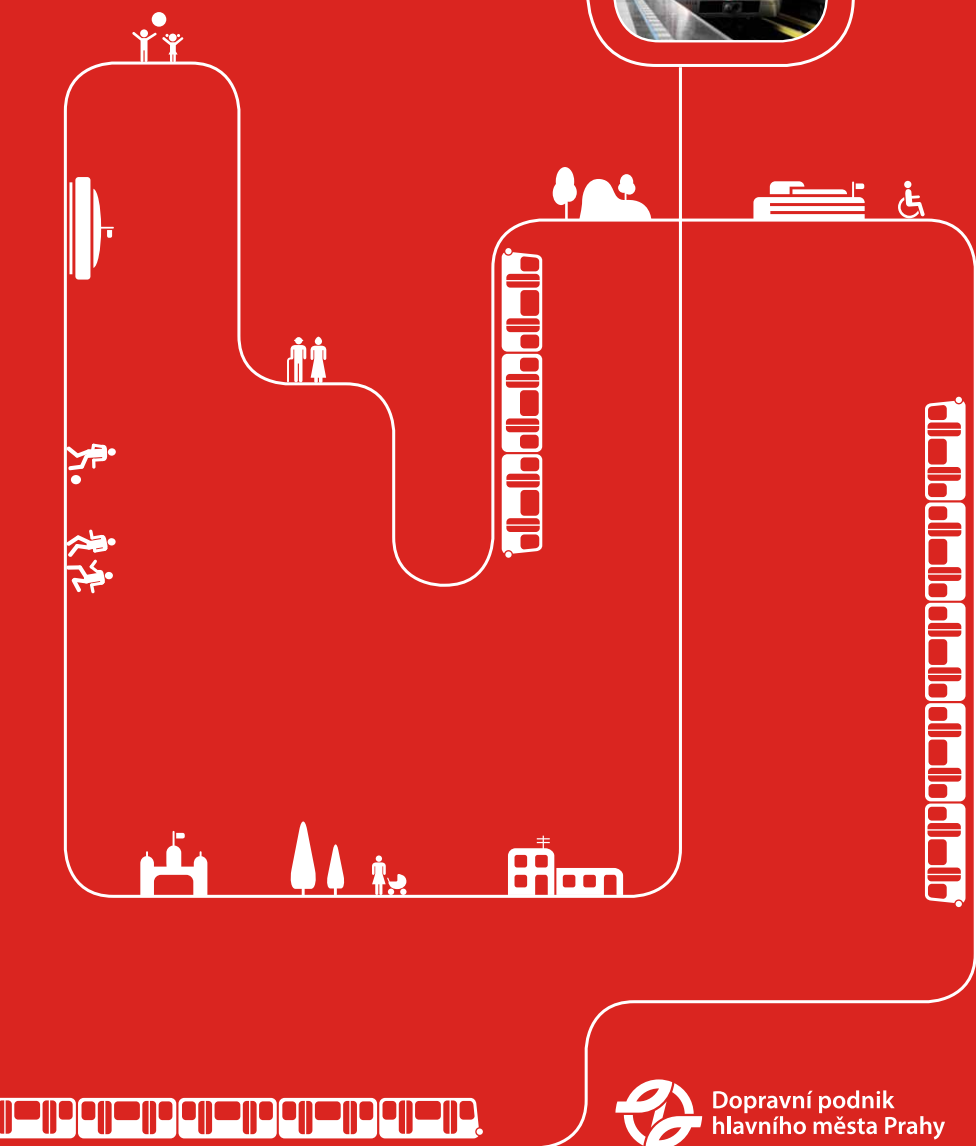
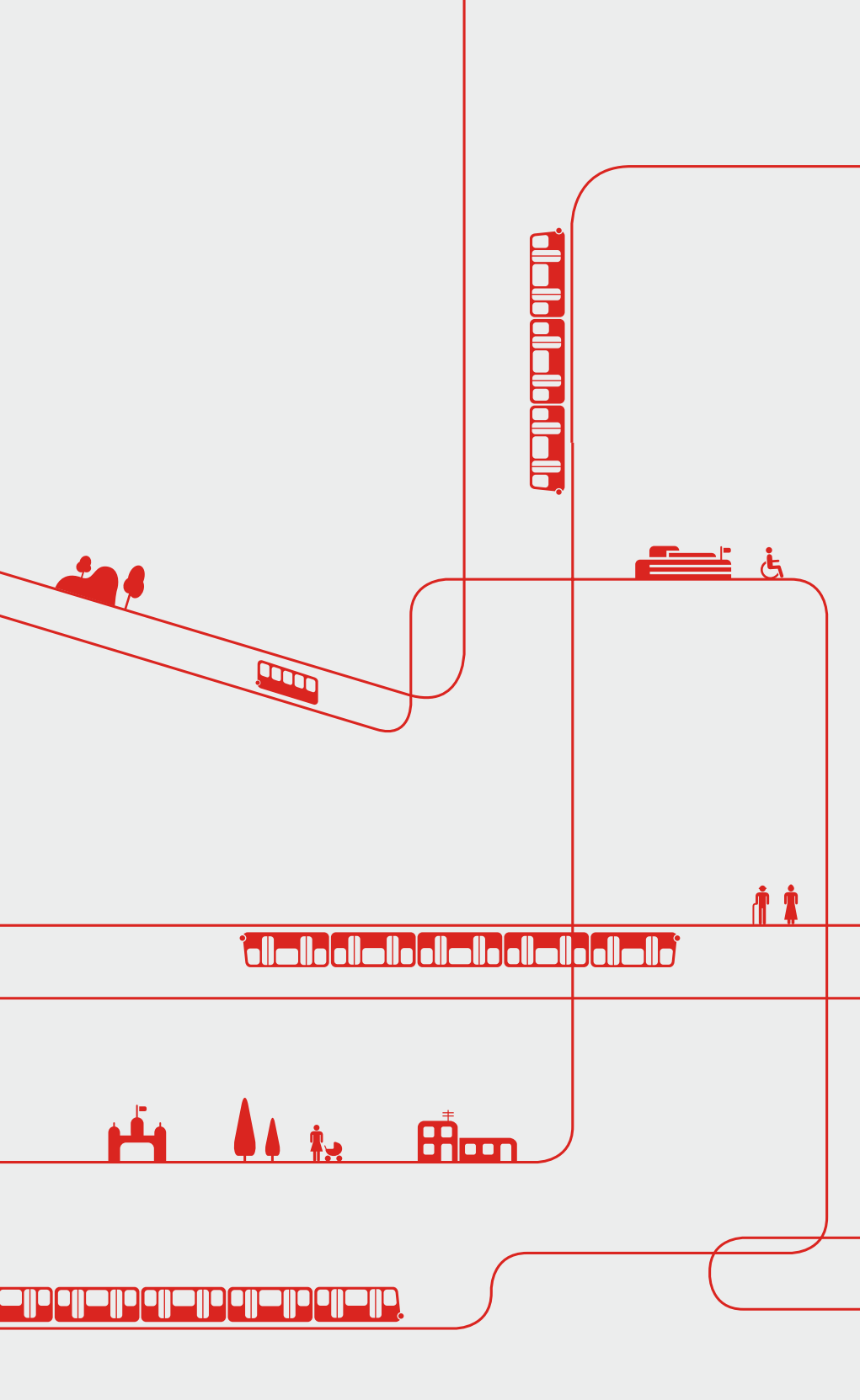


ANNUAL REPORT 2014



Dopravní podnik
hlavního města Prahy





Dopravní podnik
hlavního města Prahy



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OPENING SPEECH

OF THE CHAIRMAN OF THE BOARD OF DIRECTORS AND THE DIRECTOR GENERAL

Dear Friends,

When I was thinking about the introductory wording of the Annual Report of the Prague Public Transit Co., Inc., I opened the pages of the previous report to remind the tasks, on which we had placed emphasis at that time. I feel this looking-back very personally, because I had firstly the opportunity to manage the Prague Public Transit Co., Inc. during the entire calendar year.

We entered this year with the intention to amend the contractual conditions with the Škoda Transportation, a.s. company, the supplier of new tram sets Škoda 15T ForCity Alfa, for the benefit of the Prague Public Transport Co., Inc. Furthermore we had completion of the new section of the V.A extended metro line from Dejvice to Motol on our mind. And finally, we wanted to stabilize the company in terms of economy, finances and human resources.

Improvement of the image of the Prague Public Transit Co., Inc. in media went hand in hand with this. I feel sorrow that image of our company is often built on biases of those, who are not professionally engaged in transport, and many a time incorrect historic biases, according to which it is modern to complain on the Prague's transport.

As the first target is concerned, we actually signed amendments to the contract with the supplier of 15T trams in 2014, where the main attribute was allocation of instalments for the given vehicles to eight years. In addition to that we agreed on a lot of technical modifications, as they are air-conditioning of vehicles, wireless internet connection, improvement of conditions for maintenance of trams and similarly.

The second target was construction of the already mentioned and carefully monitored V.A. metro line. We succeeded in establishment of a functional model of cooperation between the Prague Public Transit Co., Inc., on the part as the Investor, and contractors for individual metro section. We were together followed the agreed work schedule during the year, so that acceptances of constructed sections and technological equipment run successfully at the end of this year, as the precondition for the planned commencement of operation of the extended metro line in April, 2015.

The fact that the construction of the extended "A-line" was not more expensive compared to assumptions is not greatly accepted by the public. What is more, it was cheaper with 2 milliards.

Metro belongs between the so-called line constructions, which by many reasons belong to the most demanding ones in the civil engineering, for example due to unforeseen geologic conditions, use of many types of technologies or long realization time and complicated legal environment.

As the third target is concerned, i.e. the stabilization of the company, let's the figures to talk in terms of economy. We succeeded to reverse the tendency, when the company's financial loss in the amount of 372 mil. at the end of the year 2013 turned to profit of 316 mil. at the end of the last year.

This situation is also illustrated with considerations, which accompanied the year 2013, about the necessity to open negotiations with unions about reduction of wages. Finally, it was not necessary and the company management fulfilled the conditions about the level of wages and benefits to employees of the Prague Public Transit Co., Inc. This certainly contributed to social peace and comfortable atmosphere at the company during the last year.

The topic of the company of stabilization also includes considerations, which were held in the past. Separation of different parts of the company and their gaining of independence in form of privatization were highly discussed. I feel proud that the Prague Public Transit Co., Inc. stayed as a whole in a consolidated form. I believe in its future and in functionality of its actual arrangement.

Ing. Jaroslav Ďuriš

Chairman of the Board of Directors
Director General
Prague Public Transit Co., Inc.





BASIC IDENTIFICATION DATA

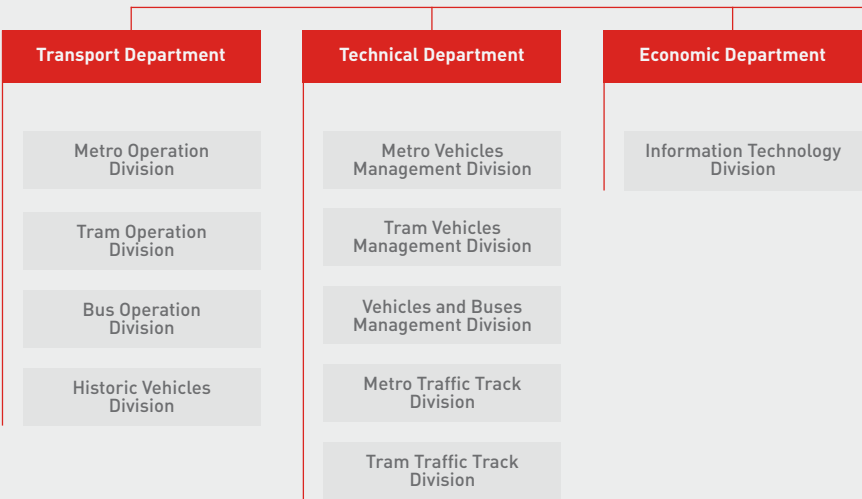
ON THE COMPANY

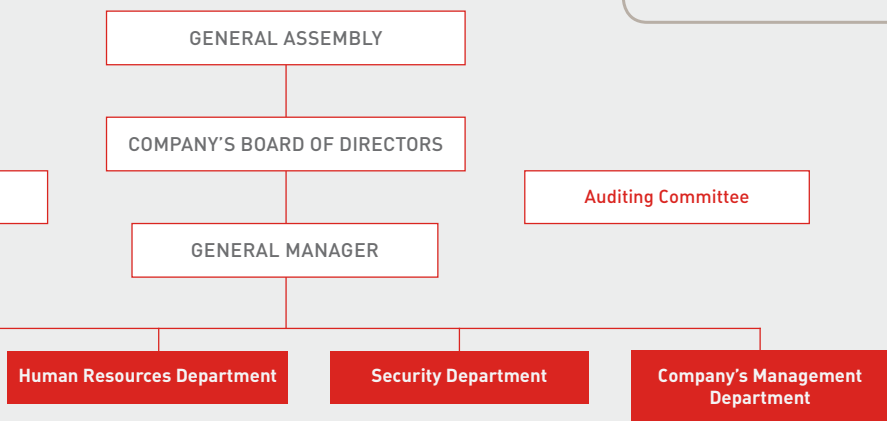
Company's name:	Prague Public Transit Co., Inc.
Registered office:	Sokolovská 217/42, 190 22 Prague 9
Company's ID No.:	00005886
Vat No.:	CZ00005886
Date of foundation:	19. 3. 1991
Date of establishment:	11. 7. 1991
Legal form:	Joint-stock company
Founder:	The Capital City of Prague
Persons having share 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. 2014

Supervisory Board







COMPANY'S BODIES AND MANAGEMENT

ORGANIZATIONAL STRUCTURE IN 2014

BOARD OF DIRECTORS

The company's Board of Directors at its first session in the year 2013 in the composition: **Ing. Jaroslav Ďuriš**, the Chairman of the Board of Directors, **Bc. Magdalena Češková**, the Vice-Chairman of the Board of Directors, **Ing. Petr Blažek**, **Ing. Ladislav Urbánek** and **Ing. Petr Vychodil**, the Members of the Board of Directors.

On 20. 8. 2014, the company's Supervisory Board with its resolution No. 10/2014/2.1 withdrew **Ing. Petr Blažek** from the office of the member of the Board of Directors and **PhDr. Jiří Špička** was elected to this office on 21. 8. 2014.

SUPERVISORY BOARD

The company's Supervisory Board at its first session in the year 2014 in the composition: **Ing. Jiří Pařízek**, the Chairman of the Supervisory Board, **Ing. Marek Doležal**, the Vice-Chairman of the Supervisory Board, **Bc. Oldřich Schneider**, the Vice-Chairman of the Supervisory Board, **Ing. Jan Vašíček**, **Ing. Michal Štěpán**, **Doc. Ing. Martin Dlouhý, Dr., MSc.**, **Josef Buriánek**, **František Kadlec**, **Václav Pospíšil**, **Jan Kolář, DiS.**, **JUDr. Jan Blecha**, **Ing. Vojtěch Kocourek, Ph.D.**, **Ing. Karel Březina**, **Andrea Vlášenková**, the members of the Supervisory Board.

On 11. 1. 2014, membership at the Supervisory Board expired to **Jiří Obitka** with expiration of the 4-year office. On 15. 1. 2014, the Supervisory Board with the resolution No. 1/2014/1.4 elected **Bc. Oldřich Schneider** to the office of the Vice-Chairman of the Supervisory Board.

On 28. 1. 2014, the Council of the Capital City of Prague, having the competence of the general meeting, with its resolution No. 129 elected **Ing. Václav Novotný** to the office of the member of the Supervisory Board, who withdrew from the office of the member of the Supervisory Board on 31. 1. 2014, and the Supervisory Board approved his proposal with the resolution No. 2/2014/1.5. Expiration of his office as of 31. 1. 2014.

On 29. 4. 2014, the Council of the Capital City of Prague, having the competence of general meeting, with its resolution No. 888 elected **Ing. Pavel Válečka** to the office of the member of the Supervisory Board. On 26. 9. 2014, the office of the member of the Supervisory Board expired for **JUDr. Jan Blecha**, be specific in consequence from his withdrawal from the office.

Other personnel changes at the Supervisory Board occurred with the resolution of the Council of the Capital City of Prague, having the competence of the general meeting, No. 3153 of 9. 12. 2014, when as of this date **Ing. Karel Březina**, **Doc. Ing. Mgr. Martin Dlouhý, Dr., MSc.**, **Ing. Marek Doležal**, **Ing. Vojtěch Kocourek**,

Ph.D., Ing. Jiří Pařízek, Ing. Michal Štěpán, Ing. Pavel Váleček, Ing. Jan Vašíček and Andrea Vlášková were withdrawn from the office of the member of the Supervisory Board.

The Council of the Capital City of Prague, having the competence of the general meeting, elected **JUDr. Petr Novotný, Ing. Jarmila Bendová, Jaroslav Štěpánek, Martin Slabý, Mgr. Petra Kolínská, Ing. Petr Hlubuček, Ing. Vojtěch Kocourek, Ph.D.** and **Petr Dolínek** to the office of the member of the Supervisory Board as of 10. 12. 2014.

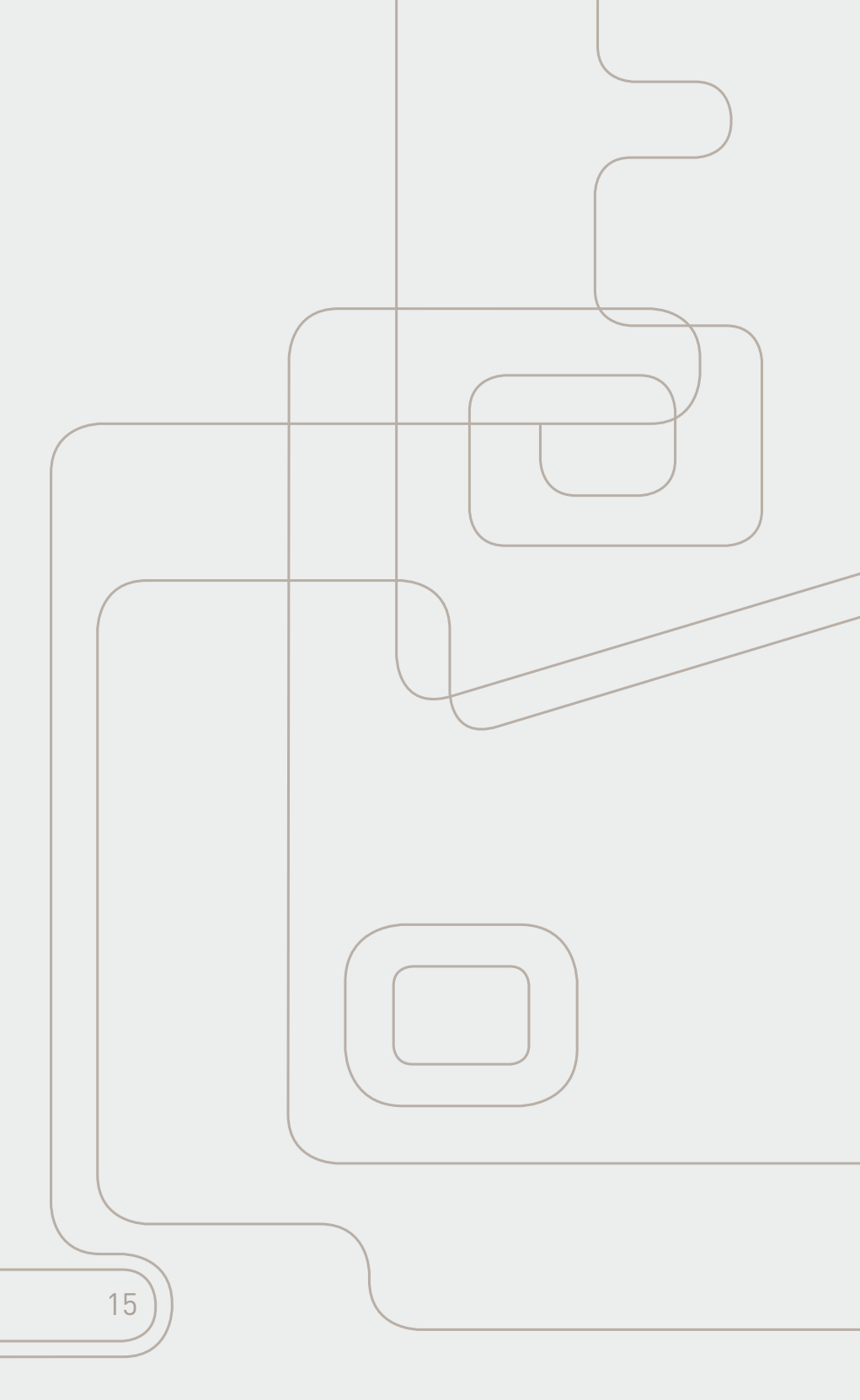
On 17. 12. 2014, the Supervisory Board with the resolution No. 14/2014/1.1 elected **Petr Dolínek** to the office of the Chairman of the Supervisory Board and with the resolution No. 14/2014/1.2 **Ing. Jarmila Bendová** to the office of the Vice-Chairman of the Supervisory Board.

On 28. 1. 2014, the Supervisory Board with the resolution No. 14/2014/1.1 elected **Petr Dolínek** to the office of the Chairman of the Supervisory Board and with the resolution No. 14/2014/1.2 **Ing. Jarmila Bendová** to the office of the Vice-Chairman of the Supervisory Board.

On 28. 1. 2014, the Council of the Capital City of Prague, having the competence of the general meeting, with the resolution No. 129 elected **Ing. Marek Doležal** and **Petr Šimůnek** to the office of the member of the Supervisory Board.

AUDITING COMMITTEE

The company's Auditing Committee started the year 2014 in the composition: **Ing. Miroslav Zámečník**, the Chairman of the Auditing Committee, **Ing. Zdena Javornická**, the Vice-Chairman of the Auditing Committee, and **Ing. Pavel Černý**, the member of the Auditing Committee. As of 18. 1. 2014, the office expired to Ing. Zdena Javornická. She was again elected to the office on 4. 2. 2014. At the session of the Auditing Committee held on 13. 2. 2014, **Ing. Zdena Javornická** was again elected to the office of the Vice-Chairman of the Auditing Committee.



COMPANY'S MANAGEMENT

ORGANIZATIONAL STRUCTURE IN 2014

DIRECTOR GENERAL

In 2014, **Ing. Jaroslav Ďuriš**, held the position as the Director General.

DIRECTOR IN CHARGE OF THE ECONOMIC DEPARTMENT

In 2014, **Bc. Magdalena Češková** held the position as the Director in charge of the Economic Department.

DIRECTOR IN CHARGE OF THE TRANSPORT DEPARTMENT

In 2014, **Ing. Ladislav Urbánek** held the position as the Director in charge of the Transport Department.

DIRECTOR IN CHARGE OF THE TECHNICAL DEPARTMENT

In 2014, **Ing. Jan Šurovský, Ph.D.** held the position as the Director in charge of the Technical Department.

DIRECTOR IN CHARGE OF THE SECURITY DEPARTMENT

In 2014, **RSDr. Antonín Fedorko** held the position as the Director in charge of the Security Department.

DIRECTOR IN CHARGE OF THE HUMAN RESOURCES DEPARTMENT

After resignation from the office by the former Director in charge of the Human Resources Department **Ing. Václav Turek** (i.e. including January 2014) **Ing. Dušan Palkovič** was authorized to hold the office of the Director in charge of the Human Resources Department. On 1. 2. 2014, **PhDr. Jiří Špička** was appointed as the Director in charge of the Human Resources Department.

Director General**Ing. Jaroslav Ďuriš**

01. 01. 2014 – 31. 12. 2014

Director in charge of the Economic Department**Bc. Magdalena Češková**

01. 01. 2014 – 31. 12. 2014

Director in charge of the Transport Department**Ing. Ladislav Urbánek**

01. 01. 2014 – 31. 12. 2014

Director in charge of the Technical Department**Ing. Jan Šurovský, Ph.D.**

01. 01. 2014 – 31. 12. 2014

Director in charge of the Security Department**RSDr. Antonín Fedorko**

01. 01. 2014 – 31. 12. 2014

Director in charge of the Human Resources Department**PhDr. Jiří Špička**

01. 02. 2014 – 31. 12. 2014

CALENDARIUM 2014

January

The Prague Public Transit Co. started the three-stage reconstruction of the tram track in the Trojská street. The existing construction made from wooden and reinforced-concrete sleepers laid in gravel bed with covered panels was replaced with the construction laid on reinforced-concrete sleepers with cover made from poured asphalt. Owing to the use of modern elements the service life of the entire section was significantly extended and thereby the security and operating speed was enhanced.

February

The Prague Public Transit Co., Inc. tested the electric bus EBN 8 from the SOR company on the line No. 216 during the days from 7th February – 11th February. The Capital City of Prague with the testing of the next electric bus (Siemens-Rampini was the first one) clearly declared its long-term target to reduce the load imposed on the city traffic and gradually introduce the environmental-friendly manner of transport on selected lines.

March

From the commencement of daily operation held on 2nd March, the number of tram request stops extended. The new tram stops were put into operation: i.e. Depot Hostivař, Malešická továrna, Na Homoli – for both directions, Vozovna Kobylisy – newly established tram stop in the Klapkova street in the direction to the city centre. The ČSAD Smíchov was the first request stop within the Prague's tram network in December 2012.

April

Workers of the Prague Public Transit Co., Inc. replaced three sliding rails at one time during the Easter traffic closure (18th – 21st April), this occurred for the first time in the history of these works. Two sliding rails at the Náměstí Míru and one sliding rail at the Dejvická station were concerned. Metro operation on the A line was interrupted in both directions.

May

During the week from 5th May till 9th May, the Prague Public Transit Co., Inc. reminded the 40th anniversary of the metro operation. Passengers had the opportunity to make the acquaintance of the I.C. line stations history through expositions at the metro vestibules,

as well as with interesting things of underground tracks worldwide or with hidden works of art, around which they only walk everyday. The favourite "Music in metro" made the Wednesday's day more pleasant to Prague citizens. On 8th May on Thursday, on the state holidays, the Prague Public Transit Co., Inc. invited the public in framework of the Opening Day to visit the Kačerov depot. The web pages informed in details about the program and interesting events associated with this anniversary. These web pages were created from the initiative of employees of DPP – www.m40.cz.

June

On 27th June, the modernized Národní třída metro station was ceremonially opened with the participation of Tomáš Hudeček, the City Mayor, Jiří Pařízek, the councillor for the transport, and Jaroslav Ďuriš, the director general of the Prague Public Transit Co., Inc.

July

The Museum of the Public Mass Transport opened its 22nd season on 5th July on Saturday. Due to anti-fire painting the opening ceremonial was postponed. The first two halls of the Střešovice carriage shed were provided with the anti-fire paint. The Museum of the Public Mass Transport introduced to visitors also a new exposition – a motor and trailer set, which also presents appearance of trams from the Second World War period.

August

The Prague Public Transit Co., Inc. reminded also the 36th anniversary of the A metro line operation on 10th August on Sunday. On this occasion, the company dispatched the historic Soviet set 81 – 71, accompanied with a special announcement about the A line history and driven by a locomotive driver worn historic brown dress.

September

The regular operation of Karosa B731 buses terminated at the Prague Public Transit Co., Inc. on 12th September on Friday. Three vehicles were dispatched to the 158 line truck during the official farewell party at the Klíčov garage with the participation of the representatives of the Prague Public Transit Co., Inc. management. These vehicles were transporting enthusiastic fans up to approx 20:00 h.

October

The modernized yellow-black tram KT8D5.RN2S called as "Mája Bee" was dispatched to Strausberg in Germany at the end of this month. The repair shop of the Prague Public Transit Co., Inc. performed the general repair, in framework of which the tram was fitted for example with a new energy-saving equipment TV Progress and the low-storey medium element.

November

Workers of the Prague Public Transit Co., Inc. used the prolonged weekend from 15th to 17th November to replace two sliding rails at the Želivského metro station. The original sliding rails from the year 1980 were replaced.

December

Black ice calamity paralyzed the Prague's transport at the beginning of the month. The tram operation was completely stopped due to massive frost on the trolley lines. 99 extra buses were dispatched to ensure substitute transport.



INVESTMENTS

At the course of 2014, we expended for acquisition of investments these financial means:

Own funds of DPP	MCZK 4,036,799/*
Bill program for purchase of 15T trams	MCZK 1,578,608
Grants from the budget of the Capital City of Prague, including the Prague's Operation Program (OPPK)	MCZK 2,685,313
Compensation 2014 (adequate profit)	MCZK 534,000
Retained compensation from the year 2012	MCZK 133,286
Grants from EU – OPPK	MCZK 217,323
Contribution from the Metropolitan District Prague 10 to RTTV V Olšínách	MCZK 2,518
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In total	MCZK 9,187,847

/* own resources in the total amount of MCZK 4,036,799 were used as follows:

- MCZK 2,058,975 was used for transition financing of the Metro A line construction [Dejvická – Motol]
- MCZK 1,977,824 was used for investments of DPP

Current grants from the budget of the Capital City of Prague in total: MCZK 2,666.137

Out of it:

A metro line [Dejvická – Motol]	MCZK 2,606.610
I. operating section of the D metro line (preparation)	MCZK 55.167
Barrier-free measures	MCZK 1.951
Reconstruction of the U Kaštanu tram stop	MCZK 1.500
RTT Karlovo náměstí [Myslíkova – Moráň]	MCZK 0.909

Grants for the projects financed in framework of the Operation Program Prague – competitive power:

a) Grants from the budget of the Capital City of Prague in total	MCZK 33.521
Out of it:	

Project	Investment + non-investment financial resources received in 2014 for settlement of invoices paid before the year 2014	Investment + non-investment financial resources used for settlement of invoices paid in the year 2014
RTT Průběžná – Švehlova	0,007	9,642
RTT Poděbradská	5,883	0,000
RTT Evropská	8,437	0,003
Anděl elevator	0,010	0,825
I. P. Pavlova elevator	0,008	0,595
RTT Bělohorská	0,000	8,111
In total	14,345	19,176

b) grants from EU in total
out of it:

MCZK 379,904

Project	Investment + non-investment financial resources received in 2014 for settlement of invoices paid before the year 2014	Investment + non-investment financial resources used for settlement of invoices paid in the year 2014
RTT Průběžná – Švehlova	0,085	109,275
RTT Poděbradská	66,673	0,000
RTT Evropská	95,625	0,030
Anděl elevator	0,114	9,351
I. P. Pavlova elevator	0,084	6,746
RTT Bělohorská	0,000	91,921
In total	162,581	217,323

We spent the large amount of financial resources for renovation and modernization of the company's fleet:

- 30 pcs of 15T trams for the amount of MCZK 2,135.608 and 1 pc of KT8D5 tram for the amount of MCZK 20.650 were delivered
- purchase of buses (articulated low-floor buses and mini-buses) for the amount of MCZK 430.147

We also settled the instalment of loan in the amount of MCZK 285.064 for the purchase of new metro sets M1.

In 2014, construction of the A metro line extension from the Dejvická station continued as well as preparation for the construction of the D metro line.

We spent a significant part of financial resources for reconstruction of tram tracks, i.e. MCZK 537.760 expended for this purpose.

The Průběžná – Švehlova, Bělohorská tram line underwent reconstruction. In framework of own performances the Moskevská, V Olšínách, Lazarská – Vodíčková – Jindřišská tram line underwent reconstruction.

TRANSPORT

QUALITY OF SERVICES

Well-functioning and consistently developing the quality management system, which takes the needs of customers into account and satisfies their expectations, is the pre-condition 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 the requirements and 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 with putting emphasise on safety and protection of environment.

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
- **Cleanliness and appearance of vehicles** – monitoring the external and internal cleanliness 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 2014		
Quality standard	Level of demandingness of performance	Performance
Accuracy of operation	85% of connections are performed exactly or within permitted deviation	91,18
Information in the metro stations	90% of stations are equipped with actual, legible, official and visibly placed information	98,16
Information in metro vehicles	95% of vehicles are equipped with prescribed information	96,44
Information at land transport stops	90% of stops are equipped with actual, legible, official and visibly placed information	96,70
Information on and in land transport vehicles	95% of vehicles are equipped with prescribed information	99,66
Approach to passengers	90% of passengers are satisfied with behaviour of employees	94,69
Working uniform	95% of employees wear working uniforms and satisfy the request for tidiness	99,70
Functionality of the land transit ticket vending machines	90% of transit ticket vending machines are functional and in terms of design they are acceptable	95,67
Accessibility of barrier-free equipment in metro	90% of equipment is accessible and has adequate design	96,87
Performance of GVD for metro	99.75% of performance of the planned volume of kilometres per vehicle	99,83
Availability of metro transit	98.5% of stations are available during operating hours	99,91
Cleanliness and appearance of vehicle	85% of vehicles are perceived clean and in maintained condition by passengers	91,12
Metro operation safety	Metro operation safety	Fulfilled
Energy demandingness for metro vehicles operation	The determined energy demandingness was not exceeded (100%)	87,65

In 2014, the quality management systems underwent a review in terms of fulfilment of the requirements imposed by criteria standards through auditing performed by a supra-national certification organization.

List of performed external QMS auditings in 2014

Department	Certified processes	Type of auditing	Standard	Certifying organization
Transport Division	Public transport of passengers	Certifying	ISO 9001 EN13816	LRQA
Premises of the Central BUS Workshops	Repair of compression ignition engines, gearboxes, axles and braking, air-controlled and electric components in road motor vehicles	Recertifying	ISO 9001	LRQA
Logistics Dpt.	Purchase and storage of spare parts and products for purposes of the Prague Public Transit Co., Inc	Recertifying	ISO 9001	LRQA
STK Dpt.	Operation of the state technical inspection activities	Recertifying	ISO 9001	LRQA
Tram repair workshop	Repairs and modernization of electric machines and apparatuses in traction vehicles and components for rail vehicles	Recertifying	ISO 9001	LRQA

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 2014, the quality management system was extended for the entire transport sector (Bus Operation Division, Tram Operation Division, Historic Vehicles Division and departments directly controlled by the Transport Directorate).

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. The ROPID company always evaluated DPP as a „Transporter with high quality“. In 2014, the PID quality standards underwent measuring not only with respect to bus transport, but also newly with respect to tram transport and metro transport.

DEVELOPMENT OF TRAFFIC NETWORK

Metro

In 2014, 3 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 2014.

Trams

The tram network, which as at 31 December 2014 had 142.7 km of track, was served by twenty-two daytime and nine night lines with a total track length of 510.3 km.

During the touristic season from 5.4. till 17. 11. 2014 also a historic tram line was in operation on Saturdays, Sundays and holidays.

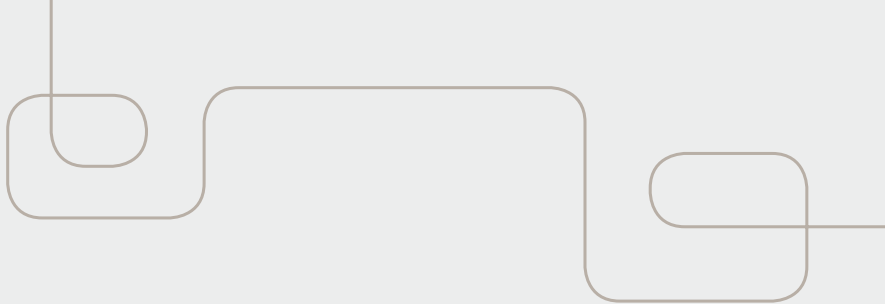
By reason of metro construction the Červený vrch swinging area is closed for a long time. The tram line in the Švehlova street and in the Průběžná street and further the tram line in the Bělohorská street and in the Patočkova street including the Vypich swinging area underwent closure during the summer holiday and in September due to reconstruction. At the same time reconstruction of the Braník – Modřany tram line underwent reconstruction during the summer holidays. Closures in the Karlovo náměstí area took place at the same time.

