

THIS IS NOT JUST

THE 2025 ANNUAL REPORT

Dopravní podnik
hlavního města Prahy



THIS IS A STORY

THIS IS A JOURNEY

Dopravní podnik
hlavního města Prahy



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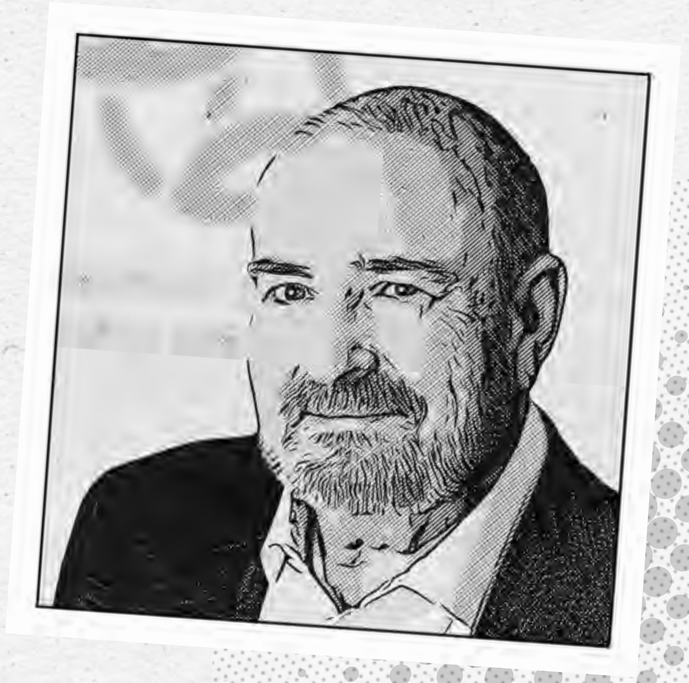
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Foreword

by the Chairman of the Board of Directors and Managing Director



Dear shareholders, colleagues and business partners,

We present to you the 2025 Annual Report of the Prague Public Transit Company (DPP).

From a transport and economic perspective, we have had another successful year. We have fulfilled our public service obligations; with the volume of transport services commissioned last year remaining roughly at the same level as the year before. We carried almost a billion passengers, an increase of 2.2% year-on-year.

The vast majority of them, 74%, travelled by metro or tram. These results confirm that we are a pillar of the Prague Integrated Transport (PID) system, but above all, we have the public's trust in public transport, which forms the backbone of a functioning metropolis.

We have consistently met all PID Quality Standards over the long term. This demonstrates that we are successful in providing highly reliable, safe and high-quality services. This would not be possible without the professional work of our employees and the ongoing support of our shareholder, the City of Prague.

DPP's financial results reflect stable and responsible management. Thanks to revenue, savings and, above all, effective cost management, DPP ended the financial year of 2025 with a profit of 686 million crowns.

The past year was one of significant investments and strategic projects. We renovated the Pankrác metro station. We carried out a complete modernisation of the Českomoravská station, which we will open this March. Last year, we began modernising the Flora metro station where we are currently installing barrier-free access. We installed new lifts at the Radlická metro station. We continued construction of the first section of metro line D (Pankrác–Olbrachtova) and the replacement of the Florenc C metro station ceiling slab, which we will complete this year.

Key developments in Surface investment projects included the completion and commissioning of the new Hloubětín depot, the start of construction on the new Počernická and Muzeum tram lines, and the infrastructure for three new trolleybus routes – 51, 52 and 53. We continued with the construction of the tram line as well as the redevelopment of the upper section of Václavské náměstí. A significant milestone was the start of the complete renovation of the Petřín funicular and the manufacture of new cars.

The modernisation also extended to our fleet. We introduced 20 Škoda ForCity Plus 52T trams, 18 SOR ENS 12 electric buses as well as 26 hybrid and 17 new Iveco diesel buses.

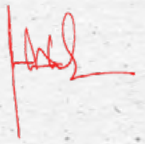
Last year, we celebrated 100 years since the start of regular bus services in Prague and 150 years of public transport in Prague. By celebrating these significant anniversaries, we commemorated the rich history of public transport in Prague and our responsibility towards the future.

However, there are further major challenges awaiting us in 2026. We will deliver all public transport services commissioned by the City of Prague to at least the same standard as last year. The Metro D line remains a key project where we will continue the construction of the Pankrác–Olbrachtova section and strive to commence the construction of the next section, from Olbrachtova to Nové Dvory. In parallel, we continue with the construction of new tram lines in Václavské náměstí, Muzeum and Počernická. We anticipate the start of the construction on additional lines: Olšanská–Habrová, Malovanka–Strahov and Libuš–Nové Dvory. We expect the completion of the supply and charging infrastructure as well as the launch of three new trolleybus routes. This year, at the turn of summer and autumn, passengers will be able to take the new funicular to Petřín. At the end of the year, we will open the modernised Flora station and begin work on the renovation of the Hradčanská station. The renewal of the fleet will also continue – we are expecting a delivery of 30 new trolleybuses, 30 hybrid buses and 44 Iveco diesel buses. This year we also have important negotiations ahead regarding a new collective agreement, and we will be marking further significant anniversaries. Prague's trolleybuses will celebrate 90 years and the Petřín Funicular 135 years.

We are confident that in 2026 we will once again confirm our position as a leader in urban transport, innovation and sustainable development. Our successes are the result of teamwork, expertise and the daily dedication of thousands of DPP employees. We owe them our sincere gratitude for their professional approach and sense of duty. I would also like to extend this gratitude to our shareholder, the City of Prague, for its long-term and stable support, and our passengers for their trust in us when using public transport every day.

