a new long-term publication project of DPP – Encyclopaedia of the public city transport in Prague.

DPP's archive is a part of the Registry service department, which ensures intake, intracorporate distribution and dispatching of mail, including operation of data boxes. This department commenced preparatory works for implementation of the electronic registry service, which will affect all DPP's departments in the future.

## PURCHASING

The Purchasing unit, which is integrated into the economic department within the company's organizational chart, continued in making the logistic processes in all areas of activities more efficient.

The main objective in the area of purchasing of material and services was to cut operating costs at all departments. We succeeded to fulfil this objective in cooperation with professional departments in particular through contracting of economically most favourable suppliers, consistent control of performance of general commercial terms and conditions, revision of contracts for establishment and operation of consignment warehouses and through setting new volumes and items as per needs from internal customers from transport and technical operations of DPP. Training of reporters, implementation of new communication patterns and their reflecting into work with the SAP/R3 system brought further savings.

The Stock economy department has continued in reducing total volume of stock, in particular in its qualitative composition. For this purpose it applied exact determination of purchasing levels, classification of items of the most turning goods in A category (always on stock), reduction of non-turning goods and implementation of measures against surplus stock. Other activities pursued in 2013 were focused in particular on effective setting of claim procedures, ensuring stock operations in framework of deployment of Solaris buses or making records of material movement more precise in the SAP/R3 system.

The Purchasing unit has been ensuring administration of public orders, preparation of contractual documentation and circulation of these contracts.

As of 31. 12. 2013, an organizational change cancelled the Purchasing unit and replaced it with three independent departments under direct control by the Director in charge of the Economic department – the Public Orders and Inquiry Procedures department, the Purchasing department and Stock Economy department. After this manner one stage of stabilization and rationalization of purchasing and logistics processes in DPP was completed.

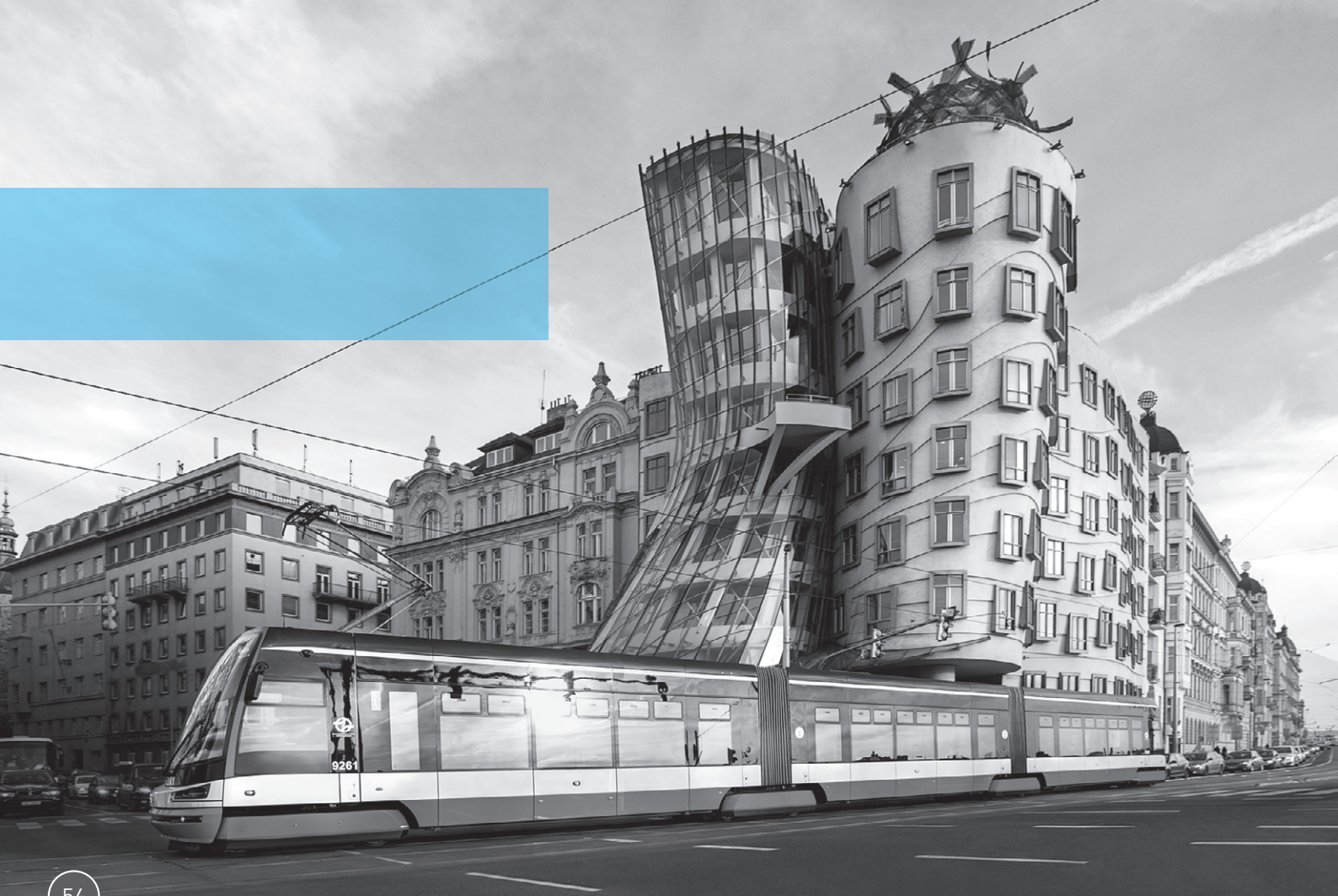


## REAL ESTATE DEPARTMENT

**Real Estate Department** has been a part of the Economic Department since second half of 2012. Until this time, it was included into the Real Estate Administration Unit. So the Real Estate Department follows activities of the unit and continues in ensuring record-keeping of real estate, of which base is inspection and balancing in accordance with the factual state and proprietary review of ownership from original records in land books. Record-keeping also includes complete archiving of acquisition rights and other supporting documents for review of ownership. Real estate owned by the Prague Public Transit Co. is recorded in 107 cadastral territories on the entire territory of the Czech Republic, out of it 90 cadastral territories in the Capital City of Prague and 17 cadastral territories outside Prague. In total numbers 2 292 lands with the total area of 2 936 395 m<sup>2</sup> and 1 580 buildings are concerned. Ownership of real estate is reviewed completely and proved by documents (70%).

Apart from the activities as mentioned above the next important scope of activities of this department includes ensuring of contractual relations to dispose of real estate. In 2003, the Real Estate Department entered into 312 contracts for real estate. In particular contracts for establishment of easement, lease contracts, purchase contracts and last but not least untitled contracts concluded in relation with ensuring relations in framework of wider interferences with real estate. DPP received in total a lease amount of CZK 151,689,626 from concluded lease contracts.





# HUMAN RESOURCES

## HUMAN RESOURCES DEVELOPMENT

As of 31. 12. 2013, 10 606 employees were recorded, out of it 9 222 men and 1 384 women. The number and composition of employees comes from needs and possibilities of employment in our company. The highest numbers are public city transport drivers (39.2%), followed by workers (34.1%) and technical-economic workers (26.7%).

Composition by education and age did not change significantly for the year 2013. Employees of middle age with secondary education completed with school leaving examination and secondary education without school leaving examination are predominant.

The composition by education corresponds with the composition of professions in the transport-technical field.

## HUMAN RESOURCES STRATEGY

The main objective of the human resources strategy is the planning and human resources development with respect to overall company's strategy. An important objective for the year 2013 was to replace retired employees with qualified and motivated employees. The Graduates' motivation program (AMP) is one of means how to fulfil this objective. Its main target is deployment of selected graduates from schools into graduates' positions in DPP and their consecutive place-

ment in positions of employees, who will leave the company. In 2013, AMP was commenced for students in selected fields at the Secondary Technical School of Transport, established by DPP. 11 graduates from the Secondary Technical School of Transport have been placed to graduates' positions since July of this year.

In order to achieve optimization in the area of selection and recruitment of employees a separate department was established, which is specialized in this field.

In framework of organization changes, 193 jobs were cancelled and 160 jobs were newly created, out of it 30 for graduates. So, 33 jobs were saved.

An integral part of work of managers in the area of human resources is assessment of performance of assigned tasks, qualifications and skills of subordinate workers. The Assessment electronic application supports the assessment of employees associated with contractual wage.

## WAGE POLICY

Company's wage policy was realized in the sense of a uniform collective agreement including common rules for remuneration of all company's employees.

The average monthly wage for 2013 amounted to CZK 32,379, wage costs were expended in the total amount of MCZK 4,197,497. The amount of wage costs was affected by payment of severance pays by organizational and health reasons.

As concerns overtime work, growth by 2 380 hours was recorded compared to 2013. Share of overtime work in worked hours amounted to 4.75% in 2013.

V čerpání přesčasové práce došlo v roce 2013 k nárůstu proti roku 2012 o 2 380 hodin. Podíl předčasové práce k odpracovaným hodinám činil v roce 2013 4,75 %.

## DEVELOPMENT AND EDUCATION

Like during previous years, professional development of employees was conducted in 2013 with the target to ensure effective performance of activities required for a job position and enhance professional qualifications and also personal development of employees according to actual needs of DPP.

A number of trainings in the area of legislation and new technologies, which can be used in DPP, were offered to employees through the increasingly sought-after Professional qualification development program. 1 003 employees participated in workshops and trainings in framework of this program.

The School of Line Management (School of Masters) has been opened 10 years ago. With accreditation by the Ministry of Education, Youth and Sports (MŠMT) this education program will continue under a new title "Management" course.

Special attention was paid to employees included into the System of personnel reserves, for whom in addition to individual education a block of 3 common topics was prepared. Two topics focused on legislation were ensured by an external organization and the "Selected personnel processes" topic was trained by employees in the Education and Development Programs department.

DPP allows professional training and practice to students in secondary and specialized secondary schools on its workplaces. In December 2013, DPP together with the Secondary Technical School of Transport submitted a public tender in framework of the POSPOLU national project – Support to cooperation with schools and companies focused on professional education in practice. This program is financed from funds of the European Social Fund and the national budget of the Czech Republic.

Obligatory entrance training for new employees, which is under review, was conducted with positive response in framework of the standardized adaptation process. The "Practical information for new employees" were assessed also positively. 789 new employees attended to the entrance training.



2-year educational project titled "Training of communication skills for JPT and JPA operations controllers and dispatchers", focused on solution of emergency situations reported by the public city transport drivers, was completed successfully. In total numbers, 135 operations controllers and 81 dispatchers attended to the training during the course of two years.

## SOCIAL POLICY

Privileges and benefits for employees, through which the company endeavours to enhance their motivation, were set in accordance with the collective agreement for the period of years 2010–2015, including appendices thereto.

DPP provides to its employees contributions for occupational pension scheme, life insurance, vouchers for leisure time activities, contributions for recreation of children, contributions for catering, contributions in case of work anniversaries and in case of termination of employment in connection with old age retirement or disability retirement, favoured fare for employees, their family members and retired persons – former employees.

DPP pays to selected professions, set in the collective agreement, a part of liability insurance for damage caused to the employer.





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# SAFETY

## CRISIS PLANNING

The tasks of the Crisis Planning are preventive measures and effective and adequate response to emergency situations. In the field of crisis planning we attended to mainly tasks resulting from the Crisis Plan of the Capital City of Prague and from the DPP's Plan of readiness to crisis and also from a contract concluded between the Capital City of Prague and the Prague Public Transport Co. on mutual cooperation at solving emergency situations.

With regard to substantial changes in management positions and also by reorganization reasons and re-naming of titles of individual departments these changes had to be reflected also into internal standards, which are issued by 600110 department. On the basis of these changes DPP's crisis standards were harmonized with standards of the Metropolitan Authority of the Capital City of Prague and also in relation to organizational and technological changes in DPP. In framework of harmonization of standards with the Crisis Plan of the Capital City of Prague a new Plan of readiness to crisis was elaborated. It was approved by the company's Board of Directors.

We cooperated and participated in a number of trainings on various topics, of which target was to verify readiness on the side of DPP to different crisis situations. As an example we can mention participation in common examining exercise "Shooter", organized with the Police of the Czech Republic and the Fire Brigade of DPP, which took place in the Florence metro station.

However, floods in June examined functioning of the crisis planning the most. It was proved that documentation prepared in high quality and regular examining are the important steps towards successful managing of such crisis situation. The Japanese delegation from Tokyo appreciated it. The Japanese delegation took an interest in provision of information concerning the crisis documentation with respect to possible use in the city transport in Japan.

In 2013, cooperation on standard activities of the metro operator with the Integrated Rescue System organizational units, focused on rescue and liquidation works immediately after chemical attack in metro, ended.

The Prague Public Transit Co. undertook to participate in the EU TWOBIA project in 2008. Cooperation consisted in provision of technical and administrative aids for realization of "measuring of air flow in metro premises" experiments under sponsorship of the National Institute for Nuclear, Chemical and Biological Protection. Measuring was conducted in MU/C metro station in autumn, where two measuring workplaces were established and they monitored air environment during entire 24 hours. Measuring of biological background of the station was performed during night closures.

In connection with realization of the "Anti-chemical Warning System" program the PROVAS system - the system of first generation was restored in I.P. Pavlova station.



## SAFETY AND PROPERTY PROTECTION

The Safety and Property Protection Department performs the function of administrator in the area of personal data protection and secret information. The principal and most comprehensible activities of this department are the concepts of property security.

Security is ensured by company's own workers and also by workers of security agencies. They use the technical security systems. Management of cooperation with security agencies and also professional companies to secure operation of the technical security systems as mentioned above belongs into competency of the department. The company also closely cooperates with the Police of the Czech Republic and the Patrol of the City Police of the Czech Republic. Last but not least, the department ensures all administrative works associated with release of magnetic and entrance cards to external bodies performing activities within DPP.

This department also took part in other tasks during this year:

- A selection procedure for new security agencies has started and it will continue also in 2014.
- A new digital security camera system was installed in premises of the Central workshops, which were not equipped with such system so far.
- Complete replacement of the analogous camera system for a digital camera system was realized in premises of the Klíčov garages.
- A surveillance centre of the security agency was established in cooperation with the Facility management and the Communication and

security service within premises of the Kačerov depot.

- Designing works for complex security of the Zličín depot are under way in cooperation with other DPP's departments.

## OCCUPATIONAL SAFETY

The target of BOZP (Occupational Health and Safety) 600130 department is to prevent damage on health due to work injuries and occupational diseases and/or damages associated with works and during them. However, monitoring and support to consistent observance with the legal regulations in the area of Occupational Health and Safety remain the principal concept of this department. In order to enhance awareness and intensification of the occupational safety issues and improve the knowledge of this area we have endeavoured to influence our employees directly, mainly during regular and periodic trainings. Apart from these trainings the Occupational Health and Safety Department also provides trainings to new employees, representatives of companies of others, who ensure works for DPP, furthermore trainings for students at our Secondary Technical School of Transport including German students of the Dresden Secondary Technical School of Transport during their regular study stays. Last but not least, we have introduced a first training in the area of Occupational Health and Safety for representatives of unions working in our enterprise. We trained in this manner more than 2 092 employees in 2013. Cooperation in implementation of training via e-Learning in selected workplaces was an important turn in training in the area of Occupational Health and Safety. We have prepared supporting documents in compliance with the valid legislation for this training.

In 2013, we laid great emphasis on inspection of individual workplaces and in framework of these inspections as well as during regular examinations of Occupational Health and Safety we could identify actual deficiencies in the area of Occupational Health and Safety and recommended adequate measures focused on risk prevention plans and monitored their fulfilment. At the course of the year, we evaluated the effectiveness of adopted preventive measures in the area of risk prevention at work, for example with up-dating risk prevention on selected workplaces, renewal and completion of job categories. These activities contributed to significant decrease in defect on workplaces of the Prague Public Transit Co.

We raised comments to project documentations and expressed our standpoints to approvals for constructions. Then in framework of inspection days we could verify that our objections and proposals concerning issues of Occupational Health and Safety were realized on constructions in progress.

In 2013, we were dealing with 363 caused work injuries resulting in incapability for work longer than 3 calendar days. A target for our department emerged from clarifying these work injuries, i.e. reducing risks of these work injuries and with permanent prevention and public education contribute to enhancing occupational safety and improvement of work conditions, so that a risk of work injuries is decreased, since their decrease is acceptable not only from human and social view, but at the same time from economic view.

## FIRE PROTECTION

The target of activities in the area of fire protection is prevention to fires, create conditions for their successful elimination and minimize impacts on lives, health and property.

The DP's Fire Rescue Brigade (hereinafter as the "HZS DP") is a guarantor for ensuring fire protection within DPP and a partner to the state administration bodies. HZS DP's competencies include fire prevention, care for aids for liquidation of fires and fire-security equipment and securing permanent action readiness of the HZS DP's units to liquidation of fires and solution of other extraordinary events in buildings and at DPP's operations.

In 2013, we realized in total numbers 556 interventions by the HZS DP's units for extraordinary events. Out of this number, 33 fires, 283 interventions of technical character - technical assistances, interventions in case of traffic accidents, ecological emergencies or natural disasters, 32 examining exercising and 208 interventions as response to signalling by the electric fire signalling system were concerned. 20 interventions from the total number of technical interventions were due to flood emergency situation in the Capital City of Prague in first half of June in 2013. The main activities pursued by HZS DP during floods were assistance in construction of anti-flood barriers around metro stations, pumping of water leaking to areas above ceiling of the metro tunnel by the Nádraží Holešovice station and pumping of water from the tram track body in Modřany.

In accordance with the Plan of professional training of fire protection units for the year 2013 a consistent and systematic professional and physical training of HZS DP's employees was realized. Practising of emergency procedures for individual types of rail metro vehicles, trams and a new generation of Solaris Urbino buses continued. We organized professional occupation of members of climbing groups and power saws' attendants.

In cooperation with HZS DP CR training of firemen in Flashover containers was conducted. It was focused on extinguishing fire in closed areas, where radiant heat is cumulated and annealing flames are produced. We realised professional training in cooperation with HZS Škoda Auto in rescuing persons from crashed vehicles. We were ensuring regular professional training of commanders and members of voluntary firemen units in enterprise securing fire protection of bus garages.

In framework of the Integrated Rescue System (IZS) we participated in preparation and realization of the "Active shooter" exercise in the Florence metro station, focused on cooperation between IZS units in case of occurrence of a dangerous individual having a gun in metro. In September, HZS DP joined the implementation of the methodical exercising of rescue services on the topic of bomb explosion in marathon finish and a tactical exercising of units of HZS of the Capital City of Prague and HZS DP on the topic of occurrence of dangerous chemical substance in the Anděl metro station.

We conducted inspections of all ground, underground and wall-type

hydrants and dry-ducts in DPP (in total 2 166 units of equipment) and coordinated inspections and revisions of portable and mobile fire extinguishers in DPP (in total 13 870 pieces). We have been continuously updating documentation for fire elimination, in particular in connection with reconstructions of the Electric Fire Signalling (EPS) and building adaptations in metro stations.

Fire prevention activities consist mainly in prevention to fire and emergency situations. Performance of the fire prevention tasks results from the valid legal regulations, in particular Act No. 133/1985 Coll., on fire protection, as amended by later regulations and guidelines of DPP, which are aimed at fire security of employees and passengers from public. The Fire prevention department determines in framework of inspections and processing of fire protection documentation measures to secure minimal risk of fire origin. In connection with this assignment cooperation with all DPP's bodies and to a considerable extent with organizations of others has a priority. In framework of fire protection design of constructions two hundred fifty negotiations with designers were conducted.

We conducted inspections for observance with the obligations imposed by the fire protection regulations in all premises and facilities of DPP, i.e. in the number of 2 042 preventive fire inspections. When defects were discovered, measures for their removal were determined.

In 2013, 2 575 employees on managerial positions, including professional training of preventive fire patrols and fire supervisors, and then 122 managerial workers of supplier's companies underwent training. In the

area of fire protection of constructions, we participated in approving and assessment of building projects for new constructions and constructions under reconstruction and attended to 351 technical inspections, acceptances and final approval of constructions.

Four internal standards concerning fire security in DPP's premises and buildings were updated. We have continued in marking DPP's buildings and facilities with safety marks. Twelve training fire alarms were realized for selected buildings in cooperation with the rescue unit of HZS DP.

Another agenda consists of approving works in metro stations. The Fire prevention department participated in such 182 negotiations.

We took part in projects for designing new V.A metro stations [Bořislavka, Nádraží Veleslavín, Petřiny and Nemocnice Motol].

## INSPECTION

In 2013, already five years passed from establishment of the Inspection department. Like in previous years the Inspection department have been performing the function of internal controller in framework of DPP, namely on the basis of requirements from technical directors, managers on all managerial levels, labour union's organizations and stimulus from employees or public passengers. Apart from the inspections mentioned, operative and extraordinary inspections were performed resulting from knowledge gained during previous inspections, requirements from management and external bodies. Inspections are focused on observance with

the company's internal regulations, legislation in the Czech Republic and the European Union. Outputs from individual inspection activities provided help to managerial employees for removal of discovered deficiencies and improvement of activities performed by our company.

Realization of inspection to detect alcohol or habit-forming drugs was an important part of year-long inspection activities, be specific for technical-economic workers and operating workers of the company.

In the area of inspection of employees incapable of work all requirements from managerial employees for their performance were fulfilled. Inspections were performed in compliance with law on sickness insurance during first three weeks of temporary incapability for work. Also in 2013, managerial employees had a great interest in performance of inspections during employees' temporary incapability for work. Compared to the previous year their number increased by 67% with it that the number of inspections performed by the Inspection department in cooperation with all departments of our company exceeded almost six times the number of raised requests for performance of inspection from the side of the Social Security Administration.

On 13. 11. 2013, the (QMS) EN ISO 9001:2008 Quality Management System supervisory auditing was performed within the scope of certification at the Technical Inspection Stations. It resulted from the auditing that the system was well-maintained and was effective. Certification was performed by the LRQA (Lloyd's Register Quality Assurance) company.





## MARKETING AND COMMUNICATION

The area of marketing and communication also in 2013 was focused on proven projects for public, introduced new projects and did not fail to communicate with DPP's employees. One of the principal targets in 2013 was to strengthen reputation and present the Prague Public Transit Co. as a strong, stable and constantly developing company.

Increasingly developing electronic communication brought a number of new services to passengers in 2013. The Prague Public Transit Co. launched the function of searching for detailed lines within the public city transport on Google maps titled "Public transport in Prague". It also introduced the Sejf application, enabling payments for the public city transport. DPP also launched the application of trips in Prague titled "Prague Trips" for the IOS system and prepared this service also for the next year for the Android operating system. Also in 2013, a campaign focused on use of DPP's e-shop for purchase of time-limited tickets was launched.

The Prague Public Transit Co. communicated with the public also through a survey titled "What seat is the right for you?" on its web pages and in the Museum of the public city transport. Visitors could try eight different types of seats in the museum and then they expressed their opinion through 1 332 delivered voting sheets. Other 10 187 persons voted on the DPP's web page. In particular votes from the DPP's web page decided that an all-leatherette seat for buses and all-plastic seat with ABS for trams were winners. While first

buses operated by the Prague Public Transit Co. have been already equipped with all-leatherette seats (71%), as concerns trams DPP will take results from the survey into consideration and reflect them into master documentation for deliveries of new vehicles.

Printed information represents the classic form of communication and remains irreplaceable. The Prague Public Transit Co. published booklets titled "Through the city without barriers" and "Through the city in motion" in four language versions. All-year noticeboards with information leaflets in the land transport vehicles achieved 99% success rate in terms of quality standards monitoring.

Open Days are always welcomed occasion how the general public can view background of DPP's operations or premises, which are not usually accessible to public. In 2003, three Open Days were organized. In framework of the first Open Day, construction of V.A metro line was made accessible to the public and visitors could walk through a part of the construction. Open Day was also organized in the Klíčov garage, which celebrated 40th anniversary of its establishment. An event organized in the Hostivař premises associated with visit in the Střešovice museum was very popular with the public. During this day over 12 thousands of visitors were waiting at gates of the Prague Public Transit Co. Also in 2013, interested persons could remember 35th anniversary of the metro A line, anniversary of the Vokovice carriage shed, say goodbye to Karosa B732 buses with mechanical gear-box and KT8D5 trams. The Prague Public Transit Co. also welcomed its sixty millionths passenger on the Petřín funicular.



The Prague Public Transit Co. prepared a new project titled "Communication wagon in metro" for passengers. On the contrary it continued its traditional events, as they are "Racehorse Day with DD" or a "Be in good mood in metro" music marathon.

Thirty seven bands performed in 17 stations and played music from two tens of music genres. The event continued in 2013 titled "Be in good mood in metro also during Christmas time", when you could hear Christmas carols performed by various bands. Mainly children enjoyed Nicholas's ride through Prague and passengers brought a Bethlehem's light to their homes, which was as a tradition distributed by a historic tram. Despite floods, which affected organization of two projects, the Prague Public Transit Co. dispatched a popular Kino-bus to its sixth tour, even though the date of organizing was a little bit changed. It met with a great acclaim among visitors and the record in average visitors rate of one performance and in the absolute number of viewers in one projection was broken. DPP also ensured a special bus transport during the tenth year of the Prague Museum Night. Last but not least, it continued the "No way back" project, which is increasingly used by schools and kindergartens in framework of preventive-public enlightenment activities in the area of transport safety.

Web pages of the Prague Public Transit Co., as an integral part of modern communication with the general public, recorded in total numbers 23,363,438 visitors in 2013, which represents growth by 16% compared to 2012. The highest visitors rate recorded the main page with actual information on the transit network, followed by general

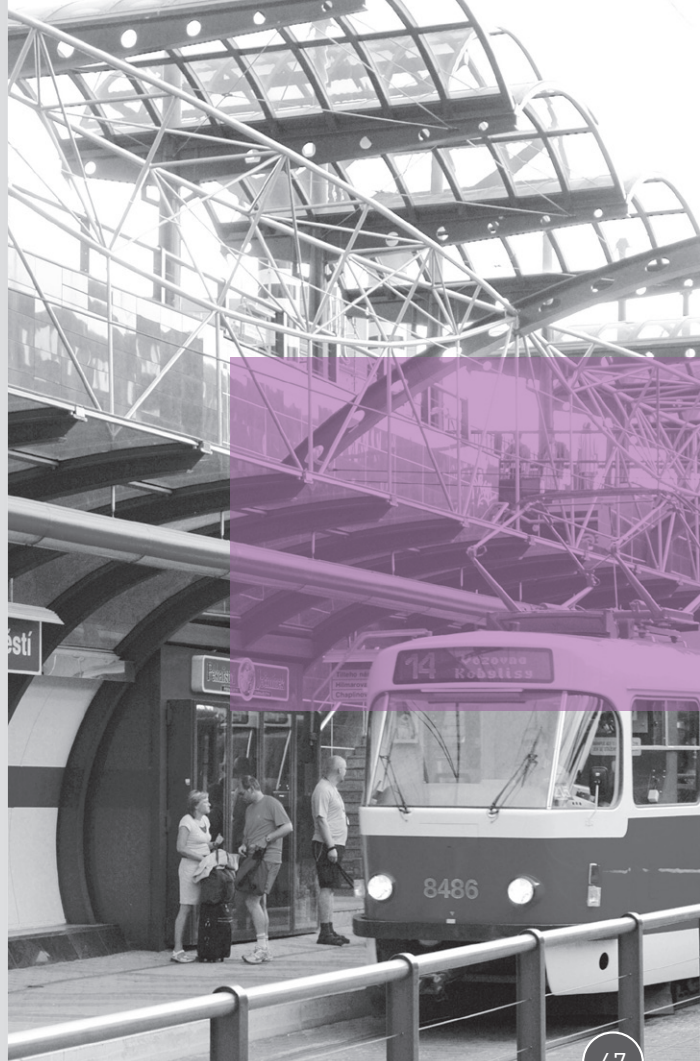
information about transit in Prague and prices of fare. In 2013, every visitor viewed on average 2.55 pages, average time of visit on web page per one visitor was 1 minute and 48 seconds. The number of visits through mobile telephones and tablets increased (by more than 8%) and in total number it amounted to 18% from the total numbers of visits. Monday 3. 6. 2013 was the most visited day on web pages, when 500,571 visits were recorded due to significant traffic measures and limitations within the public city transport associated with 3rd flood state on the Vltava river. "Opencard" (including the variant "open card" - share of 3.7%), "metro" - share of 1.78% and "timetables" - share of 0.82 were the most viewed terms.

At the course of 2013, the Marketing and Communication department responded to in total 7,974 impulses from passengers, which is a growth by 2.5% compared to 2012. A rapid growth in the number of impulses from passengers submitted through phones, i.e. by 160%, was recorded. We succeeded in the area of submission of impulses from passengers to bring Impulses from general public application to the stage of mutual cooperation with other departments.

In 2013, mainly Intranet was widely used in the area of communication with employees. A record number of 250 messages were published on the main Intranet page. These messages were at the same time distributed in form of news to the Communication points (noticeboards) within DPP's premises. So they were made accessible to employees, who do not have access to electronic communication on their workplaces. In addition to others Intranet gave employees an occasion to

win in 67 competitions tickets for cultural, social and sport events organized by DPP's partners. In 2013, effective tools of internal communication included the "DP's Topically" bulletin and "DP Contact" – a traditional monthly paper for employees, who celebrated 18th year of its existence the last year. A tournament in futsal was organized for employees, when 150 players from 18 mixed teams joined the tournament in the ÚD Hostivař premises.

In 2013, in total numbers 6,014 media releases about DPP were recorded, i.e. in press, TV and radio. Compared to 2012 it was a drop by 12%, however it is still quite significant publicizing. In June, the highest number of media releases (834) was recorded due to floods in Prague and media were interested in traffic situation really during day and night. On the contrary the lowest number of media releases was recorded in July. In 2013, many topics met with positive response, for example sale of trams, which were put out of operation, to Russia and Ukraine, saying goodbye to KT8D5 trams, live concerts in metro, the sixth year of Kinobus or 35th anniversary of A metro line. Media also recorded filming of the "Child 44" film in Prague's metro and it was an event of the month of August. For example cases from the previous periods were perceived rather negatively and media were also concerned in a contract for purchase of 15T ForCity trams.