Buses

As at the end of 2014, the Prague Public Transport Co., Inc. 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 846.96 km. Total length of all 148 lines was 1 685.85 km.

TRANSPORT 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 155 223 thousands of kilometers per vehicle. Volume of traffic performances expressed in km per one place (mkm) represents 20 498 499 thousands of mkm (see the table). As concerns traffic performance in km per vehicle (vozk) compared to the year 2013 a decrease by 1.99% was recorded and the volume of km per one place recorded a drop by 0.63%. 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 FOR PASSENGERS WITH DISABILITY OF MOVEMENT AND ORIENTATION

Metro

From the total number of 57 metro stations as at the end of 2014, 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 (Zličín, Stodůlky, Luka, Lužiny, Hůrka, Nové Butovice, Smíchovské nádraží, Národní třída, Florenc, Vysočanská, Kolbenova, Hloubětín, Rajska 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 Roztyl stations.

Elevators in the Anděl station on B line, I. P. Pavlova station on C line and in the Můstek station on A and B lines are under construction.

Buses

The guaranteed low-floor vehicles are being deployed on all daytime urban lines and 14 suburban lines. In total 581 low-floor buses were dispatched during working days in 2014, which represents 61% of dispatched vehicles.

Tramvaje

Guaranteed traffic connections are also 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 2014, in total 138 guaranteed low-floor vehicles, i.e. 34% from the total number of dispatched tram trains, were operated during working days.

HISTORIC VEHICLES

The year 2013 was partly exceptional as the Museum of the Public Mass Transport is concerned, when due to renovation of anti-fire paint of wooden constructions on the museum hall the season was commenced with three-month delay. Even though the

number of exposition days was reduced by more than one third than we expected, we lived to see several records as the number of visitors is concerned. Even 657 visitors attended the Museum during the usual visitor's day, which is for the time being the highest number in the history of the Museum MHD.

In total numbers, people who came to be pleased by the history, were more than 15 000. The collection of vehicles was extended by buses Citybus No. 3251 and Ikarus E91 No. 2004, tram T3SU No. 7292 and the welding machine Praga V3S.

Educative activities also consisted in participation of historic buses and trolleybuses during anniversaries of transport companies in the Czech Republic and involvement of the Museum of the Public Mass Transport in social activities.

Operation of the line No. 91 also met with success and the number of contractual rides still confirms interest in this occasion of enlivening of the MHD history.


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 signalling equipment for tram preferences. Implementation of separating sills 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 on the entire tram network was 11 134 m as at the end of 2014.

At the course of the year 2014, light signalling equipment was equipped with tram preferences at 10 crossings or crossovers. The number of light signalling equipment (SSZ) with tram preferences reached 74.8% from the total number of 246 at the end of the year 2014.

As bus operation is concerned, 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. 5 210 m of drive-



ways and in the tram lane in 2014. The total length of reserved traffic lanes reached 34 435 m as at the end of 2014.

THE NEW SOFTWARE FOR TIMETABLES AND ASSOCIATED TASKS

In 2014, the software for timetables underwent continuous development according to needs and comments from users in order to ensure all necessary supporting documents for preparation of operation.

TIMETABLES

At the course of 2014, in order to ensure operation of the public transport lines in total 9 046 records were processed in the database of graphical timetables. This number was affected in particular by closures in the metro, tram and bus network. The valid graphical timetables are adapted to the transit demand. So, not only graphical timetables for the standard holidays limitations are processed, but also for limitations during Easter or autumn holidays, limitation of operation in January, June or during Christmas holidays and New Year's holidays. In 2014, limitations were due to holidays in May. In case of each change of the graphical timetable it is necessary to prepare all supporting documents for operation of DPP's lines and provide actual information to passengers on the stop timetables and through the actual searcher of connections on the DPP's internet pages.

TRANSIT INSPECTION

Losses from freight revenues, which are caused to transport companies with non-payment of fare on the side of undisciplined passengers, are significant. They are estimated for MCZK 340 in Prague. On that account the Council of the Capital City of Prague applied the amendment of Act No. 111/94 Coll., on road traffic, and Act No. 266/94, on railways, from the year 2013 and with its resolution increased surcharges to fare to CZK 1,500 from 1.1. 2014. At the same time surcharge to fare in case of payment on the spot of inspection or during the determined time limit at the additional payment cash desk of DPP for the amount of CZK 800.00. This relatively lower surcharge to fare in case of payment on the spot of inspection or at the additional payment DPP cash desk is well-grounded, because these reduced surcharges represent all transporter's income and at the same time share of claims is reduced, i.e. claims enforced additionally in framework of legal proceedings or with assignment to another body with lower profit to DPP.

We continued in cooperation with the City Police and the Police of the Czech Republic during planned common inspection events. During these inspections, 3 075 passengers were excluded from transit, of whose behaviour bothered other passengers and they were polluting the vehicle. Out of everyday cooperation on night-time lines 174 inspection events were organized together with the Police.

Due to glaze ice in Prague (2nd – 3rd December) operation of tram lines was closed and substitute bus transport was in operation. Transit inspection was not performed during these days and ticket inspectors worked on the field as informers and provided passengers with qualified information on actual operation in framework of the Prague Integrated Transport (PID). With the suspension of inspection activities the number of performed inspections and imposed penalties slightly decreased.

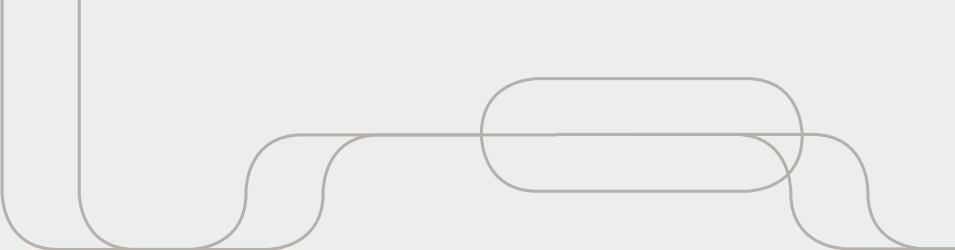
We continued in cooperation with the Fidentia s.r.o company on the assignment of unpaid claims from transit also during this year. As of 1.7.2014, the Decree of the Ministry of Justice No. 120/2014 Coll., on compensation for the provision of legal services, took legal force. Thereby expenses awarded in framework of judicial enforcement of claims significantly decreased. Nevertheless the Fidentia s.r.o. company continues in repurchase of claims without selection of enforceability for contractually amended values. The company repurchased claims for MCZK 12.7 at this year.

Number of imposed penalties	Income from penalties (including repurchase of claims)
276 640	MCZK 134.5
i.e. + 9.4% compared to the year 2013	i.e. -1.3% compared to the year 2013

TRANSIT AND TRANSPORT SURVEYS

In 2013, we conducted transport surveys within the PID network, which served as a base for designing transport 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:

- All-network survey on all daytime tram lines in April
- Regional survey on total 74 bus lines in the south-western area of the Capital City of Prague, including the adjacent region, in October
- 4 all-network surveys of passengers turnover in metro by means of data reading



from automatic counters at the regular quarterly interval (remote data transfer from 70% of vestibules, manual recording at remaining vestibules without remote data transfer)

- Metro transit surveys at the maximal profile of individual lines at the regular monthly interval
- A range of surveys of operative character 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.

According to results from the transit surveys the means of transport of the Prague Public Transit Co., Inc. transported for the year 2014:

- 450,136 thousands of passengers through metro,
- 358,817 thousands of passengers with trams and the Petřín cable railway,
- 345,545 thousands of passengers through the city bus lines, including ZLD and AE
- and 8,095 thousands of passengers through suburban lines including external zones.

In total numbers, the transportation vehicles of the Prague Public Transit Co., Inc. transported 1,162,593 thousands of passengers for the year 2014.

ACCIDENT RATE

In 2014, accident rate increased by 1.21%; year-to-year increase amounted to 36 accidents (3021/2985).

As concerns metro operation, the number of accidents increased with 2 (18/16) and tram operation recorded increase with 92 accidents (1394/1302) and bus operation recorded decrease with 58 accidents (1609/1667).

The number of accidents caused by DPP's employees recorded a decrease by 2.09% on year-to-year base; decrease amounted to 23 accidents (1075/1098); out of it due to metro operation it was decrease with 1 accident (2/3), due to tram operation increase with 19 accidents (234/215), due to bus operation decrease with 41 accidents (839/880).

During traffic accidents of DPP's vehicles 11 persons were killed, which is with 2 persons more compared to 2013 (due to metro operation 6/3, due to tram operation 4/6, due to bus operation increase with 1/0).

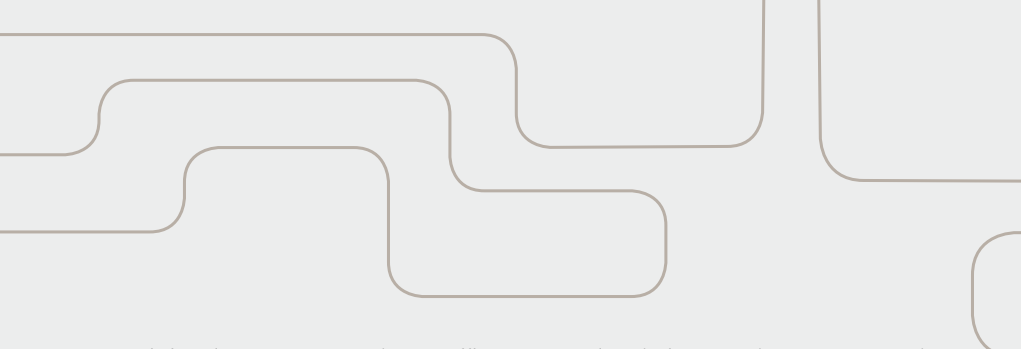
INFORMATION FOR PASSENGERS

Information on line connections, timetables, tariff or tickets etc, form a substantial part of services offered by the Prague Public Transit Co., Inc. to passengers. Accurate, actual and high quality information belong in this area to the most demanding ones and they contribute to creation of positive awareness of the entire enterprise's activities among the 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 information materials, which are updated with substantial changes on line connections, tariff etc. appear also for example at stands, the so-called wire program in metro stations.

In 2014, information measures in connection with the glaze ice in February belonged between the most perceived events by the public. The non-standard traffic situation during the days from 2nd December till 3rd December required highly intensive works in the area information to passengers, both regular information updating on DPP's web pages (in total 9 diagrams and 15 textual information were prepared) according to change progress and the organization of deployment of informers directly in the field (more than 90 deployed informers).

In addition to textual noticeboards at land transport stops concerned also 40 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, closures of tram operation in connection with works on construction of the City circuit or other constructional and reconstruction works in Holešovice, Trója, in the Průběžná street and in the Švehlova street or Prague 6). Leaflets in several different forms were distributed for 31 events (the number of leaflets for individual projects differentiates according to gravity and impact on line connections). At the course of the year, 166 press releases were prepared to be possibly published in press media and on DPP's internet pages and 105 announcements in metro stations. Large information tables located in areas affected by change were used for 26 events, informing about serious changes in PID's operation. They are administered by DPP. Informers, who



were informing passengers about traffic measures in relation to a change concerned directly in situ, were deployed at large extent at important traffic junctions and in places affected by changes during closures. In 2014, they were deployed during 22 events (the total number for the year amounted to approx 430 informers).

In order to update and maintain information at the land transport stops approximately 1 600 drives to all tram stops and bus stops equipped with stops markers in assets of DPP were realized in 2014, both on the territory of the Capital City of Prague and also in the adjacent region served 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.).

Some information materials to passengers were also issued in updated form, as they are for example maps of Prague with the plotted network of line connections, information on night transport and transport at the airport.

TRANSIT INFORMATION CENTRES

Transit Information Centres (SDI) 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 also in 2014. An important helpful step towards passengers was the extension of offer with coupons in paper form, which are now offered in all localities, where SDIs are located. The Transit Information Centres with their new offer of tourist Prague Card and an integrated range of Prague's plans intensified their orientation towards foreign visitors in the Capital City of Prague. In 2014, SDIs attended to more than 1.4 millions of passengers with it that the share of clients speaking foreign language reached 35%, 82% of visitors then purchased some of the offered transit documents. A new information office situated at the Hlavní nádraží station was the most occupied. This information centre attended to on average more than thousand of clients. The total revenues reached more than MCZK 554 (without VAT), which represents a growth with approx 45% compared to the previous year. Branch offices at the Hlavní nádraží station and the Hradčanská station contributed with the largest share in growth of revenues and visitors. Both these branch offices were opened in autumn 2013.



TECHNIQUE

At the beginning of the year 2014, modernization of KT8DB trams lasting several years was finished. Already the hundredth low-floor tram of type 15T was put into operation with passengers in June. Reconstructions of tram lines and trolley lines continued, during which barrier-free stops were increased with 38. Renovation of the company's fleet continued with respect to bus operation, be specific in particular buses of articulated low-floor category. Construction of V.A metro section continued as well as designing preparation for the new D line. The Národní třída station underwent reconstruction and was newly opened in July. Renovation of sliding rails was realized during prolonged weekend's closures.

COMPANY'S FLEET

Metro

As of 31. 12. 2014 the operating metro fleet consisted in total of 730 vehicles, out of it:

- vehicles of 81-71M 465 type, which underwent reconstruction
- vehicles of M1 265 type.

It concerns a steady number and no increase is expected for the coming period. The operating 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 14.37% for the year 2014. In particular putting the M1 vehicles out-of-operation negatively affected this amount due to crack on frames of undercarriages. The average service life of operating vehicles was 9.35 years.

Trams

As of 31. 12. 2014, the operating tram fleet consisted of in total 920 vehicles, out of it:

- modernized low-floor KT8D5.RN2P 46
- T6A5 145 vehicles
- low-floor 14T 57 trams
- low-floor 15T 123 trams
- T3R.P 350 vehicles
- partly low-floor T3R.PLF 33 vehicles
- T3 vehicles with various modification 166

Modernization of own vehicles KT8D5 to low-floor tram of type KT8D5.RN2P was completed at OT Hostivař in the year 2014. Modernization of two other supplied vehicles

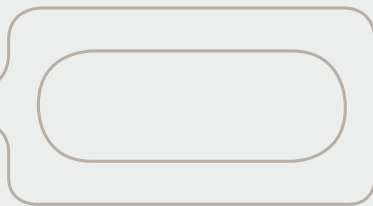


KT8D5 is expected in 2015. 2 trams 14T and 10 trams T3M and T3SU will be put out of operation or possibly liquidated. 16 trams of type T3M and T3SU were sold. One tram 6A5 and one tram T3SU was delivered to the Museum of the Public Mass Transport. In total numbers, 18 trams were discharged from the inventory. The Prague Public Transit Co., Inc. accepted from the supplier 30 new low-floor trams of type 15T, which were placed at the Vokovice carriage shed. Owing to purchase of other new trams expected for the next years it will be necessary due to capacities at individual carriage sheds to approach to reduction of the existing fleet in proportion to deliveries of new trams and their putting-into-operation.

The average service life of operating vehicles was 12.73 years. Taking into other deliveries of new trams 15T into consideration and thereby associated rejecting of trams of older year of manufacture the service life of company's fleet will continue to reduce. For the year 2014, the total percentage of mends was 10.74%, on which amount in particular putting most of vehicles 14T out of operation had negative impact.

Buses

As of 31. 12. 2014, the operating bus fleet consisted of in total 1 170 buses; out of it 489 articulated buses including 349 low-floor buses, 626 buses of standard length (12–13 m) including 469 low-floor buses. In total the number, the low-capacity low-floor buses were 55. At the course of the year, the bus fleet underwent partial renovation. 75 new buses were put into operation, out of it 59 articulated SOR NB 18 buses, one SOR BN 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 135 buses out of operation, out of it 105 buses of standard length and 30 articulated buses, mainly of Karosa B 700 and 900 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 and 2 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 tram operation at the course of December 2014. More than 1 000 buses were dispatched to the transit network during the most critical period, out of it 616 standard buses and 425 articulated buses.



The total percentage of mends for the year 2014 was 7.27% and the average service life of operating vehicles was 8.51 years.

Intra-corporate transport

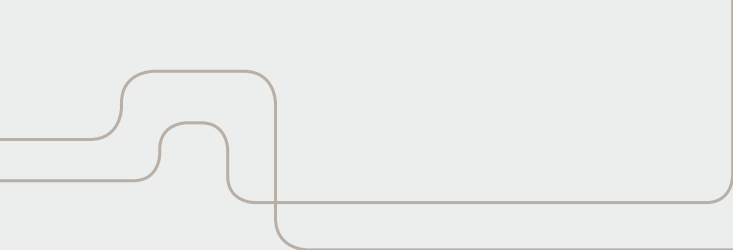
The company was ensuring services with passenger, freight and special vehicles, building machines and machinery in the standard mode during the course of the year 2014. In addition to its routine operations it participated in removal of consequences of glaze ice and recovery of the tram operation in Prague. In 2014, the fleet was renovated – a new wheel loader MACALAC AS 150E was supplied and it will be used during reconstruction of tram lines. Furthermore 10 new passenger vehicles Škoda Rapid were put into operation. Ford Ranger vehicle was put into operation. These vehicles will replace the vehicles gradually returned from the operative leasing.

TRAFFIC TRACKS

Metro

The Metro Traffic Track Division ensured operation, maintenance and repairs of technological systems.

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 distribution centres 110/22kV PRE 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 consists 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 signalling systems (EPS), the electronic security signalling (Ezs), 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 enclosure, 26 bridge objects 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.

In 2014, in total 251 arms of escalators, 136 elevators and platforms were operated.

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.

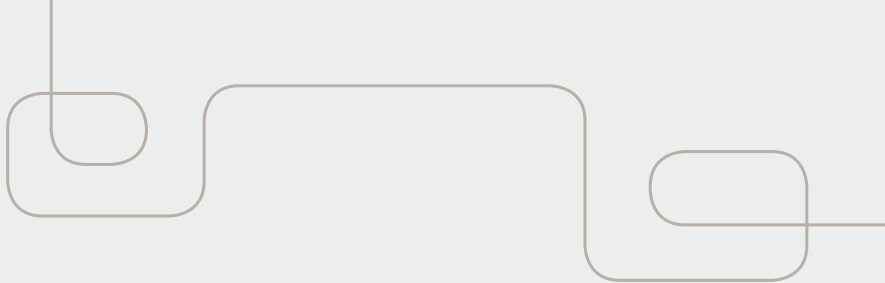
Equipment of the metro protective system, except for the basic mechanical/technological equipment, special equipment designed for filtration-ventilation, pressure protection, equipment to ensure independent energy and water sources. The metro protective system includes at some stations a newly constructed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

In 2014, the following projects of larger extent were realized:

Closures during extended weekends were used for realization of complete renovation (replacement of wooden ties, sliding rails parts and contaminated gravel) of the sliding rail No. 1 at the Dejvická station, sliding rails No. 3 and 4 at the Náměstí Míru station, sliding rail No. 3 at the Pražského povstání station and sliding rails No. 2 and 3 at the Želivského station. At the same time replacement of worn-out wooden ties for the reinforced-concrete ones together with replacement of rails was performed at the Dejvická station. Together with the renovation of sliding rail replacement of wooden ties at the rail No. 2 were performed at the inter-station section to the Pankrác station.

In framework of construction of the V.A line connection of the security equipment was realized at the Dejvická station in advance at two stages in November 2014. Firstly, the temporary security equipment was connected with suspension of the Saturday's night-time operation and then the electronic security equipment ESA 11 M was put into operation during the two-day associated closure during weekend.

Realization of the "Complex safety system" (KBS) project continued, in framework of which the station radio was reconstructed at five stations of the A line, the Camera System equipment (CCTV) at six stations of the C line and the Electric Fire Signalling at two stations of the B line.



Reconstruction of AI panels was conducted within the scope of all metro stations, on which in addition to the terminal station of the next train also actual date and time to arrival of the follow-up set are displayed.

Assembly of the stationary part of the train security equipment LZA was commenced on the B line.

After completion of construction of the over-ground multifunctional building, associated with repair and reconstruction of the station itself, the Národní třída station was again put into operation on Friday 27th June 2014. In addition to the reconstruction of the arrival platform 6 arms of new escalators and one load lift were installed. In framework of reconstruction of the escalator tunnel LCD panels were firstly installed instead of areas for posters.

Second stage of reconstruction of fire road before the depot halls and at the same time replacement of hook-type closures of three sliding rails with jaw-type ones at the Kačerov depot from September to October.

Grinding of rails with the use of grinding machine took place on the B line. In this manner defects on the rail heads due to operation will be removed on the B line.

Dilatations of the bridge construction were repaired, including jacketing of the metro bridge between the Rajská zahrada station and Černý most station.

Revitalization of public toilets was realized at the Můstek A and B stations, which should gradually run also at the next stations.

In framework of elimination of undesirable noise load replacement of rails and rubber rests between Jinonice and Smíchovské nádraží stations was commenced.

Reconstruction of the barrier-free access to the I.P. Pavlova, Anděl and Můstek A/B stations was commenced.

Leakage and other defects of constructional character were gradually removed at the station and tunnels. Removal of risks on 8 elevators in compliance with the valid legislation was realized at the course of the year.

Trams

The Traffic Track dpt. ensured operation, maintenance and repairs of technological systems. In 2014, the process of tram lines modernization continued with the target to enhance transit comfort, extend the service life with the use of modern constructions and decrease the noise level.

The main investment project of the last year was reconstruction of the tram line in the Průběžná and Švehlova streets. This project included construction of new tram stops – Obchodní centrum Hostivař and Dubečská. The new stops are provided with barrier-free access as well as the reconstructed ones. In order to speed up the operation the entrance to the Radošovická swinging area was simplified. Due to the reconstruction the No entry prohibit for vehicles of type 15 to the entire track to Hostivař was cancelled. Extended building activities from the previous years continued in Prague 6 with reconstruction of the tram track in the Bělohorská street, in the sector between the Královka swinging area and crossover with the Ankarská street. In framework of the construction the section of the tram track between the Obora Hvězda and Malý Břevnov stops, which underwent reconstruction in 2009, was grassed over. The Vypich swinging area also underwent reconstruction. A bus terminal was constructed in the middle of this swinging area in framework of V.A metro line.

In framework of closure in the Trojská street the Prague Public Transit Co., Inc. with its own capacities realized reconstruction of the tram track in the sector from the Zenklova/Klapkova crossing up to the U Sloupu street.

In October 2014, in framework of construction of the new Trojský most the relaid tram track on the new bridge and in the Pod Lisem street was put into operation.

Media observed the most reconstruction of the tram track and trolley lines in the Lazarská, Vodičkova and Jindřišská streets. Reconstruction of the tram track, realized by own capacities of the Prague Public Transit Co., Inc., was conducted in coordination with reconstruction of pavements, of which result was construction of two pair of barrier-free stop islands – in the Vodičkova street and in particular in the Lazarská street. Barrier-free access is now enabled there through the shortest way from elevators of the newly opened Národní třída metro station. In order to eliminate the noise load and wear-out of rails a lubricating equipment was installed at arch on the crossings of Lazarská and Vodičkova streets. The Vodičkova section between Václavské náměstí and the Palackého street underwent repair and replacement of covering with smooth paving.



Other projects realized by own capacities of DPP were reconstruction of the Elektrárna Holešovice crossing with associated sections in northern direction towards the Trojský bridge and in eastern direction towards the Na Zátorách and Plynární streets up to the Železničářů street.

Reconstruction of the tram line and trolley line in the Karlovo náměstí was also realized with own capacities of DPP at two stages. These activities included commencement of revitalization of roads within the entire area of the Karlovo náměstí, which will also continue in the next period. The first phase followed the section behind the Žitná ulice crossover, reconstructed in 2010, up to the triangle in the middle of the Karlovo náměstí. Section up to the Moráh crossing was reconstructed at the second phase.

Damages caused by flood in June 2013 were repaired near the Nádraží Braník and Nádraží Modřany tram stop on the tram track to Modřany. Their realization allowed for achievement of the required parameters of the railway yard and trolley lines and thereby driving speed was refreshed. Extensive replacement of rails and ties and modification of the trolley lines run in parallel within the closed section.

The last reconstruction project held in the year 2014 was reconstruction of the tram line in the Štefánikova street, realized with own capacities of DPP. Reconstruction of the tram line on the entire length of the street was accompanied with shift of a railway yard, which enabled establishment of a full-blown traffic lane before the crossing with the Kartouzská street from the north and barrier free access to the Arbesovo náměstí stops in both directions, where the Technical Administration of Roads constructed stop islands.

In framework of modernization of trolley lines and cable network in 2014 in particular replacement of divide boxes with plastic boxes, recovery of back cables from rails, reconstruction of cable lines in framework of reconstruction of tram stops, replacement of worn-out and damaged bearing towers of trolley lines. LED light sources were installed at the stop markers in connection with the tendency of electric consumption reduction. Motor-driven engines of remote control of cable disconnectors were installed on the tram track relocation in Trója. In framework of the RTT Karlovo náměstí project the reconstructed cable line connecting the Perštýn and Vyšehrad substations were strengthened. In coordination with reconstruction of the floor slab Dejvická the capacities of the cable line were extended and ensured full-fledged connection of Vokovice and Sřešovice substations during the continuing construction of V.A metro.

The largest project with respect to substation was replacement of the high-voltage





distribution board 22 kV having an oil switch at the Podolí substation with a new complete vacuum-closed distribution board.

Reconstruction or construction of new electric remote-controlled exchanges (EOV) with the target of unification of the method of control took place during reconstruction of tram lines in 2014. In total 11 EOV were realized.

The lighting signalling equipment at crossings was completed with the tram detection by means of preference inputs, realized also in 11 pieces.

In connection with reconstruction of the tram line in the Francouzská and Moskevská streets held in 2013 a pavement program under management of the Technical Administration of Roads including construction of new stop islands at the Vršovické and Čechovo náměstí was completed in 2014.

Due to the high number of reconstructed tracks a significant increase in the number of barrier-free stops was recorded compared to the previous year, in particular with 38 stops.

REVISION

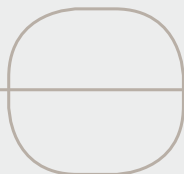
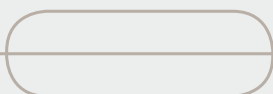
The main scope of activities is guarantee to the entire company for correct operation of UTZ and VTZ equipment in terms of valid legislation in accordance with the Regulation No. 100/1995 Coll. These activities were focused on and concerned prescribed revisions on selected and reserved equipment (gaseous, pressure, electric, lifting and traffic equipment), which belong under the competency of the Railway Authority and TIČR, in 2014. 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.

Electric Equipment

In total 670 revisions of electric equipment, 88 inspections and tests of UTS including drawing of protocols were conducted.

Machinery equipment

In total 1 914 operating revisions, inspections, tests and controls of machinery equipment were conducted. Out of it mostly on the traffic equipment (931), lifting equipment (359) and other equipment (624).



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 2014, approximately 4 750 cases were resolved by means of the HelpDesk application in framework of the operating and technical maintenance of allocated real estate. In the area of environmental protection, the Environmental dpt. Prepared new regulations regulating the listed stationary air pollution sources and new permits for operation of these sources were issued by the Town Council of the Capital City of Prague.

POWER ENGINEERING

In 2014, 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., Inc. is also currently the biggest metropolitan electric energy consumer. In 2014, the total electric energy consumption was 350 mil. kWh. Financial costs of electric energy amounted to MCZK 901 for the year 2014. 224 mil. kWh was consumed for traction operation of metro and trams. Costs of these energies amounted to MCZK 576.

In 2014, the Energy dpt. completed the tender procedure 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 was the Pražská energetika, a.s. company. A newly concluded contract will bring savings on electricity in the expected amount of approx MCZK 150 in 2015.

Heat supplies

The České teplo s.r.o. company remained as the main and biggest heat supplier for DPP also in the year 2014. This company ensures heating, maintenance of heat distribution lines within premises and water distribution lines in Hostivař and Kačerov premises and in the Pankrác carriage shed (1st stage), in Zličín depot, in Motol carriage shed, in Řepy garage, in Klíčov garage and in Vršovice garage (2nd stage). In 2014, we purchased from this supplier 178 thousands of GJ of heat, for which we paid MCZK 135.

We were supplied with heat from other suppliers in the amount of 42 thousands GJ, for which we paid MCZK 20.

Natural gas

We produced heat from our own sources (gas boiler rooms) to the Žižkov, Vokovice, Strašnice and Střešovice depots, to Florence metro station and to the Radlice technical centre and to the Central Dispatching. Gas consumption for the year 2014 was 1 469 thousands m3 for the price of MCZK 15.

Water and sewage rates

Pražské vodovody a kanalizace, a.s. supplies water to DPP. In 2014, we consumed 622 thousands of m3 for the price of MCZK 23. Sewage rate includes not only water supplies, but also water leakages in metro and rainfall water. We paid sewage charge for 2 152 thousands of m3 in the amount of MCZK 59 for the year 2014.

Total costs of all types of energies (electric energy, heat, gas, water and sewage rates) amounted to MCZK 1,153 in 2014.



ECONOMY

INTRODUCTION

The Prague Public Transit Co., Inc. ensures the transport service in the Capital City of Prague and suburban areas within the Prague Integrated Transport (PID) system.

A long-term contract on public services is concluded with the Capital City of Prague, represented by the ROPID organization, (hereinafter HMP Contract) for ensuring transport services in the territory of the Capital City of Prague.

Contract on public services are concluded with more clients for operation of suburban lines within PID, be specific:

- basic transport services in the territory of the Capital City of Prague – contract with the Capital City of Prague, represented by the ROPID organization,
- basic transport services in the territory of the Central Bohemia region – contract with the Central Bohemia region,
- other transport services – contracts with individual municipalities in the Central Bohemia region.


Furthermore a separate contract on the commitment of public service to ensure transport services on the line No. 292 Nemocnice pod Petřínem – Malostranské náměstí within PID, operation of the line was terminated as of 6. 10. 2014.

DPP fully respects requirements imposed by the Act No. 319/2006 Coll. to conduct separate accountancy with respect to individual commitments to public services and other activities.

DPP does not have any organizational unit abroad.

THE CAPITAL CITY OF PRAGUE

The Annex No. 9 to the HMP contract, of which subject-matter was determination of preliminary estimate of compensation for the calendar year of 2014, determined a preliminary estimate of operational part of compensation in the amount of TCZK 11,095,492 in case of ordering of transport performances of 163 000 thousands of km per vehicle. The amount of adequate profit was fixed for the year 2014 in the amount of TCZK 534,000. The preliminary estimate of compensation corresponds with the total amount of TCZK 11,629,492 for the calendar year 2014.



Annexes No. 10, 11, 12 and 13 increased the operational part of compensation for the year 2014 with the amount of TCZK 9,328. The subject-matter of individual Annexes was increase of the order and final financing of lines 128 and 180, bus transport operation during the Advent time and extended transit inspection in connection with elimination of negative effects associated with homeless people. In accordance with the payment calendar the total amount of compensation for the year 2014 was increased to the amount of TCZK 11,638,820 in case of ordering of 163,194 thousands of km per vehicle.

The amount for lower performance of traffic performances (162,379 thousands of km per vehicle were actually driven in the territory of the Capital City of Prague in 2014) in the amount of TCZK 28,760 is transferred as an advance payment to compensation for the year 2015 and the planned compensation, including adequate profit for the year 2014, was so in the total amount of TCZK 11,610,060.

SUBURBAN TRANSPORT

A grant in annual amount of TCZK 62,278 was provided for bus transport – suburban lines and line No. 292:

- for bus lines on the territory of the Capital City of Prague within 0 zone and line 292 (TCZK 46,568),
- for bus lines within external zones 1, 2 (TCZK 9,500 from municipalities and TCZK 6,210 from the Regional Authority for the Central Bohemia region).

Other Activities and Accounting Items

As other activities not included into individual commitments of public services are concerned, DPP proceeds at planning of their amount in the manner to reach their profitability and realization was purposeful with regard to utilization of capacities and productivity.

Accounting units, which DPP must record from the view of its establishment as a trading company, are allocated according to their purpose to individual activities. They are for example creation of reserves, contingencies or adjustments or deferred tax. The last one of the mentioned ones is recorded out of the commitments of public service and due to substantial difference between accounting depreciations and tax depreciations it significantly charges the total economic result in terms of costs. It was planned in the amount of MCZK 480 for the year 2014.

ECONOMIC RESULT

DPP broken down with the plan for the year 2014 a profit amounting to TCZK 132,574 into the total economic result. Actual profit for the period under review was TCZK 315,956.

From the view of separate record for individual activities this economic result is affected in particular with:

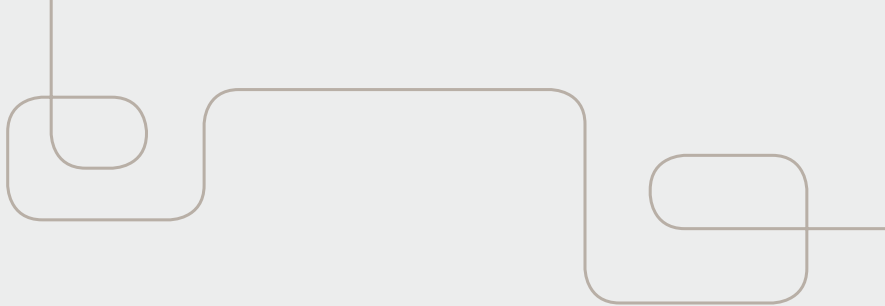
- savings on the main operations, which is ensuring the commitment of public service in the territory of the Capital City of Prague in the amount of TCZK 58,138,
- more successful collection of surcharge to fare in connection with increase of the nominal value with positive impact TCZK 55,256,
- partial economic results from secondary operations, as they are for example provision of services to external customers, sale of discarded tangible assets, secondary raw material and goods, lease of real estate with the total positive impact in the amount of TCZK 91,954. Results are the direct consequence of revision of all processes, which concern utilization of resources out of the commitment of public service and increase of productivity and effectiveness of these secondary operations,
- positive balance of covering of the deferred tax accounting item from the adequate profit in the amount of TCZK 72,140. Provision of adequate profit as a part of compensation from the side of the Capital City of Prague allowed for financing a part of recovery of assets and covering in terms of revenue of this item demanding high expenses.

From the view of comparison of the actual situation compared to the planned values the economic result was better by TCZK 183,382, which is the consequence of exceeding the planned costs with TCZK 68,622 and exceeding the planned revenues with TCZK 252,004. The economic result includes:

- Extraordinary economic result in the amount of – TCZK 2,822 and includes costs of removal of damage due to flood in June 2013 in the amount of TCZK 11,796 compared to the insurance benefit in the amount of TCZK 8,974.
- The financial economic result was actually –TCZK 290,799 and was affected by a loss higher with TCZK 12,625 compared to the plan.
- The operating economic result was actually affected compared to the planned value of TCZK 890,748 with a profit higher with TCZK 180,689, out of which the operating costs are higher with TCZK 104,107 and operating revenues are higher with TCZK 284,796.

REVENUES FROM FARE

Revenues in framework of the entire PID system for the year 2014 (without surcharges



to fare) recorded a drop by 2.70% compared to the year 2013. Increasingly growing share of contractual transporters reached a growth by 5.62% compared to the previous period, and so revenues from fare, which are the actual impact on the economic result in DPP, i.e. without share of contractual transporters, recorded a growth with 2.27% compared to the previous period.

Revenues from sale of favoured time-limited tickets recorded a growth with 1.53% compared to the year 2013. Revenues from civil time-limited tickets with 5-month term of validity within the Prague zones P+O increased with 13.66% during the past year. Revenues from sale of time-limited tickets with 365-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 slightly decreased by 0.86%. As the senior category is concerned, revenues from sale of coupons with 90-day term of validity recorded a drop with 15.78% compared to the growth of revenues from sale of coupon with 5-month term of validity, which recorded a growth with 23.77%. As well as the student category is concerned, we record increase of revenues from sale of coupons with 10-month term of validity, but revenues from sale of coupons with 90-day term of validity recorded a drop with 7.79%.