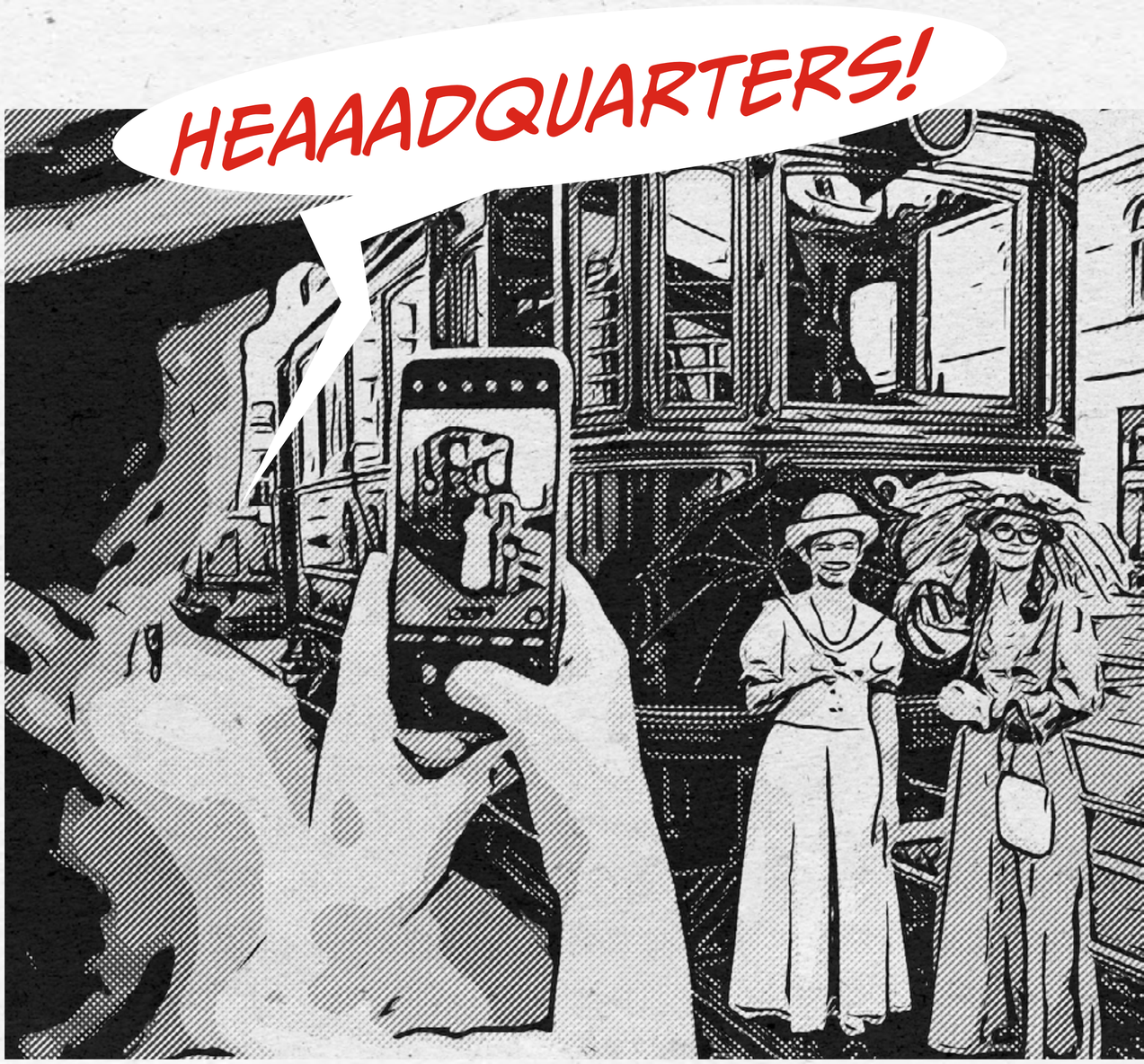
Ladislav Urbánek

Chairman of the Board
of Directors and Managing Director

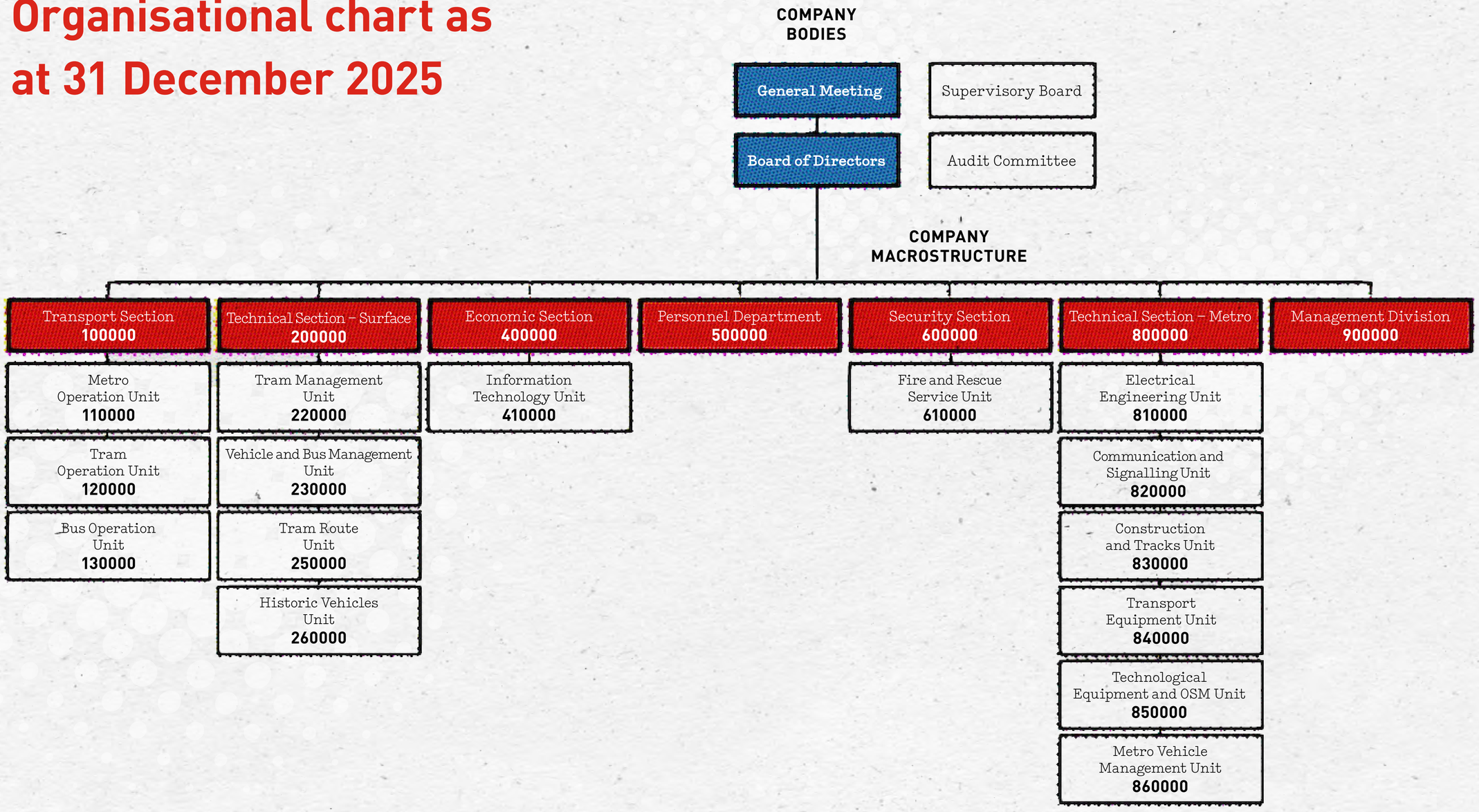


Basic company details

Company name:	Dopravní podnik hl. m. Prague, a. s. (The Transit Company of the Capital City of Prague, a joint-stock company)
Headquarters:	Sokolovská 42/217, Vysočany, 190 00 Prague 9
Company ID:	00005886
VAT ID:	CZ00005886
Date of establishment:	19 March 1991
Date of incorporation:	11 July 1991
Legal form:	Joint-stock company
Founder:	The City of Prague
Persons involved in the share capital:	City of Prague 100%
Commercial Register:	The Transit Company of the Capital City of Prague, a joint-stock company was incorporated in the Commercial Register kept at the Municipal Court in Prague on 11 July 1991, file number: B 847, kept at the Municipal Court in Prague
Share capital:	CZK 31,239,495,000



Organisational chart as at 31 December 2025



Personnel
Company bodies in 2025

Board of Directors

Until 11 June 2025, the company's B o a r d of Directors consisted of: Chairman of the Board Ladislav Urbánek, Vice-Chairman of the Board Jan Šurovský, Ph.D., and Board Member Jiří Pařízek.

On 12 June 2025, at the 6th meeting of the DPP Supervisory Board, by Resolution No. 6/2025/3.1 dated 11 June 2025, Ing. Jan Barchánek was elected to the position of member of the Board of Directors.

Supervisory Board

In 2025, the company's Supervisory Board met primarily in the following composition: Chairman of the Supervisory Board MUDr. Zdeněk Hřib, Vice-Chairman of the Supervisory Board Mgr. Jakub Jiran, MBA, Vice-Chairman of the Supervisory Board Roman Slanina, Vice-Chairman of the Supervisory Board Mgr. Reda Ifrah and members of the Supervisory Board: Adam Scheinherr, MSc, Ph.D., Zdeněk Kovářík, JUDr. Tomáš Homola, JUDr. Tomáš Sunegha, Ondřej Prokop, Jan Lička, Gabriela Lněničková, MBA, Jiří Obitko, Vratislav Feigel, MBA, LL.M, Josef Buriánek, Marcel Nový and Mgr. Adam Zemek.

During 2025, there were personnel changes on the Supervisory Board:
The Prague City Council, acting in its capacity as the general meeting of Dopravní podnik hl. m. Prahy, a. s., by its Resolution No. 390 of 10 March 2025, elected Mgr. Reda Ifrah to the position of member of the Supervisory Board of Dopravní podnik hl. m. Prahy, a. s..

Subsequently, the Prague City Council, acting in its capacity as the general meeting of Dopravní podnik hl. m. Prahy, a. s., by Resolution No. 1095 of 2 June 2025, elected Mgr. Jakub Jiran, MBA, and Mgr. Adam Zemek to the position of members of the supervisory board o f Dopravní podnik hl. m. Prahy, a. s., effective from 23 June 2025.

On 3 September 2025, by Resolution No. 7/2025/2, the Supervisory Board re-elected Mr Jakub Jiran, MBA, as Vice-Chairman of the Supervisory Board, effective from 3 September 2025.

Subsequently, on 12 November 2025, the Supervisory Board, by Resolution No. 9/2025/2, elected a new Vice-Chairman of the Supervisory Board, namely Mgr. Reda Ifrah.

Audit Committee

In 2025, the Audit Committee met in the following composition: Chair of the Audit Committee Ing. Zdena Javornická, Vice-Chair of the Audit Committee Ing. Stanislav Staněk and member of the Audit Committee Bc. Janusz Konieczny.

Personnel
Company management in 2025

Managing Director
In 2025, the position of Managing Director was held by Ing. Ladislav Urbánek.

Economic Director
In 2025, Jiří Pařízek held the position of Economic Director.