## PROFESSIONAL RELATIONS

DPP in framework of membership in the International Association of Public Transport (UITP) has been participating in the **3iBS** European research project (intelligent, innovative and integrated bus systems) within the so-called expert's group. The project is aimed at coordination and support to further development of effective bus systems in the city environment. In 2013, topics focused on accessibility of bus transport to all groups of passengers, measures to improve safety and also examples and procedures for transport organization in case of large sport or cultural events were monitored and solved. In framework of DPP's membership in UITP's bus commission its participation in individual work groups continued. Activities of the work group in monitoring new trends in the operating environment and maintenance were completed with issuance of a detailed study and DPP joined a newly established group, which solves the operating performance and adequate comparative indexes.

In 2013, the so-called **benchmarking studies** were prepared in DPP, targeted at comparison with other foreign and domestic transport enterprises with the aim to improve DPP's activities in problematic areas. These studies were dealing in addition to others with use of commercial non-residential premises in metro vestibules, use of digital advertising spaces in escalator's tunnels in foreign transport enterprises, projects for reconstruction of metro lines, which have been operated for tens of years, strategies and development of electro-mobility in selected European cities or analysis of operating and investment costs for projects of transport service and automatic (service-free) metro.

**60th worldwide congress of UITP** took place in Geneva in the Switzerland. UITP has been announcing competitive initiatives every two years, which are aimed at presentation of innovative solutions for more extensive and better public transport and in this manner to support in particular the city mobility. More than 240 projects from four tens of countries were enrolled to the competition in Geneva. DPP gained success in 2011 with the "City Rail Transport Development" project during 59th congress in Dubai and the year 2013 was again the successful one. The "Extension of A metro line" project was awarded with the highest prize in one of six competition categories of the regions of Central and Eastern Europe. So, DPP has strengthened its position as an important player in the area of public city transport in Europe.

In autumn, DPP hosted the **31th anniversary meeting of UITP's Sub-committee of rail vehicles**. The main topics discussed during three days were the issues of certification of new rail vehicles, service ageing of electronic modules, replacement of these and other parts of vehicles, occurrence of bicycles in metro or the issues of door safety for passengers. Experts in rail vehicles from three continents could get acquainted during the meeting with the Kačerov depot, Pankrác tram carriage shed and the Metro Repair Centre in Hostivař. DPP's important position among European transporters was also proved by tens of **foreign delegations**, which were interested mainly in the technological, repairing and dispatching centres. DPP is a popular partner not only for exchange of experiences, but also due to a lot of other public city transport aspects. For example DPP welcomed students of MBA from the American **Pennsylvania State University** in February, who were discussing with members of the company's management

and also wanted to gain more information about organizing, functioning and financing of the public city transport system in Prague. In spring, DPP was visited by a delegation from the **Serbian Republic**, which was acquainted with the history of the Prague's transport and DPP and at the same time visited also the Hostivař premises, where among other things they were interested in planning of maintenance of buses. At the course of May, two delegations from **Shanghai** came to visit DPP. First delegation wanted to know more about the public city transport system in the Capital City and management of road transport, including the TSK Prague dispatching centre. The second delegation gave preference to the planning and rail transport development, primarily the tram network. A group from Bangkok in Thailand was the next delegation, which visited DPP in May. They appreciated the functionality and the environmental-friendly aspect of the public city transport system in Prague. A group of experts from Seoul and Tokyo came to visit DPP during the summer time. Members of delegation from Korea South appreciated the high standard of services provided, clear arrangement and effectiveness of the public city transport system in Prague. Japanese experts in transport showed interest in solution of extraordinary measures during floods in June, in particular they wanted to receive more detailed information about the DPP's flood plan and during its presentation they highly appreciated the professionalism of the crisis management during floods and the high level of the metro protective system. As concerns other delegations, we can mention for example a group from the South-Chinese city **Hangzhou**, where massive development of metro network have been running during the last years. Delegation from Russian **Moscow** had also interest in visit of

the dispatching centre of underground line and as every year a group of students from the Secondary Technical School of Transport from **Dresden** visited various workplaces in DPP in framework of their two-week study stay.



## PRIORITIES FOR THE COMING PERIOD

Consistent selection of priorities in the DPP's technical background development together with the optimization measures in operating activities belong to the main tasks, on which we must focus in the coming period. Only with their consistent fulfilment DPP company, the key subject in the Prague public city transit system, can continue in ensuring quality provision of services also in case of extreme unfavourable situation in the area of financial resources, which must be also envisaged for the future. The reality of restrictive financial measures from the side of the Council of the Capital City of Prague, given by the overall economic situation, leads into situation, when implementation of crucial investment projects, primarily in the area of traffic constructions, is conditioned by co-financing from EU funds. Therefore it is necessary to achieve readiness in case of essential investments suitable in terms of their type. This will allow succeeding in applying for relevant grants.

The general priority, which corresponds with the basic development documents of the Capital City of Prague, is further development of transport systems guaranteeing growth in share of segregated lines in the public city transport. In this manner we create preconditions to improve regularity, speed and safety of the public city transport. Associated reduction of ecological load in the territory of the Capital City of Prague with further use of electric fraction also contributes to this target significantly. This project, with laying emphasis on fundamental extension of tram lines network, was accepted when

preparing the new master plan for the Capital City of Prague, of which preparation was ended at the stage of a discussed concept. The main objective is to achieve confirmation of this principle and of course also individual preferred development activities with the actually prepared Metropolitan Plan. It represents a new form of the territorial planning documentation. We will attend to these issues maximally during the entire scope of works on the given crucial development document for the Capital City of Prague. We must take active approach to preparation of important changes affecting the entire city in the existing master plan, which is from time view a more advantageous option in particular in terms of inclusion of some breakthrough new tram lines into the territorial planning documentation. Currently, preparation of a change focused on breakthrough of tram transport into the area of South City is the topical matter. Supporting documents for preparation of a change, solving tram service in Suchbátka, were also prepared.

The area of implementation of development projects concerning the city rail transport network will be covered by final stages of construction of the metro V.A. Dejvická line (excluding) – Motol Hospital operating section in 2014. Its commissioning is planned for the year 2015. This project will improve transport service in the Prague 6 municipal district and hospital premises of the Motol Hospital and adequate reduction in bus transport will be achieved. Facilitation of bus lines in the new terminal of the Nádraží Veleslavín metro station will be an important contribution to easement of traffic load on the exposed area of Vítězné square. For the year 2014, conditions for realization of tram new construction works were not created with the exception of tram line on



the Trojský bridge under progress, which is realized in framework of the construction of Municipal Circuit. The technical level of the tram lines network will be mainly improved with their reconstruction. Key projects in this area include in particular RTT Bělohorská, RTT Průběžná – Švehlova, RTT Lazarská – Vodičkova – Jindřišská and RTT Karlovo náměstí. As concerns the generally highly monitored investment segment, i.e. the barrier-free access to metro stations, the company came to the option to start realization of installation of elevators into the Anděl, Můstek A/B and I.P. Pavlova metro stations. Designing of similar adaptations in the Palmovka and Rožtyly metro stations will continue.

The nearest period is associated with the advanced stage of preparation for realization of principal construction works of the city rail transport. Preparation for the operating section of I.D Náměstí Míru - Písnice depot came to the stage of issuance of a building permit. Other preparatory works will be aimed at ensuring and discussing documentation for issuance of a building permit. The main problem for the initial implementation stage Pankrác - Písnice depot is the fact that the Council of the Capital City of Prague has not decided yet about the concept of the project stage given, in particular whether the basic variant of design with transfer in the Pankrác station or deviation from C metro line will be preferred. Considering the fact that the final decision is to be made not until a new Council is elected in the next election period, the basic implementation preconditions also for the variant of possible deviation from the existing C metro line must be created. By this reason a change having impact on the entire city in the Master Plan for the residential body of the Capital City of Prague No. Z 2834/00 is under preparation.

It is focused on inclusion of the given manner of solution of the initial part of the metro D line into the territorial-planning documentation.

In the area of preparation for new constructions of tram lines, attention will be paid to two projects, for which realization conditions in the Master Plan were created. In case of TT Sídliště Barrandov – Holyně – Slivenec preparation will continue with processing the documentation for issuance of a building permit. The tram line concerned will ensure transport service in the predominant part of the Barrandov's plain, which is characterized by a significant development potential. This fact is documented by realization of a new high-capacity residential development, which is under gradual process and commencement. The second crucial project is TT Divoká Šárka – Dědinská, which will connect the high capacity Na Dědině housing development with the system of city rail transport and create preconditions for the target penetration of tram transport into foreground of the airport Terminal 3, divided into individual project stages. The environmental impact assessment (EIA) process will be conducted for this traffic construction on the basis of results from the ascertaining procedure. In 2014, we can expect issuance of an effective territorial-planning decision.

Continuous modernization of the fleet will be conducted during the next year. In framework of a long-term contract for deliveries of modern low-floor 15T trams we will be supplied with 32 vehicles of a given type in 2014. Renovation of buses will be ensured with delivery of 59 low-floor articulated SOR vehicles in the given period.





## COMPANIES WITH INVESTMENT INTEREST OF THE PRAGUE PUBLIC TRANSIT CO., INC.

### **Pražská strojírna a.s.**

The main scope of activities is development, production and assembly of components and equipment for construction and maintenance of tram lines.

The Prague Public Transit Co. Inc. is the sole shareholder.

### **RENCAR PRAHA, a.s.**

The company has been pursuing all types of advertising activities from operation of advertising all-decorated trams, buses and metro sets to rent of showcases in bus stops.

The Prague Public Transit Co. Inc. owns 28% of shares.

### **The Secondary Technical School of Transport, Inc. (in Czech: Střední průmyslová škola dopravní, a.s.)**

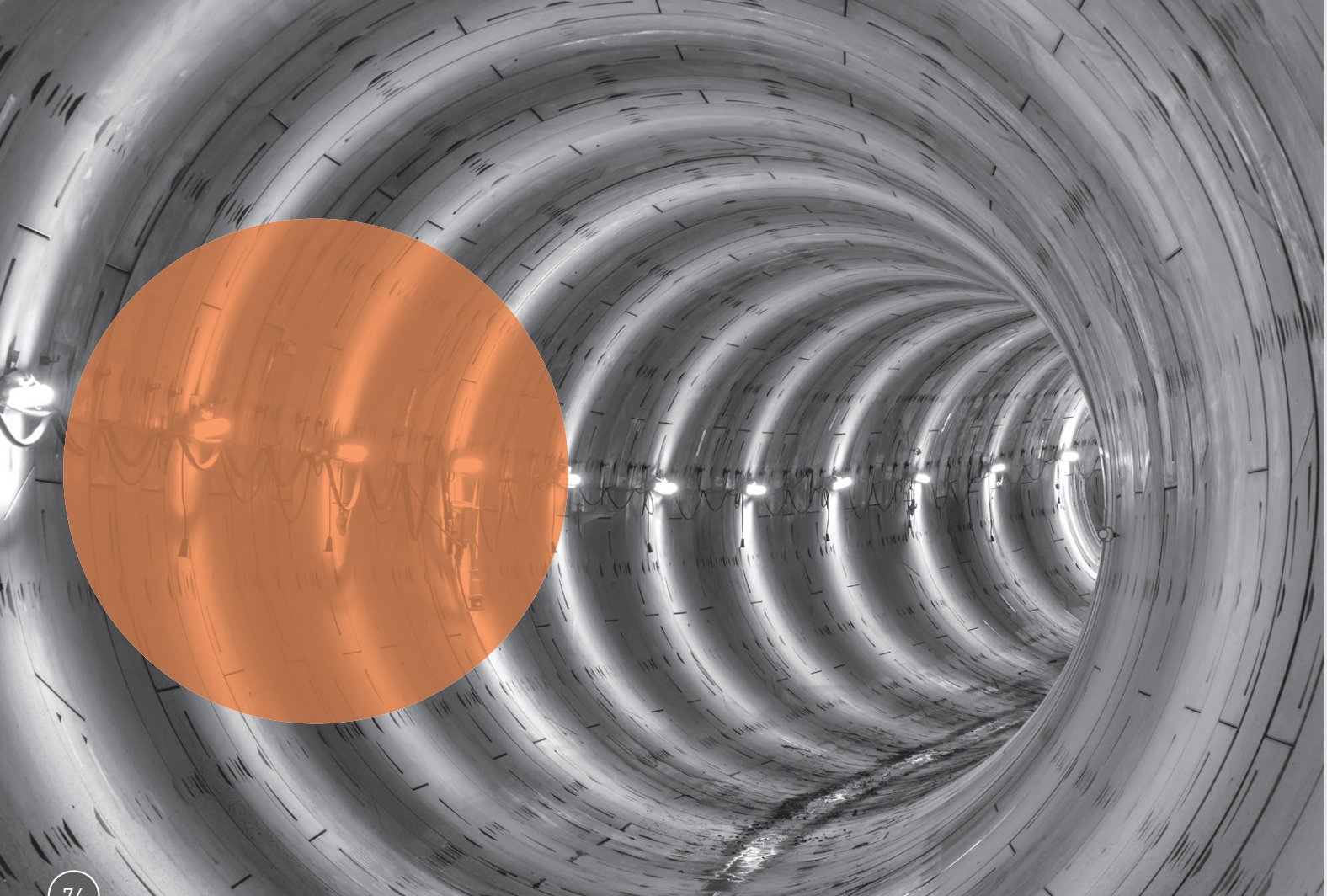
The main activities of the company are teaching, training and education in three bodies of the school, i.e. the Secondary Technical School of Transport, the Vocational Secondary School and the Vocational School.

The Prague Public Transit Co. Inc. is the sole shareholder.

### **GTR-DP Praha s.r.o.**

The company has been pursuing its activities in the renovation of the tram rails profile.

The Prague Public Transit Co. Inc. is the 40% shareholder.



# REPORT FROM THE SUPERVISORY BOARD OF THE PRAGUE PUBLIC TRANSIT CO. INC. IN 2013

## COMPOSITION AND COMPETENCES:

**As of 1. 1. 2013**, the Supervisory Board consisted of the following fifteen members:

Ing. Jiří Pařízek (Chairman), Jiří Čada (Vice-Chairman), Ing. David Vodrážka (Vice-Chairman), Doc. Ing. Mgr. Martin Dlouhý, Dr., MSc., Ing. Marek Doležal, Pavel Hurda, František Kadlec, Jan Kolář, Ing. Marie Kousalíková, Jan Lebeda, Josef Nosek, Jiří Obitko, Ing. Michal Štěpán, Ing. Jan Vašíček and Andrea Vlášková.

### **In 2013, the following personnel changes took place:**

on 24. 5. 2013, the Council of the Capital City of Prague, having the competence of the general meeting, with its resolution No. 847 withdrew Josef Nosek and Ing. David Vodrážka from the office of the member of the Supervisory Board. On 6. 6. 2013, based on results of election, which took place in compliance with the election rules of the company and provisions in Section 200, para 5 of Act No. 513/1991 Coll., the Commercial Code, Bc. Oldřich Schneider and Václav Pospíšil were elected to the office of the member of the Supervisory Board. They replaced Jan Lebeda and Jiří Čada, whom the four-year term of the office of member of the Supervisory Board expired in July 2013. On 20. 8. 2013, the Council of the Capital City of Prague, having the competence of general meeting, with its resolution No. 1438 withdrew Pavel Hurda from the office of the member

of the Supervisory Board and elected Ing. Vojtěch Kocourek, Ph.D. and JUDr. Jan Blecha to this office. Afterwards the Supervisory Board elected Ing. Marek Doležal and Jiří Obitek to the office of new Vice-Chairman of the Supervisory Board from 21. 8. 2013. On 30. 10. 2013, the Supervisory Board discussed resignation of Ing. Marie Kousalíková and approved termination of membership from 31. 10. 2013. Furthermore, on 5. 11. 2013, the Council of the Capital City of Prague, having the competence of general meeting, with its resolution No. 2013, elected Ing. Karel Březina to the office of member of the Supervisory Board. On 6. 11. 2013, according to results of election, which took place in compliance with the company's election rules and provisions in Section 200, para 5, of Act No. 513/1991 Coll., the Commercial Code, Josef Buriánek was elected to the office of member of the Supervisory Board.

## MATTERS DISCUSSED ON REGULAR BASE:

In 2013, 15 regular and two extraordinary sessions of the Supervisory Board were performed. Among other matters, the company's Supervisory Board on regular base:

- monitored operating economy of DPP and development of sales (discussing the quarterly and semi-annual economic results, calculation of PID's costs and development of financial means drawing),



- discussed the plan of performance of public orders and their members participated in rating commissions evaluating suppliers' tenders,
- discussed supporting documents and adopted conclusions from session of the company's Board of Directors and the General Meeting,
- discussed the proprietary relations: granted approvals to conclusion of individual contracts resulting in limitation or proprietary rights or creation of a lien to movables or immovables in property of the Prague Public Transit Co. and granted approvals to conclusion of individual contracts concerning sale of DPP's real estate above 10 MCZK and lease of DPP's real estate for a definite period (above 1 year of lease period),
- monitored the course of construction of extension of V.A metro line,
- monitored preparations for construction of I.D metro line,
- was dealing with issues concerning the obligation of public service,
- granted approval to election and withdrawal of members of the Board of Directors of the company with proprietary interest in the Prague Public Transit Co.,
- monitored the issues of drawing grants from EU funds,
- became acquainted with results from individual internal auditings and monitored fulfilment of recommended remedial measures,
- discussed and granted approval to a change in the DPP's investment plan for the year 2013 and monitored its performance.

The Supervisory Board was dealing with a number of issues across all areas of the company's business. The scope of activities of the

inspection body was supervision over renovation of the company's fleet, i.e. purchase of SOR buses, the issues of financing or defects on accepted 15T trams. It was necessary to monitor also the state of problems concerning vehicles' Siemens undercarriages in metro and drawing of financial means from EU funds.

Activities of the Board of Supervisors on quarterly base:

#### **First quarter of 2013 (4th session)**

In addition to the issues as stated above the Board of Supervisors was discussing at first quarter for example allocation of financial gifts to unions, amendment of the organizational rules or report from the internal auditing, which was conducted for the purpose of complex evaluation of the purchasing process.

#### **Second quarter of 2013 (5th session)**

At second quarter, among other things the Board of Supervisors approved provision of a gift to the Scientific-technical Club at DP – Metro (in Czech: Vědeckotechnický klub při DP – Metro), the investment plan for 2013, approved the objectives in the director general's managerial contract and acknowledged the report on decrease in the capital stock of the subsidiary company – Pražské strojírny a.s.

The Financial Statement for the year 2013 was submitted for approval during the session held in April and at the same time economic result and calculation of costs of PID for the year 2012 were discussed. The Supervisory Board invited to its session the

director of the Secondary Technical School of Transport and he provided information on the state of activities of this school. At the end of this quarter Prague was hit by floods, with which consequences or as the case may be removal of such consequences also the members of the Supervisory Board were dealing. The Supervisory Board with its resolution of 28. 6 expressed their thanks to employees of the Prague Public Transit Co. for their excellent work. The Supervisory Board also granted approval to conclusion of a contract on the bill program at the end of second quarter.

#### **Third quarter of 2013 (4th session)**

The Board of Supervisors discussed for example the strategy for lease of non-residential spaces in metro vestibules and compared favourableness of selling channels at third quarter. The subject matter of interest of the control body was also the planned change in macro-structure of the Prague Public Transit Co. from 1. 1. 2014 and approved it. It also paid great attention to reconstruction of metro line on the Národní třída.

Ing. Milan Křístek was withdrawn from the office of the member of Board of Directors and Ing. Jaroslav Ďuriš was elected as a new member of the Board of Directors during the extraordinary meeting of the Supervisory Board held on 26. 9. 2013.

#### **Fourth quarter of 2013 (4th session)**

Concepts of the Renovation of technologies and constructions within the Traffic Routes – metro and Care for Buses unit were submitted

to the Supervisory Board at the last quarter of 2013. The Supervisory Board also discussed in addition to matters stated above modernization of public toilets and lost investments in 2013.

The Control Body of the company invited to the negotiation the director general of the Pražská strojírna a.s. company – Ing. Vladimír Říha in October. He acquainted the members of the Supervisory Board with history of the subsidiary company, its product portfolio, revenues for the last five years and prospect for the years coming. The Supervisory Board approved for example wording of contracts on exercise of the office of members of the Board of Directors at the end of the year.

#### **ACTIVITIES OF THE SUPERVISORY BOARD'S COMMISSIONS**

The Supervisory Board continued in its set trend of sessions of work commissions held before session of the Supervisory Board. This trend contributed to improvement of awareness and thereby more consistent control activities by the Supervisory Board. The work commissions were dealing in details and discussing the supporting documents submitted at the session of the Supervisory Board as well as professional and specific information, which they required about activities of the Prague Public Transit Co.

#### **Commission for Safety and ICT**

The Commission for Safety and ICT was engaged mainly in the project of insourcing of processes of the IT unit. Furthermore, among other things, the commission discussed the safety of the Prague Public



Transit Co. and the City Police and update of the crisis readiness plan.

### **Commission for strategy**

The Commission for Strategy was dealing with a number of topics. In addition to supporting documents, intended directly to the session of the company's Supervisory Board, it was asking for information about the state of acceptance of 15T trams or re-financing of the bill program on regular base. Furthermore it ordered an analysis of the "Increase at the state of Transit Controllers" document and was dealing with the options of the tram transport network in 2013.

### **Commission for personnel and wage policy**

The Commission for Personnel and Wage Policy analysed at its sessions the evaluation of the Pension Program and Graduates' Program and a change in the organizational structure from 1. 1. 2014. Furthermore it was engaged in the managerial contract of a new director general, the system of personnel reserves or wage level and average increase in wages.

### **CONCLUSION:**

The Supervisory Board of the Prague Public Transit Co. during the entire year very carefully monitored the continuous economic results, discussed quarterly reports on achieved economic results, including calculations of costs for PID, on regular base. Its activities contributed in large extent to functioning of the Prague Public Transit Co.

The Supervisory Board paid great attention to drawing of financial means from EU funds, acceptances of 15T trams, financing of DPP's financial obligations or results from internal auditings. Control activities conducted by the Supervisory Board were also aimed at the course of negotiations about the bill program. In connection with this activity the company's Supervisory Board granted approval to the Board of Directors with conclusion and performance of the contract on bill program up to the amount of 8 billion CZK.

At the course of 2013, delegated representatives of the Supervisory Board participated in large extent in work of evaluating commissions during announced tender procedures and public orders.

We must state that the Supervisory Board of the Prague Public Transit Co. worked with due care of economist and duly performed its powers as the control body of the company in compliance with valid law, articles of association of the company, other regulations and interests of the sole shareholder – the Capital City of Prague and it supervised the performance of office of the Board of Directors and company's economy at the course of the year 2013.



# REPORT FROM THE AUDITING COMMITTEE OF THE PRAGUE PUBLIC TRANSIT CO. INC. IN 2013

In compliance with the Act No. 93/2009 Coll. on Auditors, the General Meeting decided to establish an Auditing Committee (hereinafter only as "VpA", as the body of the Prague Public Transit Co. Inc. (hereinafter as "DPP") on 19. 1. 2010. In 2013, VpA worked as an independent company's body and drew resolutions and records from its sessions. These resolutions and records were archived.

VpA has three members, which were elected by the DPP's General Meeting:

- Ing. Miroslav Zámečník (Chairman),
- Ing. Zdena Javornická (Vice-Chairman),
- Ing. Pavel Černý.

Composition of VpA did not change at the course of 2013. .

In 2013, VpA met at 12 sessions, out of which one was summoned as an extraordinary session by reason of termination of employment contract with the head of the Internal auditing. Individual sessions were always governed by the approved agenda and supporting documents, which were sent to VpA's members always in advance.

VpA was dealing at its sessions in particular with the following topics:

- process in formation of the Financial Statement,
- recommendations from the external auditor,
- evaluation by an independent statutory auditor,
- the process of mandatory auditing of the Financial Statement,
- continuous quarterly economic results of DPP,
- information on activities of the Internal auditing department,
- final reports from internal auditings,
- information on performance of remedial measures,
- information from meetings of DPP's Board of Directors and the Supervisory Board.

Considering the issues discussed the director general, the director in charge of the economic department, the director in charge of the internal auditing department and possibly other professional employees were invited to meetings on regular base.

In 2013, VpA fulfilled its obligations given by the valid legal regulations and the articles of association of the Prague Public Transit Co., Inc.

**Activities of VpA include:**

On 7. 2. 2013, VpA discussed the plan of activities of DPP's internal auditing for the first half of 2013. It acknowledged the necessity to complete auditings for 2012 and recommended in its semi-annual proposals the activities of the internal auditing and substantiated the selection of individual auditings.

On 7. 2. 2013, VpA was acquainted in framework of discussing information on the progress of composition of the Financial Statement for the year 2012 with the deadlines for composition of the Financial Statement as of 31. 12. 2012, prepared by the DPP's economic department, and also with the plan of auditing of the Financial Statement from the side of external auditor. At the same time VpA received a declaration made about independency of auditor from the representative of the external auditor – the Deloitte Audit s.r.o. company.

VpA acknowledged in its resolution No. 3/2013/2 of 21. 3. 2013 the auditor's statement of 12. 3. 2013 to the Annual Financial Statement of DPP for the year 2012 and the report on relations between interconnected persons for the year 2012. It states that it discussed the DP's regular Financial Statement as of 31. 12. 2012 and the auditor expressed his statement without any objections and found that "The Financial Statement provides a faithful and true picture about the financial situation of the Prague Public Transit Co. Inc. as of 31. 12. 2012 and that their financial performances and cash flows for the year ending on this date were in compliance with the Czech accounting regulations".

The Auditing Committee after it had discussed the Report on Economy for the year 2012 and calculation of costs for PID for the year 2012 recommended in its resolution No. 4/2013/3 of 19. 4. 2013 to the DPP's Board of Directors to submit the Report on Economy and calculation of costs for PID for the year 2012, which it had discussed before without any objections, to the General Meeting.

VpA at its session held on 19. 4. 2013 adopted the resolution No. 4/2013/6, in which it recommends appointment of the Deloitte Audit s.r.o. company as a company's auditor for the year 2013 and instructed the VpA's chairman to submit such recommendation to the DPP's General Meeting.

VpA repeatedly noticed of the necessity to create the system of risk management system in DPP. Therefore, on 16. 5. 2013, it asked for inclusion of auditing of actual state of the risk management system in DPP into the plan of activities of the Internal Auditing in the 2nd half of 2013.

VpA in its resolution No. 6/2013/5 of 18. 6. 2013 approved the "Strategy of DP's internal auditing" document, which specifies the basis activities of the Internal auditing department in connection with the valid "Concept of internal auditing" document.

On the basis of comments raised by the DPP's Board of Directors VpA at its meeting held on 29. 8. 2013 discussed again and approved the plan of activities of the Internal auditing department for 2nd half

of 2013, which was originally approved on 18. 6. 2013. Then VpA at its meeting held on 15. 11. 2013 approved due to personnel incapacity of the Internal auditing department the update No. 1 of the plan of Internal auditing for the 2nd half of 2013.

On 15. 11. 2013, VpA was informed pursuant to Act No. 563/1991 Coll., on Accountancy, as amended, that DPP was not obliged to compose a consolidated Financial Statement.

Among other things VpA was acquainted at its last session for the year 2013, held on 19. 12, with the planned time schedule for the DPP's Financial Statement for the year 2013 and with the proposal for the Status of DPP's internal auditing, of which discussion was postponed due to a lot of content-bearing comments.

As concerns issues discussed at the course of 2013, which were not settled, VpA intends to complete the negotiation about the Status of internal auditing and supervision above completion of personnel changes in framework of workers and management of the Internal auditing department. Furthermore VpA states that the risk management system in DPP is at the stage of preparation with it that the ordered auditing of the risk management system, prepared by the Internal auditing department, is the first chain link within implementation of the system.







# ACT NO. 106/1999 COLL. ON FREE ACCESS TO INFORMATION

## THE ANNUAL REPORT FOR 2013 ABOUT THE PRAGUE PUBLIC TRANSIT CO. INC. 'S ACTIVITIES IN THE AREA OF PROVISION OF INFORMATION PURSUANT TO ACT NO. 106/1999 COLL. ON FREE ACCESS TO INFORMATION, AS AMENDED

In compliance with provisions in Section 18, para 1, of Act No. 106/1999 Coll., on free access to information, as amended, (hereinafter as the "Act on Information") this Annual Report for the year 2013 about activities of the Prague Public Transit Co. Inc. (hereinafter only as "DPP") in the area of provision of information pursuant to the Act on information, is submitted.

### 1. The number of submitted requests for information and the number of issued decisions about refusal of requests:

- |  |           |
|--|-----------|
| a) The number of submitted requests for information:         | <b>86</b> |
| b) The number of issued decisions about refusal of requests: | <b>20</b> |

### 2. The number of submitted appeals against decisions: **2**

### 3. Data on judicial review of decisions about appeal:

- |   |  |
|---|--|
| a) Transcription of substantial parts of each judgement on merits of review of legality of the decision on refusal of request for provision of information: |  |
| • JUDGEMENT of the Municipal Court in Prague ref. No. 6A 63/2010-59 of 26. 6. 2013 [see the Annex]  |  |
| b) List of all expenses, which were expended in connection with the judicial proceedings concerning rights and obligations pur-                             |  |

suant to law, be specific including expenses for own employees and expenses for legal representation:

- total expenses: CZK 6,500

### 4. Enumeration of granted exclusive licences including grounds for the necessity to provide exclusive licence: no exclusive licences were granted;

### 5. Data on complaints submitted against the procedure when attending to the requests for information (hereinafter only as the "complaint"):

- |  |          |
|--|----------|
| a) The number of submitted complaints:   | <b>4</b> |
| b) Reason for submission of a complaint against the procedure conducted by the Prague Public Transit Co. Inc.: |          |
| • Section 16a, para 1, letter b)   | <b>4</b> |
| c) Manner of settlement by the Prague Public Transit Co. Inc.:   |          |
| • Section 16a, para 5  | <b>4</b> |

### 6. Other information relating to settlement of requests for provision of information:

- |   |  |
|---|--|
| a) Requests for the provision of information related to most often: |  |
| • data in the public city transport timetables                      |  |



ČESKÁ REPUBLIKA

ROZSUDEK

JMÉNEM REPUBLIKY

Městský soud v Praze rozhodl v senátě složeném z předsedkyně [redacted] a soudců [redacted] a [redacted] v právní věci žalobce: [redacted] bytem [redacted] zastoupen [redacted] advokátem, se sídlem [redacted] proti žalovanému: **Dopravní podnik hl. m. Prahy, akciová společnost**, se sídlem Praha 9, Sokolovská 217/42, v řízení o žalobě na ochranu proti nečinnosti správního orgánu,

t a k t o :

I. Žalovanému se u k l á d á povinnost vydat rozhodnutí o žádosti žalobce o poskytnutí informací ze dne 1.1.2010 do 15 dnů od právní moci tohoto rozsudku.