Total revenues from sale of favoured time-limited tickets, including transferable and employees' tickets are higher by 2.20% compared to the same period of the last year. Revenues from sale of transfer individual tickets for 90 minutes decreased by 2.27% compared to the same period of the year 2013. On the contrary revenues from sale of transfer tickets for 30 minutes recorded growth by 4.85%. Revenues from sale of individual and short-term fare are in total numbers higher by 3.46%.

The PID's revenues plan was fulfilled for 103.07% in 2014.

IT DIVISION CONTINUES IN ITS ESTABLISHED WAY

Fulfilment of the strategic Concept of the IT division continued successfully during all the year 2014. The Strategy and IT Development department became a full-fledged partner to the strategic and project management with respect to most ICT activities within the entire Prague Public Transit Co., Inc. We completed a number of important project and transformation activities in compliance with the planned schedule for realization of this Concept. Then internal instructions were formed from these projects and transformation activities.

In compliance with the strategic JIT Concept and successful transformation to a model, when most activities concerning administration of the server and network infrastructure

are ensured by our own workers, it was necessary to ensure some services provided by the previous outsourcer, which cannot be ensured by DPP. They are for example internet connectivity, data circuits and connections to remote branches, manufacturer's support to used hardware etc. At the beginning of 2014, we succeeded to realize two from three parts of VR, when a significant price reduction in the area of data circuits and manufacturer's support to active elements of data network occurred. Both these services turned into usual operation during several weeks and were set to transparent supplier-customer relations.

Exchange of Enterprise disc field was performed in the area of server administration. It was associated with demanding data migration from the original disc fields to new fields. This migration was realized from the major part under operation, only with short-term failures of critical systems. Furthermore development of systems for server virtualization commenced, which will allow for reduction in the number of physical servers in the next years. This fact should lead to reduction in costs of HW infrastructure in the server area.

As the data network area is concerned, active elements for the types out of support underwent replacement every year (terminated support from the manufacturer's side). WIFI network was gradually extended at individual workrooms.

In connection with the previous renovation of the vertebral lines in the CORE data network, upgrade of vertebral switches for data centres was realized. This was the precondition of the future logic unification of data centres in the Sokolovská and Kačerov localities, and planned virtualization of application servers. At the course of the year 2014, the infrastructure division participated in launching of several pilot projects in the area of care of passengers, using the data infrastructure of IT division. For example new vending machines located within prominent localities of Hlavní nádraží and the Václav Havel airport are concerned. They offer better comfort and new services to users.

Print centralization in the Hostivař depot locality was in practice terminated in the area of user support at the course of the year 2014. Furthermore 6 complete information kiosks were replaced (CD, KA, MO, PA, RE, DK) with the more actual model of EAGLE Standard. Replacement of information kiosks EAGLE for All-In-One computers with the SiteKiosk application took place in 6 localities on the metro lines. Furthermore reinstallation of PC in information kiosks took place. A more updated system with the SiteKiosk application was used, which allowed for more operative administration of this equipment and finally it brought a higher quality of service to customers. Currently, 15 information kiosks is modernized in DPP. A global migration to MS Windows 7 information system was

launched at the half of the year 2014. It runs according to the time schedule.

In the area of Application, the biggest change was termination of a contract for support and application development provided by the CSC company from the year 2008 till February 2011. A part of services ensured on the basis of this contract (support to SAP and DMS systems) was a subject of a public tender, published at the end of the year 2013. As the second main part is concerned, the manner of demanding these services was firstly solved owing to extending issues. Finally a negotiation procedure without announcement was prepared on the basis of expert's opinion on ownership rights to this SW.

After termination of the contract for support and application development a part of activities was ensured by internal employees. This brought significant savings in the area of costs, which reached more than MCZK 28 for the period of 10 months.

ARCHIVE

Pursuant to the Act on archiving and registry service the Archive department ensured professional administration of documents produced from activities of DPP also in 2014:

- The principal event in the year 2014 was adaptation of premises of the former clothing factory to a new central document registry, of which operations commenced on 17th September 2014. The Archive department was provided after many years of delays a very urgently demanding premises for storing of documents with the destroying time limit of 1–10 years.
- 350.26 running metres (bm) of documents intended for temporary saving, usually with the period of 1 – 10 years, were filed into the archive. With the approval of the Archive of the Capital City of Prague 401.85 running meters (bm) of documents were discarded in framework of the discarding procedure.
- In total 40 555 kg of documents were discarded (together with the documents approved for liquidation at the end of the previous year).
- 18.1 running meters (bm) of documents, 967 pcs of personal card, 1 330 pcs of earnings records and other documents were permanently deposited at the DPP's archive.
- 17 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 to study the historic documents deposited at the DPP's archive. They visited the research centre of the archive in total 25 times.

- In addition to that DPP's archive provided as a tradition professional consultancies and interviews to media and other professional institutions. DPP's archive organized 7 lectures concerning the history of the Prague's public city transport for interested persons from professional institutions, civil associations and schools.
- DPP's archive closely cooperated with the Marketing and public relations department and with the External and Internal Communication department at the course of the year, as well as with the Museum of the Public Mass Transport in Prague.
- The most significant event organized in 2014 was the 40th anniversary of commencement of Prague's metro operation, in framework of which expositions at the metro station on C line were organized, and in particular the first part of gradually published Encyclopaedia of the Prague's Public Mass Transport was introduced. The Public Mass Transport Museum in Střešovice and DPP's Archive prepared an exposition on the occasion of 75th anniversary of start of the Second World War.

SUPPLYING

The Supplying department was established through an organizational arrangement from the Supplying division as of 1. 1. 2014. This department was passed under direct management by the economic director. This new arrangement allows for more effective management and puts higher demands on communication between independent logistics departments. We succeeded to establish all associated procedural, personnel and organization matters already at the course of the first half year, so that the operating departments did not record any worsening of intra-company services in the area of logistics. On the contrary enhanced operability of the Supplying department brought acceleration and economic savings.

The Supplying department fulfilled all tasks, which were set for the year 2014. It was not easy due to many internal and external unexpected changes. One of the important events was for example intervention on the side on the Czech National Bank at the end of the year and resulting changes of exchange rates. The Supplying department managed this situation and introduced other controlling and planning measures for the year 2015 to stabilize the logistic processes.

REAL ESTATE DEPARTMENT

The Real Estate Department has been a part of the Economic sector since the second half of 2012. Until this time, it was included into the Real Estate Administration Division. The main scope of activities of this department is ensuring contractual relations in

relation to handling with real estate and at the same time also contractual protection of DPP's interests in cases, that DPP's interests affect real estate of another entity. In 2014, the Real Estate department entered into 188 new contracts in relation to real estate and 65 amendments to previously closed contracts. Lease contracts, contracts on establishment of easements, purchase contract and last but not least unspecified contracts concluded in relation with contractual provision of relations in framework of wider interferences with real estate were concerned. In framework of concluded lease contracts DPP invoiced for the year 2014 a rental amount in the total figures of CZK 160,294,330. The contractual agenda also includes solution of performances to third entities, when settlement of costs incurred from DPP's investment development (relocations etc.) were concerned. Furthermore the agenda of the Real Estate department includes solutions for use of real estate without any legal ground.

The activities mentioned above are then complexly processed in terms of economy, be specific in the manner of direct invoicing for lease contracts and completing of documents for further processing at the DPP's specialized divisions. It also keeps records of contracts, including electronic records and their archiving.

Apart from the activities as mentioned above the Real Estate department also ensures technical record-keeping of real estate in the property of the Prague Public Transit Co., Inc., which is recorded both at the Land Registry and is not a subject to making a record at a public register. When keeping records an emphasis is laid on accord within the matter of fact and the state in accounting records and the state in the Land Registry. These activities for the purpose to ensure accord are include activities regarding proprietary review of ownership of real estate. Ownership of real estate on the side of DPP is completely reviewed and in 80% documented. Real estate of the Prague Public Transit Co., Inc. is recorded at the public register within 99 cadastral territories on the entire Czech Republic, out of it 86 within the cadastral territory of the Capital City of Prague and 13 within the cadastral territories out of the Capital City of Prague. From the total number of 4 984 items recorded in the real estate registry 2 297 lands with the total area of 2 935 285 m² and 530 buildings are recorded at the public register.

A module SAP/R3 RE-FX is furthermore methodically maintained in framework of operations of the Real Estate department. It keeps records of all DPP's real estate, all consumer's lease contracts and their invoicing. It perform charging of costs to internal tenants in relation to charging of costs proved to the public service.

PUBLIC ORDERS, TENDER PROCEDURES

The Public Orders and Tender Procedures department is an organizational unit of the economic sector and it was established on 1. 1. 2014. It was formed with division of the Supplying division to three independent departments, which are still under management of the economic director with exactly defined targets and competences.

The basic task of this department is to ensure due course of the process of preparation and organization of the tender procedure pursuant to the Act No. 137/2006 Coll., on public orders, organized by the department, including ensuring of strict compliance with the Act No. 137/2006 Coll., on public orders, as amended, and its implementing regulations. The task of this department also includes preparation of supporting document for conclusion of contracts on the basis of results from successfully completed tender procedures.


This department receives requirements from an internal customer and in cooperation with him prepares supporting documents for making a decision, whether an under-limit public order or an above-limit public order is concerned.

The Public Orders department has also in particular a competence to complexly secure realization of the process on public orders pursuant to the Act No. 137/2006 Coll., on public orders, when it simultaneously controls, organizes and ensures processing of all supporting documents for public order within DPP on the basis of requirements from an internal customer. It prepares supporting documents for the Board of Directors and Supervisory Board in the area of public orders and administers the public order archive. In framework of an organizational change there is a strong tendency to shift the centre of gravity of administration of the tender procedure from external entities towards internal executive resources.

The Tender Procedure department has a competence to complexly ensure realization of the tender procedure process, realized out of the mode of the Act No. 137/2006 Coll., on public orders. It simultaneously controls, organizes and ensures processing of all supporting documents for the tender procedure within DPP on the basis of requirements from an internal customer.

STOCK ECONOMY

The Stock Economy department, which is within the economic sector at the organizational chart, continued in optimization of established purchase levels in the environment of



operating storages suitable for setting of the principle of management of stock with high turnover rate by means of the functionality of minimal and maximal levels and at the same time with concentration of material stock with low turnover rate into one locality. It thereby achieved other increase in turnover and decrease in stock value at these storages without inappropriate load on other parts of logistics processes.

Rules for material stock management were established in the area of operating storages of the SVT division, i.e. material stock included into the so-called exchange system. Records of movement of disassembled and renovated spare parts at its own repair shop were more specified directly in the SAP/R3 application.

At the same time the process of effective use of spare parts and their follow-up use during repair of vehicles was launched in cooperation with JSVA.

At the course of the year 2014, conditions for implementation of the long-expected "bar code" project into the environment of the DPP's Central Storages were created. After its realization, which is expected in the year 2015, it will be reflected without any doubts into quality and speed of services provided to internal customers in framework of the entire DPP in the area of storing.


The Stock Economy department further complexly coordinated and then ensured setting of processes in framework of cooperating logistics departments to comply with the conditions in certification QMS according to ISO 9001:2008 at the course of the year 2014. These tasks were completed with successful recertification at the end of the year.

HUMAN RESOURCES

HUMAN RESOURCES DEVELOPMENT

As of 31. 12. 2014, 10 829 employees were recorded, out of it 9 303 men and 1 526 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 (38.8%), followed by workers (33.4%) and technical-economic workers (27.8%).

Composition by education and age did not change significantly for the year 2014. 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.

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 2014 amounted to CZK 33,127, wage costs were expended in the total amount of MCZK 4,357,057. The amount of wage costs was affected by payment of severance pays by organizational and health reasons.

As concerns overtime work, a drop by 57 567 hours was recorded compared to 2014. Share of overtime work in worked hours amounted to 4.42% in 2014.

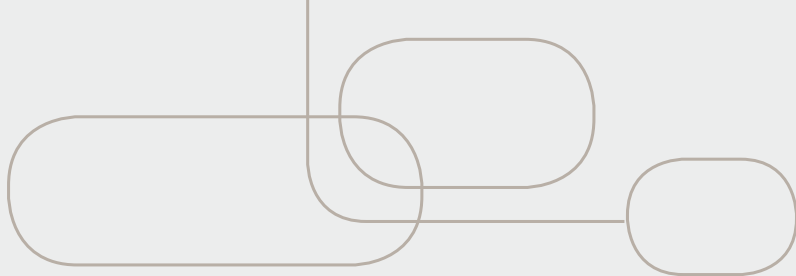
PERSONNEL STRATEGY AND HUMAN RESOURCES DEVELOPMENT

The year of 2014 was a successful one for DPP as the most important strategic passenger transporter in the territory of the Capital City of Prague and in suburban areas, in particular from the view of fulfilment of the main scope of activities, in which all employees participated. Thanks to their common effort DPP ended the year 2014 with a significant positive economic result.

This economic result was achieved on the basis of DPP's personnel optimization, i.e. achievement and maintaining of such personnel occupation, so that a required number of employees with relevant professional competences and experiences, experts motivated and resolved to fulfil all corporate functions in compliance with their mission, targets, intended development and strategy, is available.

In 2014, a significant organizational change occurred within the DPP's personnel department. It was realized due to optimization of its activities, in particular in the area of strategy and human resources management. The main reason was ensuring creation and development of the human resources strategy in connection with strategic targets and visions of the company management. The process of analysis of the personnel area and human resources management was commenced with focusing on mapping of internal factors of the personnel department, which influence its processes and activities.

In 2014, the main priorities of DPP's personnel activities included support to managers



during human resources management and also during evaluating of works performed by their subordinate workers, which entered into a Contract on wage with DPP.

SELECTION AND RECRUITMENT OF EMPLOYEES

In 2014, DPP focused on filling vacancies with qualified applicants not only from DPP's employees, but also from external resources. A particular attention was paid to recruitment of employees to fill vacancies on the V.A line, which will be completed in the year 2015. We also managed without any problems the process of filling vacancies at the Sale of transit documents department.

DEVELOPMENT AND EDUCATION

Education of employees and their professional development are integral parts of the DPP's personnel strategy. The target of the Education and Development of Employees department is to ensure professional development of employees with the target to optimally ensure the actual educational needs of DPP and respond timely to the requirements of future needs of performance and employment of employees at the company. In 2014, the Education and Development of Employees department ensured professional growth of DPP's employees with the target to ensure their professional and personal development. Development of employees included into the System of personnel reserves was its integral part.

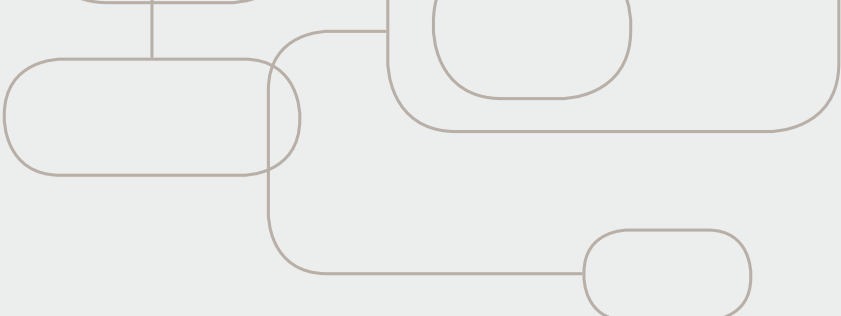
Employees were offered with a lot of interesting trainings and workshops in the area of legislation and new technologies within the Program of professional skills development. In 2014, 739 employees participated in these projects.

We successfully followed the workshop with the topic "Selected personnel processes in DPP". This workshop was prepared in a modified form also for employees, who played the role as mentor during adaptation of new employees.

IT courses were again included into the offer, where 79 employees improved their IT skills.

11th anniversary of the Management course took place (formerly the School of line management), in which 29 employees participated.

Input training of the personnel department became an integral part of education. This training is obligatory to new DPP's employees. In 2014, 732 new employees attended



this training. Retraining of employees in framework of the Compliance program became a part of the input training. It was established in DPP under the title Prevention to criminal activities.

DPP allows as a tradition professional training and practice to students in secondary schools and universities on its workplaces. In 2014, this area was completed with the POSPOLU project – Support to cooperation with schools and companies focused on professional education in practice. 86% of students and 5 pedagogues at the Střední průmyslová škola dopravní, a.s. (in English refers to: Secondary Specialized School in Transport) attended to this project.

Training in the area of transport psychology was realized for 542 employees of the Metro Operation Division.

The Graduate's motivation program intended for graduates from the Secondary Specialized School in Transport was further developed. The first year of the Graduate's motivation program was commenced for graduates from university.

Preparation of a new program Carrier consultancy with the option of help during searching for occupation to employees with university qualification, who want to change their position within DPP, was commenced.

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, help at social distress, 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.

SAFETY

CRISIS PLANNING

The tasks of the Crisis Planning department 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 also in 2014.

Our department realized harmonization of crisis standards of DPP with standards of the Town Council of the Capital City of Prague as well as in relation to organizational or technological changes in DPP. Because changes occurred on managerial positions also in the year 2014 and also by reason of reorganizations and renaming of titles of individual departments, it was necessary to reflect these changes also into internal standards, which are being issued by the Crisis Planning department. In framework of the harmonization of standards for example a new Flood Plan was processed, which was approved by the Board of Directors of the company, and also associated other internal standards.

Workers in the 600110 department cooperated and participated in exercises on different topics, which were targeted to verify readiness of DPP to different crisis situations. In connection with creation of the anti-chemical warning system in the Prague's metro and with issuance of the so-called Catalogue set of standard activities – STČ – 13/IZS "Response to chemical attack in metro" they attended to an extensive tactical exercise "METRO 2014" to verify actuality of expected activities.

This exercise took place after midnight on 22nd October 2014 and lasted a couple of hours. All components of the Integrated rescue system participated in this exercise, be specific on the tactical, operating and strategic level. In addition to other organizations the main trainers were the Fire Brigade, Medical Rescue Service, Police of the Czech Republic and a quartet of hospitals together with the Central Army Hospital.

The target of the exercise was to verify deployment and cooperation of IZS components and other components, which would participate in rescue and liquidation operations in case of chemical attack in the underground lines. The exercise was not only a demonstration, it was tactical to help participants to have first-hand experience of this situation.

In total 80 employees at dispatching centres of DPP participated for DPP, furthermore 3 emergency groups of the Fire Rescue Brigade of DPP with the power of 31 persons participated as well. They were transporting injured persons to Prague's hospitals with 3 buses of DPP. In total 800 members from the rescue system components and 90 helpers were involved in the exercise.



SAFETY AND PROTECTION OF PROPERTY

The Safety and Protection Property is actually ensured by the 600120 department and the newly established 600140 department, which was established as of 1st July 2014 with splitting-off of part of issues of securing DPP's building by the 600120 department. The concept of security of property across the entire Prague Public Transit Co., Inc is the most extensive activity of the 600120 department. This demanding task can be fulfilled only under precondition that the department closely cooperate with:

- safety agencies, which ensures the security physically,
- professional companies, which ensure operation of the technical security systems, which are directly associated with security,
- the Police of the Czech Republic and the Patrol Division of the Metropolitan Police.


The Safety and Property Protection Department also performs the functions of administrator in the area of personal data protection and secret information. Last but not least it ensures all administrative works, associated with issuance of cards for external workers of companies performing their activities within DPP, be specific both magnetic cards and entrance cards.

Another necessary part of the department's agenda is solution and provision of camera records. In 2014, the department realized for example installation of the safety camera system in the Kačerov bus garage with IP cameras monitoring the entire building. 23 camera records of emergency events at depots and garages were provided in the last year. These records were then provided to authorized components for taking follow-up measures.

The 600140 department – Security of buildings – it ensures security of the Hloubětín, Kobylisy, Žižkov, Pankrác, Střešovice, Vokovice and Strašnice depots. The guarding service is performed by eight tens of DPP's employees on the basis of an employment contract, in less than 1/8 are workers on the basis of an agreement on performance of works.

Unification of tourniquets across all porter's lodges has run at the mentioned depots since 1st September 2014. A modified attendance system ISP has been launched as of 1st November 2014. This system simplifies and makes the records of attendance of DPP's workers easier.

The 600140 department closely cooperates with the personnel division and professional organizations. Together with establishment of the Commission of the social program of



DPP and final forming of a particular character of the “Principles determining the KSP procedure” clear rules and procedures have been set for employees in case of loss of health ability to perform the original profession and their repeating engaging in the work process on the position as a worker of property and persons security.

Our attempt for the future will be to deepen cooperation with individual department in case of need to place workers with limited work ability, which would not enable them to further perform their original work and they would be faced to a notice from the employment. The social program is actually primarily focused on employees workings within unequally organized working time or employees without a specific schedule of shifts. Nevertheless, we aim to help to all, who wan to be placed back to full-fledged work process.

OCCUPATIONAL HEALTH AND SAFETY

The target of BOZP (Occupational Health and Safety) is to ensure that work remains a safety activity. It is valid in general that the work environment and performance of working activities are always more risky compared to the civil environment. This fact applies to all workplaces, including administrative workplaces. There are no fully safe workplaces or fully safe work. By this reason the main interest of workers in the Occupational Health and Safety Department (BOZP) during the past period was to monitor and update files with rules and measures, which protect DPP’s employees against negative effects of stay in the work environment, and help to apply them also in practice.

Our workers participate actively in the process of putting the extended section of the metro V.A. into operation in this concept of understanding the prevention and setting of the basic principles of Occupational Health and Safety. Workers of this department had the option to influence creation of the Occupational Health and Safety system with their comments and observations taken during controls of newly constructed stations and the technical background. We will have the option to become convinced about efficiency during coming reviews of Occupational Health and Safety, when we will evaluate a level of measures taken to eliminate risks, which would cause for example occurrence of injuries, under full operation on this metro line. Annual reviews of safety and protection of health performed in the sense of Section 108, item 5, of the Labour Code, in cooperation with OO contribute in the main principle of the Occupational Health and Safety.

In connection with the metro operation we state that the 600130 department participate among other things in the training of engine-drivers on the actual three lines the last

year. 320 engine-drivers were trained and in total figures 4 514 employees of DPP or representatives of foreign organizations cooperating with DPP underwent trainings. We must mention the fact that the closely profiled training in the topic of legislation with respect to Occupational Health and Safety was organized for members of OO, which are authorized in the area of Occupational Health and Safety, was organized for the second year. The constant problem of DPP are work injuries, when 368 injuries were investigated and further processed in 2014. They required incapacity for work of our employees in the number of 26 403 missed calendar days, this means that 70 missed days belong to one work injury. In addition to usual work injuries also 48 cases, which were caused due to attack by a foreign person, be specific mainly with respect to the profession of transit inspector, were recorded.


In spite of the fact that reserves are still at introducing of the safety processes under particular conditions of workplace, our practice indicates great improvement of knowledge and awareness about the necessity of observance of the Occupational Health and Safety in routine works of our employees.

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 DPP'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 2014, we realized in total numbers 552 interventions by the HZS DP's units for extraordinary events. Out of this number, 31 fires, 36 interventions in case of accidents of road and rail vehicles, 178 of technical character - technical assistances and other helps, 37 liquidations of escape of dangerous substances, 22 natural disasters, 28 examining exercises and 220 interventions as response to signalling by the electric fire signalling system.

In accordance with the Plan of professional training of fire protection units for the year 2014 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 buses continued. We organized professional occupation of members of climbing groups and power saws 'attendants. We ensured the regular professional training of members of voluntary fire brigade at the enterprise ensuring the fire protection of bus garages. Great attention was paid on managing of servicing of newly acquired extinguishing means – oxygen breathing apparatuses, gas detectors, thermo-cameras and automatic external defibrators.

In framework of the Integrated Rescue System (IZS) we participated in preparation and realization of the exercising with the topic of a collective accident of passenger vehicles and bus at the Blanka tunnel, which was held in September. Furthermore we joined the implementation of one task of the 3rd anniversary of the methodical exercising of medical rescue services "Pražská 155" in September. An extensive tactical exercising of units of IZS and DPP "Metro 2014" was conducted in October 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 2 164 units of equipment) and coordinated inspections and revisions of portable and mobile fire extinguishers in DPP (in total 13 891 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 173 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 462 preventive fire inspections. When defects were discovered, measures for their removal were determined.

In 2014, 2 328 employees on managerial positions, including professional training of

preventive fire patrols and fire supervisors, and then 90 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 405 technical inspections, acceptances and final approval of constructions.

Update of the intra-company regulation concerning fire protection at metro stations was prepared at the course of the year.

We have continued in marking DPP's buildings and facilities with safety marks. Nine 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 211 negotiations.

All divisions of the Fire Rescue Brigade participated in work associated with completion of the new V.A metro sector. It included participation in technical inspections, acceptances, equipping with all fire protection equipment and processing of documentation to eliminate fire.

INSPECTION

In 2014, the Inspection department have been performing the function of internal controller in framework of DPP with the target to provide a complex overview of functioning of work processes, company's means economy, but also about the level and quality of DPP's services.

Inspection events were realized in accordance with the inspection plan in the year 2014. This plan included proposals of individual DPP's departments and inspections as determined by internal standards. These inspections were focused on observance with the internal and general legislation. Inspection activities of operative character together with exceptional events were realized on the basis of requirements from the company management, professional organizations, external entities or stimulus from employees and passenger public.

Evaluated information from realized inspections provided relevant data on a particular state of the given issues. Analysis of situations and accepting of conclusions contributed

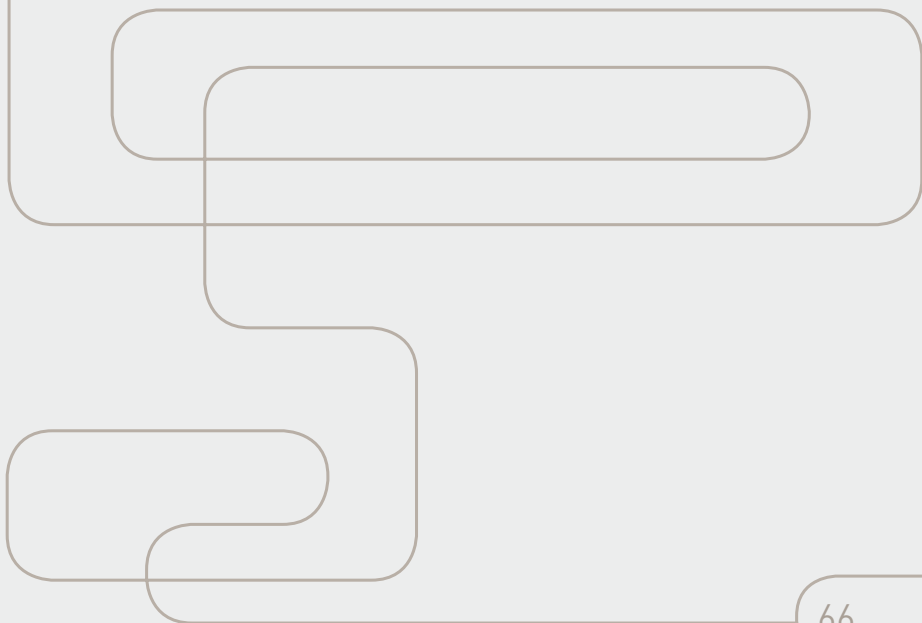


in removal of occurred deficiencies, finding optimal solution of the given problem and follow-on improvement of activities of our company on the side of managerial employees.

In the area of inspection of employees temporary incapable of work all requirements from managerial employees for their performance were fulfilled. The Inspection department cooperates in this connection with the Social security administration and the Personnel department.

Performance of inspections with respect to alcohol and other habit-forming drugs at DPP's employees is an integral part of activities undertaken by the Inspection department.

In 2014, supervisory auditing of the quality management system (QMS) EN ISO 9001:2008 within the scope of certification took place at the Technical inspection station. On the basis of the auditing results it was stated that the organization was capable of recovery of the certificate according to ISO 9001:2008 standard for the next three-year certifying period. The system is maintained and it is effective. Certification was realized by the LRQA company (Lloyd's Register Quality Assurance).



MARKETING AND COMMUNICATION

The area of marketing and communication also in 2014 was focused on proven projects for passenger public, however introduced new projects and did not fail to communicate with DPP's employees. One of the principal targets in 2014 was as the last year to strengthen reputation and present the Prague Public Transit Co. as a strong, stable and constantly developing company.

The pivotal project of the year was in particular the celebration of the 40th anniversary of putting the Prague's metro into operation. These celebrations were started with the launch ceremony of the Prague's Public Mass Transport Encyclopaedia and ceremonial opening of the exhibition "How metro was built" on 5th May 2014. The Prague Public Transit Co., Inc. blew down the next imaginary candle on its birthday's cake, when it invited metro employees, journalists and city representatives for celebrating meeting associated with premiere projection of a film on the occasion of metro anniversary at the social hall at the Kačerov depot on 6th May. When the meeting ended, invited persons came to the bridge at the depot hall, where the Ecs three-vehicle set was waiting together with a crew wearing historic costumes and transported guests to the Florenc station. As well as during trips of experience tourism it was possible to slow down and look into a connector between tracks or stop by the tube of the Nuselský bridge and feel its rocking when the oncoming set drives. The trip was accompanied by a knowledgeable interpretation and responses to questions from journalists. A unique exposition "Metro in World" was opened at the Florenc C metro station vestibule.

Six hours in the morning and celebrations? On 7th May on Wednesday, the music marathon "Be in good mood in metro" was opened at this morning hour, as an integral part of celebration of the Prague's tube. Three tens of music bodies played more than 45 concerts at the C metro line stations. When music bands were packing their instruments at the metro station, other groups of people were preparing all for successful Opening Day. Before queues had been forming before the depot gate on Thursday 8th May, people crowded together at the Kačerov station. The Ecs set was dispatched from this point at 9:19, i.e. at the same time as in 1974 (only by one day sooner) on the I.C line. After half an hour other fans were waiting at the platform, when Ecs set with the five-vehicle set 81-71 arrived, which opened operation on the II.C sector from Kačerov to Kosmonautů station (today's Háje) in 1980. A unique collective taking pictures of both sets took place at the Hlavní nádraží and Pražského povstání stations during this day. DOD, as used abbreviation for the Opening Day, surprised. It does not matter whether it is a holiday day or not, almost ten thousands of fans arrived to the depot and they were interesting to see the background of the Prague's metro operation, spiced with demonstrations from activities of the company's Fire Rescue Brigade.

Celebrations of opening of the metro operation were demonstrated also on land. So, Prague's citizens were surprised with sets of historic double-axis trams on lines 3, 18 and 23 on 9th May 2014. They reminded termination of operation of three lines with these vehicles on 8th May and a farewell party convoy of old trains from 9th May 1974.

They were dispatched from the Střešovice carriage shed to their lines to meet together and welcome fans at the Bratří Synků square at midday. Then line No. 3 was dispatched towards Holešovice, line No. 18 to the Pankrác depot and line No. 23 to Spořilov. A newly reconstructed motor vehicle 2172 from the last train, which ended tram operation forty years ago, was introduced on the line 18.

Finally, the Prague Public Transport Company did not leave an exceptional event, which at first sight did not belong to the hits of the all day celebrations. However, how it appeared the project "Art in metro" found its fans. Twenty four music bodies proved that the space we are using for travelling does not have only practical purpose, but it demonstrates also its aesthetical face in form of sculptures, art of work or art design of individual stations.

The celebration week had positive impact on media outputs. In 2014, in total 8 849 outputs were recorded with it that this number includes publicizing of the Prague Public Transit Co., Inc. at press, TV and radio. Compared to the year 2013 it was increase almost by one third and at the same time a record number for the last five years. The month of February recorded a record number of contributions (1 029), i.e. the lawsuit regarding supply of tickets from the Neograph company, which was followed by media after detention of the businessman Ivo Rittig. Media were very interested in development regarding the lawsuit and future of the Opencard. On the contrary the lowest number of contributions was recorded in January (534). Many topics were perceived positively by media at the course of the year 2014 for example: accompanying projects associated with the 40th anniversary of the Prague's metro or outputs about the agreement with Škoda Transportation regarding amendment of the problematic contract for supply of 15T ForCity trams for DPP. New opening of the Národní třída metro station contributed to the number of positive press releases as well as DPP's projects as they are partnership with the Prague's museum night or the Kinobus project. A prize awarded by the Association of public relations agencies can be perceived positively in the area of public relations. This agency ceremonially published results of the 9th year of the professional competition "Czech prize for public relations" on 10th June 2014. The Prague Public Transit Co., Inc. was also awarded with one prize for the project "Three-day closure of Prague's metro by film-makers from Hollywood", which took place in August of the previous year. DPP was awarded with 3rd place. Prizes were awarded in total at 19 from 20 categories, be specific to the record number of



146 enrolled projects. DPP's web pages recorded a slight drop in visitors rate, be specific by 1.44% compared to the year 2013, with the total number of 23 026 756 visitor. General information about the transport in Prague and then information on prices of fare and Opencard were searched on the web pages after the main page (when actual information on the network state are directly displayed). Each visitor displayed on average 3.33 pages on the web in 2014. The average visit time on the web page was for the year 2014 1 minute and 43 seconds (by 5 seconds less than on average compared to the year 2013). From the total number of visits 29.01% was realized through mobile phones and tablets. The number of visits from this equipment recorded a growth by 10.84% compared to the year 2013. The most visited day was Tuesday on 2nd December 2014, when 296 668 visits were recorded due to significant measures and limitations associated with glaze ice, which paralyzed in practice the entire network of Prague's trams during a couple of hours. The most searched terms were "opencard" (including the variant "open card" with the share of 3.62%), "metro" (1.59%) and "timetables" (1.18%).

The Prague Public Transit Co., Inc. recorded the same tendency, i.e. a slight drop, in the area of stimulus from the passenger public. In 2014, workers in the Marketing and Communication department processed 14 441 submissions of different character, including 7 817 complaints, which is less by 2% compared to the previous year. A contact form was modified at the half of October 2014, which newly requires confirmation of authorization e-mail. Due to this modification vulgar and anonymous stimuli decreased by 12%.

In framework of the internal communication activity Intranet played an irreplaceable role in 2014. For example more than 200 reports were communicated on the main Intranet page, which were in form of news distributed to Communication points (noticeboards) within DPP's premises. They were available to employees, who does not have access to electronic communication on their workplaces. Intranet, through almost 130 competitions, brought to employees the chance to win tickets for cultural, social and sport events of organizers, who were partners to DPP. DPP's bulletin and the traditional monthly journal – DP kontakt were efficient internal communication tools. DP kontakt rounded off its 19th year of existence.

Facebook was a necessary communication tool of the Prague Public Transit Co., Inc. also in 2014. The Facebook page, functioning since 2013, could be proud of 4 350 fans at the end of the year 2014. The "Communication wagon" project set off a new way in 2014. Its target is to make the time spent in metro more entertaining. Not only teasers for DPP's projects and non-profit making organizations were placed in the central wagon of the train set dispatched on the A line, but a new campaign "Meet with..." was launched. This

campaign brought to passengers news concerning selected topics (for example Czech Republic, Ice Hockey Championship, 90 years of bus operation, 140 years of the public mass transport in Prague etc.). Prague citizens can meet with visual campaigns "Do you know that... The original 20 motives, divided into four chapters (buses, trams, metro and general information from the "kitchen" of DPP) since October 2014. It grew with other twenty of interesting data of the biggest Prague's transporter.

Traditional and popular projects of the Prague Public Transit Co., Inc. were not missing in the year 2014, for example Kinobus, Opening days, St. Nicholas, Be in good mood in metro. Kinobus, which was dispatched to its tour on 23rd June, attracted again a considerable group of fans of Czech films. On average 300 viewers came to see one projection, which in final consequence meant the visit rate almost 15 thousands. The most visitors came to Stromovka, Prosek and Opatov. The "Vejška" film recorded absolutely highest number of visitor, 950 visitors. A money box travelled with the collection "Help to children" also in the year 2014. In total CZK 10,040 was collected.