Transport Director
In 2025, the position of Transport Director was held by Jan Barchánek.

Technical Director – Surface
In 2025, the position of Technical Director – Surface was held by Ing. Jan Šurovský, Ph.D.

Technical Director – Metro
From 1 January 2025 to 31 March 2025, Ing. Jaroslav Kristen was responsible for managing the division – acting as the permanent deputy to the dismissed director in accordance with the Organisational Regulations, point 16.1. *
On 1 April 2025, Jaroslav Kristen was appointed Technical Director – Metro and held this position until 31 December 2025.

Safety Director
From 1 January 2025 to 31 May 2025, Mgr. Jaroslav Šimon was responsible for managing the department – acting as the permanent deputy to the dismissed director in accordance with the Organisational Regulations, point 16.1. **
From 1 June 2025 to 31 December 2025, the position of Security Director was held by Ing. Jan Krejčí, MBA.

Head of Personnel
From 1 January 2025 to 31 March 2025, Mgr. Štěpán Krejčí was responsible for managing the department – acting as the permanent deputy to the dismissed director in accordance with the Organisational Regulations, point 16.1. ***
From 1 April 2025 to 10 October 2025, the position of HR Director was held by Mgr. Marie Mourková.

From 11 October 2025 to 31 December 2025, Mgr. Štěpán Krejčí was responsible for managing the department – permanent deputy to the dismissed director in accordance with the Organisational Regulations, point 16.1. ***

Managing Director

Ing. Ladislav Urbánek	1 January – 31 December 2025

Economic Director

Ing. Jiří Pařízek	1 January – 31 December 2025

Director of Transport

Ing. Jan Barchánek	1 January – 31 December 2025

Technical Director – Surface

Ing. Jan Šurovský, Ph.D.	1 January – 31 December 2025

Technical Director – Metro

Ing. Jaroslav Kristen*	1 January – 31 December 2025

Safety Director

Mgr. Jaroslav Šimon**	1 January – 31 May 2025
Ing. Jan Krejčí, MBA	1 June – 31 December 2025

Head of Personnel

Mgr. Štěpán Krejčí***	1 January – 31 March 2025
Mgr. Marie Mourková	1 April – 10 October 2025
Mgr. Štěpán Krejčí***	11 October – 31 December 2025

Report on Business Activities

Dopravní podnik hl. m. Prahy, a.s., is the most significant transport operator within the Prague Integrated Transport (PID) system, as well as the largest in the Czech Republic. It operates all metro, tram and trolleybus routes, the majority of city and several suburban bus routes, and the funicular to Petřín and the Zoo. It is wholly owned by the City of Prague. The Transit Company builds on the rich experience of its predecessors' more than 120-year tradition and has gradually developed into its current form. Today, Prague's public transport system ranks among the best in Europe and the world and has become a model for other systems.

The Transit Company provides transport services for the City of Prague and its suburban areas within the PID system. A long-term Public Service Contract arranged with the City of Prague, represented by the ROPID organisation, ensures operation of transport services within the City of Prague. The total transport performance of urban and suburban routes included in the PID system and operated by the Transit Company, including special route services for people with reduced mobility and orientation, reached a total of 185,532 thous. vehicle-kilometres in 2025. The volume of transport performance expressed in localkilometres amounts to 23,335,221 thous. Compared to 2024, transport performance in vehicle-kilometres increased by 0.12%, whilst the volume of local-kilometres decreased by 0.19%.

In its overall financial results, the Transit Company recorded a profit of CZK 686,129 thous. Revenue across the entire PID system for the past year 2025 (excluding fare surcharges) increased by 3.4% (approximately CZK 177 million) compared to 2024. The Transit Company's revenue under the long-term contract with the City of Prague amounted to CZK 4,048,809 thous., representing 74.8% of total fare revenue across the entire PID system. As at 31 December 2025, the company had 11,463 employees on the books, of whom 9,775 were men and 1,688 were women. The average monthly wage for employees in 2025 was CZK 65,366. The largest group in terms of numbers were drivers, of whom there were more than 4,580.

In 2025, there were 3 metro lines in operation, with 61 stations and a total length of 65.4 km. At the end of 2025, a total of 27 day and 9 night services operated on the 148.8 km tram network, with a combined route length of 575.2 km. In the area of bus transport, by the end of 2025 the Transit Company operated a total of 102 daytime city routes, 16 suburban routes and 23 school routes on a road network of 886.46 km, a total of 102 daytime city routes, 16 suburban routes, 23 school routes and 14 night city routes. The total length of all 155 routes was 1,896.8 km. At the end of 2025, the 21.45 kilometre trolleybus network operated two day routes – lines 58 and 59 – with a combined length of 19.7 km. At the end of 2025, the operational fleet comprised a total of 730 metro trains, 794 tram cars, 1,192 buses and 38 trolleybuses.

In 2025, the Metro Line D Pankrác–Olbrachtova section construction was underway. Due to the ongoing administrative proceedings by the Office for the Protection of Competition (ÚHealth & Safety) regarding the contract for the Olbrachtova (excl.) – Nové Dvory construction project, work on this section did not commence that year. During the year, design work began on amending the Detailed Design (DUR) and Construction Design (DSP) for section I.D3 Pankrác (excl.) – Náměstí Míru. From 6 January 2025, the renovation of the Pankrác C metro station took place. The station was modernised and prepared for future operation as an interchange station between lines C and D. The station opened to the public ahead of schedule on 19 December 2025. The renovation of the Českomoravská station, which began 6 January 2025, was complicated and delayed due to complications with the condition of the original waterproofing, thus resulting in postponing the planned opening in 2025 to early March 2026. Work continued on the unique project to renovate the Florenc station ceiling slab; the project will be completed in 2026. The Flora station step-free access work began.

In new tram line constructions, work continued throughout 2025 on the tram line in Václavské náměstí. By the end of the year, new surfaces had already appeared, including the track structure and curves near the Národní muzeum, including the main road crossing. Construction of the sister project TT Muzeum also began in June 2025, addressing the connection from Václavské náměstí to Vinohradská and Škrétova streets. The TT Václavské náměstí and TT Muzeum projects will start operation together in 2027. In July 2025, construction began on the new TT line in Počernická to the Sídliště Malešice terminus.

This challenging project is due to be completed by the end of 2027. In addition to the new lines, a key completed investment is the construction of the new Hloubětín tram depot, which came into operation on 20 March 2025. The Petřín funicular was closed for the entire year. As part of its renovation work, the Transit Company continued to build step-free stops; year-to-year, their number increased by more than 1% to 87.55%.





In 2025, as part of development projects to electrify bus routes, construction work began on the electrification of routes 131 (51) and 176 (53), with the aim of completing and commissioning the charging infrastructure by the end of June 2026, at the latest; a linked-condition to obtaining co-financing from the National Recovery Plan. At the same time, construction continued on the trolleybus track for the future trolleybus route 52 (currently bus route 137), where outdoor charging bays were successfully commissioned in the Řepy garages before the end of the year; these will be used to charge trolleybuses for all three of the aforementioned trolleybus routes. The new trolleybus route 52 (Na Knížecí – U Waltrovky – Jinonice) started operation in spring 2026.

In 2025, the new fully low-floor 52 T trams successfully entered service, representing a major step in the modernisation of the tram fleet. Trial operations of the first trams began in April. By the end of the year, all 20 trams planned for 2025 had been taken over and had entered service. The introduction of the new vehicle type is followed by an order for a further 51 trams, with delivery expected in 2026–2027.