II. Žalovaný je p o v i n e n zaplatit žalobci na náhradu nákladů řízení částku 1.000,- Kč, a to do 30 dnů od právní moci tohoto rozsudku k rukám zástupce žalobce [redacted] advokáta.

III. Žalobci se v r a c í část soudního poplatku zaplaceného ze žaloby v kolecích, tedy částka 1.000,- Kč, a to do 30 dnů od právní moci tohoto rozsudku z účtu Městského soudu v Praze k rukám zástupce žalobce [redacted] advokáta.

## O d ů v o d n ě n í :

Žalobce se žalobou domáhá ochrany před nečinností žalovaného v řízení o jeho žádosti o poskytnutí informací podle zákona č. 106/1999 Sb., o svobodném přístupu k informacím, ve znění pozdějších předpisů (dále jen „zákon o svobodném přístupu k informacím“) ze dne 1.1.2010. Žalobce v žalobě uvedl, že dne 1.1.2010 podal prostřednictvím elektronické zprávy se zaručeným elektronickým podpisem žádost o poskytnutí informace, jaká je celková spotřeba motorové nafty všech městských autobusů za jeden rok a jaká je celková spotřeba všech autobusů (městských i příměstských) za jeden rok.

Žalovaný na tuto žádost o poskytnutí informací nijak nereagoval. Proto žalobce podal jako opatření proti nečinnosti dne 30.1.2010 představenstvu žalovaného stížnost podle § 16a zákona o svobodném přístupu k informacím. Ani na tuto stížnost však žalovaný nijak nereagoval. Vzhledem k tomu, že je žalovaný právníkou osobou – akciovou společností, jejímž jediným akcionářem je obec – hlavní město Praha, je podle žalobce povinnou osobou podle § 2 odst. 1 zákona o svobodném přístupu k informacím, neboť je veřejnou institucí. Má proto povinnost poskytovat informace vztahující se k jeho působnosti. Žalobce v této souvislosti poukázal na rozsudek Nejvyššího správního soudu ze dne 29.5.2008, č.j. 8 As 57/2006-67, v němž Nejvyšší správní soud dovodil, že splnění znaku veřejné instituce lze posuzovat i ve vztahu k právníkům osobám zakládaným územními samosprávnými celky, a dále dovodil, že fotbalový klub ve formě akciové společnosti 100% vlastněné statutárním městem postavení povinného subjektu má. S ohledem na to žalobce navrhl, aby soud žalovanému uložil, aby o stížnosti ze dne 29.1.2010 rozhodl, popřípadě stížnost vyřídil jiným postupem podle zákona o svobodném přístupu k informacím (poskytl požadovanou informaci postupem podle § 16a odst. 6 písm. c) zákona o svobodném přístupu k informacím).

Žalovaný ve vyjádření k žalobě nečinil sporným, že na žádost žalobce nijak nereagoval. Uvedl, že podle svého názoru není povinným subjektem podle ustanovení § 2 odst. 1 zákona o svobodném přístupu k informacím. Pokud žalobce poukazyval na rozsudek Nejvyššího správního soudu ze dne 29.5.2008, č.j. 8 As 57/2006-67, žalovaný namítl, že závěry tohoto rozhodnutí nelze bez dalšího aplikovat mechanicky na žalovaného. Tento rozsudek byl vydán s ohledem na právní úpravu účinnou před novelizací zákona o svobodném přístupu k informacím zákonem č. 61/2006 Sb., která reagovala právě na výkladové problémy, které přinesla aplikace zákona o svobodném přístupu k informacím v minulosti. Základní kritéria podmiňující charakter instituce jako instituce veřejné se pokusila vystitout důvodová zpráva k této novele, a to i s ohledem na potřebu transpozice směrnice Evropského parlamentu a Rady č. 2003/98/ES, o opakovaném použití informací veřejného sektoru, jejímž cílem bylo zakotvit minimální požadavky na opakované použití a praktické prostředky pro usnadnění opakovaného použití dostupných dokumentů, které mají subjekty veřejného sektoru členských států v držení. Tyto základní charakteristiky veřejné instituce důvodová zpráva shrnuje tak, že charakter veřejné instituce vychází především z její povahy, která je dána tím, že jde o instituci řízenou státem, sledující veřejný účel, její orgány jsou vytvářeny státem a stát na její činnost dohlíží. Podle žalobce tato definice vychází z nálezu Ústavního soudu ze dne 27.2.2003, sp. zn. III. ÚS 656/2002, z něhož lze podle žalobce dále vyvodit, že poněkud nešťastně zvolený termín „veřejná instituce“ lze teoreticky vymezit jako veřejný ústav a veřejný podnik, případně též jako veřejný fond a veřejnou nadaci. Z teoretických koncepcí těchto útvarů pak podle žalobce vyplývá, že se může jednat takto o subjekty s vazbou na stát, nikoliv o subjekty zřízené a kontrolované územními samosprávnými celky a jeho orgány.

Žalovaný též namítl, že podle čl. 17 odst. 5 Listiny základních práv a svobod jsou státní orgány a orgány územní samosprávy povinny přiměřeným způsobem poskytovat informace o své činnosti s tím, že podmínky a provedení tohoto práva stanoví zákon. Podle žalobce je tak základním cílem práva na informace občanská kontrola veřejné správy, dohled nad její činností a též veřejná kontrola nad hospodařením s veřejnými prostředky. Právě kontrola nakládání s veřejnými prostředky je podle žalobce „základní“ k přijímání extenzivních výkladů pojmu veřejná instituce, jako například v případě společnosti ČEZ, a.s. v rozsudku Nejvyššího správního soudu ze dne 6.10.2009, sp. zn. 2 Ans 4/2009. I v tomto případě však šlo o společnost s vazbou na stát, nikoliv na orgány územní samosprávy.

Žalovaný dále namítl, že též v minulosti bylo judikováno, že zásadním definičním znakem veřejné instituce je zřízení takové právnické osoby k plnění úkolů veřejné správy

zvláštním právním předpisem (žalovaný odkázal na již zmínovaný nále z Ústavního soudu ve věci sp. zn. III. ÚS 656/2002), což žalovaný ovšem není.

Konečně pak žalovaný namítl, že rozsudek Nejvyššího správního soudu ve věci sp. zn. 8 As 57/2006 rozlišuje okruh povinných subjektů způsobem zásadně přesahujícím původní záměr zákonodárce. Dochází tak i k praktickým komplikacím v podobě obtíží s procesním postupem podle zákona o svobodném přístupu k informacím. Žalovaný proto s ohledem na tyto důvody navrhl, aby soud žalovaného zamítl.

Žalovaný k výzvě soudu sdělil, že ohledně žádosti žalobce ze dne 1.1.2010 nedisponuje žádným spisem, neboť s ohledem na důvody vymezené ve vyjádření k žalobě se jí nezabýval.

Žalobcem předložených listin vyplývalo, že žalobce dne 1.1.2010 doručil žalovanému žádost o poskytnutí informací, v níž s odkazem na zákon o svobodném přístupu k informacím požadoval poskytnutí údajů, jaká je celková spotřeba motorové nafty všech městských autobusů za jeden rok a jaká je celková spotřeba všech autobusů (městských i příměstských) za jeden rok.

Dne 29.1.2010 adresoval představenstvu žalovaného stížnost, kterou označil jako stížnost podle § 16a zákona o svobodném přístupu k informacím, v níž uvedl, že povinný subjekt (tedy žalovaný) požadované informace neposkytl včas ve lhůtě podle § 14 odst. 5 zákona o svobodném přístupu k informacím, žalobce nevyzval případně k doplnění žádosti, nepožádal o její upřesnění, žádost neodložil ani podle § 15 zákona o svobodném přístupu k informacím neodmítl. Proto navrhl, aby představenstvo žalovaného o stížnosti rozhodlo tak, že žalovanému příkáže, aby žádost ve lhůtě 15 dní vyřídil, neboť usnesením dle převzalo a informaci poskytl samo.

Do dne podání žaloby žalovaný nijak na výše uvedená podání nereagoval.

Městský soud v Praze se v první řadě zabýval přípustností žaloby na ochranu proti nečinnosti.

Podle § 79 odst. 1 s. f. s. ten, kdo bezvýsledně vyčerpal prostředky, které procesní předpis platný pro řízení u správního orgánu stanoví k jeho ochraně proti nečinnosti správního orgánu, může se žalobou domáhat, aby soud uložil správnímu orgánu povinnost vydat rozhodnutí ve věci samé nebo osvědčení. To neplatí, spojuje-li zvláštní zákon s nečinností správního orgánu fikci, že bylo vydáno rozhodnutí o určitém obsahu nebo jiný právní důsledek.

Základní podmínkou řízení v případě žaloby na ochranu proti nečinnosti je tak bezvýsledné vyčerpání prostředků, které procesní předpis platný pro řízení u správního orgánu stanoví k ochraně účastníka před nečinností. Vzhledem k tomu, že žalovaný není správní orgán, z povahy věci tak není použitelný postup podle § 80 zákona č. 500/2004 Sb., správního řádu, ve znění pozdějších předpisů, ačkoliv obecně zákon o svobodném přístupu k informacím na použití tohoto prostředku v ustanovení § 20 odst. 4 odkazuje. Jediným prostředkem ochrany proti nečinnosti v posuzované věci je proto stížnost podle § 16a zákona o svobodném přístupu k informacím. Podle § 16a odst. 1 zákona o svobodném přístupu k informacím může podat stížnost na postup při vyřizování žádosti o informace žadatel,

a) který nesouhlasí s vyřízením žádosti způsobem uvedeným v § 6,  
b) kterému po uplynutí lhůty podle § 14 odst. 5 písm. d) nebo § 14 odst. 7 nebyla poskytnuta informace nebo předložena konečná licenční nabídka a nebylo vydáno rozhodnutí o odmítnutí žádosti,  
c) kterému byla informace poskytnuta částečně, aniž bylo o zbytku žádosti vydáno rozhodnutí o odmítnutí, nebo

d) který nesouhlasí s výší úhrady sdělené podle § 17 odst. 3 nebo s výší odměny podle § 14a odst. 2, požadovanými v souvislosti s poskytováním informací.

Jak uvedl Nejvyšší správní soud v rozsudku ze dne 25.11.2011, č.j. 7 Ans 5/2011-104, ustanovení § 16a zákona o svobodném přístupu k informacím ve svém odst. 1 umožňuje žadateli o informace podat stížnost na postup při vyřizování žádosti o informace, která je fakticky spojením dvou specifických procesních institutů – stížnosti na vyřizování žádosti [písm. a) až c)] a stížnosti na výši úhrady nákladů, resp. na výši odměny za oprávnění užít informací [písm. d)]. Stížnost na vyřizování žádosti je přitom obecným prostředkem nápravy proti jakémukoliv vyřízení či nevyřízení žádosti o poskytnutí informace s výjimkou vydání rozhodnutí, proti němuž lze brojit odvoláním dle ust. § 16 zákona o svobodném přístupu k informacím. Má kombinovaný charakter **prostředku nápravy proti nečinnosti** [není-li žádost zcela nebo částečně vylbec vyřízena – odst. 1 písm. c)] a zároveň opravného prostředku proti úkonům, které lze považovat za vyřízení stížnosti – proti odkazu na zveřejněnou informaci [odst. 1 písm. a)] nebo jakémukoliv odložení žádosti [odst. 1 písm. b)]. Proto i v situaci, kdy povinný subjekt o žádosti nijak nerozhodne, a způsobí tak na své straně nečinnost, lze brojit proti takové nečinnosti, jež se navenek projeví věcným nevyřízením žádosti o poskytnutí informací, stížností podle ustanovení § 16a odst. 1 písm. c) zákona o svobodném přístupu k informacím.

Městský soud v Praze tak shledal žalobu přípustnou. O žalobě rozhodl podle § 81 odst. 2 s. f. s. na základě skutkového stavu zjištěného ke dni rozhodnutí, přitom shledal, že je důvodná. Vedly ho k tomu následující důvody:

Podle § 2 odst. 1 zákona o svobodném přístupu k informacím povinnými subjekty, které mají podle tohoto zákona povinnost poskytovat informace vztahující se k jejich působnosti, jsou státní orgány, územní samosprávné celky a jejich orgány a veřejné instituce.

Podle 14 odst. 5 zákona o svobodném přístupu k informacím povinný subjekt posoudí žádost a:

- brání-li nedostatek údajů o žadateli podle odstavce 2 postupu vyřízení žádosti o informaci podle tohoto zákona, zejména podle § 14a nebo 15, výzve žadatele ve lhůtě do 7 dnů ode dne podání žádosti, aby žádost doplnil; nevyhoví-li žadatel této výzvě do 30 dnů ode dne jejího doručení, žádost odloží,
- v případě, že je žádost nesrozumitelná, není zřejmé, jaká informace je požadována, nebo je formulována příliš obecně, výzve žadatele ve lhůtě do sedmi dnů od podání žádosti, aby žádost upřesnil, neupřesní-li žadatel žádost do 30 dnů ode dne doručení výzvy, rozhodne o odmítnutí žádosti,
- v případě, že požadované informace se nevztahují k jeho působnosti, žádost odloží a tuto odůvodněnou skutečnost sdělí do 7 dnů ode dne doručení žádosti žadateli,
- nerozhodne-li podle § 15, poskytne informaci v souladu se žádostí ve lhůtě nejpozději do 15 dnů ode dne přijetí žádosti nebo ode dne jejího doplnění; je-li zapotřebí licence podle § 14a, předloží v této lhůtě žadateli konečnou licenční nabídku, písm. b) žádost o svobodném přístupu k informacím povinný subjekt posoudí žádost a v případě, že je žádost nesrozumitelná, není zřejmé, jaká informace je požadována, nebo je formulována příliš obecně, výzve žadatele ve lhůtě do sedmi dnů od podání žádosti, aby žádost upřesnil, neupřesní-li žadatel žádost do 30 dnů ode dne doručení výzvy, rozhodne o odmítnutí žádosti.

Podle § 15 odst. 1 zákona o svobodném přístupu k informacím pokud povinný subjekt žádosti, byť i jen zčásti, nevyhoví, vydá ve lhůtě pro vyřízení žádosti rozhodnutí o odmítnutí žádosti, popřípadě o odmítnutí části žádosti, s výjimkou případů, kdy se žádost odloží.



Základní námitkou žalovaného je, že není povinným subjektem podle § 2 odst. 1 zákona o svobodném přístupu k informacím, neboť není veřejnou institucí.

Pokud jde o tuto námitku, je třeba připustit, že původně byla povinným subjektem dle § 2 odst. 1 zákona o svobodném přístupu k informacím toliko veřejná instituce „hospodářská z veřejnými prostředky“, přičemž požadavek zohlednění z veřejnými prostředky byl z uvedeného zákona vypuštěn novelou provedenou zákonem č. 61/2006 Sb., účinnou od 23. 3. 2006. Některé ze starších judikátů se přitom zabývaly výkladem pojmu veřejná instituce na podkladě základních zákonů úpravy. To však podle názoru soudu není neměnná na pozadí vývoje ních vyslovených závěrů i za nové právní úpravy, protože algoritmus přezkumu byl takový, že soudy nejpře hodnotily, zda posuzovaný subjekt představuje „veřejnou instituci“, a teprve poté se zabývaly otázkou, jestli jde o subjekt „hospodářská z veřejnými prostředky“.

Klíčovými rozhodnutími, v nichž podal výklad zmínovaných ustanovení zákona o svobodném přístupu k informacím Ústavní soud, jsou nálezy ze dne 27. 2. 2003, sp. zn. III. ÚS 686/02, a ze dne 24. 1. 2007, sp. zn. I. ÚS 260/06 (všechny zde citované nálezy jsou dostupné na <http://nalus.usoud.cz>). V nálezu sp. zn. I. ÚS 260/06 Ústavní soud mimo jiné konstatoval, že je třeba „reflektovat skutečnost, že se v činnosti mnoha institucí prolínají aspekty soukromoprávní z veřejnoprávními a rozhodující pro kvalifikaci instituce jako veřejné či soukromé potom je, které aspekty převládají. Zařazení zkoumané instituce pod instituci veřejnou či instituci soukromou tak musí vyplývat z „převahy“ znaků, jež jsou pro instituci veřejnou či soukromou typické.“ Za relevantní hlediska pro určení, zda se jedná o instituci veřejnou či soukromou, Ústavní soud označil: a) způsob vzniku (základu) instituce (z pohledu přiměřenosti či nepřiměřenosti soukromoprávního účinku); b) hledisko osoby žizivatele (tedy zda je žizivatelem instituce stát či nikoli); c) subjekt vytvářející jednotlivé orgány instituce (tj. zda dochází ke kreaci orgánů státem či nikoli); d) existence či neexistence státního dohledu nad činností instituce; e) veřejný nebo soukromý účel instituce. V daném případě pak Ústavní soud shledal, že posuzovaný subjekt (státní podnik Letiště Praha) představuje veřejnou instituci.

Ústavní soud vyslovil své závěry v citovaném nálezu na půdorysu případu, v němž se jednalo o posouzení povahy státního podniku. Nejvyšší správní soud však v navazující judikatuře (viz zejména rozsudek ze dne 29. 5. 2008, č. j. 8 As 57/2006 - 67) vztáhl jeho obecnější argumentaci rovněž na instituce, jejichž žizivateli (a potažmo i subjekty vytvářejícími orgány institucí a vykonávajícími dohled nad činností institucí) jsou územní samosprávné celky a jejich orgány. Výšeř přitom z okruhu povinných osob, kterými jsou nejen státní orgány, ale právě i územní samosprávné celky a jejich orgány. Představují-li další kategorií povinných osob veřejné instituce, jedná se o skupinu subjektů odvozených své postavení do značné míry právě od dvou právě jmenovaných kategorií (resp. od státu v širším slova smyslu). Neexistuje přitom důvod, aby toto odvozené postavení bylo shledáno ve vztahu k jedné z těchto kategorií, nikoliv však již k druhé. Opacný, restriktivní výklad by totiž mohl vést „k vyloučení dopadu zákona o svobodném přístupu k informacím na nezanedbatelnou část činnosti územních samosprávných celků a jejich orgánů v důsledku prostého zakládání společnosti soukromého práva“. Lze ještě dodat, že Nejvyšší správní soud v citované věci dovodil, že společnost FC Hradec Králové, a. s., jejímž zakladatelem a jediným akcionářem je statutární město Hradec Králové, představuje veřejnou instituci ve smyslu zákona o svobodném přístupu k informacím.

A konečně lze poukázat také na rozsudky Nejvyššího správního soudu ze dne 6. 10. 2009, č. j. 2 Ans 4/2009 - 93, a ze dne 15. 10. 2010, č. j. 2 Ans 7/2010 - 175, v nichž za povinný subjekt podle cit. zákona označil společnost CEZ, a. s. A to i navzdory jejím

námitkám, podle nichž je dosavadní výklad pojmu veřejná instituce příliš rozšiřující, že by měl být žizzen na osoby vykonávající veřejnou správu, případně že by měl být podán návrh Ústavnímu soudu na vypuštění těchto „problematických slov“ z § 2 odst. 1 zákona o svobodném přístupu k informacím. Nejvyšší správní soud se v uvedených rozsudcích vypořádal s obsahlou argumentací společnosti CEZ, a. s., která dovodovala, že účelem její existence není uspokojovat veřejné potřeby, ale dosáhnout zisku a uspět v podnikatelské činnosti na trhu, na němž je vystavena konkurenci. Dále že uložení povinnosti, kterou ostatní soukromé obchodní společnosti nemají, představuje porušení zásady rovnosti, zákazu diskriminace a zásah do práva na ochranu vlastnictví, protože nepříznivě ovlivňuje její hospodářské výsledky. A také že není uzpůsobena k postupu dle procedur vyžadovaných citovaným zákonem (tj. k vydávání správních rozhodnutí atd.). K uvedené argumentaci Nejvyšší správní soud v rozsudku č. j. 2 Ans 7/2010 - 175 uvedl, že nelze reálnou aktuální skutečností ve vnitřní struktuře posuzovaného subjektu limitovat dosah normativního příkazu a nelze namítat, že tento subjekt nemůže rozhodovat ve dvou instancích o poskytování informací jen proto, že na to není připraven. Jestliže je jeho propojení se státem (či územním samosprávným celkem) dostatečně intenzivní, pak mu mohou být uloženy i povinnosti, které jsou jinak typicky ukládány toliko státu. Tyto povinnosti totiž mohou být uloženy i dalším subjektům, na něž stát přenesl část svých pravomocí (typicky subjektům místní a zájmové samosprávy či dalším subjektům, jimž zákon svěřil rozhodování o právech, právem chráněných zájmech nebo povinnostech fyzických nebo právnických osob v oblasti veřejné správy) nebo s nimiž je stát těsně majetkově spojen způsobem rozecbraným v nálezu Ústavního soudu sp. zn. I. ÚS 260/06. S pravomocemi, právy a privilegii přenesenými na tyto subjekty jsou spojeny i některé povinnosti. Povinnost poskytovat informace podle zákona o svobodném přístupu k informacím je mnohdy jednou z nich. Nelze ji pak omezit pouze proto, že si této povinnosti nebyl daný subjekt dosud vědom a není na ni momentálně fakticky a organizačně připraven. Dle Nejvyššího správního soudu tato úvaha „plně odpovídá tomu, že spolu s rozsáhlejšími právy a možnostmi je spojena i větší míra odpovědnosti a povinnosti, a to i v případě subjektů soukromého práva. Tato míra odpovědnosti je tím vyšší, čím těsnější je propojení takových subjektů se státem, ale také tím vyšší, čím více jsou schopny zasahovat do práv jiných osob, a to zejména do práv základních. V českém právním řádu sice není uznávána možnost přímého horizontálního působení základních práv a svobod, jinak řečeno, subjekty povinnými respektovat tato práva a svobody jsou stále primárně orgány veřejné moci. Na druhou stranu se i v českém právním řádu setkáváme s celou řadou příkladů jejich nepřímého horizontálního působení, tedy toho, že například zákonnodáre zohlední, že v některém horizontálním vztahu mezi dvěma subjekty soukromého práva je nepochyb o tom, že tímto subjekty tak silně, že je potřeba slabší z nich uchránit a silnějšího naopak uložit povinnosti limitující volnost užívání jejich kapacit (...) A právě takovou povahu má v tomto směru i zákon o svobodném přístupu k informacím, tak jak byl vložten v rozsudech vymezujících, kdo je povinným subjektem.“

Lze tak shrnout, že z judikatury Ústavního soudu a Nejvyššího správního soudu vyplývá souhrn kritérií, které je třeba posuzovat při rozhodování o tom, zda určitý subjekt představuje veřejnou instituci ve smyslu zákona o svobodném přístupu k informacím (způsob vzniku, hledisko osoby žizivatele, subjekt vytvářejícího jednotlivé orgány posuzované instituce, existence či neexistence státního dohledu nad činností instituce, veřejný nebo soukromý účel instituce). U daného subjektu přitom nemusí být naplněna veřejnoprávní aspekt ve všech těchto znacích, postačí převažba znaků typických pro veřejnou instituci.

Překlad je konkrétně o postavení žalovaného, Městský soud v Praze poukazuje zejména na závěry Nejvyššího správního soudu v rozsudku ze dne 19.10.2011, č. j. 1 As

114/2011 – 121, v němž se zabýval shodnou otázkou, tedy zda lze Dopravní podnik hl. m. Prahy, a.s., považovat za veřejnou instituci ve smyslu citovaného ustanovení § 2 odst. 1 zákona o svobodném přístupu k informacím. Nejvyšší správní soud v tomto rozsudku přivěděl závěr, že co se týče prvního kritéria, žalovaný jako akciová společnost byl založen na základě soukromoprávních úkonů upravených obchodním zákoníkem, nicméně v procesu jeho založení byly přítomny i veřejnoprávní úkony, neboť proces formulace vůle zakladatele podléhal režimu této platného zákona o obcích (z. č. 367/1990 Sb.) a na něj navazujících právních norem. Žalovaný byl tedy založen kombinací soukromoprávních a veřejnoprávních úkonů. O převaze veřejnoprávních prvků nelze mít pochybnost ani u dalších tří kritérií – zřizovatelem (zakladatelem) stěžovatele byla obec hl. m. Praha, tedy územní samosprávný celek, ta je současně i jediným akcionářem stěžovatele a jako taková jedná přímo představuje orgán stěžovatele (vykonává působnost valné hromady), jednak má rozhodující vliv na vytváření dalších orgánů, a konečně také může vykonávat dohled nad činností stěžovatele. Nejeden se sice o výkon vrchnostenské kontroly, ale o dohled prostřednictvím oprávněných upravených obchodním zákoníkem, nicméně i takovou formu dohledu lze pro nynější účely podřadit pod dohled ze strany veřejnoprávní korporace. Nejvyšší správní soud zároveň přivěděl i závěr, že žalovaný byl zřízen pro účel veřejné povahy. Nejvyšší správní soud uvedl, „že základním předmětem činnosti stěžovatele je provozování veřejné osobní dopravy na území hl. m. Prahy. Zajišťování dopravních potřeb občanů lze přitom, považovat za činnost směřující k naplnění základní funkce obce jako veřejnoprávní korporace vyjádřené v § 2 odst. 2 zákona č. 128/2000 Sb., o obcích, podle něžž obec pečuje o všestranný rozvoj svého území a o potřeby svých občanů. Nejvyšší správní soud... připouští, že formálně je odborné zajištění Pražské integrované dopravy úkolem příspěvkové organizace hlavního města Prahy nazvané ROPID, která teprve vybírá dopravce, jež provozují dopravu na jednotlivých linkách na pražském území. Veřejná doprava je však v České republice obecně nahlížena, vzhledem k jejímu charakteru, potřebě a významu, jako určitý veřejný statek, u něž je jistá míra ingerence státu (či územních samosprávných celků) běžná. To ostatně konstatoval také Ústavní soud v nálezu sp. zn. I. ÚS 260/06 ve vztahu ke státnímu podnikatelskému podniku Letiště Praha. A jak napovídá pohled na realitu fungování Pražské integrované dopravy, nejnak je tomu i na území hlavního města Prahy. Nelze totiž přehlédnout, že fakticky je zde zcela dominantním provozovatelem veřejné osobní dopravy stěžovatel, který provozuje všechny linky metra a tramvaje a naprostou většinu autobusových linek. Za této situace je dosti nadsazené hovořit o tom, že je stěžovatel vystaven volné „tržní“ soutěži, v níž by jej mohla znevýhodňovat povinnost poskytovat informace na základě zákona o svobodném přístupu k informacím. Případně že samotná existence této „soutěže“ zavazuje efektivní kontrolu nakládání s veřejnými prostředky, které do daného dopravního systému plnou ze strany hlavního města Prahy prostřednictvím organizace ROPID. Ústavní soud v nálezu sp. zn. I. ÚS 260/06 mimo jiné uvedl, že při posuzování kritéria veřejného účelu je podstatné, zda je veřejný účel danou institucí naplňován materiálně. Nejvyšší správní soud pak má za to, že materiálně stěžovatel svou činností, která spočívá v provozování téměř všech linek veřejné osobní dopravy na území hlavního města Prahy, naplňuje spíše veřejný než soukromý účel, byť formou jde o soukromoprávní subjekt.“ Nejvyšší správní soud tedy dospěl k závěru, že v případě stěžovatele nepochybně převládají znaky typické pro veřejnou instituci ve smyslu § 2 odst. 1 zákona o svobodném přístupu k informacím.

Soud vyšel v této věci ze shora citovaných rozhodnutí a dospěl ke stejnému závěru, tedy že žalovaný je povinným subjektem podle § 2 odst. 1 zákona o svobodném přístupu k informacím. Pokud tedy žádosti žalobce o poskytnutí informací ze dne 1.1.2010 ani nevyhověl, ani o ní žádným zákonem předvidaným způsobem nerozhodl, lze na jeho straně sledovat nečinnost. Soud proto dospěl k závěru, že náhrv žalobce byl důvodný. Soud přitom

zohlednil skutečnost, že ačkoliv se v petitu žaloby žalobce domáhal toho, aby bylo žalovanému uloženo rozhodnout o jeho stížnosti ze dne 29.1.2010, z kontextu celé žaloby je zřejmé, že se žalobce domáhal toho, aby byla vyřízena jeho žádost o poskytnutí informací včasně. Proto soud žalovanému podle § 81 odst. 2 s. f. s. uložil, aby o žádosti žalobce rozhodl. Při stanovení přiměřené lhůty vyšel soud z ustanovení § 14 odst. 5 písm. d) ve spojení s § 15 zákona o svobodném přístupu k informacím.

V souladu s ustanovením § 60 odst. 1 věta první s. f. s. soud přiznal žalobci, který měl ve věci žaloby na ochranu proti nečinnosti žalovaného úspěch, právo na náhradu nákladů řízení. Ustanovení § 60 odst. 1 s. f. s. přitom tyto náklady řízení, jež je neúspěšný účastník povinen platit, definuje jako náklady důvodně vynaložené. Soud za takto důvodně vynaložený náklad považuje toliko zaplacený soudní poplatek, a to pouze do výše 1.000,- Kč, neboť podle přílohy zákona č. 549/1991 Sb., o soudních poplatcích, ve znění pozdějších předpisů, položky 14, bodu 2, písm. d) činila v době podání žaloby výše poplatku za tzv. ostatní podání ve věcech správního soudnictví (tedy i žalob na ochranu proti nečinnosti) 1.000,- Kč. Pokud žalobce zaplatil na soudním poplatku o své újmě více, soud přistoupil k postupu podle ustanovení § 10 odst. 1 zákona č. 549/1991 Sb. (k tomu viz níže). Pokud jde o skutečnost, že byl žalobce v řízení zastoupen advokátem, a bylo by lze proto obecně uvažovat též o nákladech řízení spočívajících v nákladech na právní zastoupení podle § 57 odst. 1 s. f. s., soud konstatuje, že žalobce uzavřel smlouvu o právním zastoupení (resp. doložil plnou moc) až po podání žaloby a i další úkony v řízení, zejména podání ve věci samé spočívající ve zpracování repliky k vyjádření žalovaného, činil sám. Zástupce žalobce tak učinil prokazatelně pouze jedním úkonem právní služby, a to převzetí zastoupení podle § 11 odst. 1 písm. a) vyhlášky č. 177/1996 Sb., advokátního tarifu. S ohledem na průběh řízení a procesní aktivitu žalobce takový úkon neměl na průběh řízení a hájení práv žalobce žádný vliv, nelze jej tak považovat za úkon, jehož náklady by byly náklady důvodně vynaložené.