The Prague Public Transit Co., Inc. opened its gate to public two times. Firstly it was in framework of celebrations of 40 years of Prague's metro, on 8th May, when DPP made the Kačerov depot accessible to the public. Secondly, it was on 20th September, when visitors could see premises of depot and garage in Kačerov and Pankrác carriage shed, which are not accessible at another time. Both Opening days met with considerable interest on the side of public and the Prague Public Transit Co. Inc. could be introduced to small and also big visitors with the best image.

On Saturday 6th December, the Prague Public Transit Co., Inc. prepared for children and their parents a St Nicolas's distribution of presents at the Střešovice carriage shed. Apart from this project passengers could arrive to the St. Nicolas's distribution of presents in the Communication wagon, where these three popular figures were distributing sweets and small presents to all children, who recited or sang. Dispatching of a St. Nicholas's tram and also a historic set 81-71, which drove on the A line, was a welcomed change.

The Prague Public Transit Co., Inc. made the travelling more entertaining to Prague's citizens with the music project "Be in good mood in metro". Its first part, on 7th May, in framework of which more than three tens of music bodies were introduced at 45 concerts, was completed with the "Christmas premiere" on 17th December, when for example the Singing body of DPP, Big Band VOŠ Jaroslava Ježka or children's singing bodies Klíček, Brunclík and DPS Jiskřička brought Christmas mood. 16 Christmas concerts took place at vestibules of four metro stations.

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 2014, topics of standardization and modernization of the board information and check-in systems and management and improvement of services provided were monitored and solved, including utilization of DPP's experiences with implementation of international standards ISO 9001 and EN 13816.

In 2014, DPP participated also in the UITP project focused on the issue of CBTC communication (Communications – Based Train Control; train control based on communication), concerning the signalling and security equipment of the underground line systems. In this manner DPP has the option to be a part of international expert's group and share the most advanced technological know-how in this area. Technical and economic aspects of approaching train security equipment to track (ETCS) and to metro (CBTC). Another area of interest was optimization of the existing systems in the sense to increase the system reliability and increase transport capacities of tracks.

In 2014, the so-called benchmarking studies continued 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 employees' uniforms at selected transport companies in Europe, issues of free-charge public mass transport in CR and Europe, railway vehicles for maintenance of track in metro, technological procedures at construction of metro or possibilities of use of signal for mobile phones at tunnels at foreign transport companies.

Important position of DPP amongst European transporters is proved with tens of foreign delegations, which visited the Czech Republic and were interested in particular in the technological, repair and dispatching centres. DPP is a popular partner not only due to exchange of experiences in the area of operation, organization and financing, but often also due to a number of other detailed aspects of the city public transport. For example DPP welcomed experts from Hungary – Budapest Research Transport Institute in January, who were interested in particular in the process of renovation and modernization of tram fleet and tram infrastructure. Delegation from the Netherlands came to Prague in March. They were interested in particular in the transport company's information centre and rail traction. Apart from junior professionals from the International Association of Public Transport (UITP), who came to the Kačerov depot and appreciated professional level and high quality of provided services, delegation from Wales came to Prague in April.


DPP also welcomed experts from Poland and the Federal Republic of Germany in spring. Both these groups wanted to be acquainted mainly with the rail traction and appreciated the number of passengers transported through metro and trams. As summer professional visits of DPP are concerned we can mention for example delegation from Switzerland. Representatives of the transport company in Lausanne were interested in Škoda 15T trams and for that reason their visit took place at the Pankrác carriage shed. Apart from discussions with the technical director a specific inspection of the vehicle followed. A group of experts from Malaysia came to Prague during holiday time. They wanted to be informed in particular about tram transport. This group of experts was provided with detailed information on the company's fleet, technical background at the DPP's Central repair shop, infrastructure and also preference measures at the metropolitan street network. On the invitation of the general director delegation from Hungary visited DPP in September. They wanted to be acquainted with the system of petroleum pumping to buses at selected DPP's garages. They appreciated high professional level of processes and use of top technologies. Three groups of transport experts from the South Korea came to visit in autumn. Representatives of the Capital City of Seoul were interested in setting of the system of public transit in Prague. They had admiration for practice of the territorial planning in Prague with respect to potential routing of metro and tram lines without collision with other constructions. Other group from Korea was interested in relations of the employer with unions. Representatives of the personnel department and representatives of one of DPP's union took part in discussion. In October, a group of students from Denmark (the Technical School Mastrinmestreskole) again came to visit DPP. They wanted to again visit the Central workshop of DPP. Apart from a professional lecture the main topic was ensuring of tram operability. Delegation from the Ukraine arrived to DPP on the last day in October. The director general of the transport company in Kiev together with representatives of the City of Kiev communicated mainly about tram transport. After excursion at the tram dispatching centre of DPP the delegation came to Hostivař and visited the tram repair shop. We welcomed transport experts from China at the course of autumn. Representatives of the town council of Peking were specifically interested in the public transport system in Prague. They appreciated high professional level of DPP's employees, the level of services provided with respect to low-floor vehicles and barrier-free access and they also had admiration for the navigation system for blind persons. Students from the university in Žilina came to visit in November, who then participated in other professional discussions of students of secondary schools and universities, future experts in the area of public transport. As well as other years, a group of students of the Secondary Industrial School of Transport from Dresden, Germany, visited different workplaces of DPP in framework of two-week study visit.

PRIORITIES FOR THE COMING PERIOD

The Prague Public Transit Co., Inc., the most significant entity within the system of Prague's integrated transport, pays special attention to enhancement of the scope and quality of its services and thereby contributes significantly to maintain the great share of the public city transport in the overall transport work in the territory of Prague. This is one of critical conditions to ensure acceptable traffic load. Fulfilment of this target is associated with the need of corresponding recovery and development of all parts of the technical background, which together with the optimization measures in operating activities belong to the key tasks for the coming period. However, the determining factor is unfavourable economic situation, which requires a consistent review of realization demandingness of individual intentions with determination and follow-up maximal support to definite investment priorities. Owing to limited investment possibilities of the municipal budget the precondition for realization of financially demanding project is primarily in the area of traffic construction the security of co-financing from European funds. This means that it is necessary that preparation corresponds with it and a situation allowing for asking for relevant grants with adequate preconditions of success is achieved.

The critical priorities, coming from the principal metropolitan development documents, definitely include further extension of the metropolitan rail transport network ensuring corresponding growth in a share of segregated public city transport lines. Preconditions to enhance regularity, speed and safety of the public city transport are created. Associated reduction in ecologic load on the city territory, given by higher use of electric traction, cannot be neglected. The primary precondition for realization of new lines of the metropolitan rail transport is their inclusion into the territorial planning documentation. The key aspect in this area will be that accented intentions, in particular in the area of new tram lines, are confirmed in the actually acquired Metropolitan plan. The Prague Public Transit Co., Inc. will pay maximal attention to it in framework of negotiations about work output on this primary development document. The process of reflection of some new tram lines into the valid Master Plan of the Capital City of Prague in form of its amendments requires the same approach. The city management decided on acquisition of important changes of the given orientation in view of all the city for the sake of acceleration of inclusion of some selected development projects into the territorial planning documentation. In particular tram lines, directed to the territory of Jižní město and Suchbát, tram connection Na Veselí – Budějovická, are concerned. Special attention is paid to the issue of completion of tram lines at the city centre.

The year 2015 is significant in the area of completion of the realization phase of principal projects for the metro network. It includes primarily putting the metro V.A



Dejvická (excluding) – Nemocnice Motol into operation. Thereby transport services in the municipal district of Prague 6 and hospital premises in Motol will be ensured with achieving corresponding reduction in bus transport. Non-excludable benefit is reducing of load on traffic within the exposed Vítězné náměstí, which is allowed with termination of bus lines at a new terminal by the Nádraží Veleslavín station. A significant movement was achieved within the extraordinarily monitored area of barrier-free access to metro stations, because elevators interconnecting the platform with the surface level at the Můstek A/B, Anděl and I.P. Pavlova stations will be put into operation. Conditions for realization of new tram constructions are not created for the given year. So the centre of gravity of enhancement of technical level of the tram lines network will consist in realization of prepared reconstructions of their key sectors. In particular RTT Bělehradská, RTT Vršovická and RTT Střešovická – Na Petřínách belong to the most important projects, of which realization is intended for the given period.

Preparation of realization of other important constructions of the metropolitan rail transport will continue. After termination of negotiations about the draft documentation for issuance of a building permit for the introductory realization sector of the metro line D Pankrác – depot Písnice a fair copy of this documentation will be processed. Purchases of lands will be realized. Submission of a request for building permit is expected at the end of the year 2015. The next task for the given period is preparation of documentation for the selection of a contractor for the construction.

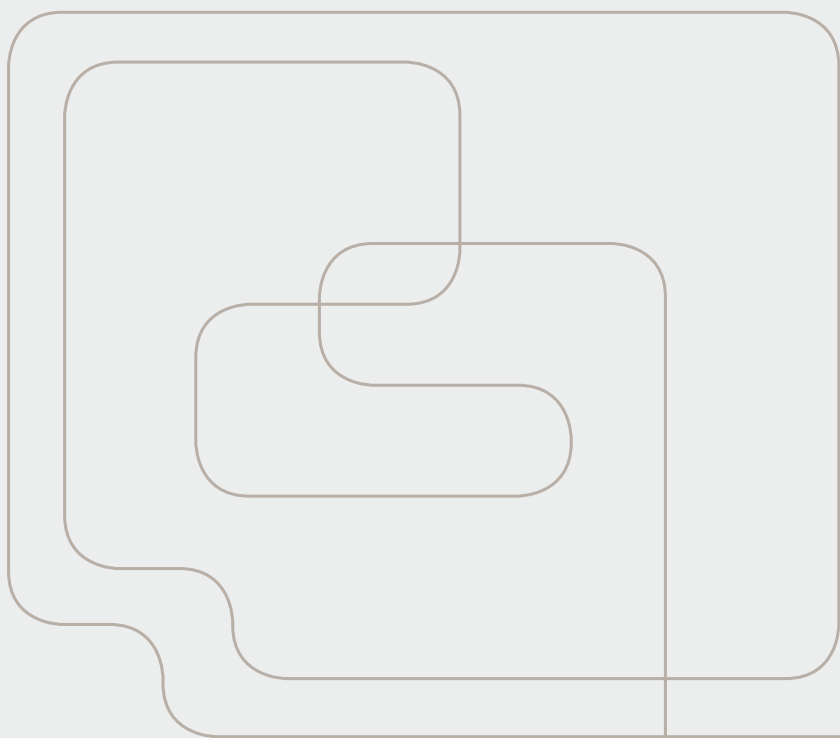
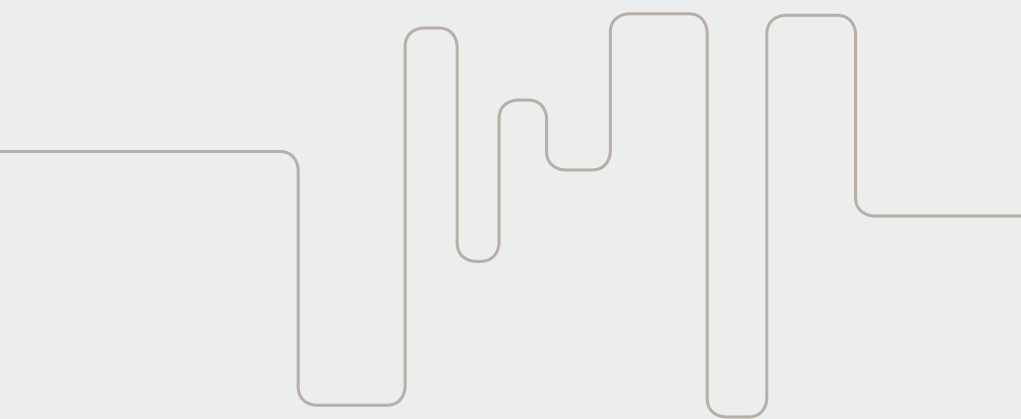
Attention will be focused on two projects, for which realization conditions in the master plan are fully created, in the area of preparation of new constructions of tram lines. In case of TT Sídliště Barrandov – Holyně – Slivenec, for which a valid territorial planning decision was confirmed by a court, documentation for the building permit will be completed according to results of negotiations. Relevant steps will be taken with respect to proprietary security of the project and then an application for the building permit will be submitted. The tram line concerned is directed in view of functions to ensuring of transport services in the predominant part of the Barrandov's plain with preconditions of significant urban development. The matter of its realization is the centre of exceptional interest on the side of investors gradually building new residential complexes and also on the side of citizens within the existing development of Holyně and partly Slivenec. The second project, which is now at the advance phase of preparation, is TT Divoká Šárka – Dědinská, which will ensure connection of the existing Na Dědině housing development and adjacent areas (with a significant transformation and development potential) to the system of the metropolitan rail transport and at the same time it will be the phase of target intention in the master plan, which is extension of the tram line



to the area before the field of the Terminal 3 at the airport. After the EIA process is closed, its results will be included into the documentation for the territorial planning proceedings for this construction, followed with filing an application for issuance of the territorial planning decision. Owing to the previous course of the project preparation it is evident that realization of the given tram line can be complicated with conditioning requirements resulting from negotiations, firstly with condition concerning solution of reduction in parking places in the manner of construction of a parking house.

Preparation of the barrier-free access to other older metro stations will run simultaneously. This preparation is at later phase (preparation of documentation for the building permit or possibly for selection of a contractor to the construction) in case of Palmovka, Karlovo náměstí and Roztyly metro stations.

Continuous recovery of the company's fleet will be ensured, realized specifically with low-floor vehicles. 34 vehicles of the given type will be supplied on the basis of a long-term contract for supplies of modern low-floor trams 15T in 2015. In addition to that reconstruction of two trams KT8D5 with insertion of a low-floor element will be ensured. Supply of 81 vehicles (out of it 41 articulated vehicles) and 10 midi-buses is planned for this year in the area of renovation of buses.





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.

REPORT FROM THE SUPERVISORY BOARD

OF THE PRAGUE PUBLIC TRANSIT CO. INC. IN 2014

COMPOSITION AND COMPETENCES:

The company's Supervisory Board at its first session in the year 2014 in the composition: Ing. Jiří Pařízek, the Chairman of the Supervisory Board, Ing. Marek Doležal, the Vice-Chairman of the Supervisory Board, Bc. Oldřich Schneider, the Vice-Chairman of the Supervisory Board, Ing. Jan Vašíček, Ing. Michal Štěpán, Doc. Ing. Martin Dlouhý, Dr., MSc., Josef Buriánek, František Kadlec, Václav Pospíšil, Jan Kolář, DiS., JUDr. Jan Blecha, Ing. Vojtěch Kocourek, Ph.D., Ing. Karel Březina, Andrea Vlášenková, the members of the Supervisory Board.

The following personnel changes took place at the Supervisory Board during the course of the year 2014:

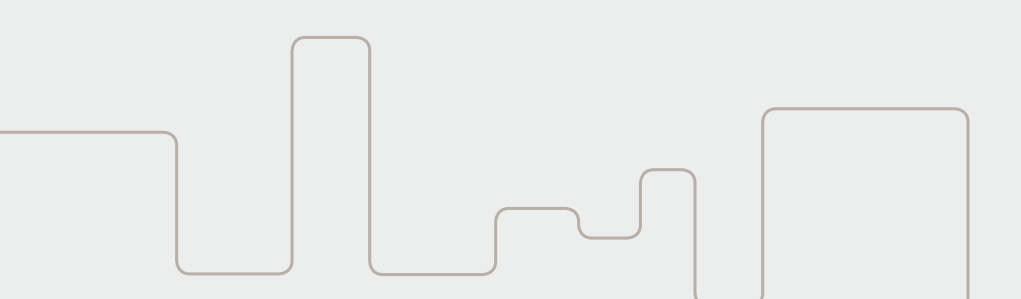
On 11. 1. 2014, membership at the Supervisory Board expired to Jiří Obítka with expiration of the 4-year office. On 15.1. 2014, the Supervisory Board with the resolution No. 1/2014/1.4 elected Bc. Oldřich Schneider to the office of the Vice-Chairman of the Supervisory Board.

On 28.1. 2014, the Council of the Capital City of Prague, having the competence of the general meeting, with its resolution No. 129 elected Ing. Václav Novotný to the office of the member of the Supervisory Board, who withdrew from the office of the member of the Supervisory Board on 31. 1. 2014, and the Supervisory Board approved his proposal with the resolution No. 2/2014/1.5. Expiration of his office as of 31. 1. 2014.

On 29. 4. 2014, the Council of the Capital City of Prague, having the competence of general meeting, with its resolution No. 888 elected Ing. Pavel Válečka to the office of the member of the Supervisory Board. On 26. 9. 2014, the office of the member of the Supervisory Board expired for JUDr. Jan Blecha, be specific in consequence from his withdrawal from the office.

Other personnel changes at the Supervisory Board occurred with the resolution of the Council of the Capital City of Prague, having the competence of the general meeting, No. 3153 of 9. 12. 2014, when as of this date Ing. Karel Březina, Doc. Ing. Mgr. Martin Dlouhý, Dr., MSc., Ing. Marek Doležal, Ing. Vojtěch Kocourek, Ph.D., Ing. Jiří Pařízek, Ing. Michal Štěpán, Ing. Pavel Váleček, Ing. Jan Vašíček and Andrea Vlášenková were withdrawn from the office of the member of the Supervisory Board.

The Council of the Capital City of Prague, having the competence of the general meeting,



elected JUDr. Petr Novotný, Ing. Jarmila Bendová, Jaroslav Štěpánek, Martin Slabý, Mgr. Petra Kolínská, Ing. Petr Hlubuček, Ing. Vojtěch Kocourek, Ph.D. and Petr Dolínek to the office of the member of the Supervisory Board as of 10. 12. 2014.

On 17. 12. 2014, the Supervisory Board with the resolution No. 14/2014/1.1 elected Petr Dolínek to the office of the Chairman of the Supervisory Board and with the resolution No. 14/2014/1.2 Ing. Jarmila Bendová to the office of the Vice-Chairman of the Supervisory Board.

On 28. 1. 2014, the Supervisory Board with the resolution No. 14/2014/1.1 elected Petr Dolínek to the office of the Chairman of the Supervisory Board and with the resolution No. 14/2014/1.2 Ing. Jarmila Bendová to the office of the Vice-Chairman of the Supervisory Board.

On 28.1. 2014, the Council of the Capital City of Prague, having the competence of the general meeting, with the resolution No. 129 elected Ing. Marek Doležal and Petr Šimůnek to the office of the member of the Supervisory Board.

In 2014, 13 regular and one 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, annual financial statement, calculation of PID's costs and development of financial means drawing),
- discussed fulfilment of the plan 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 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,
- 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.,
- became acquainted with results from individual internal auditing and monitored fulfilment of recommended remedial measures,

- discussed and granted approval to a change in the DPP's investment plan for the year 2014 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 the issue of financing and solution of defects on accepted 15T trams or issues of drawing grants from EU funds. It was necessary to monitor also the state of issues concerning amendment of the organizational and signature rules, revision of Articles of Association of DPP or approve contracts on exercise of office of members of the Board of Directors of the company. In addition to others the Supervisory Board dealt with the strategy of the check-in system, merger of PS Renovace s.r.o. and Pražské strojírny a.s. companies, strategy of sale of remaining immovable property or implementation of a program of prevention to criminal activities in DPP.

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 possibilities of internet connection at metro tunnels and publication of contracts on the company's web pages.

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 on regular base. Furthermore it discussed the report on the project of Complex security systems and the issue of take-over of sale of transit documents.

Commission for personnel and wage policy

The Commission for Personnel and Wage Policy was dealing at its sessions with the issues of contractual wages development, the state of personnel reserves, the system of evaluation of employees and costs of the program of prevention to criminal activities.

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 acceptances of 15T trams, financing of DPP's obligations or results of internal auditing. Control activities conducted by the Supervisory Board were also aimed at conclusion of amendments to contracts with the ŠKODA TRANSPORTATION a.s. company for supplies of 15T trams.

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 2014.

REPORT FROM THE AUDITING COMMITTEE

OF THE PRAGUE PUBLIC TRANSIT CO. INC. FOR THE PERIOD FROM JANUARY – DECEMBER 2014

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 2014, 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.**

On 18. 1. 2014, the office of Ing. Zdena Javornická expired. She was again elected to the office on 4. 2. 2014. Ing. Zdena Javornická was elected to the office of the vice-chairman of VpA at the session held on 13. 2. 2014.

In 2014, VpA met at 9 sessions. 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 auditing,
- 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 2014, VpA fulfilled its obligations given by the valid legal regulations and the articles of association of the Prague Public Transit Co., Inc.

As activities of VpA are concerned, we can mention the following:

On 23. 1. 2014, VpA acknowledged the report on activities of the Internal audit department and approved the plan of activities of DPP's for the first half of the year 2014 at the session held on 13. 2. 2014.

VpA acknowledged in its resolution No. 3/2014/5 of 28. 3. 2014 the auditor's statement of 17. 3. 2014 to the Annual Financial Statement of DPP for the year 2013 and the report on relations between interconnected persons for the year 2013. It states that it discussed the DP's regular Financial Statement as of 31. 12. 2013 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. 2013 and that their financial performances and cash flows for the year ending on this date were in compliance with the Czech accounting regulations". At the same time VpA received from a representative of the external auditor, the Deloitte Audit s.r.o., a declaration on independency of auditor.

VpA at its session held on 17. 4. 2014 adopted the resolution No. 4/2014/4, in which it recommends appointment of the Deloitte Audit s.r.o. company as a company's auditor for the year 2014 and instructed the VpA's chairman to submit such recommendation to the DPP's General Meeting.

VpA approved the "Strategy of DP's internal auditing" for the 2nd half of 2014 on 7. 8. 2014.

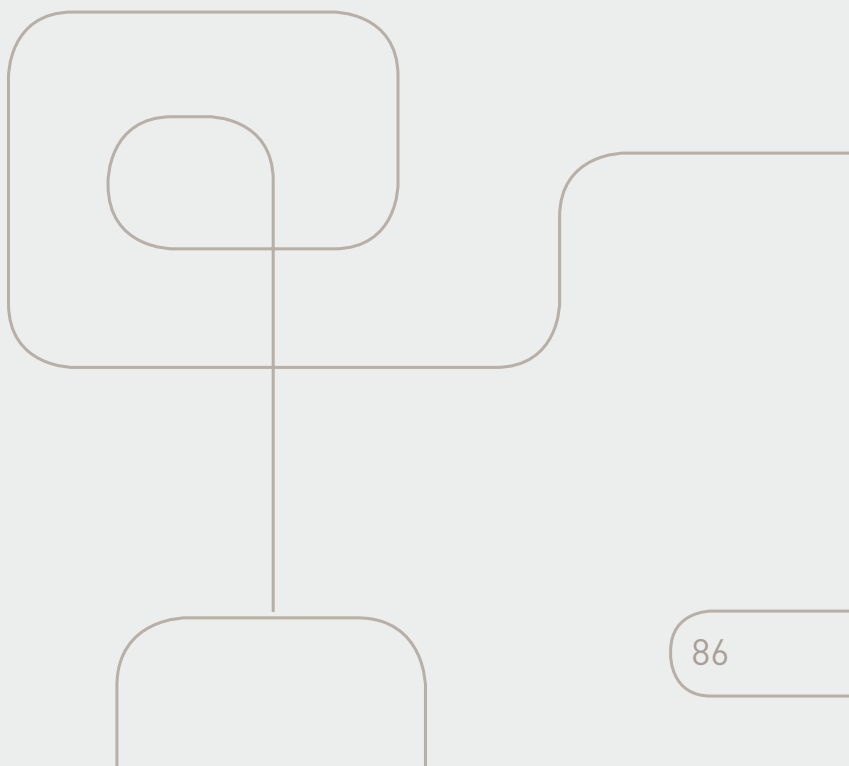
Then owing to workload at the Internal audit department VpA approved change in the plan of Internal audit for the 2nd half of 2014 at its session held on 18. 12. 2014.

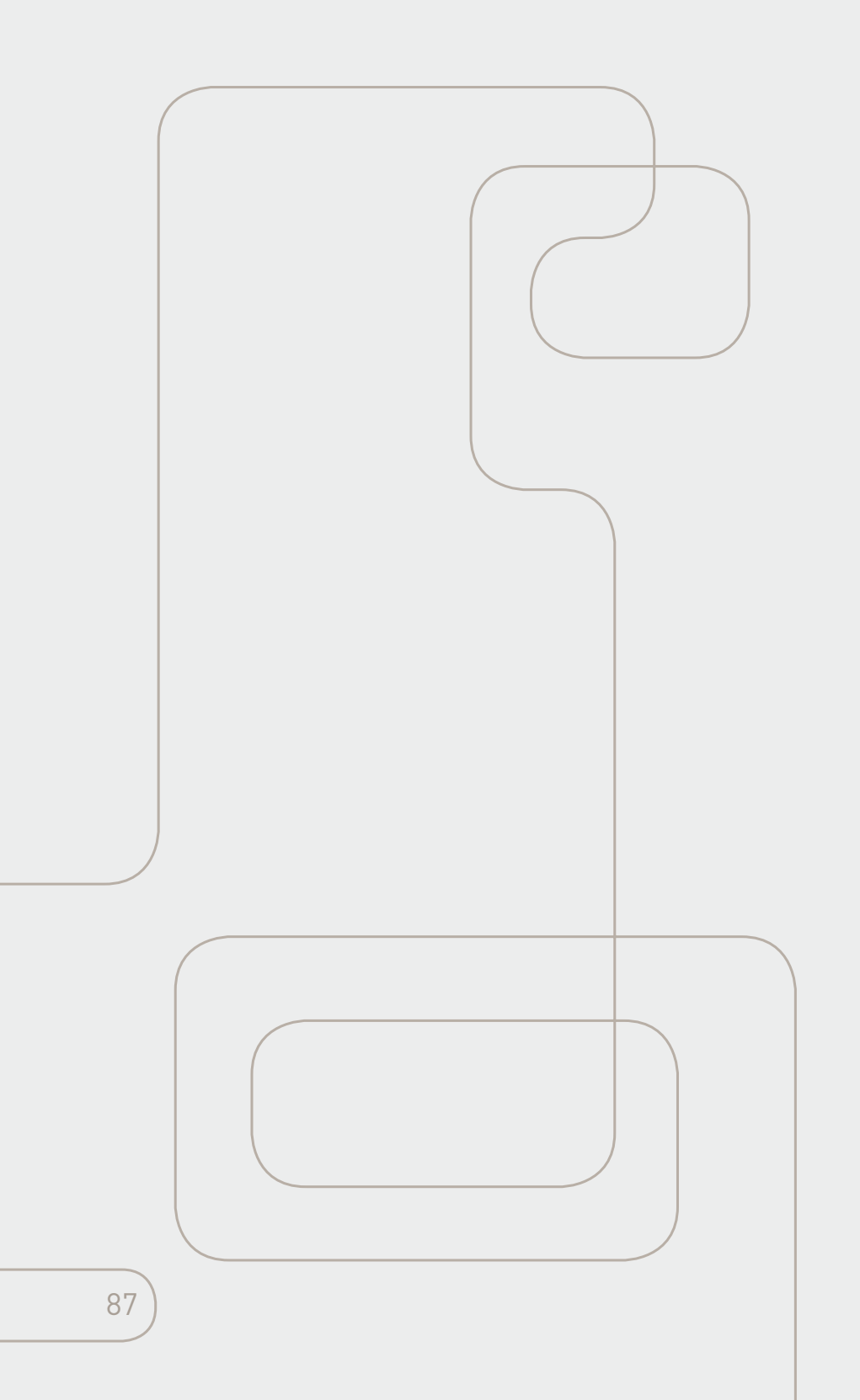
VpA with its resolution No. 7/2014/ of 2. 10. 2014 approved the document Status of internal auditing of the Prague Public Transit Co., Inc., which defines in particular the mission and targets of the Internal audit department, furthermore its position, power, responsibility and obligations in framework of DPP as well as power, responsibility and obligation of company's bodies, management and all DPP's divisions towards this department. The Status furthermore regulates exercise of activities of the Internal audit in framework of DPP. With respect to amendments of provisions in the Status of internal audit, which were produced on the basis of a requirement of the company's Board of Directors, revoked its resolution No. 7/2014/7 and approved a new wording of the Status with its resolution No. 8/2014/5 at its session held on 6. 11. 2014.

VpA was acquainted with the deadline for the annual Financial Statement as of 31. 12. 2014 and with the time schedule for auditing of the DPP's annual Financial Statement at its session held on 18. 12.

On 18. 12. 2014, VpA discussed the expected report from auditing System of risk management and recommended creation of a risk management system in framework of the Internal audit department.

VpA has an ambition for the next year in addition to other things to monitor implementation of the risk management system in DPP.





PROVISION OF INFORMATION

PURSUANT TO THE 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 2014 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: 203
 - b) The number of issued decisions about refusal of requests: 26
- 2. The number of submitted appeals against decisions: 3**
- 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. 10A 18/2013-62 of 14. 5. 2015 (see the Annex)
 - b) List of all expenses, which were expended in connection with the judicial proceedings concerning rights and obligations pursuant to law, be specific including expenses for own employees and expenses for legal representation:
 - total expenses: CZK 9,800
- 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: 1
 - b) Reason for submission of a complaint against the procedure conducted by the Prague Public Transit Co. Inc.:
 - § Section 16a, para 1, letter c) 1
 - c) Manner of settlement by the Prague Public Transit Co. Inc.:
 - § Section 16a, para 6 1

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

a) Requests for the provision of information related to most often:

- provision of the public city transport timetables data in GTFS format

70 197/14/K
Číslo jednací: 10A 18/2013 - 62
25-398
28.5.14
6.45



ČESKÁ REPUBLIKA
ROZSUDEK
JMÉNEM REPUBLIKY

Městský soud v Praze rozhodl v senátě složeném z předsedkyně [redacted]
[redacted] a soudců [redacted] v právní věci žalobce:
Oživení, o. s., se sídlem Lublaňská 18, Praha 2, IČ 67365353, zast. [redacted]
advokátkou, se sídlem [redacted] Praha 6, proti žalovanému Dopravní podnik hl. m.
Prahy, akciová společnost, se sídlem Sokolovská 217/42, Praha 9, IČ 00005886, v řízení o
žalobě proti rozhodnutí představenstva žalovaného ze dne 9. 1. 2013 č.j. PP/9/2013

t a k t o :

- I. Rozhodnutí představenstva Dopravního podniku hl. m. Prahy, akciové společnosti, ze dne 9. 1. 2013 č.j. PP/9/2013 a rozhodnutí Dopravního podniku hl. m. Prahy, akciové společnosti, ze dne 13. 11. 2012 č.j. KS/312/2012 se zrušují.
- II. Dopravnímu podniku hl. m. Prahy, akciové společnosti, se nařizuje poskytnout žalobci kopie všech faktur, které byly žalovaným proplaceny na základě smluv uzavřených mezi žalovaným a společností Bítmedia, a. s., IČ 281 89 108, a to do patnácti dnů od právní moci tohoto rozsudku.
- III. Žalovaný je povinen zaplatit žalobci náhradu nákladů řízení ve výši 9.800 Kč, a to do třiceti dnů od právní moci tohoto rozsudku, k rukám [redacted] advokátky.

Odůvodnění

Žalobce se podanou žalobou domáhá přezkoumání rozhodnutí představenstva žalovaného ze dne 9. 1. 2013 č.j. PP/9/2013, kterým bylo zamítnuto odvolání žalobce proti

rozhodnutí žalovaného ze dne 13. 11. 2012 č.j. KS/312/2002, jímž byla částečně odmítnuta žádost žalobce o informace ze dne 1. 12. 2011.

Žalobce v žalobě uvádí, že žalobce se svojí žádostí domáhal poskytnutí kopií všech smluv uzavřených mezi žalovaným a společností Bitmedia, a. s., a kopií všech faktur, které byly žalovaným proplaceny na základě těchto smluv. Žalovaný žalobci poskytl kopie smluv, odmítl však žalobci poskytnout kopie proplacených faktur s odůvodněním, že je nelze chápat jako informace ve smyslu ust. § 3 zákona č. 106/1999 Sb., o svobodném přístupu k informacím, ve znění pozdějších předpisů. Žalobce v žalobě uvádí, že se dožaduje informací o skutečném čerpání veřejných prostředků, tedy vyžaduje informace, které z logiky věci nejsou a ani nemohou být obsaženy v uzavřených smlouvách.

Žalovaný tvrdí, že faktura není informací a v napadeném rozhodnutí směřuje pojem „informace“ a „nosič informace“, kdy zákon vykládá tak, že žalovaný sice na jedné straně nemůže odmítnout vydat informaci s odkazem na skutečnost, že je zaznamenána na tom či onom nosiči, avšak na druhé straně může informaci odmítnout proto, že není dle jejího názoru zjevně na žádném nosiči informací, což vyplývá z tvrzení, že daňový doklad není nosičem informace.

Žalobce k tomu uvádí, že nikdy netrval na nějakém konkrétním nosiči informací, ale na informaci samotné obsažené v daném případě v proplacené faktuře, ať je již tato informace zaznamenána v listinné či elektronické podobě. Informace obsažené ve fakturách sice mohou být, ale zpravidla nebývají totožné s informacemi obsaženými v uzavřených smlouvách. Polemiku žalovaného, zda faktura obsahuje či neobsahuje nějaké informace, považuje žalobce za zcela bezobrazné a účelové protahování řízení.

Žalobce trvá na tom, že na požadovanou informaci má nárok. Informací podle § 3 odst. 3 zákona o svobodném přístupu k informacím je naprosto vše, co existuje a je nějak zaznamenáno, ať na tom či onom nosiči. Dle přesvědčení žalobce faktura je informací ve smyslu zákona o svobodném přístupu k informacím, neboť je zcela jistě zaznamenána, ať již v listinné či elektronické podobě, má svůj zcela jasný obsah a tvoří podklad pro účetnictví žalovaného. Žalovaný přitom zjevně nemá problém požadované informace nalézt ve svém účetnictví, a tedy se nejedná o informace hypotetické, těžko určitelné či neexistující, což nakonec ani žalovaný nevdává. Z rozhodnutí, které bylo žalobci doručeno, je však zřejmé jen tolik, že žalovaný informaci poskytnout nechce, byť pro tento postup nenašel oporu v zákoně o svobodném přístupu k informacím.

Žalovaný ve vyjádření k podané žalobě uvedl, že důvodem žaloby je toliko odlišný pohled žalobce žalovaného na okruh povinností, které musí žalovaný s ohledem na dikci zákona o svobodném přístupu k informacím poskytovat. Domnívá se, že požadavek na poskytování kopií faktur dokladuje další posun a rozšíření dopadu zákona o svobodném přístupu k informacím výrazně nad rámec původního záměru zákonodávce. Žalovaný se domnívá, že posunutí okruhu informací, na něž má žalobce nárok, způsobem požadovaným v tomto případě, může vést v extrémním případě k tomu, že následně jakýkoliv žadatel s odkazem na skutečnost, že potřebuje ověřit, zda k vynaložení veřejných prostředků skutečně došlo, požádá o přístup k bankovnímu účtu povinného subjektu. Žalovanému je zřejmé, že výklad jednotlivých ustanovení zákona o svobodném přístupu k informacím se neustále rozšiřuje, nicméně domnívá se, že stanovení jednoznačných pravidel a okruhu toho, co je a co naopak není informací ve smyslu zákona, by bylo ku prospěchu nejen povinných subjektů, ale i žadatelů samotných. Žalovaný proto žádá soud, aby se zabýval otázkou, zda je oprávněným požadavkem ve smyslu zákona o svobodném přístupu k informacím, aby žadatel požadoval po povinném subjektu kopie daňových dokladů, ať již byly vydány ze strany povinného

subjektu či dokonce ze strany třetí osoby od povinného subjektu odlišné, jako je tomu v tomto případě.