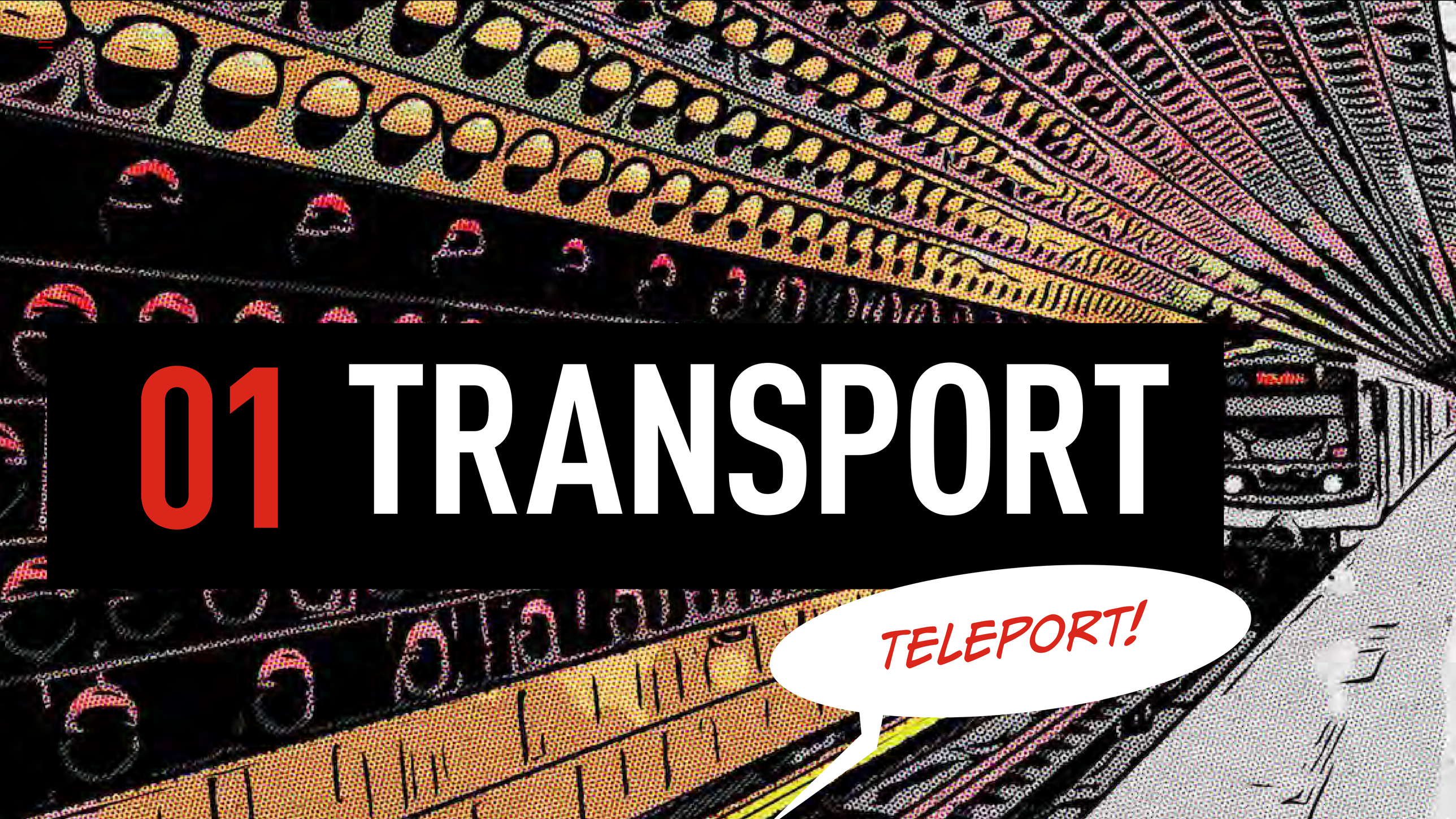
Deliveries of new buses began in June. Initially, these comprised 17 standard Iveco Streetway 12 buses, followed in September by the start of deliveries of the Iveco Urbanway 18 Hybrid articulated bus. By the end of the year, 26 vehicles of this type had been delivered. Just before the end of the year, a further 18 new standard SOR ENS 12 electric buses also entered service. In the trolleybus sector, type-approval tests were underway towards the end of the year for the Bozankaya SNG 12 T trolleybus prototype, including passenger trials, followed by similar tests with the SOR TNS 12 trolleybus.

In the area of public transport priority, cooperation with the city authorities, the Czech Police and other organisations continued. New sections with road tram separators, isolating trams from private vehicles were added to the tram network (as of 31 December 2025, their total length was approximately 14 km); by the end of 2025, the number of traffic lights prioritising trams had reached 243 out of a total of 258. Furthermore, 6 additional bus-priority traffic lights and approximately 900 metres of dedicated bus lanes were added as well.

A well-functioning and constantly evolving quality management system that takes into account the needs of customers – passengers – and meets their expectations is a prerequisite for the success of the Transit Company in providing public passenger transport in Prague and its surroundings. Improving the standard of service provided is facilitated by established quality standards, which are in line with the requirements and recommendations of the EN 13816 standard (Service Quality Programme – Quality Standards). As part of the Service Quality Programme, the Transit Company monitors, analyses and, through the measures taken, helps to improve the level of compliance with individual quality standards. Trends in individual quality standards demonstrate the high standard of service provided – passenger transport and fulfil the company's long-term objective – improving the standard of public transport services and thereby increasing passenger satisfaction. For the years 2024 and 2025, DPP has been awarded the CZECH MADE quality award by the Czech Society for Quality. This prestigious award` confirms the high quality of the services provided. The Transit Company has been awarded the ISO 9001 QMS certificate, covering all the company's main processes.

In the long term, and in full accordance with the city's key development documents, the expansion of the urban rail transport network remains one of our key priorities. The associated increase in the proportion of dedicated public transport routes ensures improved regularity, fluidity and speed and safety. Another key benefit is the reduction in the city's environmental impact resulting from the wider use of electric traction. In connection with the announcement of the Climate Commitment by the City of Prague and the approval of the City of Prague's Climate Plan of 2021, through which the City declares its approach to fulfilling international CO_2 emission reduction targets, all joint-stock companies in the City of Prague's investment portfolio are required to cooperate in fulfilling the objectives of the Climate Commitment. All investment decisions should henceforth be assessed through the lens of greenhouse gas emission reduction targets (the target to reduce CO_2 emissions in the City of Prague by at least 45% by 2030 compared to 2010 and to achieve net-zero CO_2 emissions by 2050, at the latest) and the climate priority should be reflected in conceptual and strategic documents.


IT'S ON THE WAY!


01 TRANSPORT
TELEPORT!

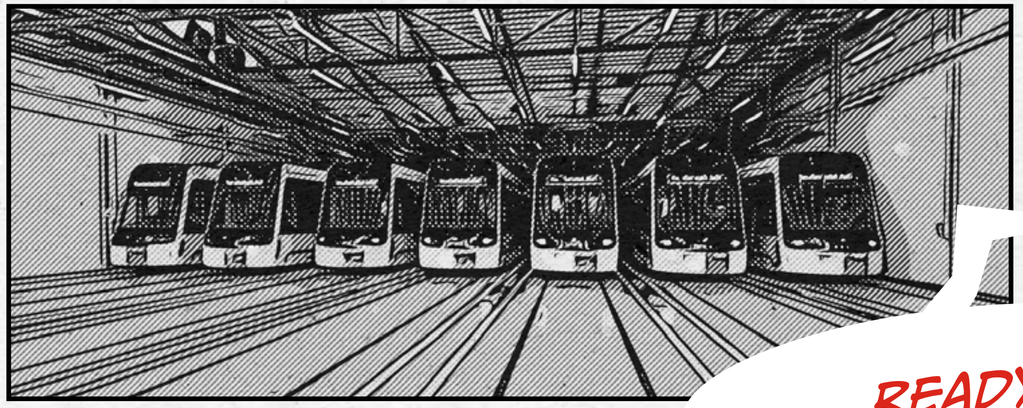
Transport

Quality of service

A WELL-FUNCTIONING AND CONTINUOUSLY IMPROVING QUALITY MANAGEMENT SYSTEM THAT TAKES CUSTOMERS' NEEDS INTO ACCOUNT AND MEETS THEIR EXPECTATIONS, IS A PREREQUISITE FOR DPP'S SUCCESS IN PROVIDING PUBLIC PASSENGER TRANSPORT IN PRAGUE AND THE SURROUNDING AREAS.

QUALITY MANAGEMENT AT DPP IS HANDLED BY THE TRANSPORT SECTION.

Improving the standard of service provided is facilitated by established quality standards, which are in line with the requirements and recommendations of the EN 13816 standard. As part of the Service Quality Programme, DPP monitors, analyses and, through the measures taken, helps to improve compliance with individual quality standards. The trends in these individual quality standards demonstrate the high standard of the service provided – passenger transport – and fulfil the company's long-term objective: to improve the standard of public transport services and thereby increase passenger satisfaction.