Vzhledem k tomu, že žalobce zaplatil z podané žaloby soudní poplatek ve výši výměře, než stanoví zákon, soud podle § 10 odst. 1 věty druhé zákona č. 549/1991 Sb., o soudních poplatcích, ve znění pozdějších předpisů (Bylo-li na poplatek zapláceno více, než činila poplateková povinnost, vrátí soud přeplatek.) žalobci přeplatek ve výši 1.000,- Kč vrátil.

**P o u ě n í:** Proti tomuto rozhodnutí lze podat kasační stížnost ve lhůtě dvou týdnů ode dne jeho doručení.

Kasační stížnost se podává ve dvou (více) výtiscích u Nejvyššího správního soudu, se sídlem Moravské náměstí 6, Brno. O kasační stížnosti rozhoduje Nejvyšší správní soud. Lhůta pro podání kasační stížnosti končí uplynutím dne, který se svým označením shoduje se dnem, který určil počátek lhůty (den doručení rozhodnutí). Případně-li poslední den lhůty na sobotu, neděli nebo svátek, je posledním dnem lhůty nejbližší následující pracovní den. Zmeškaná lhůta je poslána kasační stížností nelze promítnout.


Kasační stížnost lze podat pouze z důvodů uvedených v § 103 odst. 1 s. f. s. a kromě obecných náležitostí podání musí obsahovat označení rozhodnutí, proti němuž směřuje, v jakém rozsahu a z jakých důvodů jej stěžovatel napadá, a údaj o tom, kdy mu bylo rozhodnutí doručeno.


V řízení o kasační stížnosti musí být stěžovatel zastoupen advokátem; to neplatí, má-li stěžovatel, jeho zaměstnanec nebo člen, který za něj jedná nebo jej zastupuje, vysokoškolské právnické vzdělání, které je podle zvláštních zákonů vyžadováno pro výkon advokacie.



Soudní poplatek za kasační stížnost vybírá Nejvyšší správní soud. Variabilní symbol pro zaplacení soudního poplatku na účet Nejvyššího správního soudu lze získat na jeho internetových stránkách: [www.nssoud.cz](http://www.nssoud.cz).

V Praze dne 26.6.2013

  
předsedkyně senátu

Za správnost vyhotovení: 



## **TABLE PART**

Annual Report  
of the Prague Public Transit Co. Inc.  
for 2013



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## OPERATING-TECHNICAL INDICATORS

NUMBER OF OPERATED LINES, THEIR LENGTH (IN KM) AND AVERAGE SPEED (IN KM/H)

	Number of operated lines		Length	Average speed (in km/h)	
	Day-time	Night-time	Lines in km	transit	Circulating (operating)
Metro	3	–	59,4	35,65	33,07
Trams	22	9	510,4	18,66	13,10
Buses	133	15	1 678,3	25,76	18,10

Note: without the historic (nostalgic) tram line and the Petřín funicular railway.

AVERAGE NUMBER OF DISPATCHED VEHICLES PER 1 DAY  
(DURING REGULAR OPERATION EXCLUDING OPERATION DURING HOLIDAYS)

	Morning	Settled down	Afternoon	Saturday	Sunday
	Peak		Peak		
Metro	457	245	394	165	165
Tramvaje	618	466	618	360	357
Autobusy	892	499	819	392	392

## OPERATING KILOMETRES PER VEHICLE AND PLACE (IN THOUSAND KM)

	Kilometres per vehicle (thousand vozkm)	Kilometres per place (thousand mkm)
Metro	52 985	9 813 548
Trams	43 462	5 607 281
Buses	61 909	5 205 071
Funicular railway	23	2 268
In total	158 379	20 628 168

Note: excluding kilometres of contractual transport, substitute bus transport and historic (nostalgic) tram line, kilometres per vehicle of trams are not included. Buses are counted including suburban lines.

## PERCENTAGE OF MENDS AND ENERGY CONSUMPTION

	Percentage of mends of vehicles	Consumption of traction energy		Consumption of diesel fuel	
		In thousand kWh	For 1 km per vehicle	In thousand litres	For 1 km per vehicle
Metro	13,2	103 543	1,93	–	–
Trams	10,1	125 763	2,87	–	–
Buses	8,5	–	–	29 734	0,46

# LIST OF LINES

METRO LINES OPERATED AS OF 31. 12. 2013

		Length of track in */	Running time in minutes
A line	Dejvická – Depo Hostivař	10 995	21,92
B line	Černý Most – Zličín	25 704	41,17
C line	Háje – Letňany	22 425	35,67

\*/ Length of track means the distance between mid points of terminal stations in 1st rail, data come from survey of actual situation and it was provided by the Metro transport route unit (JDCM). Time according to book timetables (SJŘ) was used for the running time – always the longest one for each truck.

## A line has 13 stations:

Dejvická, Hradčanská, Malostranská, Staroměstská, Můstek (přestup na trasu B), Muzeum (přestup na trasu C), Náměstí Míru, Jiřího z Poděbrad, Flora, Želivského, Strašnická, Skalka, Depo Hostivař.

## B line has 24 stations:

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

## C line has 20 stations:

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

## TRAM LINES OPERATED AS OF 31.12. 2013 / basic line connections – state without closures

### DENNÍ LINKY

Line	Route	Length without loops in m	Running time in minutes
1	Petřiny – Spojovací	14 114	42,5
2	Petřiny – Divoká Šárka	10 056	29,0
3	Levského (Sídliště Modřany) – Kobylisy (Březiněveská)	20 274	58,5
4	Kotlářka – Kubánské náměstí	9 066	35,0
5	Ústřední dílny DP – Podbaba	14 443	47,0
6	Sídliště Barrandov – Spořilov	16 215	50,0
7	Radlická – Černokostecká	11 589	40,5
8	Podbaba – Starý Hloubětín	13 786	42,5
9	Sídliště Řepy – Spojovací	17 381	55,0
10	Sídliště Řepy – Sídliště Ďáblice	22 286	72,0
11	Spořilov – Spojovací	12 697	43,5
12	Sídliště Barrandov – Palmovka	16 426	52,5
13	Náměstí Bratří Synků – Černokostecká	7 688	29,0
14	Sídliště Barrandov – Ortenovo náměstí	13 302	44,0
16	Sídliště Řepy – Lehovce	22 736	72,0
17	Levského (Sídliště Modřany) – Vozovna Kobylisy	20 034	54,0
18	Petřiny – Vozovna Pankrác	13 804	45,5
20	Divoká Šárka – Sídliště Barrandov	16 918	52,5
22	Bílá Hora – Nádraží Hostivař	20 950	67,5
24	Kubánské náměstí – Ortenovo náměstí	11 036	39,5
25	Vypich – Lehovce	15 747	47,5
26	Divoká Šárka – Nádraží Hostivař	20 553	66,5

## NIGHT-TIME LINES

Line	Route	Length without loops in m	Running time in minutes
51	Divoká Šárka – Nádraží Strašnice (Radošovická)	18 839	59,5
52	Lehovec – Sídliště Modřany (Levského)	22 229	55,5
53	Sídliště Ďáblice – Vozovna Pankrác	16 021	47,5
54	Lehovec – Sídliště Barrandov	22 236	62,0
55	Vozovna Kobylisy – Ústřední dílny DP	21 502	58,5
56	Petřiny – Spořilov	17 223	49,5
57	Bílá Hora – Nádraží Hostivař	21 313	61,0
58	Sídliště Řepy – Spojovací	18 608	52,0
59	Sídliště Řepy – Nádraží Hostivař	20 595	57,0

## FUNICULAR RAILWAY AND HISTORIC TRAM

Line	Route	Length without loops in m	Running time in minutes
Funicular railway	Újezd – Petřín	510	3,0
91	Vozovna Střešovice – Výstaviště Holešovice	9 311	33,0

## BUS LINES OPERATED BY DP AS OF 31. 12. 2013

### a) Lines within the basic network

#### DAY-TIME LINES

Line	Route	Average length of line in m	Average running time in minutes
100	Zličín – Letiště	12 375	19
101	Tolstého – Depo Hostivař	14 975	42
102	Kobylisy – Staré Bohnice	5 025	11
103	Ládví – Březiněves	6 500	15
105	Smíchovské nádraží – Smíchovské nádraží	9 500	19
106	Kačerov – Nádraží Braník	7 575	21
107	Dejvická – Suchdol	5 925	13
108	Bílá Hora – Nové Vokovice	10 625	28
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	18
114	Kačerov – Ústavy Akademie věd	3 225	9
116	Dejvická – Nebušice	9 600	23
118	Sídlíště Spořilov – Smíchovské nádraží	10 925	28
119	Dejvická – Letiště	11 900	25
120	Na Knížecí – Nádraží Radotín	16 100	40



121	Nádraží Braník – Podolská vodárna	13 125	38
123	Kavalírka – Šmukýřka	2 925	9
124	Habrová – Dvorce	13 350	45
125	Smíchovské nádraží – Skalka	24 150	47
128	Hlubočepy – Hlubočepy	2 250	8
129	Smíchovské nádraží – Baně	13 050	21
131	Bořislavka – Hradčanská	5 325	15
133	Florenc – Sídliště Malešice	6 425	19
135	Florenc – Chodov	13 000	40
136	Vozovna Kobylisy – Jižní Město	23 225	64
137	Na Knížecí – Sídliště Stodůlky	9 800	27
138	Sídliště Skalka – Sídliště Spořilov	5 350	16
139	Želivského – Komořany	15 250	45
140	Palmovka – Čakovice	10 350	26
143	Dejvická – Stadion Strahov	4 000	12
144	Kobylisy – Poliklinika Mazurská	3 475	7
147	Dejvická – Výhledy	6 575	15
150	Želivského – Na Beránku	14 275	39
151	Českomoravská – Novoborská	8 575	24
152	Kobylisy – Sídliště Čimice	4 200	10
156	Nádraží Holešovice – Nádraží Holešovice	9 100	30
157	Kačerov – Čechova čtvrt	6 425	16

158	Českomoravská – Miškovice	12 000	29
160	Dejvická – Lysolaje	4 625	13
162	Kobylisy – Dolní Chabry	4 450	11
163	Želivského – Sídliště Rohožník	18 450	45
164	Nové Butovice – Zličín	6 575	17
167	Na Knížecí – Nemocnice Na Homolce	7 675	21
168	Nové Butovice – Nemocnice Na Homolce	7 925	20
169	Kobylisy – Sídliště Čimice	4 325	10
170	Jižní Město – Pražská čtvrť	19 850	55
172	Závodiště Chuchle – Na Hvězdárně	2 900	10
174	Velká Ohrada – Špejchar	13 850	37
175	Florenc – Sídliště Petrovice	15 350	47
176	Karlovo náměstí – Nové Butovice	13 325	37
177	Poliklinika Mazurská – Chodov	27 850	75
179	Nové Butovice – Letiště	16 675	39
180	Zličín – Dejvická	13 175	34
181	Černý Most – Opatov	14 300	36
183	Sídliště Čimice – Háje	27 100	65
185	Palmovka – Vinořský hřbitov	12 775	29
186	Hloubětínská – Satalická obora	4 875	13
188	Želivského – Kavčí hory	13 650	40
189	Kačerov – Sídliště Lhotka	4 375	12

191	Na Knížecí – Petřiny	10 450	27
193	Nádraží Vršovice – Chodov	17 375	47
195	Sídlíště Čakovice – Jesenická	18 275	50
196	Strašnická – Smíchovské nádraží	18 275	48
197	Háje – Smíchovské nádraží	22 725	54
200	Kobylisy – Sídlíště Bohnice	4 100	10
201	Nádraží Holešovice – Bakovská	14 100	33
202	Poliklinika Mazurská – Černý Most	21 475	50
207	Staroměstská – Ohrada	5 375	21
213	Želivského – Jižní Město	10 625	29
214	Nové Butovice – Bílá Hora	11 475	32
215	Kačerov – Sídlíště Libuš	4 700	13
216	Bořislavka – Poliklinika Petřiny	4 800	13
225	Nové Butovice – Ciolkovského	17 275	46
230	Sídlíště Stodůlky – Filmové ateliéry	16 025	37
231	Na Knížecí – Na Knížecí	5 050	16
235	Nové Butovice – Velká Ohrada	2 650	7
236	Zámky – Podhoří	6 900	15
241	Smíchovské nádraží – Lipence	13 950	24
244	Smíchovské nádraží – Nádraží Radotín	12 250	24
245	Nádraží Radotín – Nádraží Radotín	6 150	18
249	Sídlíště Stodůlky – Třebonice	5 900	14

250	Černý Most – Sídliště Rohožník	12 075	22
253	Smíchovské nádraží – Na Beránku	9 450	21
256	Sídliště Stodůlky – Nádraží Radotín	12 300	27
257	Zličín – Sobín	3 700	9
259	Letňany – Vinoř	7 225	13
261	Černý Most – Klánovice	15 675	32
265	Nádraží Uhřetěves – Kolovraty	9 000	19
266	Depo Hostivař – Královice	14 375	28
267	Háje – Nedvězí	13 950	30
273	Hloubětínská – Ve Žlíbku	10 950	27
291	I. P. Pavlova – I. P. Pavlova	4 200	16
292	Nemocnice pod Petřínem – Nemocnice pod Petřínem	1 900	10

## NIGHT-TIME LINES

Line	Route	Average length of line in m	Average running time in minutes
501	Sídlíště Lhotka – Jinonice	14 400	30
502	Řeporyjské náměstí – Suchdol	19 600	36
503	Palmovka – Sídlíště Rohožník	17 025	31
504	Florenc – Sídlíště Písnice	15 575	34
505	Sídlíště Čimice – Jižní Město	29 325	62
506	Strašnická – Nádraží Uhřetěves	19 575	42
507	Smíchovské nádraží – Sídlíště Zbraslav	11 450	15
508	Anděl – Sídlíště Stodůlky	12 125	26
509	Florenc – Dubeč	18 125	40
510	Letiště – Na Beránku	34 725	73
511	Čakovice – Nádraží Hostivař	37 575	71
512	Lehovec – Ve Žlíbku	8 075	16
513	Palmovka – Vínohrad	14 950	26
514	Sídlíště Ďáblice – Březiněves	5 300	10
515	Hradčanská – Nebušice	11 425	25

## SCHOOL LINES

Line	Route	Average length of line in m	Average running time in minutes
551	Sídlíště Čimice – Šimůnkova	4 400	11
552	Náměstí Míru – Vratislavova	5 025	12
553	Štěrboholy – Škola Dubeč	4 575	8
554	Vinoř – Satalická Obora	7 800	15
555	Jenerálka – Žákovská	5 500	13
556	Knovízská – Donovalská	1 700	5
558	Žvahov – Štěpařská	5 150	15
559	Jahodnice II – Hloubětínská	6 575	16
560	Bílá Hora – Na Okraji	4 500	12
561	Sídlíště Zbraslav – Velká Chuchle	12 600	27
564	Polesná – Sídlíště Rohožník	2 500	7
565	Stadion Strahov – Weberova	4 100	11
566	Nové Butovice – Řeporyjské náměstí	3 850	10
567	Habrová – Olšanské náměstí	2 800	9
569	Otěšínská – Škola Radotín	2 950	12
570	Pitkovice – Na Vartě	5 650	14
571	Správa sociálního zabezpečení – Škola Radlice	3 700	10
575	Náměstí Jiřího Berana – Sídlíště Čakovice	2 350	4
576	Řeporyjské náměstí – Zadní Kopanina	3 600	7



## SUBURBAN LINES

Line	Route	Average length of line in m	Average running time in minutes
301	Sídlíště Stodůlky – Chýnice	8 800	19
305	Náměstí Jiřího Berana – Hovorčovice	5 025	11
312	Dejvická – Lichoceves	18 075	37
329	Skalka – Škvorec, náměstí	25 250	49
340	Dejvická – Roztoky, Levý Hradec	10 100	21
347	Zličín – Motol	22 250	45
351	Letňany – Libiš, Spolana 4	20 675	46
352	Sídlíště Stodůlky – Jinočany, náměstí	7 625	19
355	Dejvická – Únětice	10 600	23
359	Dejvická – Únětice	15 225	37
363	Opatov – Velké Popovice, Todice	24 000	52
364	Depo Hostivař – Doubek	23 125	43
365	Letňany – Kostelec nad Labem, náměstí	19 950	39
366	Depo Hostivař – Březí, Podskalí	20 125	38
378	Letňany – Radonice	11 475	21
<b>NIGHT-TIME SUBURBAN LINES</b>			
605	Modrá škola – Čestlice	8 750	20

## ZLD LINES

(lines were established for persons with disability of movement and orientation and their accompaniment)

Line	Route	Average length of line in m	Average running time in minutes
H1	Chodov – Obchodní centrum Černý Most	38 275	95
H2	Florenc – Sídliště Stodůlky	15 150	35

## AIRPORT EXPRESS LINE

Line	Route	Average length of line in m	Average running time in minutes
AE	Hlavní nádraží – Letiště	18 150	41

## IMPORTANT CHANGES IN LINE CONNECTIONS WITHIN PID AT THE COURSE OF 2013

- 7. 1. 2013** establishment of inserted connections on **118** and **163** lines
- 3. 3. 2013** **172** line was established in Závodiště Chuchle – Na Hvězdárně route  
**185** line was transferred to Palmovka – Bakovská – Vínorský hřbitov route  
**569** line was established in Otěšínská – Škola Radotín route
- 29. 6. 2013** **2** line was transferred to Petřiny – Divoká Šárka route  
**3** line in Březiněvská/Kobylisy – Sídliště Modřany / Levského route is operated only with half of connections during peak time, other connections terminate at the Nádraží Braník stop  
**5** line transferred to Podbaba – Malostranská - Ústřední díly DP route  
**7** line shortened to Radlická – Černokostecká route  
**8** line in the Hradčanská – Dlouhá třída section is lead through Letenské náměstí and Strossmayerovo náměstí  
**11** line is extended during working days approx. until 20:00 to Spojovací – Spořilov route and inserted connections were cancelled in the Olšanské hřbitovy – Náměstí Bratří Synků section  
**13** line was established in Černokostecká – Náměstí Bratří Synků route  
**17** line was reinforced during weekends with coupling of all sequences and interval was shortened on Sunday evening  
**22** line excluding peak times during working days and Saturdays and Sundays until approx. 7:00 h was shortened from Bílá Hora to Radošovická (exit stop - Nádraží Strašnice)  
**101** line in peak time during working days extended to Tolstého—Nádraží Hostivař – Hostivař Depot route  
**106** line was shortened to Kačerov – Nádraží Braník route  
**115** line was handed over to contractual transporter  
**118** line – all connections are led in Smíchovské nádraží – Sídliště Spořilov route and articulated vehicles were deployed for the line during working days  
**121** line was transferred to Podolská vodárna – Kavčí Hory – Budějovická – Nádraží Braník route  
**122, 148** and **154** lines were cancelled  
**135** line was shortened to Florenc – Chodov route

**137** line – selected connections were extended from the U Waltrovky stop to Sídliště Stodůlky during weekends (they have been already established during working days)

**138** line was taken over from another transporter (Sídliště Skalka – Sídliště Spořilov)

**163** line – establishment of other inserted connections between Želivského – Sídliště Malešice

**197** line – selected connections were extended from Sídliště Písnice to Háje and inserted connections were established in Na Jelenách – Háje section

**255** line was handed over to another transporter

**H2** line was established (special line connections for persons with disability of movement and orientation) in Sídliště Stodůlky - Nemocnice Motol - Hradčanská - Náměstí Republiky - Florenc route

**504** line between Pražského povstání – Sídliště Pankrác stops is led through Děkanka and Kavčí Hory (excluding Pankrác stop)

1. 9. 2013 **568** line (Sídliště Zličín – Za Slánskou silnicí) was cancelled

**570** line was shortened to Pitkovice – Na Vartě route

**575** line was established in Náměstí Jiřího Berana – Sídliště Čakovice route

26. 10. 2013 **563** line (Lhotka – Jitřní) was cancelled

31. 10. 2013 **576** line was established in Řeporyjské náměstí – Zadní Kopanina route

13. 11. 2013 characteristics of the Vozovna Hloubětín stop was changed from permanent stops to request stops for tram lines No. **16** and **54**

23. 12. 2013 characteristic of Nový Hloubětín and Starý Hloubětín stops were changed from permanent stop to request stops for tram lines No. **16** and **54**

Note: the list of changes mentions only important changes of permanent nature. It does not include temporary changes associated with investment activities, even if they are for long time. The data mentioned concern only lines operated by DPP.

## DIVISION OF THE TRANSPORT SERVICE AREA INTO ZONES

The Prague Integrated Transport (PID) is the system ensuring transport service in the Capital City of Prague and suburban areas by individual transporters in various types of transport. Transporters fulfil the transit contract in accordance with individual Contractual transport conditions and tariff conditions.

**Public City Transport** is the transport operated in the territory of the Capital City of Prague.

The territory of the Capital City of Prague in terms of tariffs is divided into P and 0 zones (including B), which are totally included as four tariff zones.

**“P” zone** has the double tariff value and includes metro, trams, public city transport buses (lines No. 100-297 and 501-571, the Petřín funicular railway, ferries and selected sections of railway.

**“0” zone** includes suburban bus lines within PID (lines No. 301-398 and 601-610) and selected track sections of railway. “0” zone is divided into “0” and “B” zones - the zone of boundary stops. In framework of “0” zone stops are defined and marked as **“B” zone** the so-called boundary stops. For purposes of PID’s tariff the “0” zone and “B” zone are included separately for individual drives (i.e. as two zones) and for pre-paid time-limited fare as one zone.

**PID’s suburban transport** is the transport outside the territory of the Capital City of Prague, which is divided into seven external zones (zones 1, 2, 3, 4, 5, 6, 7) for purposes of PID’s tariff.

### **Tariff for individual fares and time-limited pre-paid tickets:**

**a) Transit** – for individual tickets, pre-paid time-limited short-time tickets, time-limited coupons valid on the territory of the Capital City of Prague (“P” and “0” zones including “B” zone), combined time-limited coupons BUS+TRAIN valid in suburban buses and in trains connected into the PID’s system defined for “0” zone and external zones 1-7.

### **Stations and stops fully integrated into PID on lines:**

011 in Praha Masarykovo nádr. (Praha hl. n., Praha – Holešovice) – Pečky section,  
060 in Poříčany – Sadská section,  
070 in Praha – Vršovice – Praha hl. n. (Praha Masarykovo nádraží) – Všetaty section.  
091 in Praha Masarykovo nádraží (Praha hl. n.) – Kralupy nad Vltavou section,  
093 in Kladno – Kladno-Ostrovec section,  
120 in Praha Masarykovo nádr. (Praha hl. n.) – Kladno section,  
122 in Praha hl. n. – Praha – Smíchov – northern platform/

Praha – Smíchov Na Knížecí – Praha – Zličín – Hostivice-  
Rudná u Prahy section  
171 in Praha hl. n. – Beroun section,  
173 in Praha – Smíchov – Praha – Řeporyje – Nučice  
section,  
210 in Praha hl. n. – Vrané nad Vltavou – Davle and Vrané  
nad Vltavou – Měchenice section.  
221 in Praha hl. n. – Čerčany section,  
231 in Praha Masarykovo n. (Praha hl. n.) – Stratov  
section,  
232 in Lysá nad Labem – Milovice section,  
ML (city line) in Praha – Hostivař – Praha – Libeň –  
Roztoky u Prahy section.

b) Special EA tickets (Airport Express).





# DATA ON THE COMPANY'S FLEET FOR 2013

			Actual inventory state *	Operating state planned	Operating state actual	Put out of operation **	Average service life from the actual operating state
		81-71M	465	465	465		7,15
		M1	265	265	265		10,45
<b>In total Metro</b>			<b>730</b>	<b>730</b>	<b>730</b>	<b>0</b>	<b>8,35</b>
		T3 R.P	350	350	350		8,66
		T3 R.PLF low-floor	33	33	33		4,30
		T3 M	51	40	49	2	30,96
		T3 SU	169	145	161	8	27,11
		T6A5	147	147	147		17,40
		KT8D5	2			2	
		KT8N2 low-floor	44	45	44		4,23
		14 T low-floor	59	59	59		5,39
		15 T low-floor	93	93	93		1,13
		In total Solo	750	715	740	10	15,69
		In total articulated	198	197	196	2	3,11
<b>In total trams</b>			<b>948</b>	<b>912</b>	<b>936</b>	<b>12</b>	<b>13,06</b>

	Midi Ikarus E91 low-floor	6	6	0	9,27
	Solaris BN 8,9LE low-floor	15	15	0	0,90
	SOR BN 8,5 low-floor	20	20	0	2,83
	B 731	10	10	0	18,31
	B 732	1	1	0	19,33
	B 931	108	93	15	15,93
	B 951	131	131	0	9,35
	C 934 + LC 936	2	1	1	14,67
	Citybus + Citelis low-floor	327	318	9	12,41
	Crossway low-floor	6	6	0	4,34
	SOR NB 12, BN 12, BN 10,5 low-floor	168	170	see the note	3,19
	B 741 + B 741R	34	33	1	17,69
	B 941	108	105	3	14,87
	B 961	31	31	0	10,99
	SOR NB, NBH 18 low-floor	238	240	see the note	2,11
	City articulated low-floor	50	50	0	10,15
	In total Midi	41	41	0	3,07
	In total standard [see the note]	753	730	25	10,19
	In total articulated [see the note]	461	459	4	7,63
<b>In total buses (see the note)</b>		<b>1 255</b>	<b>1 230</b>	<b>29</b>	<b>8,99</b>

\* historic vehicles are not included

\*\* put out of operation due to modernization, reconstruction and liquidation; new and modernized vehicles not commissioned yet  
Note: the inventory state of buses does not include 4 SOR buses (lease – they are the property of SOR); they are included into the operating state.



## NUMBER OF TRANSPORTED PERSONS

NUMBER OF TRANSPORTED PERSONS IN THE TERRITORY OF THE CAPITAL CITY OF PRAGUE,  
INCLUDING THE FUNICULAR RAILWAY (P+A) AND WITHIN EXTERNAL ZONES

		%	Thousands of persons
In total			1 232 684
		P + 0	1 219 948
		External zones	12 736
Out of it:	Metro	47,86 %	583 867
	Tram + funicular railway	27,36 %	333 778
	Buses + external zones	24,78 %	315 039

NUMBER OF TRANSPORTED PERSONS BY TYPES OF TRANSIT DOCUMENTS ON THE TERRITORY  
OF THE CAPITAL CITY OF PRAGUE (P+0)

	Thousands of persons	%
<b>Time-limited tickets with a selectable start of validity</b>		
- 30-day	257 985	20,93
- 90-day	203 765	16,53
- 5-month	10 067	0,82
- 10-month	1 176	0,10
- 365-day	198 265	16,08
Time-limited annual tickets issued without submission of holder's personal data	2 327	0,19
Free-of-charge transport	357 750	29,02
Tickets for single trip – transit, including P+R, AE (Airport Express) and SMS	135 447	10,99
Other time-limited tickets	53 166	4,31
<b>In total (P+0)</b>	<b>1 219 948</b>	<b>98,97</b>

## THE NUMBER OF TRANSPORTED PERSONS BY TYPE OF TRANSIT DOCUMENTS WITHIN EXTERNAL ZONES

	Thousands of persons	%
Combined monthly economy coupons, including with a selectable time of validity	2 953	0,24
Combined children 's monthly coupons, including with a selectable time of validity	117	0,01
Combined civil quarterly economy coupons, including with a selectable time of validity	3 573	0,29
Combined children 's quarterly coupons, including with a selectable time of validity	243	0,02
Time-limited short-time tickets valid within all tariff PID 's zones (30%)	2	0,00
Tickets for single drives	767	0,06
Combined monthly coupons and tickets for single drives for external zones – special economy	599	0,05
Free-of-charge transport within external zones	3 627	0,29
Transfer ticket for 2 zones	783	0,06
5-month electronic coupons for pupils and students	72	0,01
<b>In total external zones</b>	<b>12 736</b>	<b>1,03</b>
<b>In total (P+0) + external zones</b>	<b>1 232 684</b>	<b>100,00</b>



## SHARE OF TRANSPORTED PERSONS BY TYPES OF TRANSIT DOCUMENTS

	Thousands of persons	%
P+0		
Transfer tickets for single trips, including P+R, AE (Airport Express) and SMS	135 447	10,99
Free-of-charge transport	357 750	29,02
Time-limited tickets (economy, with a selectable start of validity and other time-limited tickets)	726 751	58,96
<b>In total (P+0)</b>	<b>1 219 948</b>	<b>98,97</b>
External zones		
Transfer tickets for single trips	767	0,06
Combined coupons	6 886	0,56
Time-limited short-time tickets valid within all PID 's tariff zones (30%)	2	0,00
Combined monthly coupons and tickets for single drives for external zones – special economy	599	0,05
Free-of-charge transport within external zones	3 627	0,29
Transfer tickets for 2 zones	783	0,06
5-month electronic coupons for pupils and students	72	0,01
<b>In total external zones</b>	<b>12 736</b>	<b>1,03</b>
<b>In total (P+0) + external zones</b>	<b>1 232 684</b>	<b>100,00</b>
<b>Number of transported persons by contractual transporters</b>	<b>165 660</b>	



## PERSONNEL INDICATORS

### NUMBER OF EMPLOYEES (recorded state as of 31. 12. 2013)

Category		
Public city transport drivers		4 160
Out of it:	M engine-drivers	574
	T drivers	1 353
	A drivers	2 233
Workmen		3 200
POP		417
Technical-economy employees (TH)		2 829
Out of it:	TH employees as per item 2.5.1 a)KS	922
	TH employees as per item 2.5.1 b) KS	1 907
<b>In total</b>		<b>10 606</b>

### NUMBER OF EMPLOYEES BY PROFESSION CATEGORIES FOR 2013 (average converted state)

Category		
Public city transport drivers		4 126
Out of it:	M engine-drivers	570
	T drivers	1 330
	A drivers	2 226
Workmen		3 189
POP		416
Technical-economy employees (TH)		2 783
Out of it:	TH employees as per item 2.5.1 a)KS	919
	TH employees as per item 2.5.1 b) KS	1 864
<b>In total</b>		<b>10 514</b>

Average recorded number of employees converted is the conversion of average recorded number of employees in physical persons according to length of their workload for working hours (full) determined by the employer.