Žalovaný nezastává žalobcův právní názor, že cokoliv, co je nějakým způsobem hmotně zachyceno, je informací, na kterou se vztahuje informační povinnost ve smyslu zákona o svobodném přístupu k informacím. Žalovaný se domnívá, že definice pojmu informace je nutno vyložit užším způsobem a dovozuje, že informace požadované ze strany žalobce byly již zpřístupněny jiným způsobem, a to když mu byly poskytnuty kopie uzavřených smluv. Podrobné zdůvodnění tohoto názoru bylo žalobci sděleno již v rámci žalobou napadeného rozhodnutí.

Tvrzení žalobce, že má pochybnosti o souladu mezi uzavřenou smlouvou a skutečně zaplacenou fakturou, je na místě dle názoru žalovaného odmítnout, stejně tak jako tvrzení, že jediné se znalostí konkrétních faktur lze efektivně kontrolovat hospodaření povinného subjektu s veřejnými prostředky. Žalovaný se domnívá, že není možné přijmout argumentaci žalobce, který a priori předpokládá, že informace obsažené v poskytnuté smlouvě jsou odlišné od informací obsažených v dokladech, a je proto nutné dopad zákona rozšířit tak, aby mohl lépe plnit svou roli ochránce efektivnosti hospodaření s veřejnými prostředky. Další rozšíření informační povinnosti žalovaného by dle názoru žalovaného vedlo pouze k dalším pokusům o další posunutí smyslu a účelu zákona o svobodném přístupu k informacím. Žalovaný se již dnes s dopady neúplného výkladu jednotlivých ustanovení zákona setkává velice často, když je např. žádán, aby poskytl žadateli přímo plnění nebo jeho část, například studii či podobná plnění s odkazem, že jsou obsaženy ve formě písemného záznamu. Žalovaný vzhledem k neúplnosti dosavadních výkladů zákona ponechává na rozhodnutí soudu, zda je se zněním zákona konformní výklad žalobcův či žalovaného.

Závěrem žalovaný uvádí, že se domnívá, že bod 3 petitu žaloby je třeba odmítnout, neboť tak, jak je definován, je dle názoru žalovaného neurčitý a nemá oporu v proběhlém správním řízení.

Žalobce podal k tomuto vyjádření repliku, ve které stručně uvedl, že žalovaný nijak nespecifikoval, v čem je petit neurčitý či v jakém smyslu nemá oporu ve správním řízení. Z celého vyjádření žalovaného je naopak podle názoru žalobce zřejmé, že je mu známo, jaké informace jsou na něm požadovány. Petit odpovídá podané žádosti o informace, kdy žalobci nebylo a ani nemohlo být známo, jaké smlouvy byly mezi stranami uzavřeny.

Ze správního spisu byly zjištěny následující pro rozhodnutí soudu podstatné skutečnosti:

Žádosti o poskytnutí informací ze dne 31. 1. 2012 doručené žalovanému dne 2. 2. 2012 žalobce žádal žalovaného o poskytnutí následujících informací:

- 1) kopie všech uzavřených smluv uzavřených mezi žalovaným a společností Bitmedia, a. s.,
- 2) kopie všech faktur, které byly žalovaným proplaceny na základě smluv uvedených pod bodem 1).

Žalovaný na tuto žádost reagoval přípisem ze dne 13. 11. 2012, jímž vyhověl žádosti žalobce v bodu 1) a částečně zamítl žádost v rozsahu bodu 2) žádosti. V odůvodnění rozhodnutí žalovaný uvedl, že kopie proplacených faktur nelze chápat jako informace ve smyslu ust. § 3 zákona o svobodném přístupu k informacím.

Proti rozhodnutí o částečném odmítnutí žádosti podal žalobce odvolání, ve kterém uvedl, že postup žalovaného je podle jeho názoru v příkrém rozporu se zákonem o svobodném přístupu k informacím. Žalobce poukázal na to, že žalovaný svůj názor, že faktura není informací, nijak blíže nevysvětlil. Podle ust. § 3 odst. 3 zákona o svobodném přístupu k informacím je informací naprosto vše, co existuje a je nějak zaznamenané, ať na tom či onom nosiči. Dle přesvědčení žalobce tak faktura je informací ve smyslu zákona o svobodném přístupu k informacím.

O odvolání bylo rozhodnuto žalobou napadeným rozhodnutím představenstva žalovaného ze dne 9. 1. 2013 č.j. PP/9/2013 tak, že odvolání bylo zamítnuto a rozhodnutí povinného subjektu potvrzeno. V odůvodnění tohoto rozhodnutí žalovaný uvádí, že se s názorem žalobce neztotožňuje, neboť je zřejmé, že smyslem ust. § 3 odst. 3 zákona o svobodném přístupu k informacím není bezbřehý přístup žadatele k čemukoliv, ale zamezení vyloučení informací ze strany povinného subjektu s odkazem na nosič, na kterém je informace zaznamenána. Jinými slovy informací je určitý obsah bez ohledu na to, na jakém nosiči je hmotně zachycen. Na druhé straně ne každý nosič zachycuje informaci v zákonném smyslu. Žalobce je oprávněn požádat o informaci, tj. vymezil svůj požadavek určením informací, o které má zájem, nikoliv určením nosiče, na kterém je obsah zachycen. V praxi je běžně přijímáno, že pokud žadatel požaduje kopii určité smlouvy, má se za to, že požaduje její obsah, respektive všechny informace, které jsou ve smlouvě zachyceny. Otázkou zůstává, zda stejný postup aplikovat i v případě, kdy žadatel specifikuje svou žádost tak, že požaduje kopii určitého daňového dokladu. Žalovaný se domnívá, že tomu tak není, neboť daňový doklad sám o sobě není nosičem obsahu, tedy informace ve smyslu zákona o svobodném přístupu k informacím. I pokud by náhled na doklad jako nosič informace byly jiný, žalovaný považuje výkladovou praxi v této otázce za dosud neuzavřenou a nebyl by povinen daňové doklady předat. Žalobce má právo toliko na informace, nikoliv na konkrétní nosiče těchto informací. Z podané žádosti je zřejmé, že žalobce požaduje vydání uzavřených smluv a revizi dokladů, které se k uzavřeným smlouvám váží. Odvolací orgán však má za to, že ke splnění informační povinnosti dochází již poskytnutím kopií smluv, neboť daňový doklad již neobsahuje žádnou novou informaci, která by nebyla zaznamenána na jiném nosiči, tj. především zachycena ve smlouvě.

Městský soud v Praze žalobou napadené rozhodnutí, jakož i řízení, které jeho vydání předcházelo, přezkoumal v rozsahu uplatněných žalobních bodů, kterými je vázán, a vycházel přitom ze skutkového a právního stavu, který tu byl v době rozhodování správního orgánu. O věci přitom rozhodl bez jednání, neboť s tím oba účastníci řízení souhlasili, resp. nevyslovili ve stanovené lhůtě nesouhlas.

Městský soud v Praze věc posoudil takto:

Podle § 3 odst. 3 zákona o svobodném přístupu k informacím *informací se pro účely tohoto zákona rozumí jakýkoliv obsah nebo jeho část v jakékoliv podobě, zaznamenaný na jakémkoliv nosiči, zejména obsah písemného záznamu na listině, záznamu uloženého v elektronické podobě nebo záznamu zvukového, obrazového nebo audiovizuálního.*

Žalovaný s poukazem na toto ustanovení tvrdí, že faktura nemůže být informací ve smyslu zákona o svobodném přístupu k informacím. Takový závěr je však ve zřejmém rozporu s textem tohoto ustanovení. Pokud může být informací „jakýkoliv obsah“, v „jakékoliv podobě“ a zaznamenaný na „jakémkoliv nosiči“, pak jím zcela nepochybně může být i obsah faktury zaznamenaný v písemné podobě na listinném vyhotovení faktury. Žádným rozumným výkladem tohoto ustanovení nelze dospět k závěru opačnému, který zaujal žalovaný.

Zcela mimoběžná je přitom argumentace žalovaného o tom, že jde o informace obsažené již ve smlouvě. Taková argumentace se soudy jeví jako zmatečná a nelogická, naprosto nemající žádnou oporu ve znění zákona. Obsahem uzavřené smlouvy jsou vzájemné závazky jednotlivých stran, nelze z ní však zjistit, jak konkrétně (např. kdy a v jakém rozsahu) bylo na základě takové smlouvy plněno. V daném konkrétním případě jde o smlouvu, jejímž předmětem je technický servis a opravy technologických zařízení informačního a bezpečnostního systému v metru. Cena za objednané plnění je stanovena dohodou ve výši konkrétní fixní částky za měsíc a ceny za cestovní náklady a dále fixní částkou za měsíc a projektor s tím, že cena nezahrnuje daň z přidané hodnoty, ujednání o ceně dále obsahuje inflační doložku a ujednání, že v případě poskytování služeb mimo předmět této smlouvy, např. v případě odstraňování následků mimořádných havárií, bude cena takových služeb účtována zvlášť. Je tedy zcela zřejmé, že jen se znalostí obsahu uzavřené smlouvy nelze přesně zjistit, jaká částka měla být zhotoviteli objednaného díla vyplacena (tím méně pak, jaká mu skutečně vyplacena byla), neboť např. cestovní náklady se účtují zvlášť a mohou dosahovat proměnlivé částky. Nelze rovněž vyloučit, že některé ze servisovaných zařízení bude v určitém období mimo provoz a částka za ně nebude fakturována, dále je zcela nejasný rozsah případných prací uskutečněných při odstraňování mimořádných havárií (a zda vůbec takové práce byly poskytovány). Nadto pak vůbec není vyloučeno, že platby uskutečňované na základě této smlouvy budou žalovaným uhrazeny se zpožděním a vznikne v důsledku toho povinnost platit úrok z prodlení. Informace o tom, jaká částka byla žalovaným na základě této konkrétní smlouvy skutečně uhrazena, tedy v textu uzavřené smlouvy obsažena není, a lze ji zjistit právě způsobem, který žalobce zvolil, tj. poskytnutím kopií proplacených faktur.

Je-li primárním účelem zákona o svobodném přístupu k informacím umožnění kontroly veřejnosti nad hospodařením povinných subjektů, pak možnost přístupu k obsahu proplacených faktur je zcela zjevně v souladu s tímto cílem zákona. Pokud by soud akceptoval názor žalovaného, že žadatelé mají nárok pouze na poskytnutí textu smlouvy, nikoli však již na informace o tom, jaké prostředky na základě takové smlouvy byly skutečně vynaloženy, v zásadě by tím byla kontrola hospodaření povinných subjektů výrazně omezena, ne-li zcela znemožněna. Názor žalovaného je tedy ve zřejmém rozporu nejen s textem zákona o svobodném přístupu k informacím, ale i s jeho smyslem a účelem.

Důvody uváděné žalovaným pro odmítnutí žádosti tedy v soudním přezkumu neobstály a soud musel zrušit jak prvoinstanční rozhodnutí o odmítnutí žádosti, tak i rozhodnutí o odvolání. Soud současně neshledal žádné důvody, pro něž by mělo být poskytnutí informací odmítnuto, a to ani poté, co s obsahem žalobcem požadovaných informací seznámil. V tomto ohledu je třeba připomenout, že žalovaný v podstatě ani žádný důvod pro odmítnutí informací netvrdil, když zastával (zcela chybně) stanovisko, že informace již žalobci poskytnuty byly. Pokud by tedy nějaké zákonné důvody v poskytnutí informací bránily, jistě by je žalovaný žalobci neposkytl. Proto soud postupoval podle § 16 odst. 4 zákona o svobodném přístupu k informacím a spolu se zrušením rozhodnutí vydaných v obou stupních nařídil žalovanému jakožto povinnému subjektu, aby žalobci požadované informace poskytl.

Soud neshledal, že by petit žaloby odpovídající výroku II rozsudku byl neurčitý, jak namítal žalovaný. Fakt, že výrok tohoto rozsudku formulovaný v souladu s petitem žaloby je určitý a vykonatelný, nejlépe dokládá skutečnost, že soud s ohledem na právní názor Nejvyššího správního soudu vyjádřený v rozsudku ze dne 31. 7. 2006 čj. A 2/2003-73 žalovaného shodným způsobem vyzval k předložení žalobcem požadovaných informací a této výzvě soudu žalovaný vyhověl. Není proto důvodu, proč by shodně formulovanou povinnost nemohl žalovaný splnit také vůči žalobci.

REPORT ON RELATIONS

BETWEEN INTERCONNECTED ENTITIES

On 28. 1. 2015

The Prague Public Transit Co., Inc.

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Introductory provisions

The Report on relations between the controlling entity and the controlled entity and between the controlled entity and entities controlled by the same controlling entity ("Report on relations") was prepared pursuant to provisions in Section 82 of the Act No. 90/2012 Coll., on trading companies and cooperatives (the Act on trading corporations). This report for the previous accounting period (year 2014) will be attached to the Annual report in compliance with legal regulations regulating accountancy. The sole shareholder of the Controlled entity will have the option to become acquainted with this report within the same time limit and under the same conditions as for the Financial Statements.


1. Structure of relations between the controlling entity and the controlled entity and between the controlled entity and entities controlled by the same controlling entity. The task of the controlled entity within the structure of these relations, manner and means of control

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 (100% share)
- 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 (45.65% share)
- 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 (100% share)
- 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 (51% share)
- 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 (100% share)
- 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 (51% share)
- 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 (100% share)
- 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 (76.92% share)
- 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 (100% share)
- 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. 0409316 (100% share)

- 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 (90.04% share)
- 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 (97.25% share)
- m)** Operátor OPENCARD, a.s. with the registered office in Prague 1, Opletalova 929/22, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B 19676, ID No. 02795281, (100% share),
- n)** Technická správa komunikací hl. m. Prahy, a.s. with the registered office in Řásoňka 770/8, Old City, Prague 1, ID No.: 03447286, recorded in the Companies Register maintained at the Municipal Court in Prague, Section B, insert No. 20059, ID No. 03447286 (100% share)

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 strojárna, a.s., with the registered office in Prague 9, Vínová, Mladoboleslavská 133, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 2318, ID No. 60193298 (100% share)
- 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 (100% share)
- c)** RENCAR PRAHA, a.s., with the registered office in Prague 8, Křižíkova 148/34, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 86, ID No. 005 06 397 (28% share)

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 (58.046%)

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 (100%)

- b)** eYello CZ, a.s. with the registered office in Prague 10 – Vršovice, Kubánské nám. 1391/11, recorded in the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 4033, ID No. 250 54 040 (100% share)
- c)** PRĚměření, 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 (100% share)

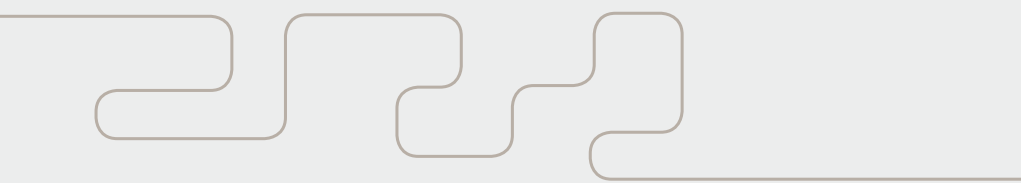
Companies with investment interest of the trading company Pražská plynárenská Holding a.s.

- 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 (100% share)

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

- a)** 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 (100% share)
- b)** 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 (100% share)
- c)** 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 (100% share)
- d)** 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 (100% share)
- e)** 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 (100% share)

Note: 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 – merger, legal successor is Pražská plynárenská, a.s., ID No. 60193492 – as of 9. 9. 2014



Měření dodávek plynu, a.s., with the registered office in Prague 4, U plynárny 500/44, recorded at the Companies Register maintained by the Municipal Court in Prague, Section B, Insert No. 15764, ID No.: 29001498 – merger, successor: Pražská plynárenská Servis distribuce, a.s., a member of the concern of Pražská plynárenská, a.s., ID No.: 47116471 – as of 9. 9. 2014.

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 (47.42% share)

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

- a) TERMONTA PRAHA, a.s., with the registered office in Prague 10, Třebostická 46/11, recorded in the Companies Register, maintained by the Municipal Court in Prague, Section B, Insert No. 1846, ID No. 47116234 (100% share)
- 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 (100% share)
- c) Areál Třeboradice, a.s., with the registered office in Prague 7, Partyzánská 1/7, recorded at the Companies Register, maintained at the Municipal Court in Prague, Section B, Insert No. 18724, ID No.: 29132282 (15% share)
- d) Energotrans SERVIS a.s., with the registered office in Prague 7, Partyzánská 1/7, recorded at the Companies Register maintained at the Metropolitan Court in Prague, Section B, Insert No. 19399, ID No.: 29352797 (95% share)
- e) Pražská teplárenská Trading a.s., with the registered office in Prague 7, Partyzánská 1/7, recorded at the Companies Register maintained at the Municipal Court in Prague, Section B, Insert No. 19886, ID No.: 03261816 (100% share)

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 (100% share)

Note: 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 – termination of legal existence of the company, expungement on 24. 11. 2014

Company with investment interest of the trading company TRADE CENTRE PRAHA, a.s.

TCP – Vinohrady, a.s., with the registered office in Prague 2, Blatnická 1008/28, recorded at the Companies Register, maintained at the Metropolitan Court in Prague, Section B, Insert No. 5402, ID No.: 25672541 (100% share)

Company with investment interest of the trading company Úpravna vody Želivka, a.s.

- a) Želivská provozní s.r.o., with the registered office in Prague 10 – Hostivař, K Hor-kám 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 (100% share)

Company with the investment interest of the trading company Zdroj pitné vody Ká-raný, a.s.

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 Mu-nicipal Court in Prague, Section B, Insert No. 18857, ID No. 29148995 (100% share)

2. Acts performed during the last accounting period on the stimulus or for the bene-fit of the controlling entity or entities controlled by the controlling entity

- 2.1** The controlled entity did not make any acts during the last accounting period, which would be made on stimulus or for the benefit of the controlling entity or entities con-trolled by the controlling entity and which would related to property, which exceeds 100% of own capital of the controlled entity according to the last Financial Statements.
- 2.2** At the course of the accounting year 2014, contracts as specified in the Annex No.1 were concluded between the controlled entity and the controlling entity. These contracts were concluded under conditions usual in trade relationship and performances and counter-performances correspond with condition of usual trade relationship with taking the character of business activity of the controlled entity into consideration, so with fulfilment of these contracts no detriment is caused to the controlled entity.
- 2.3** No other legal acts for the benefit of the controlling entity were made between the controlled entity and the controlling entity.
- 2.4** No measures were adopted for the benefit of the controlling entity.
- 2.5** No measures were taken for the benefit of the controlling entity.
- 2.6** No measures were adopted on the stimulus of the controlling entity.
- 2.7** No measures were taken on the stimulus of the controlling entity.
- 2.8** At the course of the accounting year 2014, contracts as specified in the Annex No. 2 were concluded between the controlled entity and other entities controlled directly by the controlling entity. These contracts were concluded under conditions usual in trade relationship and performances and counter-performances correspond with condition of usual trade relationship with taking the character of business activity of the controlled entity into consideration, so with fulfilment of these contracts no detriment is caused to the controlled entity.

- 2.9** No other legal acts for the benefit of other entities controlled by the controlling entity were made between the controlled entity and other entities controlled by the controlling entity.
- 2.10** No measures were adopted for the benefit of other entities directly controlled by the controlling entity.
- 2.11** No measures were taken for the benefit of other entities directly controlled by the controlling entity.
- 2.12** No measures were adopted on the stimulus of other entities directly controlled by the controlling entity.
- 2.13** No measures were taken on the stimulus of other entities directly controlled by the controlling entity.

Information on relation to other entities indirectly controlled by the controlling entity

- 2.14** At the course of the accounting year 2014, contracts as specified in the Annex No. 3 were concluded between the controlled entity and other entities indirectly controlled by the controlling entity. These contracts were concluded under conditions usual in trade relationship and performances and counter-performances correspond with condition of usual trade relationship with taking the character of business activity of the controlled entity into consideration, so with fulfilment of these contracts no detriment is caused to the controlled entity.
- 2.15** No other legal acts for the benefit of other entities controlled indirectly by the controlling entity were made between the controlled entity and other entities controlled indirectly by the controlling entity.
- 2.16** No measures were adopted for the benefit of other entities indirectly controlled by the controlling entity.
- 2.17** No measures were taken for the benefit of other entities indirectly controlled by the controlling entity.
- 2.18** No measures were adopted on the stimulus of other entities indirectly controlled by the controlling entity.
- 2.19** No measures were taken on the stimulus of other entities indirectly controlled by the controlling entity.

3. Review and Evaluation

The Board of Directors of the controlled entity states that no predominant benefits or other risks can result from relations between the entities mentioned. All contractual relations were concluded between them in compliance with the generally accepted legal regulations and under conditions usual in trade relationship between traders.

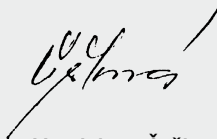
It results from the above mentioned that no detriment on property was caused to the controlled entity due to influence of the controlling entity during the accounting period of 2014.

For the trading company Prague Public Transit Co., Inc.:



Jaroslav Ďuriš

Chairman of the Board of Directors
General Director
Prague Public Transit Co., Inc.



Magdalena Češková

Vice-Chairman of the Board of Directors
Prague Public Transit Co., Inc.

Annex No. 1

Overview of contracts concluded between the controlled entity and the controlling entity

Controlling entity	Controlled entity	Contracts concluded in total
The Capital City of Prague	Prague Public Transit Co., Inc.	39

Characteristics of contracts and their number:

Contracts and annexes to these contracts on the obligation of public service at the public line transport and for ensuring other transit transport services on PID – 20 lines, Agreement on settlement to the Contract on the obligation of public service within the public line transport in the Prague integrated transport system – 1, Contracts on financing of the project in framework of the Operation program Prague – Power to compete – 4 + 1 annex, annex to the contract on operation of the card application with use of OPENCARD – 1, lease contracts, contracts on loan – annexation of road, site facilities – 11.

Annex No. 2

Contracts concluded between entities controlled directly by the controlling entity in 2014

Trading company	Number	Characteristics of contracts
Pražská vodohospodářská společnost, a.s.	11	Lease contract – 1, contracts on temporary use of tram track, assembly and disassembly VPZ, cabling adaptation – 10
Operátor OPENCARD, a.s.	2	Memorandum on cooperation in ensuring issuance of duplicates of Opencard cards, contract on confidential information
Pražská plynárenská Holding, a.s.	6	Temporary use of tram track

Annex No. 3

Contracts concluded between entities controlled indirectly by the controlling entity in 2014

Trading company	Number	Characteristics of contracts
PREdistribuce, a. s.	36	Contract on distribution of electricity – 17, Contracts on future contract on establishment of servitude, lease contracts and their annexes – 17, contracts on handling, service and works on the metro electric equipment, ensuring of relaying of the distribution system equipment – 2
Pražská plynárenská, a. s.	19	Contracts and annexes to contracts on combination services for delivery and consumption of natural gas – 18, annex to the contract on establishment of easement – 1
Pražská plynárenská Distribuce, a. s.	6	Contracts on connection to the distribution system, operation of the specified technical equipment, lease contracts – 3, operation of the gas equipment – 3
Pražská teplárenská, a. s.	5	Contract on delivery of heat energy, lease contract, realization of relaying of the distribution thermal equipment – 4, lease contract – 1
Střední průmyslová škola dopravní, a. s.	2	Contact on teaching and training for obtaining of driving licence B+C and RB/C, borrowing of 2 cardio-apparatus – simulator of cycling
Pražská energetika, a. s.	9	Contracts on combination services for electricity supplies – 8, borrowing of electro-mobile – 1
PRAŽSKÁ STROJÍRNA a.s.	3	Welding works, winter maintenance of tram stops
TERMONTA PRAHA, a. s.	3	Temporary use of tram track, assembly and disassembly
Pražská plynárenská Servis distribuce, a. s.	1	Temporary use of heating bodies

LIST OF ABBREVIATIONS

AE	Airport Express	KČ	Czech crowns
BOZP	Occupational Safety and Health	KBS	Complex security system
BŘ	Director in charge of the safety department	KS	Collective agreement
CCTV	Camera system	KSP	Social program commission
CBTS	train security system	LED	Light Emitting Diode
ČS	Česká spořitelna	LZ	Human resources
ČSOB	Československá obchodní banka	MČ	Municipal district
DHM	Tangible fixed assets	MD	Ministry of transport
DNM	Intangible fixed assets	MHD	Public city transport
DOD	Opening day	MHMP	Metropolitan Authority of the Capital City of Prague
DPH	Value added tax	MS	Municipal court
DPP	the Prague Public Transit Co. (the Transit Company – DPJ)	MŠMT	Ministry of education, youth and sport
DŘ	Director in charge of the transport department	ND	Spare parts
EIA	Environmental Impact Assessment	ONM	Real property department
EOV	Electric-controlled exchanges	OO	Unions
EŘ	Director in charge of the economic department	OON	Other private expenses
EU	European Union	OP	Operating program
EZS	Electronic security system	OPD	Operating program - Transport
GVD	Train set graphical timetable	OPPK	Operating program Prague – Competitive power
HMP	the Capital City of Prague	P+R	Park + ride
HW	(infrastructure) - hardware	PČR	Police of the Czech Republic
HZS DP	the Fire rescue brigade of the Transit Company	PID	Prague Integrated Transport
ICT	Computers and information technology	POP	Operating and attending worker
IP camera	type of camera, which use Ethernet line for video transmission	POSPOLU	Support to cooperation between schools and companies focused on professional training in practice
ISP	internet service provider	PROVAS	Anti-chemical warning system in metro
IZS	Integrated rescue system	QMS	Quality management system
JDCM	Traffic route – Metro division	ROPID	Regional organizer of the Prague public transport
JIT	Information technology division	RTT	Reconstruction of tram track
JPA	Bus operation division	Drive A	Bus driver
JPT	Tram operation division	Drive M	Metro driver
JSVA	Vehicle and buses administration division		

Drive T	Tram driver
SDI	Centres of traffic information
SPŠD	Secondary technical school of transport
SSZ	Lighting signalling equipment
STČ	Set of standard activities
Stř. STK	Technical inspection station centre
SÚ	residential body
SVT	Tram vehicles administration
TCP	Trade centre Prague
TH	Technical-economy (employees)
TŘ	Director in charge of the technical department
TT	Tram track
UITP	International union of public transport
ÚOHS	Office for the protection of economic competition
USV	Universal machines for dispensing tickets
UTZ	Defined technical equipment
VH	Economic result
VK	Own capital
VpA	Auditing Committee
VŘ	Tender procedure
VT	Computing technique
VTZ	Selected technical equipment
VZ	Public order
ZLD	Special line transport
ŽP	Environment

AUDITOR'S REPORT



Deloitte Audit s.r.o.
Nile House
Karolinská 654/2
186 00 Prague 8 - Karlín
Czech Republic
Tel.: +420 246 042 500
Fax: +420 246 042 555
DeloitteCZ@deloitteCE.com
www.deloitte.cz

Registered at the Municipal Court in
Prague, Section C, File 24349
Id. No.: 49620592
Tax Id. No.: 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 23 March 2015 on the financial statements which are included in the part called "Financial statements for the year ended 31 December 2014":

"We have audited the accompanying financial statements of Dopravní podnik hl. m. Prahy, akciová společnost, which comprise the balance sheet as of 31 December 2014, 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 of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

Opinion

In our opinion, the financial statements give a true and fair view of the financial position of Dopravní podnik hl. m. Prahy, akciová společnost as of 31 December 2014, 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 Annual Report

We have also audited the annual report of the Company as of 31 December 2014 for consistency with the financial statements referred to above. This annual report is the responsibility of the Company's Statutory Body. Our responsibility is to express an opinion on the consistency of the annual report and the financial statements based on our audit.

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

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

In Prague on 29 May 2015

Audit firm:

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

Statutory auditor:

Václav Loubek
certificate no. 2037

TRANSLATION ONLY



The Prague Public Transit Co. Inc.

Sokolovská 217/42, 190 22 Prague 9

ID No.: 00005886
VAT No.: CZ00005886
Telephone: +420 296 191 111
Internet: www.dpp.cz
E-mail: dpp@dpp.cz

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In Prague, May 2015





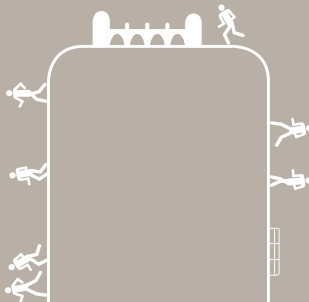


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Dopravní podnik
hlavního města Prahy





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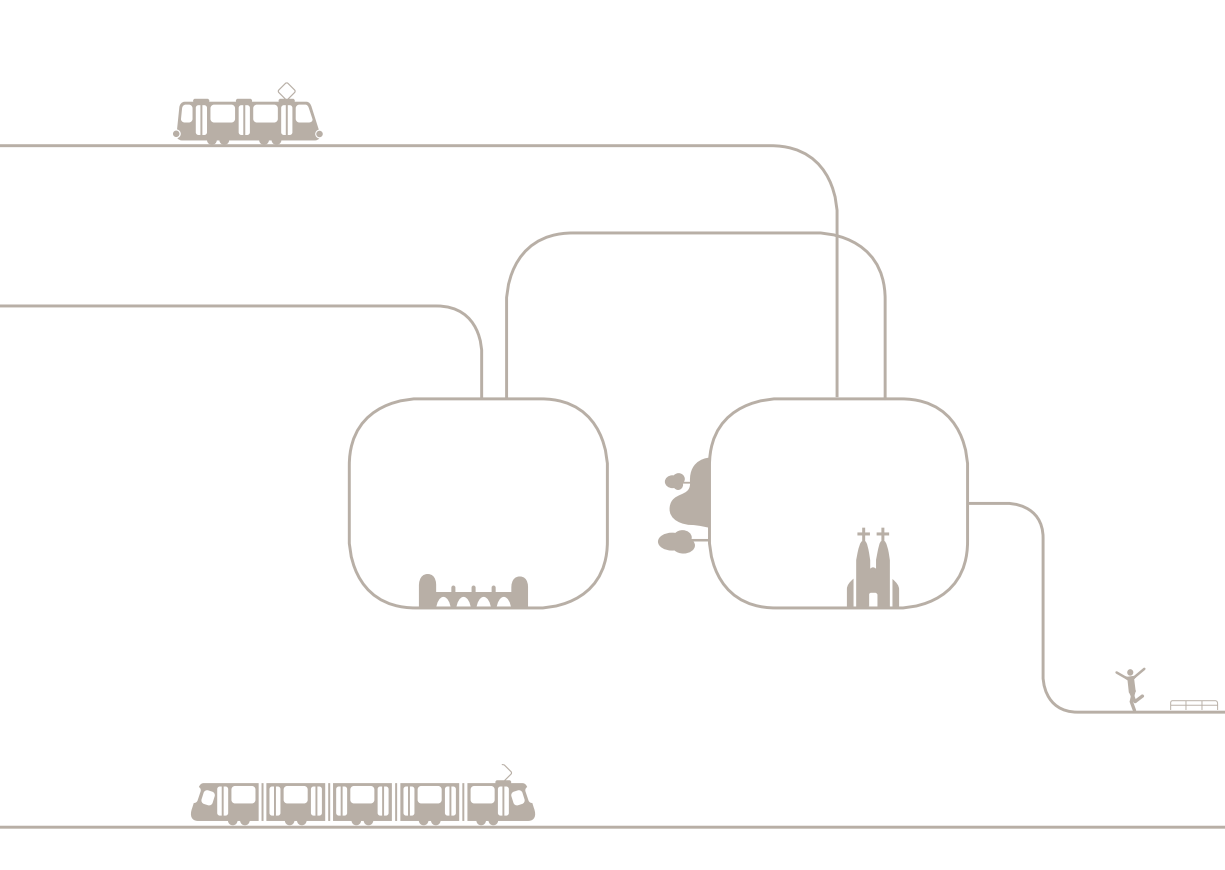
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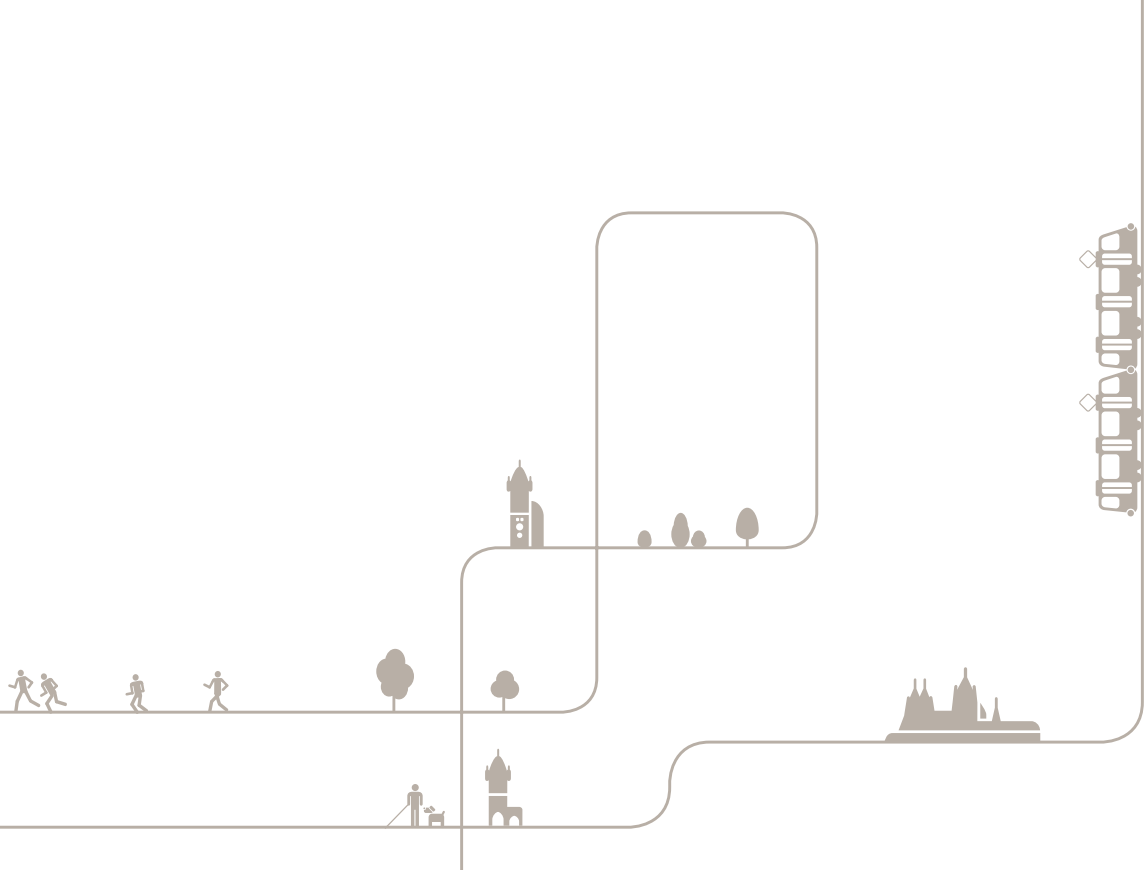
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• volume of total investment costs in 2014	58
• volume of total investment resources in 2014	60





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	33,21
Trams	22	9	510,3	18,80	13,10
Buses	133	15	1 685,9	25,63	16,70

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	453	244	391	165	165
Trams	615	470	599	347	343
Buses	897	504	813	399	398



OPERATING KILOMETRES PER VEHICLE AND PLACE (IN THOUSAND KM)

	Kilometres per vehicle (thousand vozkm)	Kilometres per place (thousand mkm)
Metro	52 231	9 672 501
Trams	41 119	5 591 443
Buses	61 849	5 232 196
Funicular railway	24	2 359
In total	155 223	20 498 499

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	14,37	103 179	1,97	–	–
Trams	10,74	121 049	2,91	–	–
Buses	7,27	–	–	28 993	0,45

LIST OF LINES

METRO LINES OPERATED AS OF 31.12. 2014

		Length of track in m */	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 (change at the line B), Muzeum (change at the line C), Náměstí Míru, Jiřího z Poděbrad, Flora, Želivského, Strašnická, Skalka, Depo Hostivař.