THE SERVICE QUALITY PROGRAMME GUARANTEES REGULAR MEASUREMENT OF QUALITY STANDARDS:

- **Operational punctuality** – the accuracy and reliability of transport, adherence to timetables
- **Public information** – provision of up-to-date and clear information
- **Passenger reception** – the manner and attitude of operational staff towards passengers
- **Uniform** – staff appearance – neatness of staff, adherence to uniform regulations
- **Functionality of ticket machines** – functionality and reliability, completeness of information elements on ticket-issuing machines
- **Barrier-free access facilities availability** – operational reliability of lifts and platforms in the metro
- **Adherence to the timetable** – fulfilment of planned transport volumes
- **Transport availability at metro stations** – ensuring passengers have guaranteed access to underground transport
- **Cleanliness and appearance of vehicles** – monitoring the external and internal cleanliness and appearance of vehicles
- **Operational safety** – analysis of incidents affecting passenger safety
- **Environmental impact of metro and bus operations** – the environmental impact of metro and bus operations (emissions)
- **Communication via the website and social media** – monitoring the frequency and accuracy of information provided

Compliance with quality standards in 2025

Quality standard	Level of difficulty	Compliance
Operational punctuality	85% of connections are punctual or within tolerance	90.45
Information at metro stations	90% of stations have all information up-to-date, legible, prominently displayed and official	99.26
Information in metro cars	95% of cars are equipped with the required information	99.74
Information at surface transport stops	90% of stops have all information up to date, legible, clearly displayed and official	98.94
Interior and exterior information of surface transport vehicles	95% of vehicles are equipped with the required information	99.92
Reception of passengers	90% of passengers are satisfied with staff behaviour	98.82
Uniform	95% of staff wear a uniform and comply with neatness requirements	97.95
Functionality of surface ticket machines	90% of machines are functional and visually acceptable	98.71
Availability of accessible facilities in the metro	90% of facilities are accessible and have an appropriate appearance	92.64
Adherence to the timetable	99.80% of planned volumes met	99.92
Metro service availability	95.00% of stations are accessible during operating hours	98.57
Cleanliness and appearance of vehicles	85% of vehicles are found by passengers to be clean and well-maintained	95.21
Operational safety	Metro, tram and bus services are safe	met
Energy consumption of metro operations	Set energy consumption not exceeded (100%)	85.43
Environmental impact of bus operations	Proportion of buses up to 12 years old	81.99
Communication via the website and social media	Frequency of information shared	met

In 2025, the quality management systems were audited by a multinational certification body to verify compliance with the requirements of the relevant standards.

Overview of individual QMS certificates in 2025

Section	Certified processes	Type of audit	Standard	Certificatio n body
DPP	Operation of public regular and irregular public passenger transport by metro, trams, trolleybuses, buses and funiculars, and the construction and maintenance of the necessary infrastructure for operation. Operation of historic vehicles and the Public Transport Museum. Operation of a driving school in the groups of vehicles B, C, D, and centres in the range of operation of C, D	supervisory	ISO 9001	LRQA
DPP	Operation of public regular and non-regular public passenger transport by underground, trams, trolleybuses, buses and cable cars, and the construction and maintenance	supervisory	EN 13816	
Vehicle Inspection Section	Operation of Vehicle Inspection Stations and Emission Testing Stations	supervisory	ISO 9001	



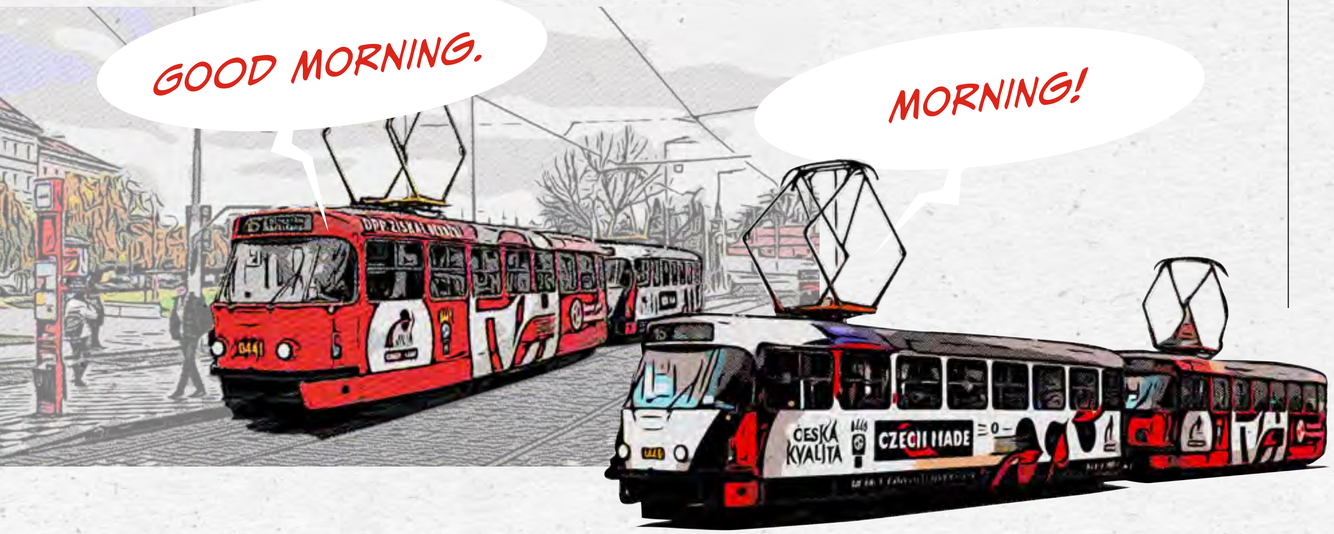
The auditors from the certification body (LRQA Česká republika s. r. o.) found no serious shortcomings and confirmed compliance with the requirements of the aforementioned standards. The auditors rated the professional competence of our staff and their helpful attitude towards passengers as a strength of the quality management systems under review.

DPP has been awarded an ISO 9001 QMS certificate covering all of the company's core processes. The certificates also confirm compliance with the requirements of standard EN 13816 (Service Quality Programme – Quality Standards).

For the years 2024 and 2025, DPP has been awarded the CZECH MADE quality award by the Czech Society for Quality. This prestigious award confirms the high quality of the services provided by DPP (public passenger transport – urban and suburban public transport).

On 1 July 2025, the Risk Management System was transferred to the remit of the Transport Division (under QMS). This was followed by the consolidation of risks from both systems, resulting in a unified QMS risk register within the PPM application as of 31 December 2025, and the methodology was amended to comply with both QMS requirements and general risk management principles.

To improve the standard of service provided in Prague and the surrounding area, we have collaborated on the assessment of PID quality standards. DPP has consistently been rated by ROPID as a 'high-quality transport operator', which is the highest possible positive rating.



Development of the transport network

METRO

In 2025, three lines – A, B and C – were in operation. There are 61 stations and the total length of the metro lines is 65.4 km.

There were no changes to the metro network in 2025. **The Českomoravská metro station is closed from 6 January 2025 until around March 2026; the Pankrác metro station was closed from 6 January to 19 December 2025.**

TRAMS AND PETŘÍN FUNICULAR

As of 31 December 2025, services on the 148.8-kilometre tram network were provided by 27 day and 9 night lines, with a total route length of 575.2 km.

During the tourist season from 6 September 2025 to 23 November 2025, the historic tram route 41 operated on Saturdays, Sundays and public holidays, whilst the partially commercial historic tram line 42 ran daily throughout 2025. A longterm closure of Libeňský Bridge has been in place since 12 January 2024. In connection with the closure of Pankrác metro station (from 6 January to 19 December 2025), service on line 19 was reinforced throughout the week with additional services on the Pankrác – Náměstí Bratří Synků section. From 1 February to 30 September 2025, there was a tram service suspension at U Výstaviště; from 1 May 2025 to 30 May 2025, there was a TT closure from Zahradní Město to Nádraží Hostivař; from 4 June 2025, a TT closure has been in place between Muzeum (in Vinohradská) and I. P. Pavlova (in Bělehradská); from 30 June 2025 to 15 August 2025, the tram line between Vypich and Bílá Hora was closed; from 5 October 2025 to 15 December 2025, the Želivského tram line (between Želivského and Nákladové nádraží Žižkov) was closed.

Throughout 2025, the Petřín funicular was closed (from 13 September 2024 until approximately the third quarter of 2026).

BUSES

By the end of 2025, DPP operated 102 daily city routes, 16 suburban routes, 23 school routes, 14 night bus routes. The total length of all 155 routes was 1,896.8 km.

On 28 June 2025, route 137 was shortened to the route Na Knížecí – U Waltrovky – Jinonice and, at the same time, route 219 was established on the route Jinonice – Malá Ohrada.