WAGE COSTS, INCLUDING 00N IN THOUSANDS CZK,  
AND AVERAGE WAGE IN CZK FOR 2013

Category	Wage costs, including 00N in thousands CZK	Average wage in CZK
Public city transport drivers	1 656 164	31 963
Workmen	1 085 269	27 916
POP	137 581	26 761
Technical-economy workers (TH)	1 318 483	38 950
<b>In total</b>	<b>4 197 497</b>	<b>32 379</b>

STRUCTURE BY EDUCATION ACCORDING  
TO RECORDED STATE AS OF 31. 12. 2013

Education	In total	%
Academic	511	4,82
Secondary with school-leaving examination	4 167	39,29
Secondary without school-leaving examination	4 895	46,15
Primary	1 033	9,74
<b>In total</b>	<b>10 606</b>	<b>100,00</b>

## ECONOMIC INDICATORS

SHARE OF INDIVIDUAL TYPES OF COSTS IN THE PID'S TOTAL COSTS (IN THOUSANDS CZK)

		%
Direct costs (including costs for transport routes)	11 793 965	78,89
Operating overhead costs	634 308	4,24
Costs of services	603 656	4,04
Costs of coordination and management	1 120 188	7,49
Other costs (museum, management central dispatching, dispatching system...)	798 780	5,34
<b>In total PID's costs</b>	<b>14 950 897</b>	<b>100,00</b>

STRUCTURE OF DIRECT PID'S COSTS WITHOUT TRANSPORT ROUTES (IN THOUSANDS CZK)

		%
Repairs of PID's vehicles	2 713 124	32,43
Consumption of fuel, materials and traction energy	1 463 603	17,50
Personnel expenses for PID's drivers	2 725 533	32,58
Depreciations of PID's vehicles	1 256 514	15,02
Other direct costs for PID operation	206 673	2,47
<b>In total PID's direct costs (for transport operation)</b>	<b>8 365 447</b>	<b>100,00</b>

SHARE OF PID'S OPERATING COSTS AND COSTS OF TRANSPORT ROUTES IN THE TOTAL PID'S COSTS  
(IN THOUSANDS CZK)

		%
PID's operating costs	11 522 379	77,07
Costs of transport routes	3 428 518	22,93
<b>In total PID's costs</b>	<b>14 950 897</b>	<b>100,00</b>



# SALES FROM TRANSIT

## SALES FROM FARE IN FRAMEWORK OF THE PID 's SYSTEM FOR 2013

		in thousands of CZK	%
<b>Territory of the Capital City of Prague (P+0 zone)</b>			
Sales from time-limited tickets including fixed payments, employees 'tickets and duplicates		2 330 003	58,91
Sales from individual fare		1 625 402	41,09
<b>In total in the territory of the Capital City of Prague (P+0 zone)</b>		<b>3 955 405</b>	<b>100,00</b>
<b>External zones</b>			
Sales from time-limited combined coupons		200 998	73,00
Sales from individual fare		74 340	27,00
<b>In total external zones</b>		<b>275 338</b>	<b>100,00</b>
<b>In total sales from fare in framework of PID system</b>		<b>4 230 743</b>	
Out of it	- sales of DPP	3 690 075	
	- sales of contractual transporters	540 668	
<b>In total sales from fare in framework of PID system</b>		<b>4 230 743</b>	
Sales from surcharges to fare*		216 065	
<b>In total sales from fare in framework of PID system including surcharges to fare</b>		<b>4 446 808</b>	

\* Specification of surcharges to fare for 2013

## SPECIAL-PURPOSE GRANT

SPECIAL-PURPOSE INVESTMENT GRANT (IN THOUSANDS OF CZK)

	Drawn from budget of the Capital City of Prague	Drawn from the national budget	Drawn from the EU Structural funds
A metro line (Dejvická – Letiště Ruzyně)	3 584 661	0	0
1st operating section of D metro line	50 000	0	0
PROVAS (anti-chemical warning system in metro)	7 000	0	0
Purchase of 2 standard buses for PID SROP line	0	0	3 920
<b>In total</b>	<b>3 641 661</b>	<b>0</b>	<b>3 920</b>

## LIST OF TYPES OF TRANSIT DOCUMENTS AS OF 31. 12. 2013

TIME-LIMITED COUPONS TO THE PRE-PAID TICKETS VALID IN THE TERRITORY OF THE CAPITAL CITY OF PRAGUE WITH A SELECTABLE START OF VALIDITY

Type of transit document	Price of ticket in CZK
<b>For pupils and students from 19 to 26 years</b>	
30-day	260,-
90-day	720,-

TIME-LIMITED COUPONS TO THE PERSONAL CARD VALID IN THE TERRITORY OF THE CAPITAL CITY OF PRAGUE WITH A SELECTABLE START OF VALIDITY

Type of transit document		Price of ticket in CZK
<b>Civil time-limited coupons economy:</b>		
	- Monthly	550,-
	- Quarterly	1 480,-
	- 5-month	2 450,-
	- Annual	4 750,-
<b>Time-limited coupons economy:</b>		
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 seniors from 60 to 65 years, for citizens in distress	- Monthly	250,-
	- Quarterly	660,-
	- 5-month	1 100,-

TIME-LIMITED COUPONS TO NON-PERSONAL CARD VALID IN THE TERRITORY OF THE CAPITAL CITY OF PRAGUE WITH A SELECTABLE START OF VALIDITY

Type of transit document	Price of ticket in CZK
<b>Time-limited transferrable coupons with a selectable start of validity</b>	
- Monthly	670,-
- Quarterly	1 880,-
- Annual	6 100,-

TIME-LIMITED TRANSFERABLE TICKETS VALID IN THE TERRITORY OF THE CAPITAL CITY OF PRAGUE WITH A SELECTABLE START OF VALIDITY

Type of transit document	Price of ticket in CZK
<b>Time-limited transferable coupons with a selectable start of validity</b>	
30-day	670,-
90-day	1 880,-
365-day	6 100,-

## EMPLOYEES 'FARE

Type of transit document	Price of ticket in CZK
- Annual for employees	50,-
- Annual for employees 'family members	200,-
- Annual for pensioners	50,-
- Annual for pensioners 'family members	200,-



# TICKETS FOR SINGLE TRIP IN THE TERRITORY OF THE CAPITAL CITY OF PRAGUE (P+0+B)

Type of transit document	Price of ticket in CZK
<b>Transfer full-price tickets:</b>	
30-minute	24,-
90-minute	32,-
In case of sale from bus driver – 90-minute	40,-
<b>Transfer economy tickets:</b>	
30-minute	12,-
90-minute	16,-
In case of sale from bus driver – 90-minute	20,-
<b>Pre-paid time-limited short-time tickets for the public city transport (P+0+B):</b>	
24-hour full-price	110,-
24-hour for children from 6 to 15 years and holders of PID card for seniors	55,-
3-day full-price	310,-
<b>Pre-paid time-limited short-time tickets for all zones:</b>	
24-hour full-price	160,-
24-hour for children from 6 to 15 years	80,-

\* for the public city transport 70% share

## SPECIAL AE TICKETS (AIRPORT EXPRESS)

Type of transit document	Price of ticket in CZK
<b>Full-price non-transfer</b>	
In the Praha hl. n. /Praha – Masarykovo nádraží – Letiště Václava Havla Praha section	60,-
In the Dejvická – Letiště Václava Havla Praha section	40,-
<b>Economy non-transfer for children from 6 to 15 years</b>	
In the Praha hl. n. /Praha – Masarykovo nádraží – Letiště Václava Havla Praha section	30,-
In the Dejvická – Letiště Václava Havla Praha section	20,-

COMBINED TIME-LIMITED COUPONS BUS+TRAIN TO THE PRE-PAID TICKET VALID WITHIN PID EXTERNAL ZONES FOR A FIXED CALENDAR PERIOD OR TO A PERSONAL CARD WITH A SELECTABLE START OF VALIDITY

Type of transit document	Price of ticket in CZK
<b>Coupons for one external zone:</b>	
Monthly civil economy	300,-
Quarterly civil economy	760,-
Monthly economy for children from 6 to 15 years	150,-
Quarterly economy for children from 6 to 15 years	380,-
<b>Coupons for two zones:</b>	
Monthly civil economy	460,-
Quarterly civil economy	1 200,-
Monthly economy for children from 6 to 15 years	230,-
Quarterly economy for children from 6 to 15 years	600,-
<b>Coupons for three zones:</b>	
Monthly civil economy	700,-
Quarterly civil economy	1 800,-
Monthly economy for children from 6 to 15 years	350,-
Quarterly economy for children from 6 to 15 years	900,-
<b>Coupons for four zones:</b>	
Monthly civil economy	920,-
Quarterly civil economy	2 400,-

Monthly economy for children from 6 to 15 years	455,-
Quarterly economy for children from 6 to 15 years	1 190,-
<b>Coupons for five zones:</b>	
Monthly civil economy	1 130,-
Quarterly civil economy	3 000,-
Monthly economy for children from 6 to 15 years	565,-
Quarterly economy for children from 6 to 15 years	1 500,-
<b>Coupons for six zones:</b>	
Monthly civil economy	1 350,-
Quarterly civil economy	3 600,-
Monthly economy for children from 6 to 15 years	675,-
Quarterly economy for children from 6 to 15 years	1 795,-
<b>Coupons for seven zones:</b>	
Monthly civil economy	1 560,-
Quarterly civil economy	4 200,-
Monthly economy for children from 6 to 15 years	780,-
Quarterly economy for children from 6 to 15 years	2 100,-
<b>Coupons for eight zones:</b>	
Monthly civil economy	1 780,-
Quarterly civil economy	4 800,-
Monthly economy for children from 6 to 15 years	890,-
Quarterly economy for children from 6 to 15 years	2 400,-

COMBINED TIME-LIMITED COUPONS BUS+TRAIN TO THE PRE-PAID TIME-LIMITED TICKET  
WITHIN PID EXTERNAL ZONES WITH A SELECTABLE START OF VALIDITY

Type of transit document	Price of ticket in CZK
<b>Coupons for one external zone:</b>	
30-day civil economy	300,-
90-day civil economy	760,-
30-day economy for children from 6 to 15 years	150,-
90-day economy for children from 6 to 15 years	380,-
<b>Coupons for two zones:</b>	
30-day civil economy	460,-
90-day civil economy	1 200,-
30-day economy for children from 6 to 15 years	230,-
90-day economy for children from 6 to 15 years	600,-
<b>Coupons for three zones:</b>	
30-day civil economy	700,-
90-day civil economy	1 800,-
30-day economy for children from 6 to 15 years	350,-
90-day economy for children from 6 to 15 years	900,-
<b>Coupons for four zones:</b>	
30-day civil economy	920,-
90-day civil economy	2 400,-

30-day economy for children from 6 to 15 years	455,-
90-day economy for children from 6 to 15 years	1 190,-
<b>Coupons for five zones:</b>	
30-day civil economy	1 130,-
90-day civil economy	3 000,-
30-day economy for children from 6 to 15 years	565,-
90-day economy for children from 6 to 15 years	1 500,-
<b>Coupons for six zones:</b>	
30-day civil economy	1 350,-
90-day civil economy	3 600,-
30-day economy for children from 6 to 15 years	675,-
90-day economy for children from 6 to 15 years	1 795,-
<b>Coupons for seven zones:</b>	
30-day civil economy	1 560,-
90-day civil economy	4 200,-
30-day economy for children from 6 to 15 years	780,-
90-day economy for children from 6 to 15 years	2 100,-
<b>Coupons for eight zones:</b>	
30-day civil economy	1 780,-
90-day civil economy	4 800,-
30-day economy for children from 6 to 15 years	890,-
90-day economy for children from 6 to 15 years	2 400,-

COMBINED TIME-LIMITED COUPONS BUS + TRAIN TO THE PERSONAL CARD OR TO PRE-PAID  
TIME-LIMITED TICKET WITHIN PID EXTERNAL ZONES - SPECIAL ECONOMY

Type of transit document	Price of ticket in CZK
<b>Monthly coupons for pupils from 6 to 15 years</b>	
For one external independent zone	110,-
For two zones	170,-
For three zones	260,-
For four zones	345,-
For five zones	420,-
For six zones	500,-
For seven zones	585,-
For eight zones	665,-
<b>5-month coupons for pupils from 6 to 15 years</b>	
For one external independent zone	510,-
For two zones	795,-
For three zones	1 195,-
For four zones	1 590,-
For five zones	1 970,-
For six zones	2 360,-
For seven zones	2 745,-
For eight zones	3 135,-



<b>Monthly coupons for pupils and students from 15 to 26 years</b>	
For one external independent zone	225,-
For two zones	345,-
For three zones	525,-
For four zones	690,-
For five zones	845,-
For six zones	1 010,-
For seven zones	1 170,-
For eight zones	1 335,-
<b>5-month coupons for pupils and students from 15 to 26 years</b>	
For one external independent zone	1 020,-
For two zones	1 590,-
For three zones	2 395,-
For four zones	3 180,-
For five zones	3 945,-
For six zones	4 725,-
For seven zones	5 490,-
For eight zones	6 270,-

## TICKETS FOR SINGLE TRIP WITHIN EXTERNAL ZONES

Type of transit document	Price of ticket in CZK
<b>Basic transfer full-price tickets:</b>	
For two connected zones 15 min.	12,-
For two connected zones 30 min.	18,-
For three connected zones 60 min.	24,-
For four connected zones 90 min.	32,-
For five connected zones 120 min.	40,-
For six connected zones 150 min.	46,-
For seven connected zones 180 min.	54,-
For eight connected zones 210 min.	62,-
For nine connected zones 240 min.	68,-
For ten connected zones 270 min.	76,-
For eleven connected zones 300 min.	84,-
<b>Basic transfer economy tickets:</b>	
For two connected zones 15 min.	6,-
For two connected zones 30 min.	9,-
For three connected zones 60 min.	12,-
For four connected zones 90 min.	16,-
For five connected zones 120 min.	20,-
For six connected zones 150 min.	23,-

For seven connected zones 180 min.	27,-
For eight connected zones 210 min.	31,-
For nine connected zones 240 min.	34,-
For ten connected zones 270 min.	38,-
For eleven connected zones 300 min.	42,-
<b>* Pre-paid time-limited short-time tickets for all zones:</b>	
24-hour	160,-
24-hour for children from 6 to 15 years	80,-

\* for PID external zones 30% share

## TICKETS FOR SINGLE DRIVE WITHIN EXTERNAL ZONES – SPECIAL ECONOMY

Type of transit document	Price of ticket in CZK
<b>Transfer tickets for pupils from 6 to 15 years:</b>	
For two connected zones 15 min.	4,-
For two connected zones 30 min.	6,-
For three connected zones 60 min.	9,-
For four connected zones 90 min.	12,-
For five connected zones 120 min.	15,-
For six connected zones 150 min.	17,-
For seven connected zones 180 min.	20,-
For eight connected zones 210 min.	23,-
For nine connected zones 240 min.	25,-
<b>Transfer tickets for pupils from 15 to 26 years:</b>	
For two connected zones 15 min.	9,-
For two connected zones 30 min.	13,-
For three connected zones 60 min.	18,-
For four connected zones 90 min.	24,-
For five connected zones 120 min.	30,-
For six connected zones 150 min.	34,-
For seven connected zones 180 min.	40,-
For eight connected zones 210 min.	46,-
For nine connected zones 240 min.	51,-

## DEVELOPMENT OF TARIFF RATES OF THE PRAGUE INTEGRATED TRANSPORT IN THE 6-YEAR PERIOD

### PRE-PAID CIVIL TIME-LIMITED TICKETS ECONOMY (IN CZK)

Type of transit document	2008	2009	2010	2011	2012	2013
<b>Civil time-limited economy coupons:</b>						
Monthly	550,-	550,-	550,-	550,-	550,-	550,-
Quarterly	1 480,-	1 480,-	1 480,-	1 480,-	1 480,-	1 480,-
5-month				2 450,-	2 450,-	2 450,-
Annual	4 750,-	4 750,-	4 750,-	4 750,-	4 750,-	4 750,-

### PRE-PAID TIME-LIMITED TRANSFERABLE TICKETS WITH A SELECTABLE START OF VALIDITY (IN CZK)

Type of transit document	2008	2009	2010	2011	2012	2013
<b>Transferable time-limited coupons</b>						
30-day/monthly	670,-	670,-	670,-	670,-	670,-	670,-
90-day/quarterly	1 880,-	1 880,-	1 880,-	1 880,-	1 880,-	1 880,-
365-day/annual	6 100,-	6 100,-	6 100,-	6 100,-	6 100,-	6 100,-

## PRE-PAID TIME-LIMITED ECONOMY TICKETS

Type of transit document	2008	2009	2010	2011	2012	2013
<b>For children from 6 to 15 years:</b>						
Monthly	130,-	130,-	*130,-	*** 130,-	*** 130,-	*** 130,-
Quarterly	360,-	360,-	*360,-	*** 360,-	*** 360,-	*** 360,-
5-month			**600,-	*** 600,-	*** 600,-	*** 600,-
10-month			**1 200,-	***1 200,-	***1 200,-	***1 200,-
<b>For juniors from 15 to 19 years</b>						
Monthly	260,-	260,-	260,-	260,-	260,-	260,-
Quarterly	720,-	720,-	720,-	720,-	720,-	720,-
5-month			**1 200,-	1 200,-	1 200,-	1 200,-
10-month			**2 400,-	2 400,-	2 400,-	2 400,-
<b>For pupils and students from 19 to 26 years</b>						
Monthly	260,-	260,-	260,-	260,-	260,-	260,-
Quarterly	720,-	720,-	720,-	720,-	720,-	720,-
5-month			**1 200,-	1 200,-	1 200,-	1 200,-
10-month			**2 400,-	2 400,-	2 400,-	2 400,-
<b>For seniors from 60 to 70 years and citizens in distress:</b>						
Monthly	250,-	250,-	250,-	**** 250,-	**** 250,-	**** 250,-
Quarterly	660,-	660,-	660,-	**** 660,-	**** 660,-	**** 660,-
5-month				****1 100,-	****1 100,-	****1 100,-

\* Children under 10 years have been transported in the territory of the Capital City of Prague for a special price of fare 0 CZK since 13.6. 2010 (the obligation to prove the right with submission of a personal card verified by its issuer – a legal entity, with name, surname, date of birth and photo)

\*\* available from 31.7. 2010

\*\*\* Price of fare for drives through Prague (tariff zones P, 0 and B) is 0 CZK for children from 6 to 15 years, who are holders of opencard with uploaded Document proving the right for a special price. Children from 6 to 10 years can only submit a personal card verified by its issuer (a legal entity) with name, surname, date of birth and photo.

\*\*\*\* for seniors from 65 to 70 years, who are holders of opencard with uploaded valid document titled "Document proving the right for a special price of fare" (price of document CZK 120), the price of fare for trips through Prague (P, 0 and B tariff zones) is CZK 0.



## VOLUME OF TOTAL INVESTMENT COSTS AND RESOURCES

VOLUME OF TOTAL INVESTMENT COSTS IN 2013 (in thousands CZK)

	In thousands CZK
<b>Investment metro construction</b>	
Projects under progress	
A metro line	3 584 661
Národní station	108 297
Reconstruction of platform in the Muzeum A station	4 230
Reconstruction of the Opatov metro station	100
Anti-chemical warning system in metro	7 133
Projects under preparation	
I. Operating Section of D metro line	128 815
<b>In total metro investment construction</b>	<b>3 833 236</b>
<b>Other investment projects</b>	
Replacement of escalators	92 273
Tram tracks construction	7 760
Tram tracks reconstruction	480 637
Cable routes reconstruction	0

Construction and reconstruction of substations	8 549
Carriage sheds and central workshops	113 610
Garages and stand-by areas	0
Metro security system	481 684
<b>In total other investment projects</b>	<b>1 184 513</b>
<b>Renovation of the company's fleet</b>	
METRO	
Reconstruction of vehicles	0
Purchase of new vehicles – repayment of loan	285 064
TRAMS	
Technical appreciation in value - trams (KT8D5)	0
Purchase of new trams	2 228 322
BUSES	
Purchase of new buses	148 501
Purchase of midibuses	40 371
Other company's fleet	4 846
<b>In total renovation of the company's fleet</b>	<b>2 707 104</b>
<b>Other investments into technical background</b>	<b>209 446</b>
<b>Total volume of investment costs</b>	<b>7 934 299</b>

# VOLUME OF TOTAL INVESTMENT RESOURCES (in thousands CZK)

	Total investment resources
<b>In total own investment resources</b>	<b>2 482 137</b>
Depreciations	2 482 137
Compensation (adequate profit)	0
<b>Other resources</b>	
Bill program	1 806 581
<b>Operating Program Prague – Competitive power:</b>	
Grants from the national budget – investment	0
Grants from the national budget – non-investment	0
Grants from the EU Structural Funds – investment	0
Grants from the EU Structural Funds – non-investment	0
Grants from the budget of the Capital City of Prague – investment	0
Grants from the budget of the Capital City of Prague – non-investment	0
Grants from the budget of the Capital City of Prague	3 641 661
Grants from EU (the Regional Operating Program for the Central Bohemia)	3 920
<b>In total other resources</b>	<b>5 452 162</b>
<b>Total volume of investment resources</b>	<b>7 934 299</b>



NEODNÁŠEJ MĚ Z KABINY  
TVOJE KLIKA REVERZORU

Dodatková a bezpečnostní hlášení  
Jsou uložena pod kódy 01 – 06.

- 01 – Požár - vystupuje vlevo
- 02 – Požár - vystupuje vpravo
- 03 – Vystup na trať
- 04 – Stání vlaku na trati
- 05 – Vystup ve stanici
- 06 – Zatrž do depa

# PROFIT / LOSS ACCOUNT

AS AT 31. 12. 2013

In thousands of Czech Crowns

ID NO.: 00005886

Commercial Name or other name of accounting unit



**Dopravní podnik hl. m. Prahy, Joint Stock company**

Registered office or adress of an accounting unit

Sokolovská 217/42

190 22 Prague 9

Legal status of an accounting unit :	Joint stock company
Object :	Public transport operator and other activities

Date of dispatch 4.3.2014	Person responsible for preparation of financial statements (name and signature)	Signature of statutory body or individual who is the accounting unit  
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Code a		Profit / Loss Account b	Current period 1	Previous period 2
I.		Revenues from sold goods	597	917
A.		Expenses on sold goods	509	821
+		<b>Sale margin</b>	<b>88</b>	<b>96</b>
II.		<b>Production</b>	<b>16 159 697</b>	<b>15 952 619</b>
II.	1.	Revenues from own products and services	15 704 066	15 567 794
	1.1	Revenues from fare	4 230 743	4 265 685
	1.2	Compensation for public service obligation	10 823 554	10 636 102
	1.3	Other revenues	649 769	666 007
	2.	Change in inventory of own products	-3 062	8 849
	3.	Capitalisation	458 693	375 976

B.		<b>Production consumption</b>	<b>7 029 570</b>	<b>7 069 569</b>
B.	1.	Consumption of material and energy	3 132 699	3 138 110
	2.	Services	3 896 871	3 931 459
	2.1	Repairs and maintenance	1 721 596	1 811 218
	2.2	Other services	2 175 275	2 120 241
+		<b>Added value</b>	<b>9 130 215</b>	<b>8 883 146</b>
C.		<b>Personnel expenses</b>	<b>5 853 798</b>	<b>5 731 972</b>
C.	1.	Wages and salaries	4 198 847	4 121 516
	2.	Remuneration of board members	2 404	2 689
	3.	Social security expenses and health insurance	1 419 144	1 384 763
	4.	Other social expenses	150 656	173 161
	5.	Contributory pension scheme costs	82 747	49 843
D.		Taxes and fees	5 778	5 943
E.		Depreciations of intangible and tangible assets	2 891 968	2 908 594
III		<b>Revenues from disposals of fixed assets and materials</b>	<b>80 031</b>	<b>100 214</b>
III	1	Revenues from disposals of fixed assets	23 866	41 239
	2	Revenues from disposals of materials	56 165	58 975
F.		<b>Net book value of disposed fixed assets and materials</b>	<b>70 193</b>	<b>83 319</b>
F.	1	Net book value of sold fixed assets	13 078	22 064
	2	Net book value of sold material	57 115	61 255
G		Change in operating reserves and adjustments and complex deferred costs ( + / - )	-7 148	69 113

IV		Other operating revenues	941 265	436 583
H		Other operating expenses	973 723	396 152
	*	<b>Operating profit / loss</b>	<b>363 199</b>	<b>224 850</b>
VII		<b>Revenues from long-term financial assets</b>	<b>10 186</b>	<b>11 240</b>
	VII.1	Revenues from shares in controlled organizations and in accounting units with substantial influence	10 186	11 240
IX		Revenues from revaluation of securities and derivatives	4 771	7 931
L		Cost of revaluation of securities and derivatives	50 431	34 551
X		Interest revenues	267	3 102
N		Interest expenses	158 730	168 638
XI		Other financial revenues	21 524	118 638
O		Other financial expenses	73 899	51 615
	*	<b>Profit / loss from financial operations ( transactions )</b>	<b>-246 312</b>	<b>-113 893</b>
Q		<b>Income tax on ordinary income</b>	<b>484 752</b>	<b>505 583</b>
	2	Tax deferred	484 752	505 583
	**	<b>Operating profit / loss ordinary activity</b>	<b>-367 865</b>	<b>-394 626</b>
XIII.		Extraordinary revenues	22 364	0
R		Extraordinary expenses	26 402	0
	*	<b>Operating profit / loss extraordinary activity</b>	<b>-4 038</b>	<b>0</b>
	***	<b>Profit / loss of current accounting period</b>	<b>-371 903</b>	<b>-394 626</b>
	*****	<b>Profit / loss before tax (+/-)</b>	<b>112 849</b>	<b>110 957</b>





# BALANCE SHEET IN A FULL FORMAT

AS AT 31.12. 2013

In thousands of Czech Crowns

ID NO.: 00005886


Commercial Name or other name of accounting unit

**Dopravní podnik hl. m. Prahy, Joint Stock company**

Registered office or adress of an accounting unit

Sokolovská 217/42

190 22 Prague 9

Legal status of an accounting unit :		Joint stock company
Object :		Public transport operator and other activities
Date of dispatch 4.3.2014	Signature of statutory body or individual who is the accounting unit 	

Code				ASSETS	Current accounting period			Previous period
a				b	Gross 1	Correction 2	Net 3	Net 4
				<b>TOTAL ASSETS</b>	<b>118 284 563</b>	<b>-41 263 641</b>	<b>77 020 922</b>	<b>73 581 347</b>
B.				<b>Fixed assets</b>	<b>110 532 806</b>	<b>-40 876 830</b>	<b>69 655 976</b>	<b>68 490 688</b>
B.	I.			<b>Intangible fixed assets</b>	<b>1 070 393</b>	<b>-976 051</b>	<b>94 342</b>	<b>78 357</b>
		3.		Software	880 973	-821 469	59 504	31 291
		4.		Valuable rights	10 082	-10 082	0	0
		6.		Other intangible fixed assets	153 427	-133 690	19 737	24 669
		7.		Intangible fixed assets under construction	25 911	-10 810	15 101	22 397
B.	II.			<b>Tangible fixed assets</b>	<b>109 235 503</b>	<b>-39 900 779</b>	<b>69 334 724</b>	<b>68 187 577</b>

B.	II.	1.	Lands	3 367 644	0	3 367 644	3 279 885
		2.	Constructions	56 508 041	-16 739 374	39 768 667	40 397 635
		3.	Equipment	46 580 281	-23 161 405	23 418 876	22 061 112
		6.	Other tangible fixed assets	38 128	0	38 128	38 128
		7.	Tangible fixed assets under construction	1 840 527	0	1 840 527	1 463 544
		8.	Advance payments for tangible fixed assets	900 882	0	900 882	947 273
B.	III.		<b>Long-term financial assets</b>	<b>226 910</b>	<b>0</b>	<b>226 910</b>	<b>224 754</b>
B.	III.	1.	Equity investments in subsidiaries	206 732	0	206 732	204 130
		2.	Shares in accounting units with substantial influence	20 178	0	20 178	20 624
C.			<b>Current assets</b>	<b>7 534 894</b>	<b>-386 811</b>	<b>7 148 083</b>	<b>4 844 118</b>
C.	I.		<b>Inventory</b>	<b>309 338</b>	<b>-4 429</b>	<b>304 909</b>	<b>311 057</b>
C.	I.	1.	Materials	294 655	-4 429	290 226	292 736
		2.	Work in progress and semi-products	13 402	0	13 402	16 464
		5.	Merchandise	1 281	0	1 281	1 853
		6.	Advance payments for inventory	0	0	0	4
<b>C.</b>	<b>II.</b>		<b>Long-term receivables</b>	<b>154 179</b>	<b>0</b>	<b>154 179</b>	<b>143 969</b>
C.	II.	1.	Trade receivables	17 324	0	17 324	20 608
		5.	Long-term deposits given	61 836	0	61 836	48 338
		7.	Other receivables	75 019	0	75 019	75 023

C.	III.		<b>Short-term receivables</b>	<b>2 378 486</b>	<b>-382 382</b>	<b>1 996 104</b>	<b>1 499 865</b>
C.	III.	1.	Trade receivables	1 132 814	-324 911	807 903	897 175
		6.	Due from state - tax receivable	481 616	0	481 616	337 554
		7.	Short-term deposits given	113 754	0	113 754	58 609
		8.	Estimated receivable	196 867	-56 701	140 166	110 846
		9.	Other receivables	453 435	-770	452 665	95 681
C.	IV.		<b>Short-term financial assets</b>	<b>4 692 891</b>	<b>0</b>	<b>4 692 891</b>	<b>2 889 227</b>
C.	IV.	1.	Cash	21 855	0	21 855	23 242
		2.	Bank accounts	4 671 036	0	4 671 036	2 865 985
D.	I.		<b>Accruals</b>	<b>216 863</b>	<b>0</b>	<b>216 863</b>	<b>246 541</b>
D.	I.	1.	Deferred expenses	214 874	0	214 874	241 524
		3.	Deferred income	1 989	0	1 989	5 017

Code			LIABILITIES	Current period	Previous period
a			b	5	6
			<b>TOTAL LIABILITIES</b>	<b>77 020 922</b>	<b>73 581 347</b>
A.			<b>Equity</b>	<b>59 669 667</b>	<b>59 967 879</b>
A.	I.		<b>Registered capital</b>	<b>30 726 125</b>	<b>30 726 125</b>
		1.	Registered capital	30 726 125	30 726 125
A.	II.		<b>Capital funds</b>	30 781 118	30 707 427
		2.	Other capital funds	30 942 259	30 882 591
		3.	Differences from revaluation of assets and liabilities ( +/- )	-161 141	-175 164
A.	IV.		<b>Profit / loss - previous year</b>	<b>-1 465 673</b>	<b>-1 071 047</b>
		2.	Accumulated losses from previous years	-1 467 673	-1 071 047
		3	Other profit / loss - previous year	2 000	0
A.	V.		<b>Profit / loss - current year (+/-)</b>	-371 903	-394 626
B.			<b>Other sources</b>	<b>16 755 254</b>	<b>13 011 270</b>
B.	I.		<b>Reserves</b>	<b>139 046</b>	<b>176 325</b>
		4.	Other reserves	139 046	176 325
B.	II.		<b>Long-term payables</b>	<b>4 159 749</b>	<b>3 617 043</b>
B.	II.	1.	Trade payables	168 064	114 991
		5.	Long-term advances received	3 270	1 172
		10.	Deferred tax liability	3 988 415	3 500 880

B.	III.		<b>Short-term payables</b>	<b>10 895 957</b>	<b>7 491 637</b>
B.	III.	1.	Trade payables	8 898 119	5 980 230
		5.	Payroll	291 022	294 974
		6.	Payables to social securities and health insurance	169 660	173 947
		7.	Due from state - tax liabilities and subsidies	829 974	388 101
		8.	Short-term deposits received	48 306	20 556
		10.	Estimated payables	197 075	62 234
		11.	Other payables	461 801	571 595
B.	IV.		<b>Bank loans and financial accomodations</b>	<b>1 560 502</b>	<b>1 726 265</b>
B.	IV.	1.	Long-term bank loans	1 300 418	1 479 656
		2.	Short-term bank loans	260 084	246 609
C.			<b>Accruals</b>	<b>596 001</b>	<b>602 198</b>
C.	I.	1.	Accrued expenses	19 199	6 622
		2.	Deffered revenues	576 802	595 576







Dopravní podnik  
hlavního města Prahy

## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR 2013 ENDED 31 DECEMBER 2013

Name of the Company: **Dopravní podnik hl.m. Prahy, akciová společnost**  
Registered office: Sokolovská 217/42, 190 22 Prague 9  
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

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#### Total nominal value of shares as of 31 December 2013

**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 2013.

The reporting period is the calendar year from 1 January 2013 to 31 December 2013.