B line has 24 stations:

Černý Most, Rajská zahrada, Hloubětín, Kolbenova, Vysočanská, Českomoravská, Palmovka, Invalidovna, Křižíkova, Florenc (change at the line C), Náměstí Republiky, Můstek (change at the line 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 (change at the line A), Hlavní nádraží, Florenc (change at the line B), Vltavská, Nádraží Holešovice, Kobylisy, Ládví, Střížkov, Prosek, Letňany.

TRAM LINES OPERATED AS OF 31.12. 2014 / BASIC LINE CONNECTIONS – STATE WITHOUT CLOSURES

DAY-TIME LINES

Line	Route	Average length without loops in metres	Average running time in minutes
1	Petřiny – Spojovací	14 114	42,5
2	Petřiny – Divoká Šárka	10 056	27,0
3	Levského (Sídliště Modřany) – Kobylisy (Březiněveská)	20 274	58,5
4	Kotlářka – Kubánské náměstí	8 980	34,5
5	Ústřední dílny DPP – Nádraží Podbaba	14 443	45,5
6	Sídliště Barrandov – Spořilov	16 215	50,5
7	Radlická – Černokostecká	11 589	40,5
8	Nádraží Podbaba – Starý Hloubětín	13 786	43,0
9	Sídliště Řepy – Spojovací	17 381	54,5
10	Sídliště Řepy – Sídliště Ďáblice	22 286	72,0
11	Spořilov – Spojovací	12 697	43,5
12	Sídliště Barrandov – Palmovka	16 426	53,0
13	Náměstí Bratří Synků – Černokostecká	7 688	29,0
14	Sídliště Barrandov – Ortenovo náměstí	13 302	44,0
16	Sídliště Řepy – Lehovce	22 736	72,5

17	Levského (Sídliště Modřany) – Vozovna Kobylisy	20 034	53,0
18	Petřiny – Vozovna Pankrác	13 804	46,5
20	Divoká Šárka – Sídliště Barrandov	16 918	51,0
22	Bílá Hora – Nádraží Hostivař	20 950	67,0
24	Kubánské náměstí – Ortenovo náměstí	11 036	40,5
25	Vypich – Lehovec	15 747	47,5
26	Divoká Šárka – Nádraží Hostivař	20 553	63,5

NIGHT-TIME LINES

Line	Route	Average length without loops in m	Average running time in minutes
51	Divoká Šárka – Nádraží Strašnice (Radošovická)	18 839	60,5
52	Lehovec – Sídliště Modřany (Levského)	22 229	55,0
53	Sídliště Ďáblice – Vozovna Pankrác	16 021	47,0
54	Lehovec – Sídliště Barrandov	22 236	62,0
55	Vozovna Kobylisy – Ústřední dílny DPP	21 502	58,5
56	Petřiny – Spořilov	17 223	49,5
57	Bílá Hora – Nádraží Hostivař	21 313	60,5
58	Sídliště Řepy – Spojovací	18 608	52,0
59	Sídliště Řepy – Nádraží Hostivař	20 595	57,0

FUNICULAR RAILWAY AND HISTORIC TRAM

Line	Route	Average length without loops in m	Average running time in minutes
LD	Újezd – Petřín	510	3,0
91	Vozovna Střešovice – Výstaviště Holešovice	9 311	33,5

BUS LINES OPERATED BY DPP AS OF 31. 12. 2014

a) Lines within the basic network

DAY-TIME LINES

Line	Route	Average length without loops 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	29
112	Nádraží Holešovice – Podhoří	4 975	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	40
123	Kavalírka – Šmukýřka	2 925	9
124	Habrová – Dvorce	13 350	45
125	Smíchovské nádraží – Skalka	24 150	48
128	Hlubočepy – Hlubočepy	2 250	8
129	Smíchovské nádraží – Baně	13 050	21
131	Bořislavka – Hradčanská	5 325	15
133	Florenc – Sídlíště Malešice	6 425	19
135	Florenc – Chodov	13 050	41
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 – Nové Butovice	12 775	35
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 čtvrť	6 425	16
158	Českomoravská – Miškovice	12 000	30
160	Dejvická – Výhledy	11 425	31
161	Dejvická – Přední Kopanina	8 600	18
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 – Hradčanská	13 175	35
175	Florenc – Sídliště Petrovice	15 350	47
176	Karlovo náměstí – Stadion Strahov	4 575	15
177	Poliklinika Mazurská – Chodov	27 850	75
179	Nové Butovice – Letiště	16 675	39
180	OC Zličín – Dejvická	14 650	42
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	4 975	14
188	Želivského – Kavčí hory	13 650	40
189	Kačerov – Sídliště Lhotka	4 375	12
191	Na Knížecí – Petřiny	10 450	26

193	Nádraží Vršovice – Chodov	17 375	47
195	Sídlíště Čakovice – Jesenická	18 275	50
196	Strašnická – Smíchovské nádraží	17 675	47
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	16
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	6 075	14
250	Černý Most – Sídlíště Rohožník	12 075	22
253	Smíchovské nádraží – Na Beránku	9 450	21
256	Sídlíště Stodůlky – Nádraží Radotín	12 300	27
257	Zličín – Sobín	3 700	9
259	Letňany – Vinoř	7 225	13
261	Černý Most – Klánovice	16 000	33
265	Nádraží Uhříněves – 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
294	Florenc – Nemocnice pod Petřínem	4 225	23

NIGHT-TIME LINES

Line	Route	Average length without loops 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 Uhříněves	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 – Vinoř	14 950	26
514	Sídlíště Ďáblice – Březiněves	5 300	10
515	Hradčanská – Nebušice	11 425	25

SCHOOL LINES

Line	Route	Average length without loops in m	Average running time in minutes
551	Sídlíště Čimice – Šimůnkova	4 250	10
552	Náměstí Míru – Vratislavova	5 025	12
553	Štěrboholy – Škola Dubeč	4 575	8
554	Vinoř – Vinoř	8 800	18
555	Jenerálka – Žákovská	5 500	13
556	Knovízská – Mokrá	2 350	7
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 sociál. zabezp. – Škola Radlice	3 700	10
575	Náměstí Jiřího Berana – Sídliště Čakovice	2 250	4
576	Řeporyjské náměstí – Zadní Kopanina	3 600	7

SUBURBAN LINES

Line	Route	Average length without loops in m	Average running time in minutes
301	Sídliště Stodůlky – Chýnice	8 800	19
305	Náměstí Jiřího Berana – Hovorčovice	4 875	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	Sídliště Stodůlky – Jinočany, náměstí	7 625	19
355	Dejvická – Únětice	10 600	23
359	Suchdol – Roztoky, Bělina	11 925	26
363	Opatov – Velké Popovice, Todice	24 000	52
364	Depo Hostivař – Doubek	23 125	43

365	Letňany – Kostelec n. Lab., náměstí	19 950	39
366	Depo Hostivař – Březí, Podskalí	20 125	38
378	Letňany – Radonice	11 475	21

NIGHT-TIME SUBURBAN LINES

605	Modrá škola – Čestlice	8 750	20
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ZLD LINES

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

H1	Chodov – Obchodní centrum Černý Most	38 275	95
H2	Florenc – Sídliště Stodůlky	15 150	35

AIRPORT EXPRESS LINE

AE	Hlavní nádraží – Letiště	18 150	41
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IMPORTANT CHANGES IN LINE CONNECTIONS WITHIN PID AT THE COURSE OF 2014

- 6. 1. 2014** deployment of articulated vehicles on the **510** line
- 1. 2. 2014** **170** line all line connections operated in Jižní Město – Pražská čtvrť route
180 line extended to the Dejvická – Sídliště Řepy – Zličín – OC Zličín route
- 2. 3. 2014** on **160** line, extended part of line connections from Lysolaje to Výhledy
359 line converted to the Suchdol – Únětice – Roztoky, Bělina route
- 31. 8. 2014** establishment of the route variant through Sibřina on **366** line
- 15. 9. 2014** extended part of line connections from Stadion Strahov to Nové Butovice on **143** line,
176 line reduced to the Karlovo náměstí – Stadion Strahov route
- 6. 10. 2014** new Trojský most was put into operation, **17** tram line was converted to this bridge in two directions (substitute for the temporary tram bridge) and **112** bus line converted in the direction to Nádraží Holešovice
292 line was cancelled (Nemocnice pod Petřínem – Malostranské náměstí) and **294** line was established in the Nemocnice pod Petřínem – Florenc route
- 1. 11. 2014** permanent deployment of articulated vehicles during weekends on the **180** line
- 3. 11. 2014** deployment of articulated vehicles on the **135** line
- 18. 11. 2014** support to **133** and **207** lines during the morning settled down time and afternoon peak during working days with establishment of new line connections on the **291** line during working days

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.

Owing to the increasing number of request stops both in the bus transport and tram transport, these changes of types of stops are not even mentioned for the tram transport.

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.

Train track sectors fully integrated within the PID system:

- 011 within the sector Praha Masarykovo nádr. (Praha hl. n., Praha-Holešovice) – Pečky;
- 060 within the sector Poříčany – Sadská;
- 070 within the sector Praha-Vršovice – Praha hl. n. (Praha Masarykovo nádr.) – Všetaty;
- 074 within the sector Čelákovice – Neratovice;
- 091 within the sector Praha Masarykovo nádr. (Praha hl. n.) – Kralupy nad Vltavou;
- 092 within the sector Neratovice – Kralupy nad Vltavou;
- 093 within the sector Kladno – Kladno-Ostrovec – Kladno-Švermov – Kladno-Dubí;
- 110 within the sector Kralupy nad Vltavou – Podlešín;
- 111 within the sector Kralupy nad Vltavou – Velvary;
- 120 within the sector Praha Masarykovo nádr. (Praha hl. n.) – Kladno – Kladno-Rozdělov;
- 122 within the sector Praha hl. n. – Praha-Smíchov severní nástupiště / Praha-Smíchov Na Knížecí – Praha
-Zličín – Hostivice – Rudná u Prahy;
- 171 within the sector Praha hl. n. – Beroun;
- 173 within the sector Praha-Smíchov – Praha-Řeporyje – Nučice zastávka;
- 210 within the sector Praha hl. n. – Vrané n. Vlt. – Davle a Vrané n. Vlt. – Měchenice;
- 221 within the sector Praha hl. n. – Čerčany;
- 231 within the sector Praha Masarykovo nádr. (Praha hl. n.) – Stratov;
- 232 within the sector Lysá nad Labem – Milovice;
- ML within the sector Praha-Hostivař – Praha-Libeň – Rostoky u Prahy.

b) **special AE tickets AE** (Airport Express).

DATA ON THE COMPANY'S FLEET FOR 2014

			Actual inventory (accounting) state	Actual operating (inventory) state	Put out of operation*	Average service life from the operating state
M		81-71M	465	465	0	8,15
		M1	265	265	0	11,45
In total Metro			730	730	0	9,35
T	Solo	T3 R.P	350	350	0	9,66
		T3 R.PLF low-floor	33	33	0	5,30
		T3 M	46	37	9	29,03
		T3 SU	157	129	28	28,05
		T6A5	146	145	1	18,41
	articulated	KT8N2 low-floor	46	46	0	5,02
		14 T low-floor	59	57	2	6,37
		15 T low-floor	123	123	0	1,62
	In total Solo		732	694	38	15,73
	In total articulated		228	226	2	3,51
In total Trams			960	920	40	12,73

* put out of operation due to modernization, reconstruction and liquidation; new and modernized vehicles not commissioned yet

** 1 tour coach is included into the inventory state, but not included into the operating state (does not run within the public mass transport)

*** including 3 buses, which are rented (the property of SOR), not included into the inventory state

A	Midi	Midi Ikarus E91 low-floor	5	5	0	10,32
		Solaris BN 8,9LE low-floor	30	30	0	1,26
		SOR BN 8.5 low-floor	20	20	0	3,83
	standard	C 934 + MB 15T RHD – tour coach**	32	25	7	14,75
		Citybus + Citelis low-floor	131	131	0	10,35
		Crossway low-floor	2	1	0	15,67
		SOR NB 12, BN 12 low-floor	296	294	2	13,16
		SOR NB, NBH 18 low-floor***	6	6	0	5,34
		City articulated low-floor	169	169	0	4,19
	articulated	B 741 + B 741R	13	11	2	18,57
		B 941	100	98	2	15,8
		B 961	31	31	0	11,9
		SOR NB,NBH 18 low-floor***	296	299	0	2,52
		City articulated low-floor	50	50	0	11,15
	In total Midi		55	55	0	3,02
	In total standard		636	626	9	10,14
	In total articulated		490	489	4	7,03
	In total Buses		1 181	1 170	13	8,51

Note: historic vehicles are not included into the list. As opposed to the record-keeping state the inventory accounting state includes vehicles: under reconstruction, modernization, intended for liquidation, at higher stage of repairs, for sale etc. The record-keeping operating state includes vehicles approved for operation within the public mass transport with passengers, including vehicles under usual repairs.

PERSONNEL INDICATORS

NUMBER OF EMPLOYEES

(record-keeping state as of 31. 12. 2014)

Category		
Public city transport drivers		4 206
Out of it:	M engine -drivers	589
	T drivers	1 372
	A drivers	2 245
Workmen		3 179
POP		437
Technical-economy employees (TH)		3 007
Out of it:	TH employees as per item 2.5.1 a) KS	937
	TH employees as per item 2.5.1 b) KS	2 070
In total		10 829

NUMBER OF EMPLOYEES BY PROFESSION

CATEGORIES FOR 2014 (average converted state)

Category		
Public city transport drivers		4 174
Out of it:	M engine -drivers	579
	T drivers	1 362
	A drivers	2 233
Workmen		3 178
POP		424
Technical-economy employees (TH)		2 891
Out of it:	TH employees as per item 2.5.1 a) KS	928
	TH employees as per item 2.5.1 b) KS	1 963
In total		10 667

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 OON IN THOUSANDS CZK,
AND AVERAGE WAGE IN CZK FOR 2014

Category	Wage costs, including OON in thousands CZK	Average wage in CZK
Public city transport drivers	1 720 652	32 781
Workmen	1 099 901	28 444
POP	140 441	26 660
Technical -economy workers (TH)	1 396 063	39 721
In total	4 357 057	33 127

STRUCTURE BY EDUCATION ACCORDING TO
RECORDED STATE AS OF 31. 12. 2014

Education	In total	%
Academic	563	5,20
Secondary with school-leaving examination	4 365	40,31
Secondary without school-leaving examination	4 948	45,69
Primary	953	8,80
In total	10 829	100,00

ECONOMIC INDICATORS

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

		%
Direct costs (including costs for transport routes)	12 159 806	80,18
Operating overhead costs	644 625	4,25
Costs of services	569 484	3,75
Costs of coordination and management	1 144 711	7,55
Other costs (museum, management central dispatching, dispatching system...)	647 422	4,27
In total PID 's costs	15 166 048	100,00

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

		%
PID 's operating costs	11 713 395	77,23
Costs of transport routes	3 452 653	22,77
In total PID 's costs	15 166 048	100,00

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

		%
Repairs of PID's vehicles	2 926 936	33,61
Consumption of fuel, materials and traction energy	1 358 069	15,60
Personnel expenses for PID's drivers	2 836 887	32,58
Depreciations of PID's vehicles	1 391 016	15,98
Other direct costs for PID operation	194 245	2,23
In total PID's direct costs (for transport operation)	8 707 153	100,00

SALES FROM TRANSIT

SALES FROM FARE IN FRAMEWORK OF THE PID 'S SYSTEM FOR 2014

		in TCZK	%
Territory of the Capital City of Prague (P+0 zone)			
Sales from time-limited tickets including fixed payments, employees' tickets and duplicates		2 376 816	58,57
Sales from individual fare, including USV machines		1 681 464	41,43
In total in the territory of the Capital City of Prague (P+0 zone)		4 058 280	100,00
External zones			
Sales from time-limited combined coupons		209 546	73,11
Sales from individual fare, including USV machines		77 085	26,89
In total external zones		286 631	100,00
In total sales from fare in framework of PID system		4 344 911	
Out of it	- sales of DPP	3 773 844	
	- sales of contractual transporters	571 067	
In total sales from fare in framework of PID system		4 344 911	
Sales from surcharges to fare		309 706	
In total sales from fare in framework of PID system including surcharges to fare		4 654 617	

* Specification of surcharges to fare for 2014



SPECIAL-PURPOSE GRANT

SPECIAL-PURPOSE INVESTMENT GRANT FROM THE BUDGET OF THE CAPITAL CITY OF PRAGUE (IN TCZK)

	Drawn from budget of the Capital City of Prague	Drawn from the national budget	Drawn from the EU Structural funds
Usual grant from the budget of the Capital City of Prague			
A metro line (Dejvická – Letiště Ruzyně)	2 606 610	0	0
1st operating section of D metro line	55 167	0	0
Barrier-free measures	1 951	0	0
Reconstruction of the tram stop U Kaštanu (a part of RTT Bělohorská)	1 500	0	0
RTT Karlovo náměstí	909	0	0
Usual grant from the budget of the Capital City of Prague in total	2 666 137	0	0
Operating program Prague – Power to Compete			
RTT Poděbradská	5 859	0	66 399
RTT Evropská	8 415	0	95 373
RTT Průběžná – Švehlova	9 624	0	109 077

RTT Bělohorská	8 100	0	91 799
Elevator Anděl	835	0	9 465
Elevator I. P. Pavlova	603	0	6 830
In total	33 436	0	378 943
Purpose-built investment grant in total	2 699 573	0	378 943

PURPOSE-BUILT INVESTMENT GRANT FROM THE BUDGET OF THE CAPITAL CITY OF PRAGUE (IN TCZK)

	Drawn from the budget of the Capital City of Prague	Drawn from the national budget	Drawn from the EU structural funds
Operating program Prague – Power to Compete			
RTT Poděbradská	24	0	274
RTT Evropská	25	0	282
RTT Průběžná – Švehlova	25	0	283
RTT Bělohorská	11	0	122
Purpose-built investment grant in total	85	0	961

LIST OF TYPES OF TRANSIT DOCUMENTS AS OF 31. 12. 2014

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
For pupils and students from 19 to 26 years	
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
Civil time-limited coupons economy:		
	Monthly	550,-
	Quarterly	1 480,-
	5-month	2 450,-
	Annual	4 750,-
Time-limited coupons economy:		
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
Time-limited transferable coupons with a selectable start of validity	
Monthly	670,-
Quarterly	1 880,-
Annual	6 100,-

TIME-LIMITED TRANSFERABLE COUPONS 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
Time-limited transferable coupons with a selectable start of validity	
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
Transfer full-price tickets:	
30-minute	24,-
90-minute	32,-
In case of sale from bus driver – 90-minute	40,-
Transfer economy tickets:	
30-minute	12,-
90-minute	16,-
In case of sale from bus driver – 90-minute	20,-
Pre-paid time-limited short-time tickets for the public city transport (P+0+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,-
Pre-paid time-limited short-time tickets for all zones:	
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
Full-price non-transfer	
In the Praha hl. n. /Praha – Masarykovo nádraží – Letiště Václava Havla Praha section	60,-
Economy non-transfer for children from 6 to 15 years	
In the Praha hl. n. /Praha – Masarykovo nádraží – Letiště Václava Havla Praha section	30,-

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
Coupons for one external zone:	
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,-
Coupons for two zones:	
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,-
Coupons for three zones:	
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,-
Coupons for four zones:	
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,-
Coupons for five zones:	
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,-
Coupons for six zones:	
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,-
Coupons for seven zones:	
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,-
Coupons for eight zones:	
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
Coupons for one external zone:	
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,-
Coupons for two zones:	
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,-
Coupons for three zones:	
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,-
Coupons for four zones:	
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,-
Coupons for five zones:	
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,-
Coupons for six zones:	
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,-
Coupons for seven zones:	
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,-
Coupons for eight zones:	
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
Monthly coupons for pupils from 6 to 15 years	
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,-
5-month coupons for pupils from 6 to 15 years	
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,-

Monthly coupons for pupils and students from 15 to 26 years

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,-

5-month coupons for pupils and students from 15 to 26 years

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
Basic transfer full-price tickets:	
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,-
Basic transfer economy tickets:	
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,-
* Pre-paid time-limited short-time tickets for all zones:	
24-hour	160,-
24-hour for children from 6 to 15 years	80,-

* for PID external zones 30% share

TICKETS FOR SINGLE TRIP WITHIN EXTERNAL ZONES - SPECIAL ECONOMY

Type of transit document	Price of ticket in CZK
Transfer tickets for pupils from 6 to 15 years:	
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,-
Transfer tickets for pupils from 15 to 26 years:	
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,-

PRAGUE CARD

Prague card	Price of ticket in CZK
2-day full price	1 280,-
2-day for children and students*	940,-
3-day full price	1 540,-
3-day for children and students*	1 120,-
4-day full price	1 780,-
4-day for children and students*	1 300,-

*children/student card is valid for children from 6 to 16 years and for full-time students up to 26 years.

The Prague card includes fare in the territory of the Capital City of Prague (P+O+B), on the Airport Express line, ferries, entrance to 50 historic buildings etc.

DEVELOPMENT OF TARIFF RATES OF THE PRAGUE INTEGRATED TRANSPORT IN THE 5-YEAR PERIOD

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

Type of transit document	2010	2011	2012	2013	2014
Civil time-limited economy coupons:					
Monthly	550,-	550,-	550,-	550,-	550,-
Quarterly	1 480,-	1 480,-	1 480,-	1 480,-	1 480,-
5-month		2 450,-	2 450,-	2 450,-	2 450,-
Annual	4 750,-	4 750,-	4 750,-	4 750,-	4 750,-

PRE-PAID TIME-LIMITED TICKETS ECONOMY

Type of transit document	2010	2011	2012	2013	2014
For children from 6 to 15 years:					
Monthly	*130,-	*** 130,-	*** 130,-	*** 130,-	*** 130,-
Quarterly	*360,-	*** 360,-	*** 360,-	*** 360,-	*** 360,-
5-month	**600,-	*** 600,-	*** 600,-	*** 600,-	*** 600,-
10-month	**1 200,-	***1 200,-	***1 200,-	***1 200,-	***1 200,-
For juniors from 15 to 19 years:					
Monthly	260,-	260,-	260,-	260,-	260,-
Quarterly	720,-	720,-	720,-	720,-	720,-
5-month	**1 200,-	1 200,-	1 200,-	1 200,-	1 200,-
10-month	**2 400,-	2 400,-	2 400,-	2 400,-	2 400,-
For pupils and students from 19 to 26 years:					
Monthly	260,-	260,-	260,-	260,-	260,-
Quarterly	720,-	720,-	720,-	720,-	720,-
5-month	**1 200,-	1 200,-	1 200,-	1 200,-	1 200,-
10-month	**2 400,-	2 400,-	2 400,-	2 400,-	2 400,-
For seniors from 60 to 70 years and citizens in distress:					
Monthly	250,-	**** 250,-	**** 250,-	**** 250,-	**** 250,-
Quarterly	660,-	**** 660,-	**** 660,-	**** 660,-	**** 660,-
5-month		****1 100,-	****1 100,-	****1 100,-	****1 100,-

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

Type of transit document	2010	2011	2012	2013	2014
Transferable time-limited coupons					
30-day/monthly	670,-	670,-	670,-	670,-	670,-
90-day/quarterly	1 880,-	1 880,-	1 880,-	1 880,-	1 880,-
365-day/annual	6 100,-	6 100,-	6 100,-	6 100,-	6 100,-

* children under age of 10 years have been transported in the territory of the Capital City of Prague for a special price of fare CZK 0 since 13. 6. 2010 (obligation to prove this right with submission of a personal card verified by its issuer – legal entity, including name, surname, data of birth and photo)

** available since 31. 7. 2010

*** children from 6 to 15 years, which are holders of opencard with a recorded Document on the right to a special price of fare (price of document CZK 120), have price of fare for trips in the territory of Prague (tariff zones P, 0 and B) CZK 0. Children from 6 to 10 years can only submit a personal card verified by its issuer (legal entity) including name, surname, date of birth and photo.

**** seniors from 65 to 70 years, which are holders of opencard with a recorded Document on the right to a special price of fare (price of document CZK 120), have price of fare for trips in the territory of Prague (tariff zones P, 0 and B) CZK 0.



VOLUME OF TOTAL INVESTMENT COSTS AND RESOURCES

VOLUME OF TOTAL INVESTMENT COSTS IN 2014 (IN THOUSAND CZK)

	TCZK
Investment metro construction	
Projects under progress	
A metro line	4 665 585
Národní station	223 532
Reconstruction of platform in the Chodov metro station	25 295
Reconstruction of platform in the Muzeum A metro station	2 693
Reconstruction of the Jinonice metro station	8 597
Reconstruction of the Opatov metro station	5 658
Reconstruction of the Skalka metro station	6 645
Anti-chemical warning system in metro	2 656
Projects under preparation	
I. Operating Section of D metro line	55 167
In total metro investment construction	4 995 828
Other investment projects	
Replacement of escalators	9 561
Tram tracks construction	7 762
Tram tracks reconstruction	537 760

Cable routes reconstruction	3 320
Construction and reconstruction of substations	22 549
Carriage sheds and central workshops	13 355
Garages and stand-by areas	241
Metro security system	448 601
In total other investment projects	1 043 149
Renovation of the company's fleet	
METRO	
Reconstruction of vehicles	0
Purchase of new vehicles – repayment of loan	285 064
TRAMS	
Technical appreciation in value - trams (KT8D5)	20 650
Purchase of new trams	2 135 608
BUSES	
Purchase of new buses	409 791
Purchase of midibuses	20 356
Other company's fleet	14 361
In total renovation of the company's fleet	2 885 830
Other investments into technical background	263 040
Total volume of investment costs	9 187 847

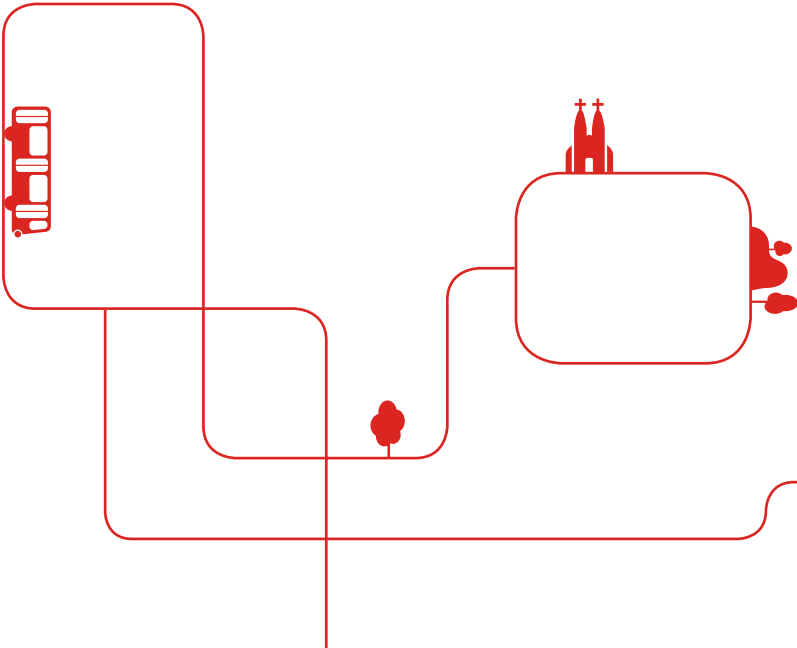
VOLUME OF TOTAL INVESTMENT RESOURCES IN 2014 (IN THOUSANDS CZK)

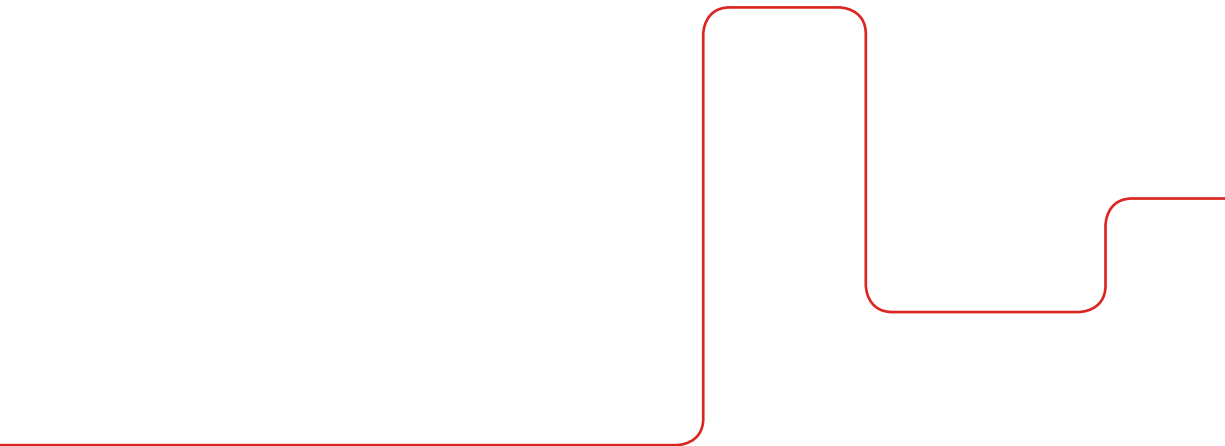
	Investment resources in total	Out of it:	
		Investment resources received in 2014 for payment of invoices paid before the year 2014	Investment resources expended for payment of invoices paid in 2014
Own investment resources in total	4 570 799	0	4 570 799
Depreciations	4 036 799		4 036 799
Compensation (adequate profit)	534 000		534 000
Other resources			
Bill program	1 578 608	0	1 578 608
Operating Program Prague – Competitive power:			
Grants from the EU structural funds – investment	378 943	162 093	216 850
Grants from the EU structural funds – non-investment	961	488	473
Grants from the budget of the Capital City of Prague – investment	33 436	14 303	19 133
Grants from the budget of the Capital City of Prague – non-investment	85	42	43

Grants from the budget of the Capital City of Prague	2 666 137	0	2 666 137
Compensation from the year 2012	133 286		133 286
Contribution P10 to RTT V Olšinách	2 518		2 518
Total volume of investment resources	9 364 773	176 926	9 187 847









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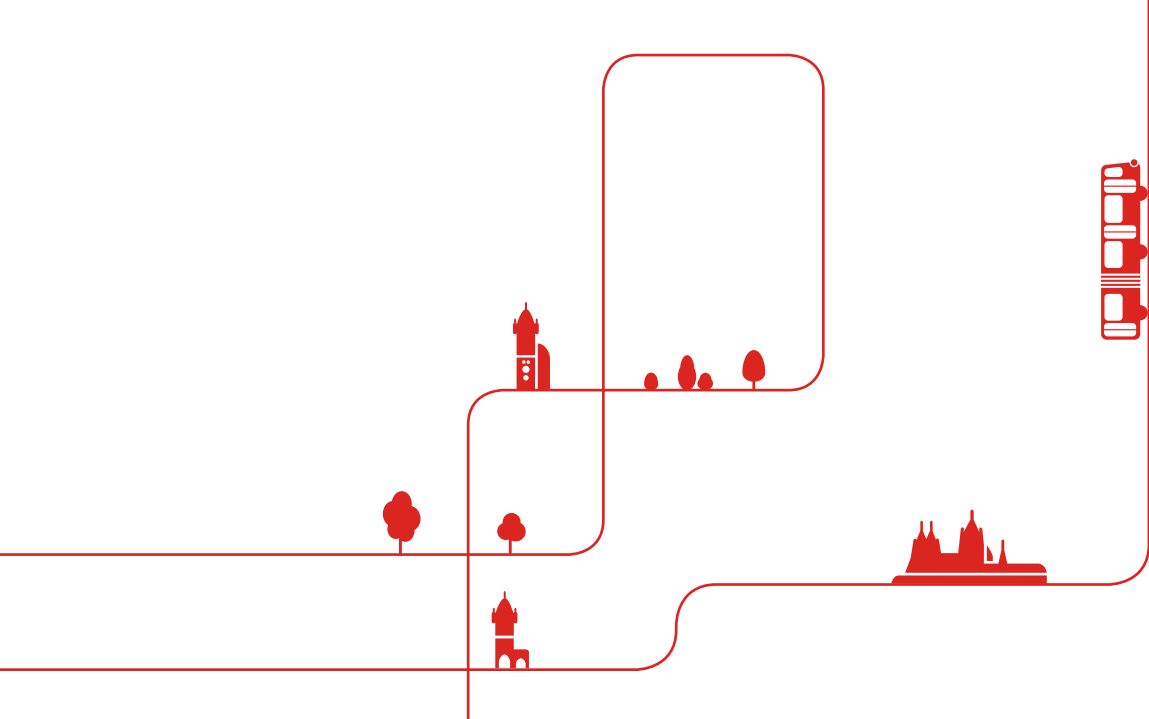
PROFIT / LOSS ACCOUNT

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FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2014

Name of the Company: Dopravní podnik hl.m. Prahy, akciová společnost
Registered Office: Sokolovská 217/42, 190 22 Praha 9
Legal Status: Joint Stock Company
Corporate ID: 000 05 886

Components of the Financial Statements:

Balance Sheet

Profit and Loss Account

Notes to the Financial Statements

Components - Statement of Changes in Equity (Note 4.8.)

Cash Flow Statement (Note 9.)

These financial statements were prepared on 9 March 2015.

AUDITOR'S REPORT

AS AT 31. 12. 2014

Deloitte.

Deloitte Audit s.r.o.
 Mlýnská 109
 Karolinská 654/2
 186 00 Praha 8 - Karlín
 Czech Republic

Tel.: +420 246 042 500
 Fax: +420 246 042 555
 Dto: tto2@deloitteCZ.com
 www.deloitte.cz

Registered at the Municipal Court in
 Prague, Section C, file 24349
 Id. Nr.: 49620592
 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 Praha 9
 Identification number: 000 05 886

We have audited the accompanying financial statements of Dopravní podnik hl.m. Prahy, akciová společnost, which comprise the balance sheet as of 31 December 2014, 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 of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

Opinion

In our opinion, the financial statements give a true and fair view of the financial position of Dopravní podnik hl.m. Prahy, akciová společnost as of 31 December 2014, and of its financial performance and its cash flows for the year then ended in accordance with accounting regulations applicable in the Czech Republic.