Furthermore, on this date, the following were amended. The routes of night services 908 and 909 were adjusted, service 914 was introduced and service 916 was discontinued. On 1 September 2025, service 255 was rerouted to run between Jenerálka and Na Santince. On 20 December 2025, route 193 was permanently shortened to the Pražského povstání – Šeberák route (the section between Nádraží Vršovice and Pražského povstání had already been temporarily suspended since 6 January 2025).

TROLLEYBUSES

As of 31 December 2025, services on the 21.45-kilometre trolleybus network were provided by two daytime routes, 58 and 59, with a combined length of 19.7 km. Battery power is used for the section of the route not covered by overhead lines.

Transport performance

The total transport performance of urban and suburban routes included in the Prague Integrated Transport system and operated by DPP, including special services for people with reduced mobility, reached 185,532 thous. vehicle-kilometres (vkm). The volume of transport performance expressed in local-kilometres (mkm) amounts to 23,335,221 thous. mkm (see table).

Compared to 2024, transport performance in vehicle-kilometres increased by 0.12%, whilst the volume of local-kilometres decreased by 0.19%.

Services for disabled citizens

METRO

Of the total of 61 metro stations, the following were accessible to the public by the end of 2025 lifts, inclined stair lifts or direct barrier-free access a t 48 stations. These include 11 stations on Line A (Motol Hospital, Petřiny, Veleslavín Station, Bořislavka, Dejvická, Můstek, Muzeum, Jiřího z Poděbrad, Strašnická, Skalka, Depo Hostivař), 19 stations on Line B (Zličín, Stodůlky, Luka, Lužiny, Hůrka, Nové Butovice, Radlická, Smíchovské nádraží, Anděl, Karlovo náměstí, Národní třída, Můstek, Florenc, Palmovka, Vysočanská, Kolbenova, Hloubětín, Rajská zahrada, Černý Most) and 18 stations on line C (Letňany, Prosek, Střížkov, Ládví, Kobylisy, Nádraží Holešovice, Vltavská, Florenc, Hlavní nádraží, Muzeum, I. P. Pavlova, Vyšehrad, Pankrác, Budějovická, Roztyly, Chodov, Opatov and Háje).

TRAMS

Guaranteed low-floor services are provided on all sections of the tram network (excluding the heritage line 23). The deployment of low-floor trams saw a slight increase in 2025 compared to 2024, with the network operating at full capacity.

BUSES AND TROLLEYBUSES

All bus and trolleybus services operated by DPP are low-floor vehicles.



Public transport priority

Over the past year, work has continued on improving priority for public transport in Prague, in collaboration with the city authorities, the traffic division of the Czech Police and other organisations.

During 2025, priority was improved at 8 traffic light junctions (SSZs) on the tram network, with priority added to 1 SSZ. By the end of 2025, there were a total of 243 SSZs with priority for trams out of a total of 258 on the tram network.

Tram tracks separators were extended by a further ~150 metres, bringing the total length to approximately 14 kilometres.

In bus operations, the length of dedicated lanes was increased by approximately 900 m; including additional measures, their total length reached approximately 75 km by the end of 2025. Six traffic light junctions equipped for priority were added, and priority was improved at a further 11; the total number of traffic light junctions with priority reached 316 out of a total of 572.

Timetables

A total of 12,168 timetables were drawn up in 2025 to ensure the operation of DPP routes.

Every timetable change involves the complete preparation of operational documentation for DPP services, including, in particular, the preparation of vehicle timetables, the updating of mileage records and drivers' working hours, as well as the creation of navigation data for the bus on-board computers. At the same time, passenger information is provided via stop timetables, the journey planner on the DPP website and mobile apps.

Fare Inspection

In 2025, the Transport Inspection Department focused on moving towards a smarter and more pro-customer service. Digitalisation and artificial intelligence (AI) help to manage inspection activities more sensitively, with less impact on passengers and greater efficiency where it is needed. The changes are reflected in three areas: smarter planning of inspections, strengthening security, and reducing barriers when dealing with travel documents.

ARTIFICIAL INTELLIGENCE AND DIGITALISATION

The digitisation of transport inspection activities continued: the transfer of transport inspectors' activity reports to a mobile app, and improvements to the tools for handling complaints from the public and the development of a database application for managing transport-related receivables. This database forms the basis for an ongoing project to use AI to optimise the inspection schedule – the aim is to ensure more evenly distributed and efficient inspection activities whilst minimising disruption to passengers. At the same time, the transport inspection agenda has been integrated into the AI-based customer chatbot; the solution is operational and will be further developed to simplify the payment of fare surcharges.

SAFETY AND PREVENTION

Special inspection operations are also planned in response to passenger reports, particularly during the night and in areas where people report a reduced sense of safety; a preventive approach is taken in the field, whilst strict compliance with the Contractual Conditions of Carriage is enforced.

In 2025, 160 special inspection operations were carried out, during which 77,879 passengers were checked; 4,159 people were excluded from transport for failing to comply with the contractual conditions. Collaboration continued with the Metropolitan Police, the Police of the Czech Republic and the Foreign Police, including joint operations on night services.

Inspectors underwent training in first aid, assisting people with epilepsy and preventing sexual harassment on public transport; in 2025, there were 65 recorded instances in which passengers were provided with professional assistance.

PASSENGER COMFORT AND TICKETS AVAILABILITY

In 2025, work continued on simplifying the procedure for checking in and verifying the validity of tickets. This reduces the administrative burden during checks and speeds up the handling of standard situations. The aim is to remove unnecessary obstacles to travel whilst maintaining the clear and fair application of transport conditions.

SERVICE QUALITY AND DEBT COLLECTION

The pro-customer approach and professional expertise of transport inspectors were continuously assessed through regular mystery shopping; the quality standard was met at 99.6% in 2025. The success rate of transport debt recovery was improved through collaboration with law firms that respond flexibly to new cases and support the swift resolution of the respective cases. This collaboration helps to minimise financial risks and protect the company's economic interests.

	2025
Number of passengers checked	8,070,000
Total number of surcharges imposed	253,334
Surcharges paid upon inspection	163,255
Revenue from surcharges in CZK	220,710,000

Transport and traffic surveys

In 2025, periodic and ad-hoc in-person transport surveys were carried out on the metro, PID surface vehicles and on selected sections of the PID tram and bus network, including two trolleybus routes, specifically:

- Regular profile transport surveys at selected metro stations
- Verification of the accuracy of APC counters located in metro concourses
- A passenger survey at the Pankrác stop on route 19 in connection with the metro station renovation, carried out repeatedly during the morning and afternoon rush hours in relation to timetable adjustments and the reinforcement of the route with additional services
- Surveys at the TRAM Divadlo Gong and Palmovka stops in connection with monitoring of route 31 and other routes during the renovation of the Českomoravská metro station
- Monitoring the extent to which regular surface transport services were affected by further closure works, for example:
  - Profile survey of line 9, kept at the Ohrada stop during the closure on Jana Želivského Street
  - Passenger survey at the Botanická zahrada stop
  - Weekend transport survey at the Jana Masaryka stop
- Profile survey of route 411, kept at the Zdiby, Přemyšlení stop to determine the passenger load of the newly introduced suburban route
- Profile transport survey at the Vlastina stop, carried out 30 months after the opening of the tram line to Dědina
- Passenger survey on line 23 trams

Thanks to the ongoing roll-out of automatic passenger counting (APC) systems in DPP vehicles, the following was carried out this year for transport planning within the City of Prague and in the surrounding districts of the Central Bohemian Region, it is possible to utilise continuously collected data on passenger numbers:

- From the entire metro network, with the exception of the Florenc C / Florenc concourse (closed for ceiling slab repairs until 31 January 2025), Českomoravská station (closed from 6 January 2025) and Pankrác station (closed from 6 January to 19 December 2025)
- From 108 type 15T trams, 35 type T3R.PLF trams and 12 type KT8N trams
- From 783 buses
- From 35 trolleybuses

The operation of the APC systems implemented within the DPP environment has continued to require a great deal of ongoing support work this year.

A detailed analysis of passenger data, regularly imported from the APC systems, was carried out on a daily basis.

Upon detection and removal of inaccurate or erroneous data, documentation was provided to the relevant DPP departments for ongoing adjustments or repairs to faulty APC sensors.

There was intensive collaboration with individual APC system suppliers to improve the processes for importing data into DPP databases.

Physical verification surveys of the accuracy of APC systems were carried out on the metro, trams, buses and trolleybuses.