#### 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

### Registration of Changes in the Composition of the Board of Directors

On 15 August 2012, Vladimír Lich was dismissed from the post of Chairman of the Board of Directors and his membership in the Board of Directors expired. His position was removed from the Register of Companies on 18 February 2013.

On 15 August 2012, Jiří Janků's membership in the Board of Directors expired. His position was removed from the Register of Companies on 18 February 2013.

On 1 November 2012, Milan Křístka became Chairman of the Board of Directors. His position was recorded in the Register of Companies on 18 February 2013. Milan Křístka was dismissed from the post of the Chairman of the Board of Directors and his membership in the Board of Directors expired on 26 September 2013. His position was removed from the Register of Companies on 27 November 2013.

On 16 August 2012, Ladislav Urbánek became a member of the Board of Directors. The change was recorded in the Register of Companies on 18 February 2013.

Jaroslav Ďuriš became a member of the Board of Directors on 27 September 2013 and was appointed Chairman of the Board of

Directors on 30 September 2013. The change was recorded in the Register of Companies on 27 November 2013.

### **Changes in the Composition of the Supervisory Board**

On 26 June 2012, Jan Vašíček became a member of the Supervisory Board. His position was recorded in the Register of Companies on 22 August 2013.

On 22 August 2012, Zdena Javornická's membership in the Supervisory Board expired. Her position was removed from the Register of Companies on 22 August 2013.

On 22 August 2012, Karel Hanzlík's membership expired. His position was removed from the Register of Companies on 22 August 2013.

On 11 September 2012, Andrea Vlášeková became a member of the Supervisory Board. Her position was recorded in the Register of Companies on 22 August 2013.

On 3 October 2012, Jiří Nouza was dismissed from the post of Chairman of the Supervisory Board. On 14 November 2012, Jiří Nouza's membership in the Supervisory Board expired. His position was removed from the Register of Companies on 22 August 2013.

On 4 October 2012, Jiří Pařízek became Chairman of the Supervisory

Board. The change was recorded in the Register of Companies on 22 August 2013.

On 16 November 2012, Martin Dlouhý became a member of the Supervisory Board. The change was recorded in the Register of Companies on 22 August 2013.

On 24 May 2013, David Vodrážka was dismissed from the post of Vice-Chairman of the Supervisory Board and his membership in the Supervisory Board expired. His position was removed from the Register of Companies on 22 August 2013.

On 24 May 2013, Josef Nosek's membership in the Supervisory Board expired. His position has not yet been removed from the Register of Companies (due to the failure to record his membership in the Supervisory Board in the Register of Companies).

On 6 June 2013, Oldřich Schneider became a member of the Supervisory Board. The change was recorded in the Register of Companies on 22 August 2013.

On 6 June 2013, Václav Pospíšil became a member of the Supervisory Board. The change was recorded in the Register of Companies on 22 August 2013.

On 2 July 2013, Jiří Čada's term as Vice-Chairman of the Supervisory Board and his membership in the Supervisory Board expired. His po-



sition was deleted from the Register of Companies on 22 August 2013.

On 2 July 2013, Jan Lebeda's membership in the Supervisory Board expired. His position was removed from the Register of Companies on 22 August 2013.

On 20 August 2013, Pavel Hurda's membership in the Supervisory Board expired. His position was removed from the Register of Companies on 27 November 2013.

On 20 August 2013, Vojtěch Kocourek became a member of the Supervisory Board. The change was recorded in the Register of Companies on 27 November 2013.

On 20 August 2013, Jan Blecha became a member of the Supervisory Board. The change was recorded in the Register of Companies on 27 November 2013.

On 21 August 2013, Jiří Obítko became a Vice-Chairman of the Supervisory Board. The change was recorded in the Register of Companies on 27 November 2013.

On 21 August 2013, Marek Doležal became a Vice-Chairman of the Supervisory Board. The change was recorded in the Register of Companies on 27 November 2013.

On 31 October 2013, Marie Kousalíková's membership in the Super-

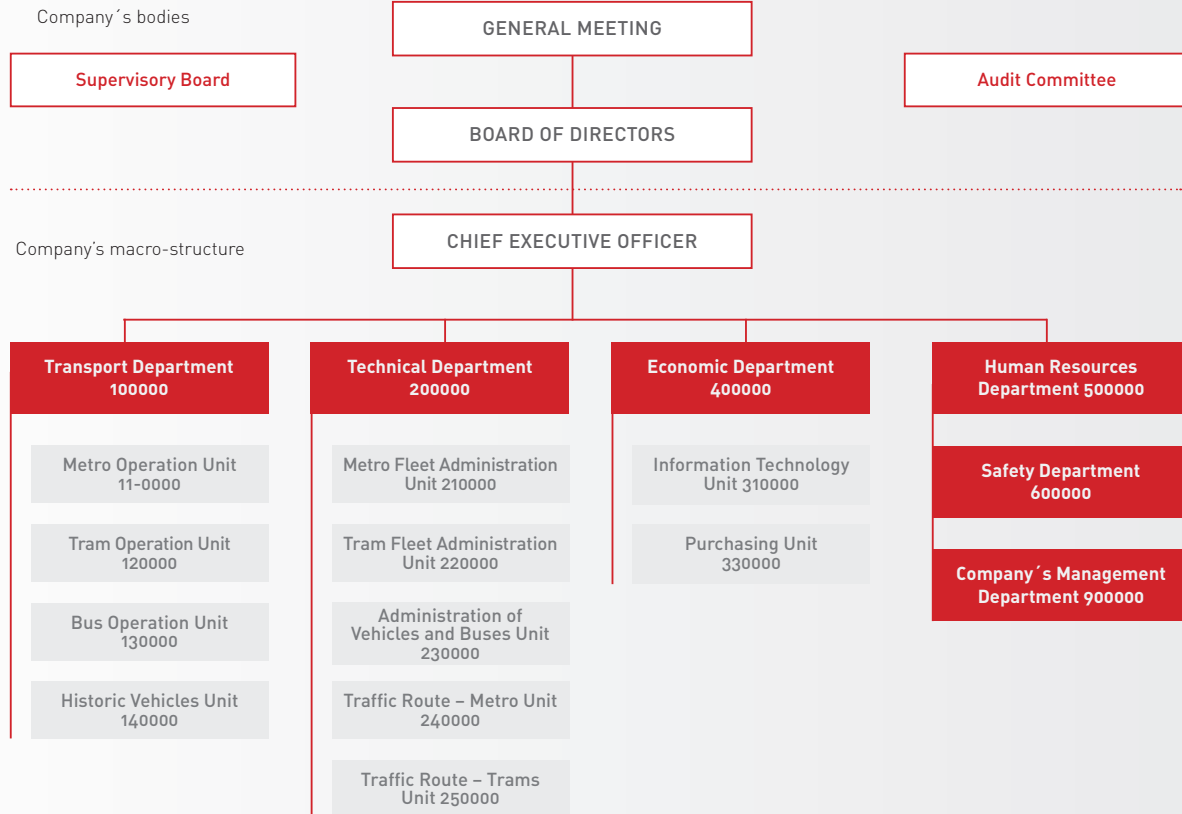
visory Board expired. Her position was removed from the Register of Companies on 30 December 2013.

On 5 November 2013, Karel Březina became a member of the Supervisory Board. The change was recorded in the Register of Companies on 30 December 2013.

### **1.3 Organisational Structure**

The Company's organisational structure as of 31 December 2013.

# Organisational Structure as of 31 December 2013



## 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: 000 64 581.

DP's fellow-subidiaries			
Name	% share of the Metropolitan Authority in the registered capital	Registered office	ID
Kolektory Praha, a.s.	100	Prague 9, Pešlova 3/341	26714124
Kongresové centrum Praha, a.s.	30,55	Prague 4, 5. května 65	63080249
Obecní dům, a.s.	100	Prague 1, nám. Republiky 1090/5	27251918
Pražská energetika Holding a.s.	51	Prague 10, Na Hroudě 1492	26428059
Pražská plynárenská Holding a.s.	51	Prague 4, U Plynárny 500	26442272
Pražská teplotárenská Holding a.s.	51	Prague 7, Partyzánská 1	26416808
Pražská vodohospodářská společnost a.s.	100	Prague 1, Žatecká 110/2	25656112
Pražské služby, a.s.	76,92	Prague 9, Pod Šancemi 444/1	60194120
Rozvojové projekty Praha, a.s.	100	Prague 1, Opletalova 929/22	25649329
TRADE CENTRE PRAHA a.s.	100	Prague 2, Blanická 1008/28	00409316
Úpravna vody Želivka, a.s.	90,04	Prague 10, K Horkám 16/23	26496224
Zdroj pitné vody Káraný, a.s.	97,25	Prague 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
PS - renovace s.r.o. *)	40	Praha 9, Na obrátce 16/102	25146033
Střední průmyslová škola dopravní, a.s.	100	Praha 5, Plzeňská 298/217a	25632141

\*) In 2013, the name of GTR-DP Praha s.r.o. was changed to PS-renovace s.r.o.

### 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	Prague 8, Křižíkova 148/34	25082906

**A summary of indirectly controlled companies and subsidiaries of the Company's fellow-subsiidiaries as of 31 December 2013**

Fellow-subsidiaries	Indirectly controlled companies and subsidiaries	% share in the registered capital	Registered office	ID
Pražská energetika Holding a.s.	Indirectly controlled company	% share of PREH in PRE		
	Pražská energetika, a.s.	58,046	Prague 10, Na Hroudě 1492/4	60193913
	Company in which PRE has an equity interest	% share of PRE in subsidiary company		
	PREdistribuce, a.s.	100	Prague 5, Svornosti 3199/19a	27376516
	eYello CZ, a.s.	100	Prague 10, Kubánské náměstí 1391/11	25054040
	PREměření, a.s.	100	Prague 10, Na Hroudě 2149/19	25677063
Pražská plynárenská Holding a. s.	Indirectly controlled company	% share of PPH in PP		
	Pražská plynárenská, a. s.	50,20	Prague 1, Národní 37	60193492
	Company in which PP has an equity interest	% share of PP in the subsidiary		
	Měření dodávek plynu, a.s.	100	Prague 4, U Plynárny 500/44	29001498
	Pražská plynárenská Distribuce, a. s., člen koncernu Pražská plynárenská, a. s.	100	Prague 4, U Plynárny 500	27403505
	Pražská plynárenská Servis distribuce, a. s., člen koncernu Pražská plynárenská, a. s.	100	Prague 4, U Plynárny 1450/2a	47116471
	Prometheus, energetické služby, a.s., člen koncernu Pražská plynárenská, a. s.	100	Prague 4, U Plynárny 500/44	63072599
	Pražská plynárenská Správa majetku, a.s., člen koncernu Pražská plynárenská, a. s.	100	Prague 4, U Plynárny 500/44	27436551
	Informační služby – energetika, a.s.	100	Prague 4, U Plynárny 500/44	26420830
	Pragoplyn, a.s.	100	Prague 1, Jungmannova 36/31	27933318

Pražská teplárenská Holding a.s.	Indirectly controlled company	% share of PTH in PT		
	Pražská teplárenská a.s.	47,33	Praha 7, Partyzánská 1/7	45273600
	Company in which PT has an equity interest	% share of PT in the subsidiary		
	TERMONTA PRAHA a.s.	100	Praha 10, Třebohostická 46/11	47116234
	Teplo Neratovice, spol. s r.o.	100	Neratovice, Školní 162	49827316
Pražské služby, a.s.	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
	Pražská odpadová a.s.	35	Praha 9, Pod Šancemi 444/1	24167894
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
Úpravna vody Želivka, a.s.	Company in which ÚVŽ has an equity interest	% share of ÚVŽ in the subsidiary		
	Želivská provozní s.r.o.	100	Praha 10, K Horkám 16/23	29131804
Zdroj pitné vody Káraný, a.s.	Company in which ZPVK has an equity interest	% share of ZPVK in the subsidiary		
	Vodárna Káraný, a.s.	100	Praha 1, Žatecká 110/2	29148995

## 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 2013		
	Position	Name
<b>Board of Directors</b>	Chairman	Ing. Jaroslav Ďuriš
	Vice-Chairman	Bc. Magdalena Češková
	Member	Ing. Petr Blažek
	Member	Ing. Ladislav Urbánek
	Member	Ing. Petr Vychodil
<b>Supervisory Board</b>	Chairman	Ing. Jiří Pařízek
	Vice-Chairman	Ing. Marek Doležal
	Vice-Chairman	Jiří Obitko
	Member	Doc. Ing. Mgr. Martin Dlouhý, Dr., MSc.
	Member	Jan Kolář
	Member	Ing. Jan Vašíček
	Member	František Kadlec
	Member	Václav Pospíšil
	Member	Ing. Michal Štěpán
	Member	JUDr. Jan Blecha
	Member	Bc. Oldřich Schneider
	Member	Josef Buriánek
	Member	Ing. Karel Březina
	Member	Ing. Vojtěch Kocourek, Ph.D.
	Member	Andrea Vlášková
<b>Audit Committee</b>	Chairman	Ing. Miroslav Zámečník
	Vice-Chairman	Ing. Zdena Javornická
	Member	Ing. Pavel Černý



## **2. BASIS OF ACCOUNTING AND GENERAL ACCOUNTING PRINCIPLES**

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 thousand"), 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, except for exceptional events.

### 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.

The Company has treated the acquisition of new assets or a modification of a third party's assets that do not relate to the activities of the Company but its implementation is necessary for the acquisition and use of the Company's assets, as an induced investment. These assets are recorded on the acquisition accounts and these capital costs made using the Company's own funds become part of the cost of the Company's assets at the moment when they are put to use. 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 2013, easements and newly-identified surplus of tangible fixed assets acquired free of charge were stated at replacement cost. The replacement cost was specified based on an expert appraisal, or an expert estimate as appropriate.

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 tracks – superstructure	15
Escalator	17
<b>Vehicles:</b>	
- 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 CZK 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.

As of the balance sheet date, provisions for fixed asset were created. Their amount is determined based on inventory taking and an individual assessment of the actual state of individual asset items where the value in use of fixed assets is significantly lower than their carrying amount stated in the accounting books net of accumulated depreciation and such 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 2013, the Company tested the effectiveness of its derivative transactions and applies hedge accounting in respect of all the derivatives.

### 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, discounts, liquidation fees (recycling fee).

Inventory of the same type in stock is stated at the cost identified by the weighted arithmetic average.

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.

Spare parts and other material developed internally are valued at the actual cost of producing the spare parts and material. Spare parts and other material produced internally where a unit price cannot be clearly specified are valued using a pre-defined cost. These costs are updated on an ongoing basis. 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 determined using the actual average stock price at the moment when stock surplus was identified (diesel oil, coolant, oil, other operational liquids). 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**

RUpon 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 Au-

thority 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. Their amount is specified as a percentage with respect to the estimated level of repayment and collectability of these receivables.

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 Promissory Notes

Promissory notes are securities containing the data pre-determined by legislation which imply a debt liability that gives the holder of the promissory note an incontestable right to seek the payment of the promissory note amount in a determined period.

The promissory notes are recorded as short-term payables under "Short-term trade payables" and are used as means of payment solely to settle invoices for the purchase of Škoda 15T For City trams. These are promissory notes issued by the issuer, ie the Company, to the order of creditors with a "no protest" clause. The minimum nominal value of the promissory note is CZK 200 million. The promissory note amount is CZK 8 billion (as of 31 December 2013, a total of CZK 6 billion was used) and includes means of payments for the settlement of invoices for the purchase of trams and interest that is accrued until the maturity of promissory notes.

### 3.8 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.

### 3.9 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.

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.

### **3.10 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.

### **3.11. 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.

### **3.12 Taxation**

#### **3.12.1 Depreciation of Fixed Assets for Tax Purposes**

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

#### **3.12.2 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.

### 3.13 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 based on the approved quarterly evaluation of the Contract for the Public Service Obligation by the Prague City Hall, or an increase in the receivable arising from the Contract for the Public Service Obligation 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".





### 3.14 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.

### 3.15. 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.

### 3.16 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.

### 3.17 Extraordinary Expenses and Income

Extraordinary items are income and 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 of transactions that are not expected to recur frequently or regularly. The Company reported the impact of the June floods through extraordinary expenses and income in 2013.

### 3.18. Year-on-Year Changes in Valuation, Depreciation or Accounting Policies

Since 1 January 2013, an amendment to the Accounting Act and Regulation.

No. 500/2002 Coll. provide guidance on corrections arising as a result of incorrect accounting or non-accounting for expenses and income in previous reporting periods if they are material. In the Company's conditions, the materiality criterion relates to individual new matters arising during the reporting period that are equal to or greater than CZK 2 million.

Corrections of material errors related to previous reporting periods will be reflected in the corrections of comparative data in the financial statements.

### 3.19. 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. 12. 2013	31. 12. 2012
Cash on hand and cash equivalents	21 855	23 242
Cash at bank and cash in transit	4 671 036	2 865 985
<b>Total cash and cash equivalents</b>	<b>4 692 891</b>	<b>2 889 227</b>

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

The increase in cash is primarily due to the promissory notes programme (refer to Note 4.12.1.).

## 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 pre-tax profit of CZK 112,849 thousand for 2013. The profit was generated as a direct result of compensation accounting (refer to Note 3.13). The costs incurred in relation to the public service obligation are compensated and the compensation was recorded through revenues.

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 2013, the Company received compensation prepayments of CZK 10,767,176 thousand. In 2013, CZK 10,829,100 thousand was recognised in income according to the actual amount of compensation, of which CZK 5,546 thousand (recognised under "Extraordinary income") represents a compensation for substitute operation relating to floods. Therefore, the Company reports a receivable from the Capital City of Prague amounting to CZK 61,924 thousand in 2013.

The final amount of compensation was approved in compliance with effective legislation and contractual arrangements by Ropid acting for the Capital City of Prague. The Company reported an adequate profit of CZK 0 in 2013.

In 2013, the Company recognised grants received to offset costs and acquired fixed assets in the amount of CZK 3,747,061 thousand (2012: CZK 4,874,562 thousand). The year-on-year decrease primarily relates to the utilised grants from the City's budget for the construction of metro A line (Dejvická – Motol) and grants from the Prague Operational Programme – Competitiveness that were not received. The grants are recognised in compliance with legal regulations effective in the Czech Republic and in the EU.

Grants by Purpose (CZK '000)		
<b>Total Grants</b>		<b>3 747 061</b>
<b>Grants to offset costs</b>		<b>101 480</b>
<b>Grants from the state budget</b>		<b>40 000</b>
Section 07: Civil protection (security system operation)	40 000	
<b>Grants within the Prague Integrated Transportation System (PID)</b>		<b>59 612</b>
Grants for 0-PID	42 863	
Grants from municipalities for zones 1,2,PID	9 921	
Grants from Central Bohemian Region – Regional Authority – zones 1,2	6 828	
<b>Special-purpose grants</b>		<b>1 868</b>
<b>Grant for the acquisition of fixed assets</b>		<b>3 645 581</b>
<b>Grants from the Metropolitan Authority's budget</b>		<b>3 641 661</b>
4534 – metro line A (Dejvická-Motol)	3 584 661	
6786 – I Operating section of metro line D	50 000	
41814 – PROVAS – extension and renovation of the elements in the system	7 000	
<b>Grants from the EU</b>		<b>3 920</b>
Purchase of two standard buses for the PID SROP line	3 920	

## 4.2 Intangible fixed assets

Cost (CZK '000)							
	Balance at 31 Dec 2011	Additions	Disposals	Balance at 31 Dec 2012	Additions	Disposals	Balance at 31 Dec 2013
Software	786 783	38 734	1 275	824 242	63 130	6 399	880 973
Valuable rights	10 082	0	0	10 082	0	0	10 082
Other intangible FA	132 847	19 923	0	152 770	657	0	153 427
Intangible FA under construction	64 107	14 936	56 646	22 397	69 889	66 375	25 911
<b>Total</b>	<b>993 819</b>	<b>73 593</b>	<b>57 921</b>	<b>1 009 491</b>	<b>133 676</b>	<b>72 774</b>	<b>1 070 393</b>

Accumulated Amortisation (CZK '000)							
	Balance at 31 Dec 2011	Additions	Disposals	Balance at 31 Dec 2012	Additions	Disposals	Balance at 31 Dec 2013
Software	724 571	69 655	1 275	792 951	34 917	6 399	821 469
Valuable rights	10 082	0	0	10 082	0	0	10 082
Other Intangible FA	101 567	26 534	0	128 101	5 589	0	133 690
Provision for intangible FA under construction	0	0	0	0	10 810	0	10 810
<b>Total</b>	<b>836 220</b>	<b>96 189</b>	<b>1 275</b>	<b>931 134</b>	<b>51 316</b>	<b>6 399</b>	<b>976 051</b>

Net Book Value (CZK '000)		
	Balance at 31 Dec 2012	Balance at 31 Dec 2013
Software	31 291	59 504
Valuable rights	0	0
Other intangible FA	24 669	19 737
Intangible FA under construction	22 397	15 101
<b>Total</b>	<b>78 357</b>	<b>94 342</b>

In 2013, a provision for intangible fixed assets under construction of CZK 10,810 thousand was created.

#### 4.2.1 Internally Generated Intangible Fixed Assets

In 2013, 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	
	2013	2012
Low-value intangible assets	12 252	12 755
Subsidised FA	125 423	125 423
<b>Total</b>	<b>137 675</b>	<b>138 178</b>

#### 4.3. Tangible Fixed Assets

Cost (CZK '000)							
	Balance at 31 Dec 2011	Additions	Disposals	Balance at 31 Dec 2012	Additions	Disposals	Balance at 31 Dec 2013
Land	3 272 675	25 665	18 455	3 279 885	99 025	11 266	3 367 644
Buildings	55 676 856	612 098	130 620	56 158 334	591 594	241 887	56 508 041
Individual movable assets	42 160 245	2 017 588	411 552	43 766 281	3 145 056	331 056	46 580 281
Machinery and equipment	10 828 956	102 930	65 900	10 865 986	162 913	23 242	11 005 657
Vehicles	31 320 414	1 914 658	345 620	32 889 452	2 982 143	307 618	35 563 977
Furniture and fixtures	10 875	0	32	10 843	0	196	10 647
Other tangible FA	38 128	0	0	38 128	0	0	38 128
Tangible FA under construction	3 310 530	5 655 706	7 502 692	1 463 544	8 291 543	7 914 560	1 840 527
Prepayments for tangible FA	507 517	3 973 943	3 534 187	947 273	2 077 041	2 123 432	900 882
<b>Total</b>	<b>104 965 951</b>	<b>12 285 000</b>	<b>11 597 506</b>	<b>105 653 445</b>	<b>14 204 259</b>	<b>10 622 201</b>	<b>109 235 503</b>

### Accumulated Depreciation and Provisions (CZK '000)

	Balance at 31 Dec 2011	Additions	Disposals	Balance at 31 Dec 2012	Additions	Disposals	Balance at 31 Dec 2013
Buildings	14 820 338	1 019 068	78 707	15 760 699	1 075 136	96 461	16 739 374
Individual movable assets	20 314 840	1 791 939	401 610	21 705 169	1 776 933	320 697	23 161 405
Machinery and equipment	7 754 401	507 246	65 829	8 195 818	443 646	22 924	8 616 540
Vehicles	12 551 030	1 284 253	335 750	13 499 533	1 332 363	297 577	14 534 319
Furniture and fixtures	9 409	440	31	9 818	424	196	10 046
Provision for vehicles	3 877	0	3 877	0	500	0	500
<b>Total</b>	<b>35 139 055</b>	<b>2 811 007</b>	<b>484 194</b>	<b>37 465 868</b>	<b>2 852 069</b>	<b>417 158</b>	<b>39 900 779</b>



Net Book Value (CZK '000)		
	Balance at 31 Dec 2012	Balance at 31 Dec 2013
Land	3 279 885	3 367 644
Buildings	40 397 635	39 768 667
Individual movable assets	22 061 112	23 418 876
Machinery and equipment	2 670 168	2 389 117
Vehicles	19 389 919	21 029 658
Furniture and fixtures	1 025	601
Other tangible FA	38 128	38 128
Tangible FA under construction	1 463 544	1 840 527
Prepayments for tangible FA	947 273	900 882
<b>Total</b>	<b>68 187 577</b>	<b>69 334 724</b>

Tangible fixed assets under construction and prepayments for tangible fixed assets also include subsidies for the acquisition of tangible fixed assets.

The Company recorded increases primary in respect of vehicles – capitalised 15T trams of CZK 2,277 million. Principal additions to tangible fixed assets under construction included the construction of metro line A Dejvická – Motol and the purchase of 15T trams.

The increase in land results from the purchase of new land as well as transactions executed in relation to ensuring compliance of the accounting records with the land records kept by the Real Estate Cadastre. In 2013, the impact of such accounting amounted to CZK 59,196 thousand.

As of 31 December 2013, provisions for a vehicle of CZK 500 thousand were created.

#### The Company rents:

- Real estate, non-residential property in garages, tram depots, metro depots, metro stations, tram loops, public transport stops, etc;
- Space on movable and immovable 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 (equipment of recreational buildings, canteens, non-residential premises).

#### 4.3.1 Fixed Assets Pledged as Security

As of 31 December 2013, easements were established on 580 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 Kolečová vozidla s.r.o. are pledged as security. 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

Assets Held under Finance Leases (CZK '000)							
Description	Date of inception	Term in months	Total lease value	Payments made at 31 Dec 2012	Payments made at 31 Dec 2013	Due in 2014	Due in following years
MAGMA Alficar special vehicle	10/2011	60	1 200	338	271	271	473
MAGMA Alficar special vehicle	12/2011	60	1 200	294	271	271	521
MAGMA Alficar special vehicle	12/2011	60	1 200	294	271	271	520
MAGMA Alficar special vehicle	12/2011	60	1 200	294	271	271	521
MAGMA Alficar special vehicle	9/2011	60	1 250	374	281	281	467
<b>Total</b>				<b>1 594</b>	<b>1 365</b>	<b>1 365</b>	<b>2 502</b>

#### 4.3.4 Operating Leases

The Company leases 149 vehicles from SPEED LEASE a.s. with the annual lease of CZK 20,325 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 sum of CZK 32,337 thousand for the permanent lease in 2013), transportation services with chauffeur by transportation services vehicles (29 vehicles – annual sum of CZK 22,661 thousand for 2013) and provision of other services through other vehicles than transportation services vehicles.