In Prague on 23 March 2015

Audit firm:

Statutory auditor:

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

Václav Loubek
 certificate no. 2037

Deloitte

[Signature]

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BALANCE SHEET IN A FULL FORMAT

AS AT 31. 12. 2014

(in thousands of Czech Crowns)

Code		ASSETS	Current accounting period			Previous period
			Gross 1	Adjustment 2	Net 3	Net 4
		TOTAL ASSETS	121 647 956	-43 427 806	78 220 150	77 020 922
B.		Fixed assets	115 559 050	-42 942 075	72 616 975	69 655 976
B. I		Intangible fixed assets	1 070 288	-993 877	76 411	94 342
	3.	Software	884 969	-827 533	57 436	59 504
	4.	Valuable rights	10 082	-10 082	0	0
	6.	Other intangible fixed assets	153 445	-136 805	16 640	19 737
	7.	Intangible fixed assets under construction	21 792	-19 457	2 335	15 101
B. II		Tangible fixed assets	114 252 457	-41 948 198	72 304 259	69 334 724
B. II	1.	Land	3 345 607	0	3 345 607	3 367 644
	2.	Constructions	57 290 150	-17 669 801	39 620 349	39 768 667

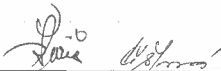
	3.	Equipment	49 039 309	-24 277 340	24 761 969	23 418 876
	6.	Other tangible fixed assets	42 032	-1 057	40 975	38 128
	7.	Tangible fixed assets under construction	3 636 511	0	3 636 511	1 840 527
	8.	Advance payments for tangible fixed assets	898 848	0	898 848	900 882
B. III		Long-term financial assets	236 305	0	236 305	226 910
B. III	1.	Equity investments in subsidiaries	215 431	0	215 431	206 732
	2.	Shares in accounting units with substantial influence	20 874	0	20 874	20 178
C.		Current assets	5 887 951	-485 731	5 402 220	7 148 083
C. I.		Inventory	333 436	-2 822	330 614	304 909
C. I.	1.	Materials	326 586	-2 822	323 764	290 226
	2.	Work in progress and semi-products	5 631	0	5 631	13 402
	5.	Merchandise	1 219	0	1 219	1 281
C. II		Long-term receivables	87 998	0	87 998	154 179
C. II	1.	Trade receivables	13 552	0	13 552	17 324
	5.	Long-term deposits given	74 429	0	74 429	61 836

	7.	Other receivables	17	0	17	75 019
C. III.		Short-term receivables	1 445 568	-482 909	962 659	1 996 104
C. III	1.	Trade receivables	773 141	-464 335	308 806	807 903
	6.	Due from state - tax receivable	281 090	0	281 090	481 616
	7.	Short-term deposits given	76 541	0	76 541	113 754
	8.	Estimated receivable	83 173	-17 560	65 613	140 166
	9.	Other receivables	231 623	-1 014	230 609	452 665
C. IV.		Short-term financial assets	4 020 949	0	4 020 949	4 692 891
C. IV.	1.	Cash	50 898	0	50 898	21 855
	2.	Bank accounts	3 970 051	0	3 970 051	4 671 036
D. I.		Accruals	200 955	0	200 955	216 863
D. I.	1.	Deferred expenses	199 314	0	199 314	214 874
	3.	Accrued income	1 641	0	1 641	1 989

Code		TOTAL LIABILITIES	Current period	Previous period
		TOTAL LIABILITIES	78 220 150	77 020 922
A.		Equity	59 760 538	59 669 667
A. I.		Registered capital	30 726 125	30 726 125
	1.	Registered capital	30 726 125	30 726 125
A. II.		Capital funds	30 556 033	30 781 118
	2.	Other capital funds	30 929 777	30 942 259
	3.	Differences from revaluation of assets and liabilities (+/-)	-373 744	-161 141
A. IV.		Profit / loss - previous year	-1 837 576	-1 465 673
	2.	Accumulated losses from previous years	-1 837 576	-1 467 673
	3.	Other profit/loss-previous year	0	2 000
A. V.		Profit / loss - current year (+/-)	315 956	-371 903
B.		Other sources	17 313 609	16 755 254
B. I.		Reserves	325 506	139 046
	4.	Other reserves	325 506	139 046
B. II.		Long-term payables	4 497 690	4 159 749
B. II.	1.	Trade payables	87 090	168 064
	5.	Long-term advances received	12 398	3 270

	10.	Deferred tax liability	4 398 202	3 988 415
B. III.		Short-term payables	11 181 149	10 895 957
B. III.	1.	Trade payables	9 514 911	8 898 119
	5.	Payroll	314 081	291 022
	6.	Payables to social securities and health insurance	184 630	169 660
	7.	Due from state - tax liabilities and subsidies	320 510	829 974
	8.	Short-term deposits received	65 898	48 306
	10.	Estimated payables	100 817	197 075
	11.	Other payables	680 302	461 801
B. IV.		Bank loans and financial accommodations	1 309 264	1 560 502
B. IV.	1.	Long-term bank loans	1 047 411	1 300 418
	2.	Short-term bank loans	261 853	260 084
C. I.		Accruals	1 146 003	596 001
C. I.	1.	Accrued expenses	620 095	19 199
	2.	Deferred revenues	525 908	576 802

Legal status of an accounting unit :	Incorporated Company
Object :	Public Transport Operator (and other activities)

Date of dispatch	Signature of statutory body or individual who is the accounting unit
9.3.2015	

PROFIT / LOSS ACCOUNT

AS AT 31. 12. 2014

(in thousands of Czech Crowns)

Commercial name or other name of an accounting unit:

Dopravní podnik hl. m. Prahy, akciová společnost

Registered office or address of an accounting unit:

Corporate ID: 000 05 886


Sokolovská 217/42, 190 22 Prague 9

Code		Profit / Loss Account	Current period	Previous period
I.		Revenues from sold goods	1 149	597
A.		Expenses on sold goods	1 324	509
+		Sale margin	-175	88
II.		Production	16 945 118	16 159 697
II.	1.	Revenues from own products and services	16 551 772	15 704 066
	1.1	Revenues from fare	4 344 911	4 230 743
	1.2	Compensation for public service obligation	11 610 060	10 823 554
	1.3	Other revenues	596 801	649 769
	2.	Change in inventory of own products	-7 771	-3 062
	3.	Capitalisation	401 117	458 693
B.		Production consumption	6 559 452	7 029 570
B.	1.	Consumption of material and energy	2 809 146	3 132 699
	2.	Services	3 750 306	3 896 871
	2.1	Repairs and maintenance	1 722 616	1 721 596
	2.2	Other Services	2 027 690	2 175 275
+		Added value	10 385 491	9 130 215

C.		Personnel expenses	6 071 387	5 853 798
C.	1.	Wages and salaries	4 358 210	4 198 847
	2.	Remuneration of board members	2 335	2 404
	3.	Social security expenses and health insurance	1 475 482	1 419 144
	4.	Other social expenses	152 547	150 656
	5.	Contributory pension scheme costs	82 813	82 747
D.		Taxes and fees	5 563	5 778
E.		Depreciation of intangible and tangible assets	3 026 295	2 891 968
III.		Revenues from disposals of fixed assets and materials	71 173	80 031
III.	1.	Revenues from disposals of fixed assets	19 642	23 866
	2.	Revenues from disposals of materials	51 531	56 165
F.		Net book value of disposed fixed assets and materials	64 329	70 193
F.	1.	Net book value of sold fixed assets	11 039	13 078
	2.	Net book value of sold material	53 290	57 115
G.		Change in operating reserves and adjustments and complex deferred costs [+ / -]	296 993	-7 148
IV.		Other operating revenues	1 008 328	941 265
H.		Other operating expenses	928 988	973 723
*		Operating profit / loss	1 071 437	363 199

VII.		Revenues from long-term financial assets	8 240	10 186
VII.	1.	Revenues from shares in controlled organisations and in accounting units with substantial influence	8 240	10 186
IX.		Revenues from revaluation of securities and derivatives	4 010	4 771
L.		Cost of revaluation of securities and derivatives	0	50 431
X.		Interest revenues	370	267
N.		Interest expenses	156 821	158 730
XI.		Other financial revenues	2 870	21 524
O.		Other financial expenses	149 468	73 899
	*	Profit / loss from financial operations (transactions)	-290 799	-246 312
Q.		Income tax on ordinary income	461 860	484 752
	2.	Tax deferred	461 860	484 752
	**	Operating profit / loss ordinary activity	318 778	-367 865
XIII.		Extraordinary revenues	8 974	22 364
R.		Extraordinary expenses	11 796	26 402
	*	Operating profit / loss extraordinary activity	-2 822	-4 038
	***	Profit / loss of current accounting period	315 956	-371 903
	****	Profit / loss before tax (+/-)	777 816	112 849

Legal status of an accounting unit :	Incorporated Company
Object :	Public Transport Operator (and other activities)

Date of dispatch 9.3.2015	Signature of statutory body or individual who is the accounting unit	
		



NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2014

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

Total nominal value of shares as of 31 December 2014

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 2014.

The reporting period is the calendar year from 1 January 2014 to 31 December 2014.

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;
- Operating a driving school;
- Psychological consulting and diagnostics;
- Accommodation services;
- Provision of healthcare services;
- 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 motor transport – freight transport using vehicles or sets of vehicles with the highest permitted weight of 3.5 tonnes, if intended for the transport of animals and objects, passenger transport using vehicles intended for the transport of more than 9 persons, including the driver, -freight transport using vehicles or sets of vehicles with the

- highest permitted weight of 3.5 tonnes, if intended for the transport of animals and objects;
- Production, trade and services not listed in appendices 1 to 3 to the Trade Licensing Act;
- Repairs of other vehicles and work tools;
- Tinsmithing and bodywork repairs;
- Locksmithing and tool work;
- Production, installation and repairs of electric machinery and devices, and electronic and telecommunication equipment; and
- Production, installation, inspections and testing of electrical equipment and machinery.

1.2. Year-on-Year Changes and Amendments to the Register of Companies

On 24 June 2014, the resolution of the sole shareholder resulted in a change in the Articles of Association whereby the Company complied with Act No. 90/2012 Coll. on Business Corporations and Cooperatives, as a whole. The Articles of Association were entered in the Register of Companies on 4 July 2014. On 19 December 2014, another change in the Articles of Association was made pursuant to the resolution of the sole shareholder. This resolution led to a change in the number of Vice-Chairmen of the Supervisory Board – the Company currently has three Vice-Chairmen of the Supervisory Board, and the complete version of the Company's Articles of Association was approved.

Registration of Changes in the Composition of the Board of Directors

On 20 August 2014, Petr Blažek's membership in the Board of Directors expired. His position was removed from the Register of Companies on 15 October 2014.

On 21 August 2014, Jiří Špička became a member of the Board of Directors. His position was recorded in the Register of Companies on 15 October 2014.

Registration of Changes in the Composition of the Supervisory Board

On 9 December 2014, the chairmanship and membership in the Supervisory Board of Jiří Pařízek expired. The fact has not yet been recorded in the Register of Companies.

On 10 December 2014 and 17 December 2014, Petr Dolínek became a member and Chairman of the Supervisory Board, respectively. The fact has not yet been recorded in the Register of Companies.

On 10 December 2014 and 17 December 2014, Jarmila Bendová became a member and Vice-Chairwoman of the Supervisory Board, respectively. The fact has not yet been recorded in the Register of Companies.

On 9 December 2014, the chairmanship and membership of Marek Doležal in the Supervisory Board expired. On 19 December, he became a member of the Supervisory Board. The fact has not yet been recorded in the Register of Companies.

On 11 January 2014, the vice-chairmanship and membership of Jiří Obitek in the Supervisory Board expired. His position was removed from the Register of Companies on 6 February 2014.

On 15 January 2014, Oldřich Schneider was appointed Vice-Chairman of the Supervisory Board. His position was

recorded in the Register of Companies on 7 April 2014.

On 9 December 2014, the membership of Martin Dlouhý in the Supervisory Board expired. The fact has not yet been recorded in the Register of Companies.

On 9 December 2014, the membership of Michal Štěpán in the Supervisory Board expired. The fact has not yet been recorded in the Register of Companies.

On 26 September 2014, the membership of Jan Blecha expired. His position was removed from the Register of Companies on 15 October.

On 9 December 2014, the membership of Karel Březina in the Supervisory Board expired. The fact has not yet been recorded in the Register of Companies.

On 9 December 2014, the membership of Andrea Vlášková in the Supervisory Board expired. The fact has not yet been recorded in the Register of Companies.

On 9 December 2014, the membership of Jan Vašíček in the Supervisory Board expired. The fact has not yet been recorded in the Register of Companies.

On 28 January 2014, Václav Novotný was appointed a member of the Supervisory Board. His position was recorded in the Register of Companies on 18 March 2014. On 31 January 2014, his membership in the Supervisory Board expired.

His position was removed from the Register of Companies on 7 April 2014.

On 29 April 2014, Pavel Váleček was appointed a member of the Supervisory Board. His position was recorded in the Register of Companies on 2 June 2014. His membership expired on 9 December 2014. The fact has not yet been recorded in the Register of Companies.

On 9 December 2014, the membership of Vojtěch Kocourek in the Supervisory Board expired. He was appointed a member of the Supervisory Board on 10 December 2014. The fact has not yet been recorded in the Register of Companies.

On 10 December 2014, Petr Hlubuček was appointed a member of the Supervisory Board. The fact has not yet been recorded in the Register of Companies.

On 10 December 2014, Petra Kolínská was appointed a member of the Supervisory Board. The fact has not yet been recorded in the Register of Companies.

On 10 December 2014, Petr Novotný was appointed a member of the Supervisory Board. The fact has not yet been recorded in the Register of Companies.

On 10 December 2014, Martin Slabý was appointed a member of the Supervisory Board. The fact has not yet been recorded in the Register of Companies.

On 10 December 2014, Jaroslav Štěpánek was appointed a member of the Supervisory Board. The fact has not yet been recorded in the Register of Companies.

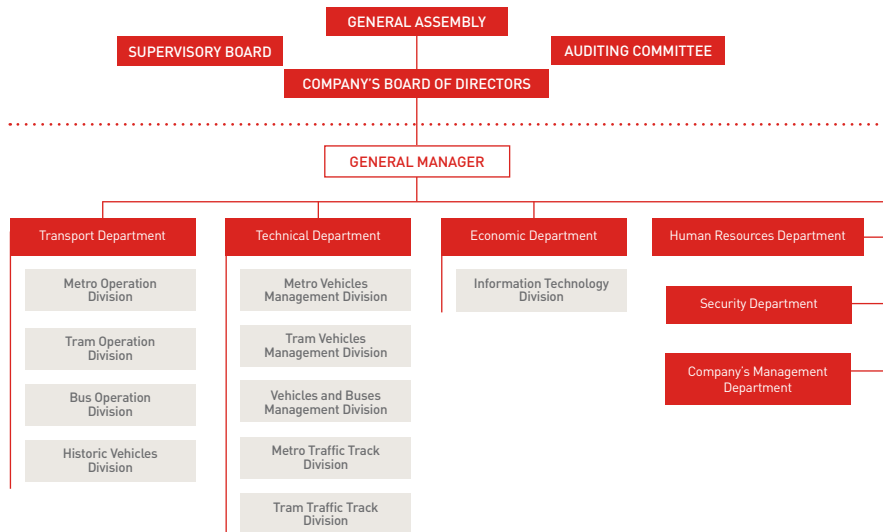
On 19 December 2014, Petr Šimůnek was appointed a member of the Supervisory Board. The fact has not yet been recorded in the Register of Companies.

1.3. Organisational Structure

The Company's organisational structure as of 31 December 2014.

COMPANY'S BODIES

COMPANY'S
MACROSTRUCTURE



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-subsidiaries

Name	% share of the Metropolitan Authority in the registered capital	Registered office	ID
Kolektory Praha, a.s.	100	Praha 9, Pešlova 3, čp. 341	26714124
Kongresové centrum Praha, a.s.	45,65	Praha 4, 5. května 65	63080249
Obecní dům, a.s.	100	Praha 1, nám. Republiky 1090/5	27251918
Operátor OPENCARD, a.s.	100	Praha 1, Opletalova 929/22	02795281
Pražská energetika Holding a.s.	51	Praha 10, Na Hroudě 1492	26428059
Pražská plynárenská Holding a.s.	100	Praha 4, U Plynárny 500	26442272
Pražská teplárenská Holding a.s.	51	Praha 7, Partyzánská 1	26416808
Pražská vodohospodářská společnost a.s.	100	Praha 1, Žatecká 110/2	25656112
Pražské služby, a.s.	76,92	Praha 9, Pod Šancemi 444/1	60194120

Rozvojové projekty Praha, a.s.	100	Praha 1, Opletalova 929/22	25649329
Technická správa komunikací hl. m. Prahy, a.s.	100	Praha 1, Řásnovka 770/8	03447286
TRADE CENTRE PRAHA a.s.	100	Praha 2, Blanická 1008/28	00409316
Úpravná vody Želivka, a.s.	90,04	Praha 10, K Horkám 16/23	26496224
Zdroj pitné vody Káraný, a.s.	97,25	Praha 1, Žatecká 110/2	26496402

DP's subsidiaries and associates

Name	% share of DP in the registered capital	Registered office	ID
Pražská strojírna a.s.	100	Praha 9, Mladoboleslavská 133	60193298
RENCAR PRAHA, a.s.	28	Praha 8, Křižíkova 148/34	00506397
Střední průmyslová škola dopravní, a.s.	100	Praha 5, Plzeňská 298/217a	25632141

PS – renovace s.r.o. was dissolved upon the merger with Pražská strojírna a.s., the effective merger date is 1 July 2014. The fact was removed from the Register of Companies on 21 November 2014.

Equity investment in the associate RENCAR PRAHA, a.s.

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

A summary of subsidiaries and associates of the Company's fellow-subsubsidiaries as of 31 December 2014

Fellow-subsubsidiaries	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	Praha 10, Na Hroudě 1492/4	60193913
	Company in which PRE has an equity interest	% share of PRE in the subsidiary		
	PREdistribuce, a.s.	100	Praha 5, Svornosti 3199/19a	27376516
	eYello CZ, a.s.	100	Praha 10, Kubánské náměstí 1391/11	25054040
	PREměření, a.s.	100	Praha 10, Na Hroudě 2149/19	25677063

Pražská plynárenská Holding a.s.	Indirectly controlled company	% share of PPH in PP		
	Pražská plynárenská, a.s.	100	Praha 1, Národní 37	60193492
	Company in which PP has an equity interest	% share of PP in the subsidiary		
	Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	100	Praha 4, U Plynárny 500	27403505
	Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	100	Praha 4, U Plynárny 1450/2a	47116471
	Prometheus, energetické služby, a.s., člen koncernu Pražská plynárenská, a.s.	100	Praha 4, U Plynárny 500/44	63072599
	Pražská plynárenská Správa majetku, a.s., člen koncernu Pražská plynárenská, a.s.	100	Praha 4, U Plynárny 500/44	27436551
	Informační služby – energetika, a.s.	100	Praha 4, U Plynárny 500/44	26420830
Pražská teplárenská Holding a.s.	Indirectly controlled company	% share of PTH in PT		
	Pražská teplárenská a.s.	47,42	Praha 7, Partyzánská 1/7	45273600

	Company in which PT has an equity interest	% share of PT in the subsidiary		
	Areál Třeboradice, a.s.	15	Praha 7, Partyzánská 1/7	29132282
	Energotrans SERVIS, a.s.	95	Praha 7, Partyzánská 1/7	29352797
	Pražská teplárenská Trading, a.s.	100	Praha 7, Partyzánská 1/7	03261816
	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
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 supreme body. In accordance with Section 68 (2) h) of Act No. 131/2000 Coll., on the Capital City of Prague, the Board of the City Council acts in its capacity as the General Meeting (except for the resolution on the winding-up of the company which is made by the City Council – Section 59 of the Act on the Capital City of Prague).

Board of Directors and Supervisory Board as of 31 December 2014

	Position	Name
BOARD OF DIRECTORS	Chairman	Ing. Jaroslav Ďuriš
	Vice-Chairman	Bc. Magdalena Češková
	Member	PhDr. Jiří Špička
	Member	Ing. Ladislav Urbánek
	Member	Ing. Petr Vychodil

SUPERVISORY BOARD	Chairman	Petr Dolínek
	Vice-Chairman	Ing. Jarmila Bendová
	Vice-Chairman	Bc. Oldřich Schneider
	Member	Ing. Marek Doležal
	Member	Bc. Jan Kolář
	Member	Ing. Petr Hlubuček
	Member	František Kadlec
	Member	Václav Pospíšil
	Member	Mgr. Petra Kolínská
	Member	JUDr. Petr Novotný
	Member	Martin Slabý
	Member	Josef Buriánek
	Member	Petr Šimůnek
	Member	Ing. Vojtěch Kocourek, Ph.D.
AUDIT COMMITTEE	Member	Jaroslav Štěpánek
	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, including utility networks, water works, the right of construction as a blocking instrument, apartments and non-residential premises defined as units, works of art and easements on land and buildings) or CZK 40 thousand (intangible fixed assets). Land, buildings, structures, including utility networks, water works, the right of construction as a blocking instrument, apartments and non-residential premises defined as units, easements on land and buildings 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 40 thousand (intangible fixed assets).

The limit for the cost of fixed asset improvements that increases the acquisition cost of the related tangible fixed asset is CZK 40 thousand in total for the taxation period.

Tangible assets up to CZK 40 thousand and intangible assets up to CZK 60 thousand, (CZK 40 thousand since 2014) 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, or usufructuary lessees of immovable assets;
- 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;

- 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; and
- Right of construction, if Dopravní podnik's intention is to construct a building complying with the right of construction.

When recording and valuing land in the Company, there are four options:

- When a situation occurs, due to the digitisation of cadastral maps (making them more accurate), that the land register contains a different area of land from the asset card in the accounting records, a change in the area is made in the assets card. The valuation of the land will remain unchanged.
- If it is necessary to correct errors in the area of land identified by the land register itself, the adjustment to the area is made in the asset card. The valuation of land will remain unchanged.
- If it is identified that the Company's accounting records reflect a different (lower or higher) area of land from that indicated in the land registry, a change to the area of land is made in the asset card to match the land registry, without an adjustment to the valuation of land.
- If the accounting records do not include land that the Company owns according to the extract from the land register, it is necessary to include the land in the records with the area indicated in the land register and the land will be valued by an expert appraisal that will include administrative and market prices and will be entered in the accounting records at the lower price on the grounds of prudence.

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.

In 2014, easements 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 track – superstructure	15
Escalators	17
Vehicles:	
- Metro carriages acquired until the end of 1991	20
- Metro carriages acquired after 2001	40
- Renovated metro carriages	15
- Trams T3R.P	15
14T, 15T	30
Other tram types	20
- Standard and articulated buses	10
- Standard and articulated low-floor buses, midibuses	12

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

Easement and right of construction acquisition cost	Holding period	Depreciation period
Up to CZK 40,000	Definite	24 months
	Indefinite	24 months
Over CZK 40,000 up to 10,000,000	Definite	Depending on the period specified in the contract for which the easement or right of construction is established
	Indefinite	48 months for easements and 99 years for the right of construction
Over CZK 10,000,000	Definite	Depending on the period specified in the contract for which the easement or right of construction is established
	Indefinite	30 years for easements and 99 years for the right of construction

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 2014, 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 Stock Control unit. The provisions were charged based on the inventory taking, after a review of the condition and storage period of the inventory and with respect to the assumed minimum saleability and lack of use for the inventory.

3.5. Receivables

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

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

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 Code 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" statement and are used as a means of payment to settle invoices for the purchase of Škoda 15T For City trams. These are promissory notes issued by the issuer, i.e. 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 2014, a total of CZK 7.4 billion was used).

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, i.e. approval by the responsible person or a body of the Company.

Reserves for employee benefits are recognised for work jubilees and for retirement in accordance with the Collective Agreement. In view of the validity of the current version of the Collective Agreement, they are recognised only for 2015.

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, e.g. in relation to legal disputes.

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 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 is accounted for.

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 40,000	Definite	Not accrued due to immateriality
	Indefinite	Income for the period
More than CZK 40,000 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 2013 floods through extraordinary expenses and income in 2014.

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

No changes were made in the year ended 31 December 2014.

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)

Cash equivalents	31 December 2014	31 December 2013
Cash on hand and cash equivalents	50 898	21 855
Cash at bank and cash in transit	3 970 051	4 671 036
Total cash and cash equivalents	4 020 949	4 692 891

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

4. ADDITIONAL INFORMATION ON THE BALANCE SHEET AND PROFIT AND LOSS ACCOUNT

4.1. The Company's Specifics

4.1.1. Adjustment of Statements

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

Profit and Loss Account

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

4.1.2. Compensation and Grants

The Company reported a pre-tax profit of CZK 777,816 thousand for 2014. 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 2014, the Company received compensation prepayments of CZK 11,641,370 thousand. It recognised CZK 11,076,060 thousand in income according to the actual amount of compensation, and the adequate profit of CZK 534,000 thousand. After the settlement of prepayments, the remaining balance of prepayments for the compensation is CZK 31,310 thousand for 2015.

The final amount of compensation was approved in compliance with effective legislation and contractual arrangements by Ropid acting for the Capital City of Prague.

In 2014, the Company recognised grants received to offset costs and acquired fixed assets in the amount of CZK 3,181,919 thousand. In 2013, it recognised grants of CZK 3,747,061 thousand. The year-on-year decrease primarily relates to a lower provided grant for the construction of the metro A line (Dejvická – Motol). The grants are recognised in line with the applicable legislation.


Grants by Purpose

(CZK '000)

Grants by Purpose		
Total grants		3 181 919
Grants to offset costs		103 404
Grants from the budget of the Capital City of Prague		85
current expenditures for investment no. 21501 – Průběžná – Švehlova tram track renovation	25	
current expenditures for investment no. 21504 – Poděbradská tram track renovation	24	
current expenditures for investment no. 21506 – Evropská tram track renovation	25	
current expenditures for investment no. 21509 – Bělohorská tram track renovation	11	

Grants from the EU		961
current expenditures for investment no. 21501 – Průběžná – Švehlova tram track renovation	283	
current expenditures for investment no. 21504 – Poděbradská tram track renovation	274	
current expenditures for investment no. 21506 – Evropská tram track renovation	282	
current expenditures for investment no. 21509 – Bělohorská tram track renovation	122	
Grants from the state budget		40 080
Section 07: Civil protection (security system operation)	40 000	
EFEKT programme	80	
Grants within the Prague Integrated Transportation System (PID)		60 774
Grants for zone 0 – PID	45 064	
Grants from municipalities for zones 1, 2, PID	9 500	
Grants from Central Bohemian Region – Regional Authority – zones 1, 2	6 210	
Special-purpose grant		1 504
Grants for the acquisition of fixed assets		3 078 515
Grants from the budget of the Capital City of Prague		2 666 137
4534 – metro A route (Dejvická - Motol)	2 606 610	
6786 – I. operational part of the metro D line a	55 167	

42176 – barrier-free facilities	1 951	
42464 – renovation of the U Kaštanu tram stop	1 500	
42063 – Karl. nám. (Myslíkova – Moráň) tram track renovation	909	
Grants from OPPK		412 378
including : – share of the EU	378 943	
– share from the budget of the Capital City of Prague	33 435	
of which:		
21501 RTT Průběžná - Švehlova – 11th call of OPPK – total	118 701	
of which: – share of the EU	109 077	
share from the budget of the Capital City of Prague	9 624	
21504 Poděbradská tram track renovation – 11th call of OPPK – total	72 258	
of which: share of the EU	66 399	
share from the budget of the Capital City of Prague	5 859	
21506 Evropská tram track renovation – 11th call of OPPK – total	103 788	
of which: share of the EU	95 373	
share from the budget of the Capital City of Prague	8 415	



21507 Lift at Anděl – 11th call of OPPK – total	10 300	
of which: share of the EU	9 465	
share from the budget of the Capital City of Prague	835	
21508 Lift at I. P. Pavlova – 11th call – total	7 432	
of which: share of the EU	6 830	
share from the budget of the Capital City of Prague	602	
21509 Bělohorská tram track renovation – 11th call – total	99 899	
of which: share of the EU	91 799	
share from the budget of the Capital City of Prague	8 100	

4.2. Intangible Fixed Assets

Cost

(CZK '000)

	Balance at 31 Dec 2012	Additions	Disposals	Balance at 31 Dec 2013	Additions	Disposals	Balance at 31 Dec 2014
Software	824 242	63 130	6 399	880 973	51 387	47 391	884 969
Valuable rights	10 082	0	0	10 082	0	0	10 082
Other intangible FA	152 770	657	0	153 427	18	0	153 445
Intangible FA under construction	22 397	69 889	66 375	25 911	45 675	49 794	21 792
Total	1 009 491	133 676	72 774	1 070 393	97 080	97 185	1 070 288

Accumulated Amortisation

(CZK '000)

	Balance at 31 Dec 2012	Additions	Disposals	Balance at 31 Dec 2013	Additions	Disposals	Balance at 31 Dec 2014
Software	792 951	34 917	6 399	821 469	53 455	47 391	827 533
Valuable rights	10 082	0	0	10 082	0	0	10 082
Other intangible FA	128 101	5 589	0	133 690	3 115	0	136 805
Provision for intangible FA under construction	0	10 810	0	10 810	8 647	0	19 457
Total	931 134	51 316	6 399	976 051	65 217	47 391	993 877

Net Book Value

(CZK '000)

	Balance at 31 Dec 2013	Balance at 31 Dec 2014
Software	59 504	57 436
Valuable rights	0	0
Other intangible FA	19 737	16 640
Intangible FA under construction	15 101	2 335
Total	94 342	76 411

Principal additions to intangible fixed assets include technical improvements on the DOS and MS Select licences.

4.2.1. Internally Generated Intangible Fixed Assets

In 2014, 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	
	2014	2013
Low-value intangible assets	11 196	12 252
Subsidised FA	120 523	125 423
Total	131 719	137 675

4.3. Tangible Fixed Assets

Cost of depreciated and not depreciated tangible fixed assets

(CZK '000)

	Balance at 31 Dec 2012	Additions	Disposals	Balance at 31 Dec 2013	Additions	Disposals	Balance at 31 Dec 2014
Land	3 279 885	99 025	11 266	3 367 644	160	22 197	3 345 607
Buildings	56 158 334	591 594	241 887	56 508 041	1 069 506	287 397	57 290 150
Individual movable assets	43 766 281	3 145 056	331 056	46 580 281	3 205 063	746 035	49 039 309
Machinery and equipment	10 865 986	162 913	23 242	11 005 657	432 066	74 579	11 363 144
Vehicles	32 889 452	2 982 143	307 618	35 563 977	2 772 942	671 236	37 665 683
Furniture and fixtures	10 843	0	196	10 647	55	220	10 482
Other tangible FA – easements	0	0	0	0	3 904	0	3 904
Other tangible FA	38 128	0	0	38 128	0	0	38 128
Total	103 242 628	3 835 675	584 209	106 494 094	4 278 633	1 055 629	109 717 098

Accumulated depreciation and provisions for depreciated tangible fixed assets

[CZK '000]

	Balance at 31 Dec 2012	Additions	Disposals	Balance at 31 Dec 2013	Additions	Disposals	Balance at 31 Dec 2014
Buildings	15 760 699	1 075 136	96 461	16 739 374	1 125 642	195 215	17 669 801
Individual movable assets	21 705 169	1 776 933	320 697	23 161 405	1 854 337	738 402	24 277 340
Machinery and equipment	8 195 818	443 646	22 924	8 616 540	434 053	75 326	8 975 267
Vehicles	13 499 533	1 332 363	297 577	14 534 319	1 416 469	662 356	15 288 432
Furniture and fixtures	9 818	424	196	10 046	349	220	10 175
Other tangible FA easements	0	0	0	0	1 057	0	1 057
Provision for vehicles	0	500	0	500	3 466	500	3 466
Total	37 465 868	2 852 069	417 158	39 900 779	2 981 036	933 617	41 948 198

Net book value of depreciated and not depreciated tangible fixed assets

[CZK '000]

	Balance at 31 Dec 2013	Balance at 31 Dec 2014
Land	3 367 644	3 345 607
Buildings	39 768 667	39 620 349
Individual movable assets	23 418 876	24 761 969
Machinery and equipment	2 389 117	2 387 877
Vehicles	21 029 158	22 373 785
Furniture and fixtures	601	307
Other tangible FA – easements	0	2 847
Other tangible FA	38 128	38 128
Total	66 593 315	67 768 900

Principal additions were made to buildings and vehicles where 15T trams of CZK 2,144,880 thousand and buses of CZK 456,796 thousand were capitalised. Principal additions to buildings primarily include the capitalisation of tram tracks (investments made in Jindřišská – Vodičkova, Újezd – nám. Kinských, Evropská, Trojská, Poděbradská, Na Zátorách – Plynární, Bělohorská, Průběžná – Švehlova) of CZK 446,745 thousand.

Principal disposals of vehicles are due to the sale and physical liquidation of buses with the cost of CZK 655,662 thousand (net book value of CZK 8,598 thousand) and trams with the cost of CZK 13,616 thousand (net book value of CZK 281 thousand).

As of 31 December 2014, the Company recognised provisions against vehicles of CZK 3,466 thousand.

The balance of tangible fixed assets under construction of CZK 3,636,511 thousand primarily includes investments – construction of the metro A line – Dejvická – Motol section of CZK 2,452,658 thousand, construction of the first section of the metro D line of CZK 241,419 thousand and introduction of a comprehensive safety system in the metro of CZK 465,983 thousand.

The balance of prepayments for tangible fixed assets as of 31 December 2014 amounts to CZK 898,848 thousand. Principal items are prepayments for the introduction of a comprehensive safety system in the metro from AŽD Praha s.r.o. of CZK 546,840 thousand, purchase of trams from ŠKODA TRANSPORTATION a.s. of CZK 231,055 thousand and purchase of buses from SOR Libchava s.r.o. of CZK 74,800 thousand.

The Company rents:

- Real estate, non-residential property in garages, tram depots, metro depots, metro stations, tram loops, public transport stops, etc, and available land outside of this property;
- 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, e.g. service lifts in metro stations and equipment of the leased immovable assets.

4.3.1. Fixed Assets Pledged as Security

As of 31 December 2014, easements were established on 591 pieces of property through easement contracts. In most cases, the easements cover the access to and operation of the relevant equipment in metro premises, at entrances to buildings, etc.

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

4.3.2. Internally Developed Tangible Fixed Assets

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

4.3.3. Assets Held under Finance Leases

[CZK '000]

Description	Date of inception	Term in months	Total lease value	Payments made at 31 Dec 2013	Payments made at 31 Dec 2014	Due in 2015	Due in following years
MAGMA Alficar special vehicle	10/2011	60	1 200	609	271	271	201
MAGMA Alficar special vehicle	12/2011	60	1 200	565	271	271	251
MAGMA Alficar special vehicle	12/2011	60	1 200	565	271	271	250
MAGMA Alficar special vehicle	12/2011	60	1 200	565	271	271	251
MAGMA Alficar special vehicle	9/2011	60	1 250	655	281	281	185
Total				2 959	1 365	1 365	1 138

4.3.4. Operating Leases

In 2014, the Company recorded operating leases from SPEED LEASE a.s. with the lease of CZK 18,566 thousand and other annual lease of vehicles of CZK 290 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 (annual sum of CZK 34,012 thousand for the permanent lease in 2014), transportation services with chauffeur by transportation services vehicles (annual sum of CZK 21,477 thousand for 2014) and provision of other services through vehicles other than transportation services vehicles.

4.3.5. Off-Balance Sheet Assets

Off-balance sheet tangible assets:

(CZK '000)

Type of asset	Cost	
	2014	2013
Low-value tangible assets	591 081	579 633
Subsidised fixed assets	45 112 239	44 400 380
Total	45 703 320	44 980 013

4.4. Non-Current Financial Assets

4.4.1. Equity Investments in Subsidiaries

Name of entity	2014		2013	
	Number of securities	Share in the registered capital in %	Number of securities	Share in the registered capital in %
Pražská strojírna a.s.	196	100	196	100
PS – renovace s.r.o. *	0	0	0	40
Střední průmyslová škola dopravní, a.s.	22	100	22	100

*) PS - renovace s.r.o. was removed from the Register of Companies on 21 November 2014 due to its dissolution upon the merger with Pražská strojírna a.s.

2014

(CZK '000)

Name of entity	Cost	Valuation difference	Nominal value	* Equity	* Profit or loss	Financial income	Ownership value
Pražská strojírna a.s.	185 614	2 271	157 594	187 885	7 795	0	187 885
Střední průmyslová škola dopravní, a.s.	11 322	16 224	21 930	27 546	4	0	27 546
Total	196 936	18 495	179 524	215 431	7 799	0	215 431

*) The figures are prepared as of 23 January 2015.

The Company received financial income of CZK 680 thousand from PS – renovace s.r.o.