The vast amount of data on passenger numbers, continuously collected from the APC systems, has made it possible to analyse this dataset on a daily basis and to regularly provide the relevant DPP departments as well as organisations of the City of Prague and the Central Bohemian Region to regularly provide tabular and graphical analyses of current trends in passenger numbers on the metro, trams, buses and trolleybuses.

In 2025, according to the data from the APC systems, a total of 998,144 thous. passengers were carried by DPP within the PID system, of which:

369,695 thous. passengers by metro,

368,154 thous. tram passengers (Petřín funicular suspended),

244,935 thous. passengers on city bus lines, including ZLD and AE,

10,362 thous. passengers on trolleybuses and 4,998 thous. passengers on suburban bus lines, including outer zones.

The total number of passengers carried this year increased by 2.19% year-on-year.

Accident rate

The traffic accident rate fell by 6.88% in 2025; year-on-year, it fell by 258 accidents (3,492/3,750).

The number of accidents on the metro increased by 14 (30/16); on the tram network, the number of accidents fell by 65 (1500/1565); on the bus network, the number of accidents fell by 176 (1,900/2,076); and in trolleybus operations, the number of accidents fell by 31 (62/93).

The number of accidents caused by DPP employees fell by 13.45% year-on-year; the reduction amounted to 216 accidents (1,390/1,606); of these, there was no change in the number of accidents in metro operations (1/1), in tram operations there was a reduction of 57 accidents (221/278), and in bus operations there was a reduction of 128 accidents (1,143/1,271); in the trolleybus network, there was a decrease of 31 accidents (25/56).

In 2025, 13 people were killed in traffic accidents involving DPP vehicles, which was 4 more than in 2024 (10/7 in the metro, 2/2 in the tram network, 1/0 in the bus network, 0/0 in the trolleybus network).



Passenger information

Information on routing, timetables and the scope of operations under normal conditions, as well as information on current changes, service suspensions and transport measures remained an important part of the services that DPP offered to passengers in 2025. The public could access operational and other information in printed, electronic and audio formats, for example at metro stations, at surface transport stops and directly on board vehicles.

The most significant infrastructure projects of 2025 included, for example, the comprehensive renovation of U Výstaviště Street, including the renovation of the tram tracks (from 1 February to the end of September) and the modernisation of the tram tracks in Jana Želivského Street (approximately from October to mid-December), closures due to tram track repairs, such as in the Malostranská – Chotkovy sady section (from 8 to 28 February), in the Zahradní Město – Nádraží Hostivař section (from 1 to 30 May) or in the Vypich – Bílá Hora section (from 30 June to 29 August).

The list also includes closures affecting surface transport also in the area of the Vozovna Střešovice stops (from 5 to 30 April) and in the Klárov area at the Malostranská stops (from 31 May to 10 June) as well as the closure of the section between Na Knížecí and Radlická and at the Anděl stops in Plzeňská Street (from 30 June to 11 July). Additional closures include the Na Knížecí – Smíchovské nádraží section due to the dismantling of the old railway bridge and the consequent installation of the new bridge (from 8 to 16 February and from 19 to 27 July), as well as closures in connection with construction work on the Negrelli Viaduct (a total of four shortterm closures during March, April and May) in the section Vltavská – Dělnická – Nádraží Holešovice – Ke Stírce.

Metro closures are just as notable;these included temporary station closures due to renovation work – the Pankrác station on Line C (from 6 January to 19 December) and the Českomoravská station on Line B (from 6 January), which remains closed into 2026 – and in connection with a series of six closures on metro line B between Florenc and Vysočanská (three weekend closures and three one-day closures.

Furthermore, on selected dates, ongoing closures on Metro Line C due to work on the renovation of the Florenc station ceiling slab (six closures in 2025), closures of sections of metro lines A (one closure) and C (three closures) due to the signalling equipment renovation and the ongoing replacement of old wooden sleepers with new concrete ones.

A separate chapter consisted of various cultural, sport and social events which affected bus routes and service adjustments. Examples include regularly held running events such as the Prague Marathon and Half Marathon, and concerts by artists such as AC/DC,Iron Maiden,

Imagine Dragons or Bruce Springsteen in Letňany. It is important not to omit the ceremonial parade of vehicles to mark the 150th anniversary of public transport in Prague which took place on 21 September.

In addition to planned and exceptional events affecting tram routes, as well as permanent and temporary changes (e.g. further service suspensions on tram, bus and trolleybus services), in addition to text notices at the affected public transport stops, notices featuring a map of the area were also prepared for 58 more significant events. Leaflets of several different types were issued for a total of 34 events (the number of leaflets per event varies according to the severity and impact on the route network).

To provide information about major changes to PID services, large information boards managed directly by DPP were also used for 44 events (and for a further 28 events, information boards were provided by the investor), located in the areas affected by the changes.

At 53 major events, information officers were again deployed at key transport hubs and locations affected by the changes to inform passengers (in both Czech and English) of the details of the change directly on site.

During the year, source material was prepared for 195 news items or updates for the DPP website and for potential use in the press (the vast majority of which concerned temporary or permanent changes to PID services) and 253 announcements for metro stations, of which 135 were in Czech and 118 in English.

In 2025, a total 2,805 site visits were carried out to update and maintain information at public transport stops, covering all tram stops and bus stops equipped with DPP stop signs, both within the City of Prague and the surrounding region served by PID lines – the installation and removal of portable stop signs during temporary traffic measures, adjustments and changes to stop information elements, and the replacement of individual stop timetables – this year, it amounts to a total of 174, 043 items, as well as the delivery, installation and subsequent removal of information boards following events, modifications and minor maintenance of signage accessories for stop signs, etc. It is also worth noting that there was a significant increase in the number of smaller and shorter-term events requiring the rehanging of stop timetables.

For all transport measures implemented, including temporary closures and regular services, 9,579 passenger information system components were produced in 2025 for stop posts displaying up-to-date information for the relevant stop.

A number of other printed ‘permanent’ information materials has also been published in an updated form, such as route maps for trams and night buses, as well as information displayed on surface transport vehicles and in metro station display cases, incorporating the latest changes to the permanent route network effective from 29 June, and information on ticket inspections in display cases at metro stations in January, a largeformat diagram of the PID route network showing the transport situation as of October 2025 in information display cases at metro stations and surface transport stops equipped with similar display cases; and, last but not least, by the end of the year, materials relating to the change in fares and contractual transport conditions effective from 1 January 2026 (information on fares and ticket prices, an extract from the standard terms and conditions of cars as well as information on ticket inspections) in a new graphic design in line with the JIS (Prague Unified Information System) project. This involved more than 50,000 individual items of the relevant materials in various formats and designs.

TRAFFIC INFORMATION CENTRES, DPP FANSHOP AND DPP CHATBOT

In 2025, the branches of the Transport Information Centres (SDI) offered a wide range of services to clients of the Prague Public Transit Company (DPP). They provided comprehensive information and advice provided information on PID services and fares in Czech and other languages, sold single-journey and season tickets as well as duplicates, accepted feedback from the public, distributed transport and tourist information materials, and sold transport- and Prague-themed souvenirs.

Other services, such as the sale of FlixBus tickets through a partnership, the issue of Prague Visitor Pass cards, the sale of coupons for route 42, and the express production of Lítačka cards, have grown in popularity.

SDI staff also ran the Fanshop stands at 13 marketing events and trade fairs, including DPP Open Days, PID Day, Comic Con, Book World, and, for the first time, ŠotoDays Brno.

The DPP chatbot now answers queries relating to the DPP website’s content 24/7 using an advanced artificial intelligence model. Automated conversations are continuously evaluated and the language model is continuously refined. In 2025, a total 174,557 interactions took place via the DPP Chatbot, of which 18.5% were handled by live operators. In total, the information officers processed 32,354 customer requests in the transport sector. This service forms part of DPP’s Smart City Project database.



Visitor numbers at SDI reached 1,078,603. The proportion of foreign-language visitors stands at 50% and is steadily rising, confirming the long-term trend of SDI's focus on visitors to the capital city of Prague. The busiest branches were the information offices at Prague Main Station, followed by the branches at Anděl and Václav Havel Airport. The most customers for Fanshop parcels and souvenirs headed to SDI Můstek.

Revenue at SDI exceeded CZK 444 million, including VAT.

The DPP Fan Shop saw a slight increase in customer interest in 2025, with more than 350,000 visitors to the shop. Sales of fan merchandise, publications and souvenirs rose by 15% year-on-year to a total of 19,794 items. A total of 3,457 tickets for DPP events were sold. Turnover for 2025 exceeded CZK 5.8 million, including VAT. A further CZK 912,572 was generated by DPP Fanshop stalls at transport events.