#### 4.3.5 Off-Balance Sheet Assets

Off-balance sheet tangible assets:		
Type of assets	Cost	
	2013	2012
Low-value tangible assets	579 633	580 587
Subsidised fixed assets	44 400 380	44 233 733
<b>Total</b>	<b>44 980 013</b>	<b>44 814 320</b>

#### 4.4 Non-Current Financial Assets

##### 4.4.1 Equity Investments in Subsidiaries

Name of entity	2013		2012	
	Number of securities	Share in the registered capital in %	Number of securities	Share in the registered capital in %
Pražská strojírna a.s.	196	100	421	100
PS - renovace s.r.o.	0	40	0	40
Střední průmyslová škola dopravní, a.s.	22	100	22	100

2013 (CZK '000)							
Name of entity	Cost	Valuation difference	Nominal value	*Equity	*Profit or loss	Financial income	Ownership value
Pražská strojírna a.s.	184 814	-8 615	157 594	176 199	2 879	0	176 199
PS - renovace s.r.o.	800	2 196	800	7 489	3 711	946	2 996
Střední průmyslová škola dopravní, a.s.	11 322	16 215	21 930	27 537	4	0	27 537
<b>Total</b>	<b>196 936</b>	<b>9 796</b>	<b>180 324</b>	<b>211 225</b>	<b>6 594</b>	<b>946</b>	<b>206 732</b>

\*) The figures are prepared as of 23 January 2014.

### 2012 (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	1 879	800	6 697	2 919	2 000	2 679
Pražská strojírna a.s.	184 814	-10 896	166 682	173 918	1 861	0	173 918
Střední průmyslová škola dopravní, a.s.	11 322	16 211	21 930	27 533	2	0	27 533
<b>Total</b>	<b>196 936</b>	<b>7 194</b>	<b>189 412</b>	<b>208 148</b>	<b>4 782</b>	<b>2 000</b>	<b>204 130</b>

\*) The figures are prepared as of 23 January 2013.

The decrease in the shares of Pražské strojírný resulted from decreasing the share capital of Pražské strojírný by CZK 28,908 thousand due to settling an outstanding loss by taking the shares from circulation.

#### 4.4.2. Equity Investments in Associates

### 2013 (CZK '000)

Name of entity	Cost	Valuation difference	Nominal value	*Equity	*Profit or loss	Financial income	Ownership value
RENCAR PRAHA, a.s.	840	19 338	840	72 064	31 409	9 240	20 178
<b>Total</b>	<b>840</b>	<b>19 338</b>	<b>840</b>	<b>72 064</b>	<b>31 409</b>	<b>9 240</b>	<b>20 178</b>

\*) The figures are prepared as of 21 January 2014.

2012 (CZK '000)							
Name of entity	Cost	Valuation difference	Nominal value	*Equity	*Profit or loss	Financial income	Ownership value
RENCAR PRAHA, a.s.	840	19 783	840	73 655	34 875	9 240	20 624
<b>Total</b>	<b>840</b>	<b>19 783</b>	<b>840</b>	<b>73 655</b>	<b>34 875</b>	<b>9 240</b>	<b>20 624</b>

\*) The figures are prepared as of 23 January 2013

The number of securities was 84 and the total share in the registered share capital was 28%.

#### 4.5. Inventory

#### 4.6. Long-Term Receivables

Long-term receivables amounted to CZK 154,179 thousand and CZK 143,969 thousand as of 31 December 2013 and 31 December 2012, respectively.

The increase in 2013 results from increased prepayments from ŠKODA TRANSPORTATION a.s. for unplanned repairs under the Contract for the 81-71M Prague Metro Vehicle Maintenance through Full Service in the amount of CZK 52,553 thousand.

Inventory (CZK '000)		
	Balance at 31 December 2013	Balance at 31 December 2012
Spare parts	154 702	152 821
Auxiliary material	96 422	87 526
Clothing and protective aids	16 072	30 575
Fuels	25 248	22 435
Other material	1 980	2 908
Material in transit	231	452
Provisions	-4 429	-3 981
<b>Total material</b>	<b>290 226</b>	<b>292 736</b>
Prepayments for inventory	0	4
Work in progress and semi-finished products	13 402	16 464
Goods	1 281	1 853
<b>Total</b>	<b>304 909</b>	<b>311 057</b>

## 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				
<b>2013</b>	<b>Gross</b>	698 082	8 803	1 587	13 347	26 959	49 921	100 617	<b>798 699</b>	334 115	<b>1 132 814</b>
	<b>Provisions</b>	0	0	0	8 487	26 467	49 915	84 869	<b>84 869</b>	240 042	<b>324 911</b>
	<b>Net</b>	698 082	8 803	1 587	4 860	492	6	15 748	<b>713 830</b>	94 073	<b>807 903</b>
<b>2012</b>	<b>Gross</b>	752 302	7 715	8 223	21 277	23 313	40 032	100 560	<b>852 862</b>	371 747	<b>1 224 609</b>
	<b>Provisions</b>	0	0	0	9 484	18 195	39 997	67 676	<b>67 676</b>	259 758	<b>327 434</b>
	<b>Net</b>	752 302	7 715	8 223	11 793	5 118	35	32 884	<b>785 186</b>	111 989	<b>897 175</b>

\* 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 448,058 thousand (refer to Note 4.7.2.). Other significant receivables include receivables arising

from the coupons sale, SMS tickets, rental of non-residential premises including energy and the lease of advertising space including energy.

#### 4.7.2. Intercompany Receivables

Short-term Trade Receivables and Short-term Prepayments Made (CZK '000)		
Name of the entity	Standing as of 31.12. 2013	Standing as of 31.12. 2012
HMP	448 112	492 718
Pražská energetika, a.s.	69 568	18 398
Pražská plynárenská, a. s.	1 571	891
Pražská plynárenská Distribuce, a.s., member of the Pražská plynárenská, a.s. group	6 103	5 620
Pražská strojírna a.s.	58 843	67 920
Pražská teplárenská a.s.	4	3
Pražská vodohospodářská společnost a.s.	87	55
<b>Pražské služby, a.s.</b>	<b>479</b>	<b>0</b>
PREdistribuce, a.s.	151	18
<b>PS - renovace s.r.o.</b>	<b>18</b>	<b>18</b>
<b>RENCAR PRAHA, a.s.</b>	<b>20 576</b>	<b>26 207</b>
<b>Střední průmyslová škola dopravní, a.s.</b>	<b>320</b>	<b>367</b>
<b>TERMONTA PRAHA a.s.</b>	<b>12</b>	<b>12</b>
<b>Total short-term intercompany receivables and prepayments</b>	<b>605 844</b>	<b>612 227</b>
<b>Other than intercompany receivables and prepayments</b>	<b>640 724</b>	<b>670 991</b>
<b>Other short-term receivables</b>	<b>1 131 918</b>	<b>578 655</b>
<b>Total short-term receivables</b>	<b>2 378 486</b>	<b>1 861 873</b>

Receivables from the Capital City of Prague 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 383,198 thousand and from investments for the Metropolitan Authority. In implementing investment construction, DP 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 receivable from investments amounted to CZK 47,634 thousand and CZK 167,217 thousand as of 31 December 2013 and 2012, respectively. There have been ongoing negotiations related to the transfer of new assets.

As of 31 December 2013 and 2012, the Company obtained a written confirmation from the Budget Department of the Metropolitan Authority regarding the amount of the receivables 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 481,616 thousand as of 31 December 2013 comprises a receivable arising from an excessive VAT deduction for November and December 2013 of CZK 419,762 thousand and a recognised input VAT for invoices received in January 2014, relating to the 2013 supplies. As of 31 December 2012, receivables amounted to CZK 337,554 thousand. The increase in the tax receivable predominantly results from the VAT deduction upon the purchase of trams.

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

The gross balances of "Estimated receivables" are CZK 196,867 thousand and CZK 142,422 thousand as of 31 December 2013 and 2012, respectively. The increase is due to the recognition of an estimated receivable for the credit note of Siemens for 2013 in respect of the full servicing of M1 vehicles upon the decrease of operating supplies of CZK 43,131 thousand. Concurrently, the Company recognised provisions against these estimated receivables on the grounds of prudence.

The balances of "Other receivables" were CZK 452,665 thousand and CZK 95,681 thousand as of 31 December 2013 and 2012, respectively. This item predominantly relates to reported receivables from the approved claim for subsidy for RTT Poděbradská (CZK 73,338 thousand), RTT Průběžná – Švehlova (CZK 158,489 thousand), RTT Evropská

(CZK 114,316 thousand) and wheelchair access to the Můstek metro station (CZK 74,999 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 214,874 thousand and CZK 241,524 thousand as of 31 December 2013 and 2012, respectively. The decrease in this balance is primarily 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 2013, CZK 79,026 thousand remains to be derecognised.
- 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 2013, CZK 84,545 thousand remains to be derecognised.

- Deferred expenses relating to the promissory note programme (interest and remuneration for arrangers) of CZK 8,388 thousand.

#### **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.



(CZK '000)

Account	Core capital	Other capital funds	Difference in valuation from revaluation of assets and liabilities	Reserve fund	Other income from operations	Unpaid loss from previous years	Income from operations in the current period	Core capital in total
<b>Opening balance at 1 January 2012</b>	<b>30 726 125</b>	<b>30 879 813</b>	<b>-145 358</b>	<b>0</b>	<b>0</b>	<b>-2 061 396</b>	<b>990 350</b>	<b>60 389 534</b>
<b>Changes impacting total equity</b>	0	0	0	0	0	0	0	0
Profit for the year	0	0	0	0	0	0	-396 626	-396 626
Correction of the profit for the year	0	0	0	0	0	0	2 000	2 000
Donations/grants to increase equity	0	684	0	0	0	0	0	684
Valuation of land and buildings	0	2 094	0	0	0	0	0	2 094
Additions to valuation differences of gains/losses from the revaluation of securities etc	0	0	-69	0	0	0	0	-69
Revaluation of derivatives	0	0	-36 714	0	0	0	0	-36 714
Deferred tax to derivatives	0	0	6 976	0	0	0	0	6 976
<b>Changes not impacting total equity</b>	0	0	0	0	0	0	0	0
Reserve fund contribution	0	0	0	990 350	0	0	0	990 350
Settlement of loss from the reserve fund	0	0	0	-990 350	0	0	0	-990 350
Allocation of the profit	0	0	0	0	0	990 350	-990 350	0
Correction in equity	0	0	1	0	0	-1	0	0
<b>Closing balance at 31 December 2012</b>	<b>30 726 125</b>	<b>30 882 591</b>	<b>-175 164</b>	<b>0</b>	<b>0</b>	<b>-1 071 047</b>	<b>-394 626</b>	<b>59 967 879</b>
<b>Changes impacting total equity</b>	0	0	0	0	0	0	0	0
Profit for the year	0	0	0	0	0	0	-371 903	-371 903
Donations/grants to increase equity	0	472	0	0	0	0	0	472

Valuation of land and buildings	0	59 196	0	0	0	0	0	59 196
Gains/losses from the revaluation of securities etc	0	0	2 156	0	0	0	0	2 156
Revaluation of derivatives	0	0	14 650	0	0	0	0	14 650
Deferred tax on derivatives	0	0	-2 783	0	0	0	0	-2 783
<b>Changes not impacting total equity</b>	0	0	0	0	0	0	0	0
Reserve fund contribution	0	0	0	396 626	0	0	0	396 626
Settlement of loss from the reserve fund	0	0	0	-396 626	0	0	0	-396 626
Transfer of correction(s) from 2012	0	0	0	0	2 000	0	-2 000	0
Allocation of the profit	0	0	0	0	0	-396 626	396 626	0
Correction in equity	0	0	0	0	0	0	0	0
<b>Closing balance at 31 December 2013</b>	<b>30 726 125</b>	<b>30 942 259</b>	<b>-161 141</b>	<b>0</b>	<b>2 000</b>	<b>-1 467 673</b>	<b>-371 903</b>	<b>59 669 667</b>

#### 4.9. Reserves

[CZK '000]							
	Balance at 1 Jan 2012	Charge for reserve	Use and reversal of reserves	Balance at 31 Dec 2012	Charge for reserve	Use and reversal of reserves	Balance at 31 Dec 2013
Reserve for repairs of tangible FA	148 904	0	148 904	0	0	0	0
Reserve for pensions	9 969	283	1 883	8 369	380	1 708	7 041
Reserve for litigation	30 869	5 108	17 594	18 383	4 803	0	23 186
Reserve for bonuses	2 037	1 659	2 037	1 659	2 539	1 659	2 539
Reserve for metro trains chassis	30 778	0	30 778	0	0	0	0
Reserve for 14T + 15T tram repairs	0	33 705	0	33 705	0	22 139	11 566
Reserve for contractual interest	0	35 756	0	35 756	58 958	0	94 714
Other reserves	22 440	78 453	22 440	78 453	0	78 453	0
<b>Total reserves</b>	<b>244 997</b>	<b>154 964</b>	<b>223 636</b>	<b>176 325</b>	<b>66 680</b>	<b>103 959</b>	<b>139 046</b>

In 2012, the Company discontinued the recognition of statutory reserves for repairs of tangible fixed assets. As of 31 December 2013, the Company only records a balance on accounts in the line "Other reserves" due to the reflection of risks, losses and potential contingent liabilities.

#### 4.10. Long-Term Trade Payables

Long-term trade payables amount to CZK 168,064 thousand and CZK 114,991 thousand as of 31 December 2013 and 2012, respectively.

The increase is caused by accounting for retention fees from investments.

The Company reports 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 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 secures the fulfilment of the

Company's obligations with respect to creditors under the loan contract for the purchase of metro carriages.

#### 4.11. Deferred Taxation

The deferred tax liability can be analysed as follows:

Deferred tax arising from [CZK '000]		
	Balance at 31 December 2013	Balance at 31 December 2012
Fixed assets	4 005 108	3 514 436
Unpaid contractual fines and penalties	62 747	70 448
Provisions against fixed assets	-2 149	0
Provisions against inventory	-841	-756
Provisions against inventory	-3 776	-2 235
Reserves	-26 419	-32 172
Unpaid social security and health insurance	-1 622	-1 425
Derivative instruments	-44 633	-47 416
Tax losses carried forward	0	0
<b>Total deferred tax liability</b>	<b>3 988 415</b>	<b>3 500 880</b>

The notable increase in the deferred tax liability is primarily caused by the difference between accounting and tax net book values of depreciated fixed 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.

## 4.12. Short-Term Payables

### 4.12.1. 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		
2013	Short-term liabilities	8 895 601	2 518	0	0	0	0	2 518	8 898 119
2012	Short-term liabilities	5 974 839	5 363	0	9	0	19	5 391	5 980 230

Short-term payables past their due dates (0 – 90 days) were settled immediately after 1 January 2014. For this reason, the Company recorded no 2013 payables past their due dates as of the balance sheet date.

The most significant item of short-term payables is the promissory notes programme of CZK 8 billion. The contract was signed on 28 June 2013 between the Company and Česká spořitelna a. s. and

ČSOB a. s. in equal parts. The programme was being implemented on a gradual basis.

In the first part, CZK 4 billion was used to redeem the previous promissory note due on 30 August 2013 through a new promissory note of CZK 4 billion due on 10 December 2013.

In the second part, promissory notes in the aggregate amount of CZK 900 million due on 20 December 2013 were signed.

In the third part, the use of promissory notes increased to a total of CZK 6 billion and promissory notes in the relevant amount due on 20 March 2014 were signed.

As of 31 December 2013, the Company used CZK 4,871 million for funding; the amount on bank accounts remaining for use is CZK 1,105 million.

#### 4.12.2. Intercompany Payables

Short-Term Trade Payables and Short-Term Prepayments Made.

(CZK '000)		
Name of the entity	As of, 31 Dec 2013	As of 31 Dec 2012
Capital City of Prague	50 787	160
Informační služby – energetika, a.s.	0	3
Pražská energetika, a.s.	76	52 860
Pražská plynárenská, a. s.	1 194	1 585
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	11	0
Pražská strojírna a.s.	27 193	18 304
Pražská teplárenská a.s.	1 081	1 556
Pražské služby, a.s.	1 551	1 223
PREdistribuce, a.s.	165	0
PS - renovace s.r.o.	4 359	1 260
Střední průmyslová škola dopravní, a.s.	2 943	2 957
<b>Total short-term intercompany payables and short-term prepayments made</b>	<b>89 360</b>	<b>79 908</b>
Other than intercompany payables and prepayments	8 857 065	5 920 878
<b>Other short-term payables</b>	<b>1 949 532</b>	<b>1 490 851</b>
<b>Total short-term trade payables</b>	<b>10 895 957</b>	<b>7 491 637</b>

#### 4.13. Due Payables arising from Social Security, Health and Life Insurance Contributions, Supplementary Pension Insurance, Tax Arrears and Grants

##### 4.13.1. Payables arising from Social Security, Health and Life Insurance Contributions, Supplementary Pension Insurance, Tax Arrears and Grants and Supplementary Pension Savings

The balances of due payables arising from social security contributions and contributions to the State employment policy were CZK 113,757 thousand and CZK 116,956 thousand as of 31 December 2013 and 31 December 2012, respectively.

The balances of due payables arising from public health insurance contributions were CZK 49,155 thousand and CZK 50,318 thousand as of 31 December 2013 and 31 December 2012, respectively.

The balances of due payables arising from employee supplementary pension insurance were CZK 6,447 thousand and CZK 6,486 thousand as of 31 December 2013 and 31 December 2012, respectively.

The balances of due payables arising from employee life insurance were CZK 173 thousand and CZK 187 thousand as of 31 December 2013 and 31 December 2012, respectively.

The balances of due payables arising from employee supplementary pension savings were CZK 128 thousand as of 31 December 2013.

All payables are within their due dates.

#### 4.13.2. Tax Payables to Local Tax Offices

(CZK '000)		
	As of 31 Dec 2013	As of 31 Dec 2012
Personal income tax	48 091	49 196
Road tax	117	214
Electricity tax	41	0
<b>Total</b>	<b>48 249</b>	<b>49 410</b>

All payables are before their due dates.

#### 4.13.3. Grants

The balance of grants as of 31 December 2013 is CZK 781,725 thousand and primarily includes:

- Financial settlement of grants with the Capital City of Prague of CZK 472,332 thousand;
- Approved grant application from the Capital City of Prague in the aggregate amount of CZK 25,005 thousand for the investment in the lift at the Můstek station of CZK 12,162 thousand and RTT Švehlova of CZK 12,843 thousand [the closing balance of RTT Švehlova after settling eligible costs of CZK 8 thousand];
- Approved grant application from the European Union in the aggregate amount of CZK 283,391 thousand for the investment in the lift at the Můstek station of CZK 137,838 thousand and RTT Švehlova of

CZK 145,553 thousand [the closing balance of RTT Švehlova after settling eligible costs of CZK 85 thousand]; ands

- Other immaterial payables arising from grants.

#### 4.14. Other Short-Term Payables

Other short-term payables amount to CZK 461,801 thousand and CZK 571,595 thousand as of 31 December 2013 and 2012, respectively. They predominantly include:

Derivative Financial Instruments (CZK '000)		
	Fair value (liability) at 31 Dec 2013	Fair value (liability) at 31 Dec 2012
Currency swap ČS	217 194	349 318
Currency swap ČSOB	84 669	133 666
Interest rate option – collar – ČSOB	20 878	30 525
Derivate – forward ČS	4 595	9 471
Interest rate option collar ČS	32 934	47 591
Swaps under the promissory notes programme II ČS	60 278	0
Swaps under the promissory notes programme II ČSOB	41 037	0
<b>Total</b>	<b>461 585</b>	<b>570 571</b>

#### 4.15. 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, 36 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 5.2% 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 3.85% to 5.5% in Česká spořitelna, plus a markup of 1.35%.

(CZK '000)				
Bank/Creditor	Loan currency	Balance at 31 Dec 2012	Balance at 31 Dec 2013	Form of collateral in 2013
Česká spořitelna – agent – a loan for new metro trains	CZK	688 525	590 164	úvěrované vlaky
Česká spořitelna – agent – a loan for new metro trains	EUR	1 037 740	970 338	úvěrované vlaky
Česká spořitelna – overdraft	CZK	0	0	
Total		1 726 265	1 560 502	

The loan balance in euros as of 31 December 2013 was EUR 35,381 thousand (2012: EUR 41,278 thousand).

Repayment Schedule						
Bank/Creditor	2013	2014	2015	2016	2017	In the following periods
Česká spořitelna – agent – CZK '000	98 361	98 361	98 361	73 770	98 361	221 311
Česká spořitelna – agent – EUR '000	5 897	5 897	5 897	4 422	5 897	13 268
– CZK '000	148 248	161 723	161 723	121 292	161 723	363 877
<b>Total</b>	<b>246 609</b>	<b>260 084</b>	<b>260 084</b>	<b>195 062</b>	<b>260 084</b>	<b>585 188</b>

The portion of the loans due before 31 December 2014 is recorded in line B.IV.2 – “Short-term bank loans” in compliance with effective regulations.

#### 4.16. Accrued Expenses and Deferred Income

The balances of this item are CZK 596,001 thousand and CZK 602,198 thousand as of 31 December 2013 and 2012, respectively.

The balance predominantly includes deferred sales of fixed period tickets (CZK 524,806 thousand) and deferred income (CZK 42,371 thousand – deferred sales from easements – major

share held by GTS Novera – CZK 21,059 thousand).

#### 4.17. Details of Income by Principal Activity

Details of Income by Principal Activity (CZK '000)		
	2013	2012
<b>Total sales of own products and services</b>	<b>15 704 066</b>	<b>15 567 794</b>
Of which:		
Sales of regular transport fare	4 230 743	4 265 685
Compensation for the public service obligation	10 823 554	10 636 102
Other sales	649 769	666 007
Of which:		
Lease	226 102	240 728
<b>Income from fare surcharges</b>	<b>216 065</b>	<b>242 737</b>

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 10,823,554 thousand.

Another material item includes sales of regular transport fares. As

compared to 2012, sales of regular transportation fares (excluding fare surcharge) decreased by CZK 34,942 thousand, ie by 0.82 %, in 2013.

As compared to 2012, the number of passengers in the Capital City of Prague increased by 0.92 %. There is a growing number of passengers who buy tickets with an optional start of validity issued without the holder’s personal data. The number of passengers using the free of charge transportation grew by 7.55 %.

Sales of other services include revenues from other activities, predominantly lease of land, buildings 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, etc.

#### 4.17.1. Income Generated from Related Parties

2013 (CZK '000)					
Entity	Relation to the Company	Inventory	Services	Other	Total
HMP	Parent	2 255	11 484	13 482	27 221
Pražská energetika, a.s.	Another entity	0	163	18	181
Pražská plynárenská Distribuce, a.s., member of the Pražská plynárenská, a.s. group	Another entity	0	542	32	574
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	Another entity	0	162	0	162
Pražská strojírna a.s.	Subsidiary	22 863	0	0	22 863
Pražská teplárenská a.s.	Another entity	0	11	0	11
Pražská vodohospodářská společnost a.s.	Fellow subsidiary	0	886	0	886
Pražské služby, a.s.	Fellow subsidiary	0	4 754	0	4 754
PREdistribuce, a.s.	Another entity	0	876	172	1 048
PREměření, a.s.	Another entity	0	0	4	4
RENCAR PRAHA, a.s.	Subsidiary	5	37 732	51	37 788
PS - renovace s.r.o.	Subsidiary	0	65	0	65
Střední průmyslová škola dopravní, a.s.	Subsidiary	4	5 207	29	5 240
TERMONTA PRAHA a.s.	Another entity	0	950	0	950
<b>Total</b>		<b>25 127</b>	<b>62 832</b>	<b>13 788</b>	<b>101 747</b>

## 2012 (CZK '000)

Entity	Relation to the Company	Inventory	Services	Other	Total
GTR-DP Praha s.r.o.	Subsidiary	0	64	0	64
HMP	Parent	0	12 150	0	12 150
Pražská energetika, a.s.	Another entity	0	175	34	209
Pražská plynárenská Distribuce, a.s., member of the Pražská plynárenská, a.s. group	Another entity	0	100	8	108
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	Another entity	0	50	0	50
Pražská strojírna a.s.	Subsidiary	31 459	10	0	31 469
Pražská teplárenská a.s.	Another entity	0	159	0	159
Pražská vodohospodářská společnost a.s.	Fellow subsidiary	0	375	0	375
Pražské služby, a.s.	Fellow subsidiary	0	4 602	0	4 602
PREdistribuce, a.s.	Another entity	0	339	30	369
PREměření, a.s.	Another entity	0	0	4	4
RENCAR PRAHA, a.s.	Subsidiary	21	52 252	0	52 273
Střední průmyslová škola dopravní, a.s.	Subsidiary	4	4 291	0	4 295
TERMONTA PRAHA a.s.	Another entity	0	13	0	13
<b>Total</b>		<b>31 484</b>	<b>74 580</b>	<b>76</b>	<b>106 140</b>

#### 4.17.2. Purchases from Related Parties

2013 (CZK '000)					
Entity	Relation to the Company	Inventory	Services	Others	Total
HMP	Parent company	0	530	99	629
Informační služby – energetika, a.s.	Another entity	0	20	0	20
Kolektory Praha, a.s.	Fellow subsidiary	0	466	0	466
Pražská energetika, a.s.	Another entity	921 778	0	15	921 793
Pražská plynárenská, a. s.	Another entity	18 569	0	0	18 569
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	Another entity	0	9	0	9
Pražská strojírna a.s.	Subsidiary	136 183	1 213	0	137 396
Pražská teplárenská a.s.	Another entity	18 427	11	0	18 438
Pražské služby, a.s.	Fellow subsidiary	1 467	4 621	0	6 088
PREdistribuce, a.s.	Another entity	0	588	12	600
PS - renovace s.r.o.	Subsidiary	0	39 054	0	39 054
Střední průmyslová škola dopravní, a.s.	Subsidiary	0	29 767	0	29 767
<b>Total</b>		<b>1 096 424</b>	<b>76 279</b>	<b>126</b>	<b>1 172 829</b>

## 2012 (CZK '000)

Entity	Relation to the Company	Inventory	Services	Others	Total
GTR-DP Praha s.r.o.	Subsidiary	0	19 983	0	19 983
HMP	Parent	11	500	26	537
Informační služby – energetika, a.s.	Another entity	0	26	0	26
Kolektory Praha, a.s.	Fellow subsidiary	0	467	0	467
Pražská energetika, a.s.	Another entity	996 469	0	0	996 469
Pražská plynárenská, a. s.	Another entity	20 174	7	0	20 181
Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	Another entity	0	14	0	14
Pražská strojírna a.s.	Subsidiary	117 703	1 435	0	119 138
Pražská teplárenská a.s.	Another entity	17 198	24	0	17 222
Pražské služby, a.s.	Fellow subsidiary	762	3 632	0	4 394
PREdistribuce, a.s.	Another entity	0	523	76	599
Střední průmyslová škola dopravní, a.s.	Subsidiary	0	29 429	0	29 429
<b>In total</b>		<b>1 152 317</b>	<b>56 040</b>	<b>102</b>	<b>1 208 459</b>

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

##### Sales

In the year ended 31 December 2012, the Company recorded no sales of fixed assets to related parties.

2013 (CZK '000)			
Entity	Relation to the Company	Tangible FA	
		Carrying amount	Selling price
HMP	Parent company	2 660	1 451
<b>Total</b>		<b>2 660</b>	<b>1 451</b>

The sales relate to assets transferred under the transfer contract.

##### Purchases

2013 (CZK '000)			
Entity	Relation to the Company	Tangible FA	Intangible FA
HMP	Parent company	1458	45
Pražská teplárenská a.s.	Another company	8	0
Pražská vodohospodářská společnost a.s.	Fellow subsidiary	1	0
PREdistribuce, a.s.	Another company	1	0
<b>Total</b>		<b>1468</b>	<b>45</b>

\*) The purchases predominantly include assets of CZK 1,451 thousand transferred under the transfer contract.

2012 (CZK '000)			
Entity	Relation to the company	Tangible FA	Intangible FA
HMP	Parent	3	6
Pražská vodohospodářská společnost a.s.	Fellow subsidiary	2	0
PREdistribuce, a.s.	Another company	2 611	0
<b>Total</b>		<b>2 616</b>	<b>6</b>

#### 4.18. Consumed Purchases

(CZK '000)		
	2013	2012
Energy, gas, heat	1 250 757	1 222 152
Material	972 578	950 770
Diesel, oil, lubricants, anti-freeze, petrol	813 126	876 516
Clothes and protective tools	53 306	51 708
Low-value tangible asset	24 271	23 584
Other	18 661	13 380
<b>Total</b>	<b>3 132 699</b>	<b>3 138 110</b>

#### 4.19. Services

[CZK '000]		
	2013	2012
Repairs and maintenance	1 721 596	1 811 218
Services related to transportation	540 668	518 437
Operating services	280 232	272 604
Data system services	215 196	274 081
České teplo – energy services	177 900	172 559
Remuneration for the sale of tickets	187 419	189 233
Costs of cleaning in the public transport premises and vehicles	139 349	134 119
Costs of consulting and audit	19 955	22 152
Cooperation services for projects – public transport	164 167	138 748
Cooperation services for projects – public transport	32 270	28 368
Costs of legal activities	78 103	29 482
Costs of translation, expert opinions, studies, and analysis	20 864	16 086
Other services relating to public transport	53 477	56 957
Other leases	81 806	91 139
Printing of tickets	5 841	7 806
Costs of the education of students	28 812	28 812
Other services	149 216	139 658
<b>Total</b>	<b>3 896 871</b>	<b>3 931 459</b>

The increase in the services related to transportation is due to changes in coefficients determined by ROPID for the calculation of individual transporters shares.

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

[CZK '000]		
	2013	2012
Obligatory audit of the financial statements	2 343	2 358
Other non-assurance services	421	209
<b>Total</b>	<b>2 764</b>	<b>2 567</b>

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



#### 4.20. Depreciations of Intangible and Tangible Fixed Assets

Summary of depreciation by asset class (CZK '000)			
Class		2013	2012
1310	Software	34 918	69 655
1400	Valuable rights	0	0
1900	Other intangible FA	5 589	26 534
2110	Tracks	328 079	279 653
2111	Power supply system	138 396	132 365
2112	Metro tunnels	329 695	328 547
2113	Metro technical facilities	16 262	16 655
2114	Station pillars, waiting areas, shelters	3 242	3 256
2115	Operating buildings	49 032	48 131
2116	Operating buildings and halls	138 596	137 902
2117	Operating structures	39 284	40 512
2118	Communication and security equipment	32 018	32 026
2119	Technical improvement of leased assets	88	0
2210	MYPOL handling system	6 535	12 097
2211	IT devices – computers	20 716	32 588
2212	Communication and security equipment – machinery	209 828	243 039
2213	Metro technical equipment	39 977	51 599
2214	Operating equipment and machinery	88 472	91 988

2215	Power supply system – machines	80 938	75 902
2221	Metro trains	756 695	763 129
2222	Trams	303 605	261 172
2223	Midi – N buses	11 943	7 317
2224	Standard buses	3 374	3 893
2225	Articulated buses	10	2 453
2226	Standard low-floor buses	62 583	81 097
2227	Articulated low-floor busses	118 321	85 773
2228	Metro escalators, lifts	58 104	62 689
2229	Passenger cars	58	175
2230	Other vehicles	5 797	5 445
2231	Other means of transport	8 694	10 930
2240	Inventory	424	440
	Net book value of liquidated fixed assets	695	1 632
<b>Total</b>		<b>2 891 968</b>	<b>2 908 594</b>

Note that depreciation of subsidised fixed depreciable assets would amount to CZK 1,755,019 thousand in 2013 (2012: CZK 1,796,297 thousand).