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
Total	196 936	9 796	180 324	211 225	6 594	946	206 732

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

4.4.2. Equity Investments in Associates

2014

(CZK '000)

Name of entity	Cost	Valuation difference	Nominal value	*Equity	* Profit or loss	Financial income	Ownership value
RENCAR PRAHA, a.s.	840	20 034	840	74 549	29 485	7 560	20 874
Total	840	20 034	840	74 549	29 485	7 560	20 874

*) The figures are prepared as of 23 January 2015.

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
Total	840	19 338	840	72 064	31 409	9 240	20 178

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

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

4.5. Inventory

[CZK '000]

Type of assets	Balance at 31 Dec 2014	Balance at 31 Dec 20134
Spare parts	169 283	154 702
Auxiliary material	106 683	96 422
Clothing and protective tools	24 883	16 072
Fuel	22 515	25 248
Other material	1 789	1 980
Material in transit	1 433	231
Provisions	-2 822	-4 429
Total material	323 764	290 226
Work in progress and semi-finished products	5 631	13 402
Goods	1 219	1 281
Total	330 614	304 909

The total increase in the financial volume of stock inventory of the Company results from:

- An increase in spare parts resulting from the repair of escalators, planned and extraordinary repairs to trams;
- An increase in the auxiliary material relating to the use of grants for ongoing construction work; and
- An increase in the inventory of clothes and protective aids at the year-end given the announced price increase.

The decrease in work in progress and semi-finished products results from the supply of trams in 2014 that are still under warranty.

4.6. Long-Term Receivables

Long-term receivables amounted to CZK 87,998 thousand and CZK 154,179 thousand as of 31 December 2014 and 31 December 2013, respectively.

The decrease in long-term receivables results from the decrease in the promise of a grant for a lift at the Můstek metro station and its transfer to short-term receivables.

Long-term receivables primarily include prepayments made to ŠKODA TRANSPORTATION a.s. for unplanned repairs under the Contract for the 8171M Prague Metro Vehicle Maintenance through Full Service in the amount of CZK 65,132 thousand.

4.7. Short-Term Receivables

4.7.1. Aging of Trade Receivables

[CZK '000]

Category	2014			2013		
	Gross	Provisions	Net	Gross	Provisions	Net
Before due date	198 759	0	198 759	698 082	0	698 082
Past due date						
0–90 days	26 499	655	25 844	8 803	0	8 803
91–180 days	2 043	0	2 043	1 587	0	1 587
181–365 days	1 444	723	721	13 347	8 487	4 860
1–2 years	2 845	2 777	68	26 959	26 467	492
2 and more years	56 076	56 076	0	49 921	49 915	6
Total past due date	88 907	60 231	28 676	100 617	84 869	15 748
Total	287 666	60 231	227 435	798 699	84 869	713 830
Surcharges *	485 475	404 104	81 371	334 115	240 042	94 073
Total incl. surcharges	773 141	464 335	308 806	1 132 814	324 911	807 903

*) 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 ERIKA, a.s. of CZK 77,495 thousand arising from the assignment of receivables for SMS tickets and receivables from Pražská strojírna, a.s. for sales of rails of CZK 53,373 thousand.

As of 31 December 2014, provisions against receivables arising from fare surcharges and receivables from fines significantly increased due to a lower recoverability of these receivables.

4.7.2. Intercompany Receivables

Short-Term Trade Receivables and Short-Term Prepayments Made

(CZK '000)

Name of the entity	Balance at 31 Dec 2014	Balance at 31 Dec 2013
HMP	19 756	448 112
Pražská energetika, a.s.	24 342	69 568
Pražská plynárenská, a.s.	3 512	1 571
Pražská plynárenská Distribuce, a.s., member of Pražská plynárenská, a.s. group	5 620	6 103
Pražská strojírna a.s.	63 330	58 843
Pražská teplárenská a.s.	3	4
Pražská vodohospodářská společnost a.s.	307	87

Pražské služby, a.s.	0	479
PREdistribuce, a.s.	30	151
PS – renovace s.r.o.	0	18
RENCAR PRAHA, a.s.	58	20 576
Střední průmyslová škola dopravní, a.s.	585	320
TERMONTA PRAHA a.s.	0	12
Total short-term intercompany receivables and prepayments	117 543	605 844
Other than intercompany receivables and prepayments	732 139	640 724
Other short-term receivables	595 886	1 131 918
Total short-term receivables	1 445 568	2 378 486

The year-on-year decrease in receivables from the Capital City of Prague is primarily due to the settlement of receivables arising from the compensation from prior years.

4.7.3. Other Short-Term Receivables

The line "State-tax receivables" amounting to CZK 281,090 thousand as of 31 December 2014 comprises a receivable arising from an excessive VAT deduction for November and December 2014 of CZK 227,186 thousand and a recognised input VAT for invoices received in January 2015, relating to the 2014 supplies. As of 31 December 2013, receivables amounted to CZK 481,616 thousand. Its balance is primarily due to the VAT deduction upon the purchase of 15T trams in December 2013. The 15T trams were supplied gradually throughout 2014.

Short-term prepayments made decreased year-on-year primarily in respect of the energy prepayments and settlement of prepayments for Full Service of ŠKODA TRANSPORTATION a.s. for December 2014.

The gross balances of "Estimated receivables" are CZK 83,173 thousand and CZK 196,867 thousand as of 31 December 2014 and 2013, respectively. The decrease is due to the conclusion of the Settlement Agreement with Siemens, s.r.o. in relation to Full Service of M1 vehicles. Estimated receivables as of 31 December 2014 primarily include the receivable from RENCAR PRAHA, a.s. for the lease of advertising space of CZK 38,770 thousand.

The balances of "Other receivables" were CZK 230,609 thousand and CZK 452,665 thousand as of 31 December 2014 and 2013, respectively. This item predominantly relates to recognition of receivables arising from the approved entitlement for the grant for Bělohorská tram track renovation (CZK 14,290 thousand), lift at the I. P. Pavlova station (CZK 40,096 thousand), lift at the Anděl station (CZK 73,935 thousand) and lift at the Můstek station (CZK 75,800 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 199,314 thousand and CZK 214,874 thousand as of 31 December 2014 and 2013, respectively. The decrease in this balance is primarily caused by:

The release of the billed first part of the total contractual price for services (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 2014, CZK 67,663 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 2014, CZK 70,455 thousand remains to be derecognised.

Deferred expenses relating to the promissory note programme (interest and remuneration for arrangers) of CZK 37,379 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	Registered share capital	Other equity funds	Gains and losses from the revaluation of assets and liabilities	Other profit or loss	Accumulated losses brought forward	Current profit or loss	Total equity
Opening balance at 1 January 2013	30 726 125	30 882 591	-175 164	0	-1 071 047	-394 626	59 967 879
Changes impacting total equity	0	0	0	0	0	0	0
Profit for the year	0	0	0	0	0	-371 903	-371 903
Donations/grants to increase equity	0	472	0	0	0	0	472
Valuation of land and buildings	0	59 196	0	0	0	0	59 196
Gains/losses from the revaluation of securities etc	0	0	2 156	0	0	0	2 156
Revaluation of derivatives	0	0	14 650	0	0	0	14 650
Deferred tax on derivatives	0	0	-2 783	0	0	0	-2 783
Changes not impacting total equity	0	0	0	0	0	0	0

(CZK '000)

Account	Registered share capital	Other equity funds	Gains and losses from the revaluation of assets and liabilities	Other profit or loss	Accumulated losses brought forward	Current profit or loss	Total equity
Reserve fund contribution	0	0	0	0	0	0	396 626
Settlement of loss from the reserve fund	0	0	0	0	0	0	-396 626
Transfer of correction(s) from 2012	0	0	0	2 000	0	-2 000	0
Allocation of the profit	0	0	0	0	-396 626	396 626	0
Correction in equity	0	0	0	0	0	0	0
Closing balance at 31 December 2013	30 726 125	30 942 259	-161 141	2 000	-1 467 673	-371 903	59 669 667
Changes impacting total equity	0	0	0	0	0	0	0
Profit for the year	0	0	0	0	0	315 956	315 956
Donations/grants to increase equity	0	3 396	0	0	0	0	3 396

Valuation of land and buildings	0	-15 878	0	0	0	0	-15 878
Gains/losses from the revaluation of securities etc	0	0	9 395	0	0	0	9 395
Revaluation of derivatives	0	0	- 274 071	0	0	0	-274 071
Deferred tax on derivatives	0	0	52 073	0	0	0	52 073
Changes not impacting total equity	0	0	0	0	0	0	0
Reserve fund contribution	0	0	0	0	0	0	0
Settlement of loss from the reserve fund	0	0	0	0	0	0	0
Transfer of correction(s) from 2012	0	0	0	0	0	0	0
Allocation of the profit	0	0	0	-2 000	-369 903	371 903	0
Correction in equity	0	0	0	0	0	0	0
Closing balance at 31 December 2014	30 726 125	30 929 777	-373 744	0	-1 837 576	315 956	59 760 538

4.9. Reserves

[CZK '000]

	Balance at 1 Jan 2013	Charge for reserve	Use and reversal of reserves	Balance at 31 Dec 2013	Charge for reserve	Use and reversal of reserves	Balance at 31 Dec 2014
Reserve for pensions	8 369	380	1 708	7 041	246	1 570	5 717
Reserve for jubilees, retirement	0	0	0	0	15 789	0	15 789
Reserve for the share in 14T trams	0	0	0	0	11 600	0	11 600
Reserve for litigation	18 383	4 803	0	23 186	57 720	7 933	72 973
Reserve for bonuses	1 659	2 539	1 659	2 539	2 566	2 539	2 566
Reserve for metro trains chassis	0	0	0	0	0	0	0
Reserve for repairs of 14T + 15T trains	33 705	0	22 139	11 566	0	8 138	3 428
Reserve for contractual interest	35 756	58 958	0	94 714	118 719	0	213 433
Other reserves	78 453	0	78 453	0	0	0	0
Total reserves	176 325	66 680	103 959	139 046	206 640	20 180	325 506

As of 31 December 2014, the Company reports the balance in the „Other reserves” line due to the reflection of risks, losses and potential future liabilities.

4.10. Long-Term Trade Payables

Long-term trade payables amount to CZK 87,090 thousand and CZK 168,064 thousand as of 31 December 2014 and 2013, respectively.

The decrease is caused by the retention fee from investments, primarily due to the opening of the metro A line part (Dejvická – Motol) in 2015.

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 2014	Balance at 31 December 2013
Fixed assets	4 472 368	4 005 108
Unpaid contractual fines and penalties	91 042	62 747
Provisions against fixed assets	-658	-2 149
Provisions against inventory	-536	-841
Provisions against receivables	-3 767	-3 776
Reserves	-61 846	-26 419
Unpaid social security and health insurance	-1 695	-1 622
Derivative instruments	-96 706	-44 633
Tax losses carried forward	0	0
Total deferred tax liability	4 398 202	3 988 415

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. 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		
2014	Short-term	9 514 380	470	20	35	3	3	531	9 514 911
2013	Short-term	8 895 601	2 518	0	0	0	0	2 518	8 898 119

Short-term payables past their due dates were settled immediately after 1 January 2015. For this reason, the Company recorded no 2014 payables past their due dates as of the balance sheet date.

The most significant item of short-term payables is the promissory notes programme. The contract was signed on 28 June 2013 between the Company and Česká spořitelna a. s. and Československá obchodní banka a. s. in equal parts. The programme was being implemented on a gradual basis.

As of 31 December 2014, CZK 7,400 million was used; CZK 600 million remains to be used. Promissory notes of CZK 6,000 million are due on 20 March 2015 and promissory notes of CZK 1,400 million are due on 18 December 2015.

The promissory notes programme has a short-term nature and is used for funding and refinancing invoices for the 15T For City trams.

4.12.2. Intercompany Payables

Short-Term Trade Payables and Short-Term Prepayments Made

(CZK '000)

Name of the entity	As of 31 Dec 2014	As of 31 Dec 2013
HMP	6	50 787
Pražská energetika, a.s.	57 006	76
Pražská plynárenská, a.s.	23	1 194
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	12	11
Pražská strojírna a.s.	11 593	27 193

Pražská teplárenská a.s.	1 008	1 081
Pražské služby, a.s.	2 143	1 551
PREdistribuce, a.s.	22	165
PREměření, a.s.	20	0
PS – renovace s.r.o.	0	4 359
RENCAR PRAHA, a.s.	16 941	0
Střední průmyslová škola dopravní, a.s.	2 923	2 943
Total short-term intercompany payables and short-term prepayments made	91 697	89 360
Other than intercompany payables and prepayments	9 489 112	8 857 065
Other short-term payables	1 600 340	1 949 532
Total short-term trade payables	11 181 149	10 895 957

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

Payables arising from social security contributions and contributions to the State employment policy were CZK 124,236 thousand and CZK 113,757 thousand as of 31 December 2014 and 31 December 2013, respectively.

Payables arising from public health insurance contributions were CZK 53,598 thousand and CZK 49,155 thousand as of 31 December 2014 and 31 December 2013, respectively.

Payables arising from employee supplementary pension insurance were CZK 6,297 thousand and CZK 6,447 thousand as of 31 December 2014 and 31 December 2013, respectively.

Payables arising from employee life insurance were CZK 155 thousand and CZK 173 thousand as of 31 December 2014 and 31 December 2013, respectively.

Payables arising from employee supplementary pension savings were CZK 344 thousand and CZK 128 thousand as of 31 December 2014 and 2013, respectively.

All payables are within their due dates.

4.13.2. Tax Payables to Local Tax Offices

(CZK '000)

	As of 31 Dec 2014	As of 31 Dec 2013
Personal income tax	54 174	48 091
Road tax	119	117
Electricity tax	62	41
Total	54 355	48 249

All payables are before their due dates.

4.13.3. Grants

The balance of grants as of 31 December 2014 is CZK 266,155 thousand and primarily includes:

- Financial settlement of grants with the Capital City of Prague of CZK 118,695 thousand;
- Approved grant application from the Capital City of Prague in the aggregate amount of CZK 11,825 thousand primarily for the investment in the Bělohorská tram track renovation, lift at the I. P. Pavlova station, lift at the Anděl station and lift at the Můstek station;
- Approved grant application from the European Union in the aggregate amount of CZK 134,012 thousand primarily for the investment in the Bělohorská tram track renovation, lift at the I. P. Pavlova station, lift at the Anděl station and lift at the Můstek station; and
- Other immaterial payables arising from grants.

4.14. Other Short-Term Payables

Other short-term payables amount to CZK 680,302 thousand and CZK 461,801 thousand as of 31 December 2014 and 2013, respectively. They predominantly include:

Derivative Financial Instruments

	(CZK '000)	
	Fair value (liability) at 31 Dec 2014	Fair value (liability) at 31 Dec 2013
Currency swap ČS	180 885	217 194
Currency swap ČSOB	66 432	84 669
Interest rate option - collar - ČSOB	17 251	20 878
Derivative – forward ČS	2 954	4 595
Interest rate option – collar ČS	27 627	32 934
Swaps under the promissory notes programme II ČS	214 189	60 278
Swaps under the promissory notes programme II ČSOB	155 671	41 037
Hedging of crude oil	14 061	0
Total	679 070	461 585

The increase as of 31 December 2014 is due to the use of the promissory notes programme of up to CZK 7.4 billion and relating concluded transactions for interest rate swaps.

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, 41 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 Československá obchodní banka, a.s. 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 2014	Balance at 31 Dec 2013	Form of collateral in 2014
Česká spořitelna-agent – a loan for new metro trains	CZK	491 803	590 164	Trains purchased using the loan
Česká spořitelna-agent – a loan for new metro trains	EUR	817 461	970 338	Trains purchased using the loan
Česká spořitelna-overdraft	CZK	0	0	
Total		1 309 264	1 560 502	

The loan balance in euros as of 31 December 2014 was EUR 29,484 thousand (2013: EUR 35,381 thousand).

Repayment Schedule

(CZK '000)

Bank/creditor	2014	2015	2016	2017	2018	2019
Česká spořitelna – agent – CZK '000	98 361	98 361	73 770	98 361	122 950	98 361
Česká spořitelna – agent – EUR '000	5 897	5 897	4 422	5 897	7 371	5 897
– CZK '000	163 492	163 492	122 619	163 492	204 365	163 492
Total payments in CZK	261 853	261 853	196 389	261 853	327 315	261 853

The portion of the loans due before 31 December 2015 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 1,146,003 thousand and CZK 596,001 thousand as of 31 December 2014 and 2013, respectively.

The balance predominantly includes accrued expenses (CZK 620,095 thousand) primarily composed of future costs of construction work from Skanska a.s. for construction of the V.A metro line in the amount of CZK 594,195 thousand and accrued income (CZK 525,908 thousand) primarily composed of accrued time coupons (CZK 477,954 thousand).

4.17. Details of Income by Principal Activity

Details of Income by Principal Activity

(CZK '000)

		2014	2013
Total sales of own products and services		16 551 772	15 704 066
Of which:	Sales of regular transport fare	4 344 911	4 230 743
	Compensation for the public service obligation	11 610 060	10 823 554
Other sales		596 801	649 769
Of which:	Lease	239 342	226 102
Income from fare surcharges		309 706	216 065

The most significant item in "Sales of own products and services" is the received compensation for the public services obligation in the amount of CZK 11,610,060 thousand.

Another material item includes sales of regular transport fares. As compared to 2013, sales of regular transportation fares (excluding fare surcharge) increased by CZK 114,168 thousand, ie by 2.70 %, in 2014.

As compared to 2013, the number of passengers (except for free-of-charge transport) in the Capital City of Prague increased by 0.99 %. When free-of-charge transport is included, the number of passenger decreased in the entire PID system, primarily in the Capital City of Prague.

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

2014

(CZK '000)

Entity	Relation to the Company	Inventory	Services	Other	Total
HMP	Parent company	0	10 455	0	10 455
Pražská energetika, a.s.	Another entity	0	754	16	770
Pražská plynárenská, a.s.	Another entity	0	149	0	149
Pražská plynárenská Distribuce, a.s., member of the Pražská plynárenská, a.s. Group	Another entity	0	30	0	30

Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	Another entity	0	48	0	48
Pražská strojírna a.s.	Subsidiary	19 804	16	0	19 820
Pražská teplárenská a.s.	Another entity	0	11	0	11
Pražská vodohospodářská společnost a.s.	Fellow subsidiary	0	1 040	0	1 040
Pražské služby, a.s.	Fellow subsidiary	0	4 820	0	4 820
PREdistribuce, a.s.	Another entity	0	863	16	879
PREměření, a.s.	Another entity	0	314	4	318
PS – renovace s.r.o.	Subsidiary	0	50	0	50
RENCAR PRAHA, a.s.	Associate	0	225	316	541
Střední průmyslová škola dopravní, a.s.	Subsidiary	0	5 051	711	5 762
TERMONTA PRAHA a.s.	Another entity	0	1 092	0	1 092
Total		19 804	24 918	1 063	45 785

2013

(CZK '000)

Entity	Relation to the Company	Inventory	Services	Other	Total
Capital City of Prague	Parent company	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.	Associate	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
Total		25 127	62 832	13 788	101 747

The year-on-year decrease was due to the unbilled lease of vehicles to RENCAR PRAHA, a.s. (estimated receivables were recognised).

4.17.2. Purchases from Related Parties

2014

(CZK '000)

Entity	Relation to the Company	Inventory	Services	Other	Total
Capital City of Prague	Parent company	0	881	152	1 033
Kolektory Praha, a.s.	Fellow subsidiary	0	466	0	466
Pražská energetika, a.s.	Another entity	988 911	0	365	989 276
Pražská plynárenská, a.s.	Another entity	13 020	0	23	13 043
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	Another entity	0	13	0	13
Pražská strojírna a.s.	Subsidiary	65 299	6 621	39	71 959
Pražská teplárenská a.s.	Another entity	16 690	9	0	16 699
Pražské služby, a.s.	Fellow subsidiary	752	5 632	0	6 384
PREdistribuce, a.s.	Another entity	0	577	0	577
PS - renovace s.r.o.	Subsidiary	0	29 478	24	29 502
RENCAR PRAHA, a.s.	Associate	0	168	0	168
Střední průmyslová škola dopravní, a.s.	Subsidiary	16	29 720	0	29 736
Total		1 084 688	73 565	603	1 158 856

2013

(CZK '000)

Entity	Relation to the Company	Inventory	Services	Other	Total
Capital City of Prague	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
Total		1 096 424	76 279	126	1 172 829

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

Sales

2014

(CZK '000)

Entity	Relation to the Company	Tangible FA	
		book value	sale price
Capital City of Prague	Parent company	206	853
Total		206	853

2013

(CZK '000)

Entity	Relation to the Company	Tangible FA	
		book value	sale price
Capital City of Prague	Parent company	2 660	*) 1 451
Total		2 660	1 451

*) The sales relate to assets transferred under the transfer contract.

Purchases

2014

(CZK '000)

Entity	Relation to the Company	Tangible FA	Intangible FA
Capital City of Prague	Parent company	6	0
Pražská energetika, a.s.	Another company	3 428	0
PREdistribuce, a.s.	Another company	55 084	0
Total		58 518	0

2013

(CZK '000)

Entity	Relation to the Company	Tangible FA	Intangible FA
Capital City of Prague	Parent company	*) 1 458	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
Total		1 468	45

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

4.18. Consumed Purchases

(CZK '000)

	2014	2013
Energy, gas, heat	1 099 352	1 250 757
Material	840 417	972 578
Diesel, oil, lubricants, anti-freeze, petrol	774 546	813 126
Clothes and protective tools	50 336	53 306
Low-value tangible asset	28 380	24 271
Other	16 115	18 661
Total	2 809 146	3 132 699

4.19. Services

(CZK '000)

	2014	2013
Repairs and maintenance	1 722 616	1 721 596
Services related to transportation	571 067	540 668
Operating services	276 151	280 232
Data system services	123 725	215 196
České teplo – energy services	182 955	177 900
Remuneration for the sale of tickets	151 076	187 419
Costs of cleaning in the public transport premises and vehicles	136 884	139 349
Costs of consulting and audit	31 112	19 955
Cooperation services for projects – public transport	162 474	164 167
Advertising services	23 363	32 270
Costs of legal activities	42 443	78 103
Costs of translation, expert opinions, studies, and analysis	19 334	20 864
Other services relating to public transport	50 299	53 477
Other leases	81 936	81 806
Printing of tickets	9 825	5 841
Costs of the education of students	28 812	28 812
Other services	136 234	149 216
Total	3 750 306	3 896 871

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

(CZK '000)

	2014	2013
Obligatory audit of the financial statements	2 227	2 343
Other non-assurance services	702	421
Total	2 929	2 764

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

4.20. Depreciation of Intangible and Tangible Fixed Assets

Summary of depreciation by asset class

(CZK '000)

Class		2014	2013
1310	Software	53 434	34 918
1311	Software with the cost between CZK 40 – 60 thousand	21	0
1400	Valuable rights	0	0
1900	Other intangible FA	3 115	5 589
2110	Tracks	303 552	328 079
2111	Power supply system	136 468	138 396
2112	Metro tunnels	338 554	329 695
2113	Metro technical facilities	16 651	16 262
2114	Station pillars, waiting areas, shelters	3 032	3 242
2115	Operating buildings	54 638	49 032
2116	Operating buildings and halls	151 318	138 596
2117	Operating structures	49 916	39 284
2118	Communication and security equipment	63 480	32 018

2119	Technical improvement of leased assets	96	88
2210	MYPOL handling system	836	6 535
2211	IT devices – computers	18 521	20 716
2212	Communication and security equipment – machinery	223 368	209 828
2213	Metro technical equipment	23 524	39 977
2214	Operating equipment and machinery	90 565	88 472
2215	Power supply system – machines	76 873	80 938
2221	Metro trains	741 421	756 695
2223	Midi-N buses	15 782	11 943
2224	Standard buses	3 434	3 374
2225	Articulated buses	10	10
2226	Standard low-floor busses	58 189	62 583
2227	Articulated low-floor busses	126 879	118 321
2228	Metro escalators, lifts	57 789	58 104
2229	Passenger cars	0	58
2230	Other vehicles	5 066	5 797
2231	Other means of transport	7 695	8 694

2222*)	Trams	0	303 605
2232	T3 trams	887	0
2233	T3RP trams	43 218	0
2234	T6 trams	70 975	0
2235	KT8 trams	34 904	0
2236	14T trams	2 255	0
2237	15T trams	247 451	0
2238	Trams – other	0	0
2240	Inventory	349	424
2900	Other tangible fixed assets - easements	1 057	0
	Net book value of liquidated fixed assets	972	695
Total		3 026 295	2 891 968

*) Since 2014, the depreciation has been recorded by individual types of trams.

The most significant year-on-year increase in depreciation was reported in respect of trams.

For information – the depreciation of the subsidised fixed assets purchased with the use of grants would amount to CZK 1,741,161 (2013: CZK 1,755,019 thousand).

4.21. Sold Material and Sales of Material

The book value of "Sold material" amounted to CZK 53,290 thousand as of 31 December 2014 (2013: CZK 57,115 thousand), "Sales of material" amounted to CZK 51,531 thousand (2013: CZK 56,165 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 2013.

4.22. Sold Fixed Assets and Sales of Fixed Assets

As of 31 December 2014, "Net book value of sold fixed assets" amounts to CZK 11,039 thousand (2013: CZK 13,087 thousand), "Sales of own fixed assets" amount to CZK 19,642 thousand (2013: CZK 23,866 thousand).

"Sales of fixed assets" primarily includes sales of transportation vehicles, primarily buses of CZK 11,745 thousand.

4.23. Change in Reserves and Provisions Relating to Operating Activities

(CZK '000)

	2014	2013
Change in other reserves	186 460	-37 280
Change in non-tax deductible provisions against receivables	101 585	15 770
Change in tax deductible provisions	-1 059	2 605
Change in the provisions for inventory	-1 606	448
Change in the provision for assets	11 613	11 309
Total	296 993	-7 148

4.24. Other Operating Income

[CZK '000]

	2014	2013
Grants received to offset costs	102 278	101 480
Income from fare surcharges	309 706	216 065
Income from assignment of outstanding receivables arising from fare surcharges	7 862	34 749
Income from transfer of receivables arising from SMS tickets	502 099	468 513
Compensation for repairs and maintenance resulting from damage and accidents	50 587	47 949
Compensation for injuries	12 999	13 375
Compensation of court and arbitration fees	7 341	8 326
Contractual fines, penalties, default interest	1 612	3 244
Assessment of the claim – damage on property	893	13 984
Sundry operating income	12 951	33 580
Total	1 008 328	941 265

4.25. Other Operating Expenses

(CZK '000)

	2014	2013
Insurance	310 881	314 751
Write-off of transferred receivables	31 448	150 407
Write-off of transferred receivables arising from SMS tickets	502 100	468 513
Non-completed and permanently terminated acquisition of fixed assets	2 444	11 334
Sundry operating expenses	52 412	5 201
Compensation for work-related injury	16 432	15 071
Write-off of transport inspection receivables	7 879	1 554
Write-off of receivables	5 392	6 892
Total	928 988	973 723

4.26. Income from Non-Current Financial Assets

(CZK '000)

	2014	2013
Dividends – RENCAR PRAHA, a s.	7 560	9 240
Dividends – PS – renovace s.r.o.	680	946
Total	8 240	10 186

4.27. Income from and Costs of the Revaluation of Securities and Derivatives

Income

(CZK '000)

	2014	2013
Discontinuation of COLLAR ČS and ČSOB transactions	2 445	2 857
Discontinuation of forward transactions	1 565	1 914
Total	4 010	4 771

Costs

(CZK '000)

	2014	2013
Revaluation of transactions	0	50 431
Total	0	50 431

In 2014, the Company records no costs of the revaluation of derivatives. Costs of the revaluation of derivatives in 2013 were due to the discontinuation of the electricity derivative swap.

4.28. Interest Income

(CZK '000)

	2014	2013
Interest on current bank accounts	370	249
Interest – notarial safekeeping	0	18
Total	370	267

4.29. Other Financial Income

The decrease in the year ended 31 December 2014 (the line "Other financial income" shows the balance of CZK 2,870 thousand) is due to the lower bonification from an insurance company.

4.30. Other Financial Expenses including Interest Expenses

(CZK '000)

	2014	2013
Interest on the loan for the purchase of metro carriages	24 200	28 204
Interest on the loan for the purchase of metro carriages – SWAP	34 807	41 868
Costs of derivative transactions	114 940	43 256
Bank charges	22 651	22 634
Interest on the promissory note programme	97 814	88 658
Exchange rate gains/losses	129	69
Sundry financial expenses	11 748	7 940
Total	306 289	232 629

The increase is due to the costs of interest rate swaps related to the promissory note programme.

4.31. Extraordinary Expenses and Income

Expenses

(CZK '000)

	2014	2013
Extraordinary expenses – floods – external	0	7 767
Extraordinary expenses floods KOMOKO	11 796	6 062
Extraordinary expenses floods VP	0	12 573
Total	11 796	26 402

Income

(CZK '000)

	2014	2013
Upfront payment of compensation of property damage – extraordinary	8 974	16 600
Extraordinary expenses– ZVS and direct lines – floods	0	5 764
Total	8 974	22 364

Expenses and income relating to the floods in 2013 were recognised in extraordinary expenses and income.

5. EMPLOYEES, MANAGEMENT AND STATUTORY BODIES

5.1. Staff Costs and Number of Employees

2014

(CZK '000)

Subjekt	Number of staff *)	Payroll costs	Social security and health insurance	Other costs	Total staff costs
Staff	10 651	4 321 612	1 463 456	235 052	6 020 120
Managers	16	36 598	11 269	308	48 175
Members of the Company's bodies**)	0	0	757	2 335	3 092
Total	10 667	4 358 210	1 475 482	237 695	6 071 387

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

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

2013

(CZK '000)

Subjekt	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**)	0	0	803	2 404	3 207
Total	10 514	4 198 847	1 419 144	235 807	5 853 798

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

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

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

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 2014 amounted to CZK 13,908,118 thousand. The most significant items are as follows:

- Purchase of the 15T low-floor articulated buses in the amount of CZK 9,194,800 thousand; and
- Comprehensive security system in the amount of CZK 2,985,136 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 6,180,556 thousand and predominantly relate to the following projects:

- Extension of metro line A from the Dejvická station in the amount of CZK 5,876,486 thousand;
- Lift at the Anděl station of CZK 64,684;
- Lift at the I.P. Pavlova stations of CZK 37,524 thousand;
- Modernisation of the Opatov metro station of CZK 19,515 thousand; and
- Renovation of the Evropská tram track of CZK 19,023 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 2013

The financial statements for the year ended 31 December 2013 reporting a loss of CZK 371,903 thousand and other profit from prior years of CZK 2,000 thousand were fully approved by Resolution No. 1493 passed by the Board of the Prague City Council in its capacity as the General Meeting of DP on 24 June 2014. Under the Resolution, the loss and other profit for 2013 were allocated to account 429 - Accumulated losses brought forward.

8. POST BALANCE SHEET EVENTS

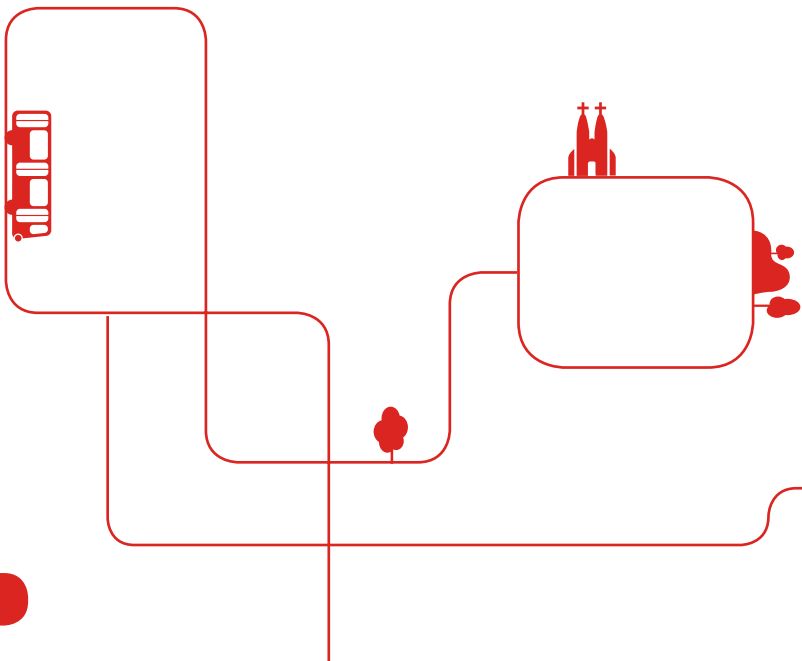
Between the balance sheet date on 31 December 2014 and the financial statements preparation date, no material events occurred that would represent unusual changes in the balances of assets and liabilities.

9. CASH FLOW STATEMENT

(CZK '000)

		Year ended 31 Dec 2014	Year ended 31 Dec 2013
P.	Opening balance of cash and cash equivalents	4 692 891	2 889 227
	Cash flows from ordinary activities		
Z.	Profit or loss from ordinary activities before tax	780 638	116 887
A.1.	Adjustments for non-cash transactions	3 509 217	3 233 115
A.1.1.	Depreciation of fixed assets	3 026 295	2 891 968
A.1.2.	Changes in provisions and reserves	296 993	-7 147
A.1.3.	Profit/(loss) on the sale of fixed assets	-8 603	-10 788
A.1.4.	Revenues from non-current financial assets (-)	-8 240	-10 186
A.1.5.	Interest expense (+) and interest income	156 451	158 463
A.1.6.	Adjustments for other non-cash transactions	46 321	210 805
A.*	Net operating cash flow before changes in working capital	4 289 855	3 350 002
A.2.	Change in working capital	372 321	-251 504
A.2.1.	Change in operating receivables and other assets	978 798	-618 086
A.2.2.	Change in operating payables and other liabilities	-581 725	361 546
A.2.3.	Change in inventories	-24 752	5 036

A.**	Net cash flow from operations before tax and extraordinary items	4 662 176	3 098 498
A.3.	Interest paid	-156 821	-158 730
A.4.	Interest received	370	267
A.5.	Paid income tax for ordinary activities		
A.6.	Receipts and expenditures relating to extraordinary activities	-2 822	-4 038
A.7.	Received dividends and profit shares	8 240	10 186
A.***	Net operating cash flows	4 511 143	2 946 183
Cash flows from investing activities			
B.1.	Fixed assets expenditures	-6 205 631	-2 971 847
B.2.	Proceeds from fixed assets sold A	3 764	23 866
B.3.	Loans provided to related parties		
B.***	Net investment cash flows	-6 201 867	-2 947 981
Cash flow from financial activities			
C.1.	Change in payables from financing	1 018 782	1 805 462
C.***	Net financial cash flows	1 018 782	1 805 462
F.	Net increase or decrease in cash and cash equivalents	-671 942	1 803 664
R.	Closing balance of cash and cash equivalents	4 020 949	4 692 891



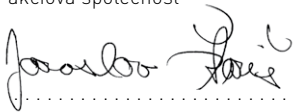
Dopravní podnik hl. m. Prahy, akciová společnost

Sokolovská 217/42, Praha 9

**10. APPROVAL OF THE NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2014
FULL VERSION**

Ing. Jaroslav Ďuriš

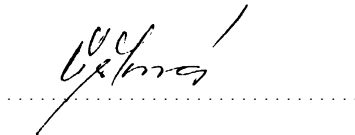
Chairman of the Board of Directors
Chief Executive Officer
Dopravní podnik hl. m. Prahy,
akciová společnost



.....

Bc. Magdalena Češková

Vice-Chairwoman of the Board of Directors
Dopravní podnik hl. m. Prahy,
akciová společnost



.....

In Prague on 4 March 2015
Prepared by: Pavla Maříková