#### 4.21. Sold Material and Sales of Material

The book value of "Sold material" amounted to CZK 57,115 thousand and as of 31 December 2013 (2012: CZK 61,255 thousand), "Sales of material" amounted to CZK 56,165 thousand (2012: CZK 58,975 thousand).

The difference between "Sold material" and "Sales of material" was predominantly attributable to the sale of redundant and excess stock for which provisions were charged in 2012.

#### 4.22. Sold Fixed Assets and Sales of Fixed Assets

As of 31 December 2013, "Net book value of sold fixed assets" amounts to CZK 13,087 thousand (2012: CZK 22,064 thousand), "Sales of own fixed assets" amount to CZK 23,866 thousand (2012: CZK 41,239 thousand).

"Sales of fixed assets" primarily includes sales of transportation vehicles, primarily buses of CZK 11,478 thousand, trams of CZK 1,181 thousand, sale of land in Prague 5 of CZK 8,051 thousand and acquisition of land through an exchange in the Kobylisy, Motol, Radlice, Řepy and Vysočany cadastral areas of CZK 2,660 thousand.

#### 4.23. Change in Reserves and Provisions Relating to Operating Activities

(CZK '000)		
	2013	2012
Change in the reserve for tangible asset repairs	0	-148 904
Change in other reserves	-37 280	80 232
Change in non-tax deductible provisions against receivables	15 770	146 209
Change in tax deductible provisions	2 605	-1 235
Change in the provisions for inventory	448	-3 312
Change in the provision for assets	11 309	-3 877
<b>Total</b>	<b>-7 148</b>	<b>69 113</b>

#### 4.24. Other Operating Income

A significant increase in other operating income in 2013 results from the recognition of transferred receivables arising from SMS tickets from Erika a.s. in nominal value. This also refers to Note 4.25.

(CZK '000)		
	2013	2012
Grants received to offset costs	101 480	96 776
Income from fare surcharges	216 065	242 736
Income from assignment of outstanding receivables arising from fare surcharges	34 749	0
Income from transfer of receivables arising from SMS tickets	468 513	0
Compensation for repairs and maintenance resulting from damage and accidents	47 949	37 540
Compensation for injuries	13 375	12 114
Compensation of court and arbitration fees	8 326	12 390
Contractual fines, penalties, default interest	3 244	4 885
Assessment of the claim – damage on property	13 984	42
Sundry operating income	33 580	30 100
<b>Total</b>	<b>941 265</b>	<b>436 583</b>

#### 4.25. Other Operating Expenses

(CZK '000)		
	2013	2012
Insurance	314 751	291 839
Write-off of transferred receivables	150 407	0
Write-off of transferred receivables arising from SMS tickets	468 513	0
Non-completed and permanently terminated acquisition of fixed assets	11 334	8 724
Sundry operating expenses	5 201	26 613
Compensation for work-related injury	15 071	14 482
Write-off of transport inspection receivables	1 554	40 335
Write-off of receivables	6 892	14 159
<b>Total</b>	<b>973 723</b>	<b>396 152</b>

#### 4.26. Income from Non-Current Financial Assets

(CZK '000)		
	2013	2012
Dividends – RENCAR PRAHA, a.s.	9 240	9 240
Dividends PS – renovace s.r.o.	946	2 000
<b>Total</b>	<b>10 186</b>	<b>11 240</b>

#### 4.27. Income from and Costs of the Revaluation of Securities and Derivatives

Income (CZK '000)		
	2013	2012
Discontinuation of COLLAR ČS and ČSOB transactions	2 857	4 593
Discontinuation of crude oil hedging transactions	0	0
Discontinuation of forward transactions	1 914	3 338
Revaluation of the electricity 2012 swap transaction	0	0
<b>Total</b>	<b>4 771</b>	<b>7 931</b>

Costs (CZK '000)		
	2013	2012
Revaluation of transactions	50 431	34 551
<b>Total</b>	<b>50 431</b>	<b>34 551</b>

Costs of the revaluation of derivatives in 2013 are due to the discontinuation of the derivative electricity swap in 2011 and relating to the hedging of an electricity purchase for 2013. The gradual release of this discontinued transaction had an effect on the profit or loss in the amount of CZK 49,990 thousand in 2013.

#### 4.28. Interest Income

(CZK '000)		
	2013	2012
Interest on current bank accounts	249	3 102
Interest – notarial safekeeping	18	0
<b>Total</b>	<b>267</b>	<b>3 102</b>

#### 4.29. Other Financial Income

The decrease in the year ended 31 December 2013 (the line “Other financial income” reports the balance of CZK 21,524 thousand) is due to the zero income from crude oil hedging (2012: CZK 66,494 thousand) and lower bonification from an insurance company.

#### 4.30. Other Financial Expenses including Interest Expenses

The increase is due to the costs of interest rate swaps related to the promissory note programme of 28 June 2013.

Other Financial Expenses including Interest Expenses (CZK '000)		
	2013	2012
Interest on the loan for the purchase of metro carriages	28 204	43 224
Interest on the loan for the purchase of metro carriages – SWAP	41 868	42 536
Costs of derivative transactions	43 256	24 865
Bank charges	22 634	20 134
Interest on the long-term loan – Elbuses	0	0
Interest on the promissory note programme	88 658	82 801
Exchange rate gains/losses	69	112
Sundry financial expenses	7 940	6 503
Paid bank interest	0	0
Interest on short-term loans	0	78
<b>Total</b>	<b>232 629</b>	<b>220 253</b>

#### 4.31. Extraordinary Expenses and Income

Expenses (CZK '000)		
	2013	2012
Extraordinary expenses – floods – external	7 767	0
Extraordinary expenses floods KOMOKO	6 062	0
Extraordinary expenses floods VP	12 573	0
<b>Total</b>	<b>26 402</b>	<b>0</b>

Income (CZK '000)		
	2013	2012
Upfront payment of compensation of property damage – extraordinary	16 600	0
Extraordinary expenses– ZVS and direct lines – floods	5 764	0
<b>Total</b>	<b>22 364</b>	<b>0</b>

## 5. EMPLOYEES, MANAGEMENT AND STATUTORY BODIES

### 5.1. Staff Costs and Number of Employees

2013 (CZK '000)					
	Number of staff *)	Payroll costs	Social security and health insurance	Other costs	Total staff costs
Staff	10 497	4 161 485	1 406 177	233 070	5 800 732
Managers	17	37 362	12 164	333	49 859
Members of the Company's bodies**			803	2 404	3 207
<b>Total</b>	<b>10 514</b>	<b>4 198 847</b>	<b>1 419 144</b>	<b>235 807</b>	<b>5 853 798</b>

2012 (CZK '000)					
	Number of staff *)	Payroll costs	Social security and health insurance	Other costs	Total staff costs
Staff	10 579	4 091 206	1 372 559	222 435	5 686 200
Managers	16	30 310	11 352	569	42 231
Members of the Company's bodies**			852	2 689	3 541
<b>Total</b>	<b>10 595</b>	<b>4 121 516</b>	<b>1 384 763</b>	<b>225 693</b>	<b>5 731 972</b>

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

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

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

## 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.

## 6. CONTINGENT LIABILITIES AND OFF BALANCE SHEET COMMITMENTS

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 22,451,284 thousand. The most significant items are as follows:

- Purchase of the 15T low-floor articulated buses in the amount of CZK 11,433,689 thousand;
- The PANIC button and HF for tram drivers in the amount of CZK 5,712,300 thousand;

- Comprehensive security system in the amount of CZK 3,508,981 thousand; and
- Modernisation of the KT8D5 articulated vehicles in the amount of CZK 20,650 thousand.

The main source of financing these liabilities will be the Company's own sources as well as external sources up to the amount of the promissory note programme with respect to the 15T trams.

Contractual liabilities in the construction investment renewal and development amount to CZK 8,622,556 thousand and predominantly relate to the following projects:

- Extension of metro line A from the Dejvická station in the amount of CZK 8,215,177 thousand;
- Entrance hall and escalators in the Národní station – COPA CENTRUM – including the renovation of the Národní station and wheelchair access of CZK 262,177 thousand;
- Renovation of the platform in the Chodov station in the amount of CZK 30,940 thousand; and
- Opening of the Můstek station in the amount of CZK 22,095 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 2012**

The financial statements for the year ended 31 December 2012 reporting a loss of CZK 396,626 thousand were fully approved by Resolution no. 1137 passed by the Board of the Prague City Council in its capacity as the General Meeting of DP on 25 June 2013. Under the Resolution, the loss was allocated to account 429 - Accumulated losses brought forward.

## **8. POST BALANCE SHEET EVENTS**

Between the balance sheet date on 31 December 2013 and the financial statements preparation date, no material events occurred that would represent unusual changes in the balances of assets and liabilities.

## **9. CASH FLOW STATEMENT**



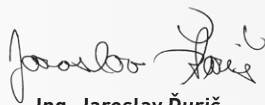
# CASH FLOW STATEMENT (CZK '000)

		Year ended 31 Dec 2013	Year ended 31 Dec 2012
<b>P.</b>	<b>Opening balance of cash and cash equivalents</b>	<b>2 889 227</b>	<b>966 956</b>
<b>Z.</b>	<b>Profit or loss from ordinary activities before tax</b>	<b>116 887</b>	<b>110 957</b>
A.1.	Adjustments for non-cash transactions (A.1.1 to A.1.5)	3 233 115	3 135 198
A.1.1.	Depreciation of fixed assets (+)	2 891 968	2 908 594
A.1.2.	Changes in provisions and reserves (+/-)	-7 147	69 113
A.1.3.	Profit/(loss) on the sale of fixed assets (profit-, loss+)	-10 788	-19 175
A.1.4.	Revenues from non-current financial assets (-)	-10 186	-11 240
A.1.5.	Interest expense (+) and interest income (-)	158 463	165 536
A.1.6.	Adjustments for other non-cash transactions	210 805	22 370
<b>A*</b>	<b>Net operating cash flow before changes (Z+A.1)</b>	<b>3 350 002</b>	<b>3 246 155</b>
A.2.	Change in working capital (A.2.1. to A.2.3.)	-251 504	-57 855
A.2.1.	Change in operating receivables (+/-) and other asset	-618 086	269 328
A.2.2.	Change in operating payables (+/-) and other liabilities	361 546	-322 544
A.2.3.	Change in inventories (+/-)	5 036	-4 639
<b>A**</b>	<b>Net cash flow from operations before tax and extraordinary items (A.*+A.2)</b>	<b>3 098 498</b>	<b>3 188 300</b>
A.3.	Interest paid (-)	-158 730	-168 638
A.4.	Interest received (+)	267	3 102
A.5.	Paid income tax for ordinary activities (+/-)	0	0
A.6.	Income and expenses relating to extraordinary accounting transactions (+/-)	-4 038	0
A.7.	Received dividends and profit shares (+)	10 186	11 240
<b>A***</b>	<b>Net operating cash flows (A.**+A.3 to A.6)</b>	<b>2 946 183</b>	<b>3 034 004</b>
B.1.	Fixed assets expenditures (-)	-2 971 847	-4 842 757
B.2.	Proceeds from fixed assets sold (+)	23 866	41 239
<b>B***</b>	<b>Net investment cash flows (B.1 to B.3)</b>	<b>-2 947 981</b>	<b>-4 801 518</b>
C.1.	Change in payables from financing	1 805 462	3 689 785
<b>C***</b>	<b>Net financial cash flows (C.1+C.2+C.3)</b>	<b>1 805 462</b>	<b>3 689 785</b>
<b>F.</b>	<b>Net increase or decrease in cash and cash equivalents (A.***+B.***+C.***)</b>	<b>1 803 664</b>	<b>1 922 271</b>
<b>R.</b>	<b>Closing balance of cash and cash equivalents (P+/-F)</b>	<b>4 692 891</b>	<b>2 889 227</b>

The Prague Public Transit Co. Inc. (in Czech: Dopravní podnik hl. m. Prahy, akciová společnost)

Sokolovská 217/42, Prague 9

## APPROVAL OF THE NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2013 FULL VERSION

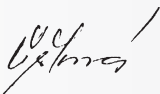


**Ing. Jaroslav Ďuriš**

Chairman of the Board of Directors

Chief Executive Officer

Dopravní podnik hl. m. Prahy,  
akciová společnost



**Bc. Magdalena Češková**

Vice-Chairwoman of the Board of Directors

Dopravní podnik hl. m. Prahy,  
akciová společnost

In Prague on 4 March 2014

Prepared by: Pavla Maříková



# REPORT ON RELATIONS BETWEEN INTERCONNECTED ENTITIES

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## 1. Introductory provisions

1.1. The trading company – the Prague Public Transit Co. Inc. with the registered office in Sokolovská 217/42, Prague 9, Postal Code: 190 22, ID No.: 00005886, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 847 (hereinafter only as the “**Controlled entity**”) is the entity controlled by the Capital City of Prague. The Capital City of Prague is the sole shareholder of the Controlled entity.

1.2 According to data available to the Controlled entity the Controlling entity controls directly these other controlled entities:

a) Kolektory Praha, a.s. with the registered office in Prague 9,

Pešlova 341/3, Postal Code: 190 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 7813, ID No.: 26714124

b) Kongresové centrum Praha, a.s., with the registered office in Prague 5, 5. května 65, Postal Code: 140 21, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 3275, ID No.: 63080249

c) Obecní dům, a.s., with the registered office in Prague 1, nám. Republiky 1090/5, Postal Code: 111 21, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 9990, ID No.: 27251918

d) Pražská energetika Holding a.s. with the registered office in Prague 10, Na Hroudě 4, Postal Code 100 05, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 7020, ID No.: 26428059

e) Pražská plynárenská Holding a.s., with the registered office in Prague 4, U Plynárny 500, Postal Code: 140 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 7151, ID No. 26442272

f) Pražská teplárenská Holding a.s., with the registered office in Prague 7, Partyzánská 1, Postal Code: 170 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 6889, ID No. 26416808

g) Pražská vodohospodářská společnost a.s., with the registered office in Prague 1, Žatecká 110/2, Postal Code: 110 00, recorded in the

Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 5290, ID No. 25656112

- h) Pražské služby, a.s. with the registered office in Prague 9, Pod Šancemi 444/1, Postal Code: 190 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 2432, ID No. 60194120
- i) Rozvojové projekty Praha (formerly TCP-Vidoule) a.s., with the registered office in Prague 1, Opletalova 929/22, Postal Code: 110 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 5231, ID No. 25649329
- j) TRADE CENTRE PRAHA akciová společnost /TCP/ with the registered office in Prague 2, Blanická 1008/28, Postal Code: 120 00, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 43, ID No. 00409316
- k) Úpravna vody Želivka, a.s., with the registered office in Prague 10, K Horkám 16/23, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 7437, ID No. 26496224
- l) Zdroj pitné vody Káraný, a.s., with the registered office in Prague 1, Žatecká 110/2, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 7438, ID No. 26496402

- 1.3. The Controlling entity controls **indirectly** according to data available to the Controlled entity **these other entities and their subsidiary companies**

Companies with investment interest of the trading company the Prague Public Transit Co. Inc. [in Czech: Dopravní podnik hl. m. Prahy, akciová společnost]

- a) Pražská strojírna, a.s., with the registered office in Prague 9, Vinoř, Mladoboleslavská 133, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 2318, ID No. 60193298
- b) Střední průmyslová škola dopravní, a.s., with the registered office in Prague 5, Plzeňská 298/217a, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 5097, ID No. 25632141
- c) PS – renovace s.r.o., with the registered office in Prague 9, Na obrátce 16/102, recorded in the Companies Register maintained by the Municipal Court in Prague, Section C, Insert No. 53449, ID No. 25146033
- d) RENCAR PRAHA, a.s., with the registered office in Prague 8, Křížkova 148/34, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 86, ID No. 005 06 397

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

- a) Pražská energetika, a.s. with the registered office in Prague 10, Na Hroudě 1492/4, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 2405, ID No. 60193913

Companies with investment interest of the trading company Pražská energetika, a.s. [subsidiary companies]

- a) PREdistribuce, a.s. with the registered office in Prague 5, Svornosti 3199/19a, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 10158, ID No. 27376516
- b) eYello CZ, a.s. with the registered office in Prague 10 – Vršovice, Kubánské náměstí 1391/11, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 4033, ID No. 250 54 040
- c) PREměření, a.s., with the registered office in Prague 10, Na Hroudě 2149/19, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 5433, ID No. 25677063

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

- a) Pražská plynárenská, a.s. with the registered office in Prague 1 – New Town, Národní 37, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 2337, ID No. 60193492

Companies with investment interest of the trading company Pražská plynárenská, a.s. [subsidiary companies]

- a) Měření dodávek plynu, a.s., with the registered office in Prague 4, U plynárny 500/44, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 15764, ID No. 29001498

- b) Pražská plynárenská Distribuce, a.s., a member of the Pražská plynárenská, a.s. combine, with the registered office in Prague 4, U Plynárny 500, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 10356, ID No. 27403505
- c) Pražská plynárenská Servis distribuce, a.s., a member of the Pražská plynárenská a.s. combine, with the registered office in Prague 4, U Plynárny 1450/2a, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 1878, ID No. 47116471
- d) Prometheus, energetické služby, a.s., a member of the Pražská plynárenská, a.s. combine, with the registered office in Prague 4, U Plynárny 500, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section C, Insert No. 35900, ID No. 63072599
- e) Pražská plynárenská Správa majetku, a.s., a member of the Pražská plynárenská, a.s. combine, with the registered office in Prague 4, U Plynárny 500, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section C, Insert No. 116303, ID No. 27436551
- f) Informační služby – energetika, a.s., with the registered office in Prague 4, U Plynárny 500, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 7946, ID No. 26420830
- g) Pragoplyn, a.s., with the registered office in Prague 1, New Town, Jungmannova 36/31, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 12177, ID No. 27933318



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

- a) Pražská teplárenská, a.s. with the registered office in Prague 7, Partyzánská 1/7, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 1509, ID No. 45273600

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

- a) TERMONTA PRAHA, a.s., with the registered office in Prague 10, Třebohostická 46/11, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 1846, ID No. 47116234
- b) Teplo Neratovice, s.r.o., with the registered office in Neratovice, Školní 162, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section C, Insert No. 34074, ID No. 49827316

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

- a) AKROP s.r.o., with the registered office in Tuchoměřice, Ke Špejcharu 392, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section C, Insert No. 81758, ID No. 26432331
- b) Nepřekonatelný servis, s.r.o., with the registered office in Prague 9, Pod Šancemi 444/1, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section C, Insert No. 108141, ID No. 27257452

- c) Pražská odpadová a.s., in liquidation, with the registered office in Prague 9 – Vysočany, Pod Šancemi 444/1, Postal Code: 190 00, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 17560, ID No. 24167894

Company with investment interest of the trading company Úpravná vody Želivka, a.s.

- a) Želivská provozní s.r.o., with the registered office in Prague 10 – Hostivař, K Horkám 16/23, Postal Code: 102 00, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section C, Insert No. 202543, ID No. 29131804

Company with the investment interest of the trading company Zdroj pitné vody Káraný, a.s.

- a) Vodárna Káraný, a.s., with the registered office in Žatecká 110/2, Old Town, Postal Code: 110 00, Prague 1, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 18857, ID No. 29148995

Company with investment interest of TRADE CENTRE PRAHA, a.s.

- a) TCP – Vinohrady, a.s., with the registered office in Prague 2, Blanická 1008/28, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 5402, ID No. 25672541

1.4. Considering the fact that no controlling contract was concluded in relation to the Controlled entity, the Board of Directors of the Controlled



entity prepared pursuant to Section 82 et seq. Act No. 80/2012 Coll., on business corporation, this report on relations between interconnected entities. This report will be attached to the annual report of the Controlled entity and the sole shareholder of the Controlled entity will have an option to get acquainted with it during the same time limit and under the same conditions as with the Financial Statement.

## **2. Information on relations to the Controlling entity**

- 2.1 Contracts as stated in annex No. 1 were concluded between the Controlled entity and the Controlling entity during the accounting period of the year 2013. These contracts were concluded under conditions usual in business relations and performances and counterperformances correspond with conditions for usual business relationship with taking the nature of business activities of the Controlled body into accounts, so that with fulfilment of these contracts the Controlled entity cannot suffer any detriment.
- 2.2 No other legal acts for the sake of the Controlling entity were concluded between the Controlled entity and the Controlling entity.
- 2.3 No measures were taken for the sake of the Controlling entity.
- 2.4 No measures were realized for the sake of the Controlling entity.
- 2.5 No measures were adopted on request from the Controlling entity.
- 2.6 No measures were realized on request from the Controlling entity.

## **3. Information on relations to Other entities controlled directly by the Controlling entity**

- 3.1 Contracts as mentioned in annex No. 2 were concluded between the Controlled entity and Other entities controlled directly by the Con-

trolling entity during the accounting period of the year 2013. These contracts were concluded under conditions usual in business relations and performances and counterperformances correspond with conditions for usual business relationship, so that with fulfilment of these contracts the Controlled entity cannot suffer any detriment.

- 3.2 No other legal acts for the sake of Other entities controlled directly by the Controlling entity were performed between the Controlled entity and Other entities controlled directly by the Controlling entity.
- 3.3 No measures were adopted for the sake of Other persons controlled directly by the Controlling entity.
- 3.4 No measures for the sake of Other entities controlled directly by the Controlling entity were taken.
- 3.5 No measures were adopted on request of Other entities controlled directly by the Controlling entity.
- 3.6 No measures were taken on request of Other entities controlled directly by the Controlling entity.

## **4. Information on relations to Other entities controlled indirectly by the Controlling entity**

- 4.1 Contracts as mentioned in annex No. 3 were concluded between the Controlled entity and Other entities controlled indirectly by the Controlling entity during the accounting period of the year 2013. These contracts were concluded under conditions usual in business relations and performances and counterperformances correspond with conditions for usual business relationship, so that with fulfilment of these contracts the Controlled entity cannot suffer any detriment.
- 4.2 No other legal acts for the sake of Other entities controlled indirectly

by the Controlling entity were performed between the Controlled entity and Other entities controlled indirectly by the Controlling entity.

4.3 No measures were adopted for the sake of Other persons controlled indirectly by the Controlling entity.

4.4 No measures for the sake of Other entities controlled indirectly by the Controlling entity were taken.

4.5 No measures were adopted on request of Other entities controlled indirectly by the Controlling entity.

4.6 No measures were taken on request of Other entities controlled indirectly by the Controlling entity.

## 5. Conclusion

As it results from the above mentioned no damage on property was caused to the Controlled entity in consequence of influence by the Controlling entity during the accounting period of the year 2013.

(in Czech: Dopravní podnik hl. m. Prahy, akciová společnost):



**Jaroslav Ďuriš**

Chairman of the Board of Directors  
Director General  
the Prague Public Transit Co. Inc.



**Magdalena Češková**

Vice-Chairman of the Board of Directors  
the Prague Public Transit Co. Inc.



### Annex No. 1

Contracts with the Controlling entity and other legal acts, which were performed for the sake of the Controlled entity and the Controlling entity, as well as all other measures, which were taken or realized for the sake or on request of these entities by the Controlled entity in 2013.

Characteristics of contracts and their number:

Controlling entity	Controlled entity	In total concluded contractual documents
The Capital City of Prague	The Prague Public Transit Co. Inc.	97

### Annex No. 2

Contracts concluded with the entities controlled directly by the Controlling entity

Business firm	Number	Characteristics of contracts
Pražská vodohospodářská společnost a.s.	3	Contract for the future contract on establishment of easement – location of water work, contracts on mutual relations between contracting partners for the "Drainage of the Bílá Hora tram loop" project

### Annex No. 3

Contracts concluded with entities controlled indirectly by the Controlling entity

Business firm	Number	Characteristics of contracts
PREdistribuce, a. s.	40	Contract for the future contract – establishment of easement (DP on the side of the obligor), establishment of easement – cable lines, dispatching measures, connections, relaying
Pražská plynárenská, a. s.	33	Contract for the future contract on establishment of easement, easement – gas pipeline, connection lines, relaying, connections, gas supplies
Pražská plynárenská Distribuce, a. s.	9	Contract for connection to the distribution system
Pražská teplárenská, a. s.	6	Contract for heat energy supplies
Střední průmyslová škola dopravní, a. s.	3	Contract on commission sale, 100 pieces of Almanach, professional training of students, provision of non-residential premises for educational purposes, internet connection.
Pražská energetika, a. s.	196	Contract on associated services – electricity supplies, contract for establishment of easement in the building consisting in location of substation, contracts for a discount from price of power electricity
PS - renovace s.r.o.	1	Grinding of rails
PRAŽSKÁ STROJÍRNA a.s.	3	General purchase contract for supplies of monoblocks and tyres for trams



## LIST OF ABBREVIATIONS

<b>AE</b>	Airport Express	<b>JPA</b>	Bus operation unit	<b>PROVAS</b>	Anti-chemical warning system in metro
<b>BOZP</b>	Occupational Safety and Health	<b>JPT</b>	Tram operation unit	<b>ROPID</b>	Regional organizer of the Prague public transport
<b>BŘ</b>	Director in charge of the safety department	<b>CZK</b>	Czech crowns	<b>RTT</b>	Reconstruction of tram track
<b>ČS</b>	Česká spořitelna	<b>KS</b>	Collective agreement	<b>SDI</b>	Centres of traffic information
<b>ČSOB</b>	Československá obchodní banka	<b>LZ</b>	Human resources	<b>SPŠD</b>	Secondary technical school of transport
<b>DHM</b>	Tangible fixed assets	<b>MČ</b>	Municipal district	<b>SSZ</b>	light signalling equipment
<b>DNM</b>	Intangible fixed assets	<b>MD</b>	Ministry of transport	<b>Stř. STK</b>	Technical inspection station centre
<b>DPH</b>	Value added tax	<b>MHD</b>	Public city transport	<b>SÚ</b>	residential body
<b>DPD</b>	the Prague Public Transit Co. (the Transit Company - DP)	<b>MHMP</b>	Metropolitan Authority of the Capital City of Prague	<b>TCP</b>	Trade centre Praha
<b>DŘ</b>	Director in charge of the transport department	<b>MS</b>	Municipal court	<b>TH</b>	Technical-economy (employees)
<b>EŘ</b>	Director in charge of the economic department	<b>MŠMT</b>	Ministry of education, youth and sport	<b>TR</b>	Director in charge of the technical department
<b>EU</b>	European Union	<b>00N</b>	Other private expenses	<b>TT</b>	Tram track
<b>EZS</b>	Electronic security system	<b>OPD</b>	Operating program – Transport	<b>ÚOHS</b>	Office for the protection of economic competition
<b>GVD</b>	Train set graph	<b>OPPK</b>	Operating program Prague – Competitive power	<b>UTZ</b>	Defined technical equipment
<b>HMP</b>	the Capital City of Prague	<b>P+R</b>	Park + ride	<b>VpA</b>	Auditing Committee
<b>HZS DP</b>	the Fire rescue brigade of the Transit Company	<b>PČR</b>	Police of the Czech Republic	<b>VT</b>	Computing technique
<b>ICT</b>	Computers and information technology	<b>PID</b>	Prague Integrated Transport	<b>VTZ</b>	Selected technical equipment
<b>JDCM</b>	Traffic route – Metro unit	<b>POP</b>	Operating and attending worker		
		<b>POSPOLU</b>	Support to cooperation between schools and companies focused on professional training in practice		





# AUDITOR'S REPORT



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Tax Id. Nr.: CZ49620592

## INDEPENDENT AUDITOR'S REPORT

To the Shareholder of

Dopravní podnik hl. m. Prahy, akciová společnost

Having its registered office at: Sokolovská 217/42, 190 22 Prague 9  
Identification number: 000 05 886

### Report on the Financial Statements

Based upon our audit, we issued the following audit report dated 17 March 2014 on the financial statements which are included in this annual report on pages 150 to 224:

"We have audited the accompanying financial statements of Dopravní podnik hl. m. Prahy, akciová společnost, which comprise the balance sheet as at 31 December 2013, and the profit and loss account, statement of changes in equity and cash flow statement for the year then ended, and a summary of significant accounting policies and other explanatory notes.

### Statutory Body's Responsibility for the Financial Statements

The Statutory Body is responsible for the preparation and fair presentation of these financial statements in accordance with accounting regulations applicable in the Czech Republic, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

### Auditor's Responsibility

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

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

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

### Opinion

In our opinion, the financial statements give a true and fair view of the financial position of Dopravní podnik hl. m. Prahy, akciová společnost as at 31 December 2013, and of its financial performance and its cash flows for the year then ended in accordance with accounting regulations applicable in the Czech Republic."

### Report on the Related Party Transactions Report

We have also reviewed the factual accuracy of the information included in the related party transactions report of Dopravní podnik hl. m. Prahy, akciová společnost for the year ended 31 December 2013 which is included in this annual report on pages 226 to 232. This related party transactions report is the responsibility of the Company's Statutory Body. Our responsibility is to express our view on the related party transactions report based on our review.

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**The Prague Public Transit Co. Inc.**

Sokolovská 217/42, 190 22 Prague 9

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**Prepared by:** Marketing and communication department  
**Graphic processing for printing:** Tiskárna POLYGRAF, s.r.o.

**Issued in copies:**

Printed: 360 copies of Czech version (including CD)  
130 copies of English version (including CD)

CD-ROM 120 copies of Czech version  
60 copies of English version

**Annex to the Annual Report  
on CD is:**

Annex to the Financial Statement as of 31. December 2013,  
which forms an integral part to the Financial Statement

In Prague, June 2014







**DPP 2013**