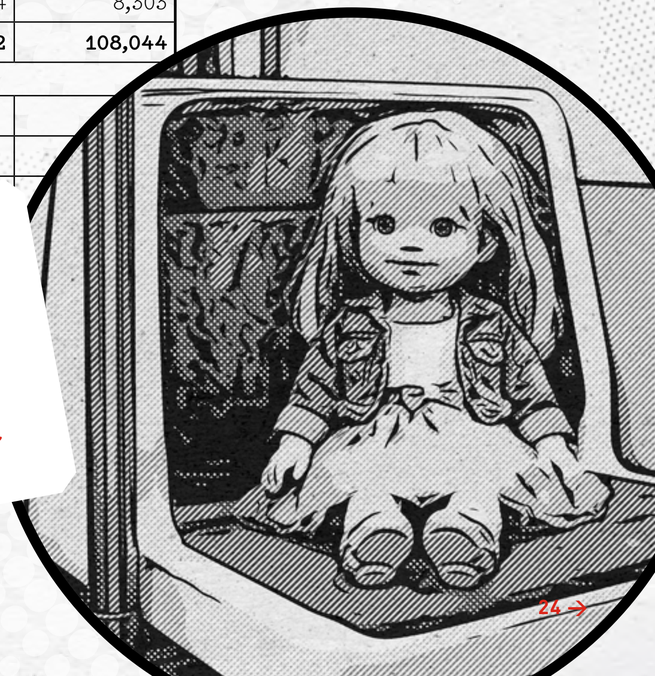
TELEPHONE HELPLINE

The DPP helpline handled a total of 108,044 calls in 2025, of which 104,604 were in Czech. Most of these calls primarily concerned three broad topics: assistance with locating forgotten items or lost luggage on trams and buses (35.7%), fare and ticket issues (25.4%) and finding connections (25.8%).

Calls statistics – 2025

	Czech	In foreign languages	Columns	Total	Lines & timetables	Tariff + OC	Complaints	Lost items	Switchboard	Other enquiries	
January	7,958	131	76	8,165	1,871	2,177	253	3,041	190	633	8,165
February	7,512	139	99	7,750	1,726	2,140	266	2,818	178	622	7,750
March	8,695	161	75	8,931	2,078	2,376	283	3,374	187	633	8,931
April	8,866	220	93	9,179	2,369	2,263	286	3,342	179	740	9,179
May	8,929	322	131	9,382	2,419	2,402	230	3,356	211	764	9,382
June	9,243	241	118	9,602	2,645	2,273	296	3,399	188	801	9,602
July	8,151	176	100	8,427	2,754	2,037	314	2,427	162	733	8,427
August	8,681	244	105	9,030	2,523	2,683	323	2,645	146	710	9,030
September	10,016	208	78	10,302	2,456	2,797	334	3,787	161	767	10,302
October	9,731	154	84	9,969	2,723	2,278	386	3,681	166	735	9,969
November	8,754	147	103	9,004	2,291	1,966	321	3,454	142	830	9,004
December	8,068	159	76	8,303	1,992	2,062	290	3,226	169	564	8,303
Total	**104,604**	**2,302**	**1,138**	**108,044**	**27,847**	**27,454**	**3,582**	**38,550**	**2,079**	**8,532**	**108,044**

Monthly average	21,608.80	Lost items %	35.68								
Languages %	2.13	Complaints %	3.32								
Connections %	25.77										
Tariff and OC %	25.41	Changes %	1.92								
Columns	1.05	Other %	7.90								





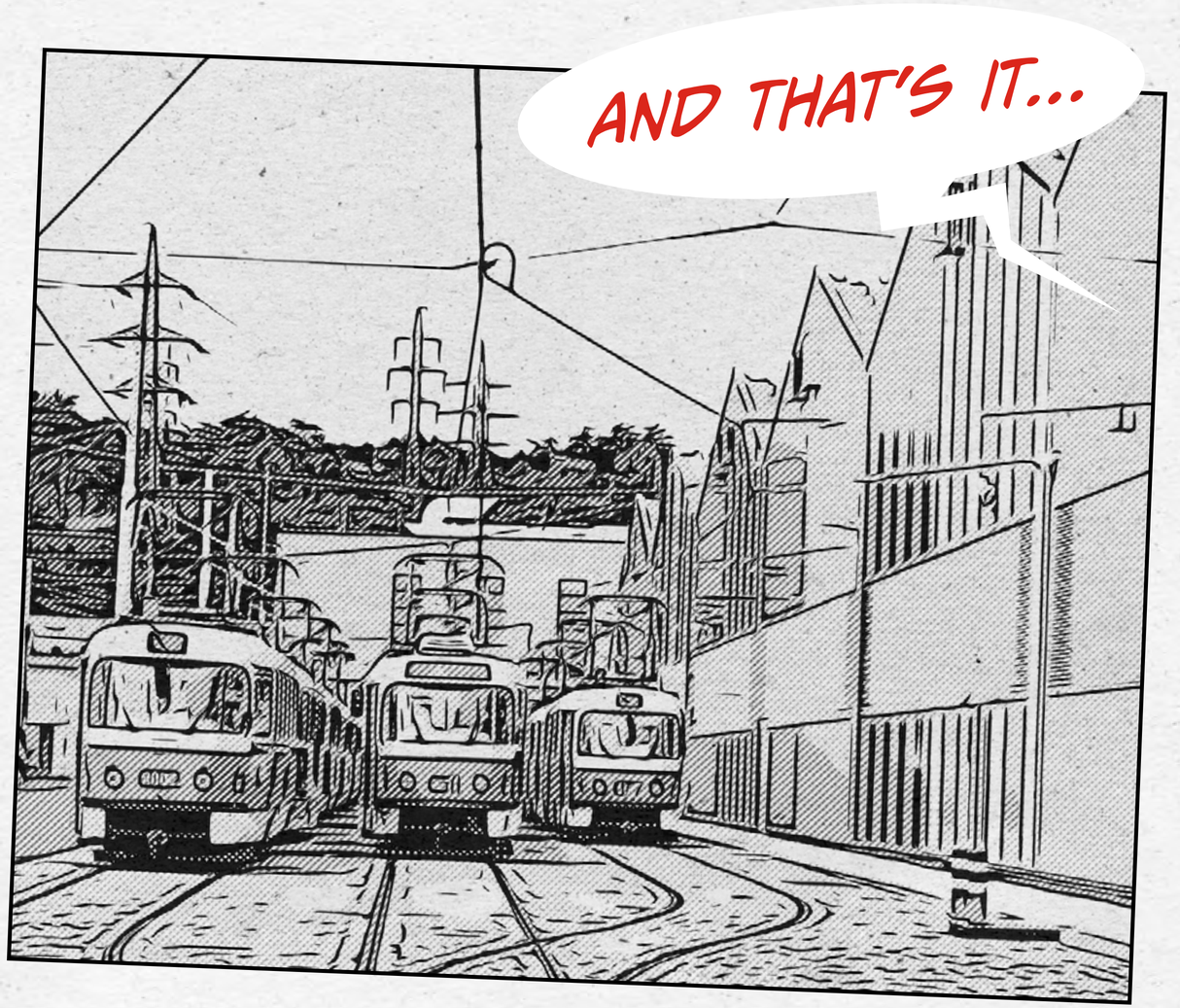
02 Technology

Technology

A NUMBER OF OPERATIONAL AND INVESTMENT PROJECTS TOOK PLACE IN 2025. HERE IS A LIST OF THE MOST SIGNIFICANT ONES:

At the beginning of the year, renovation work began on the Českomoravská and Pankrác metro stations. The Pankrác station had not undergone any major renovation since its opening in 1974. Thanks to the active cooperation of all those involved in the station's renovation, the renovation of all structural and technical elements of the station – in both public and non-public areas – completed successfully, including the replacement of the station's escalators and the renovation of the concourse toilets and retail facilities. Work on the Pankrác station was completed ahead of schedule in mid-December 2025. The renovation of the the Českomoravská station was complicated and delayed by issues with the condition of the original waterproofing, and the planned opening in 2025 was postponed to early March 2026. Work continued on the unparalleled Florenc station ceiling slab renovation. The project is expected to be completed in 2026. Work has begun on making Flora station accessible to people with disabilities. In 2025, collaboration also continued on the construction of the new Metro Line I.D.

The new Hloubětín depot was completed and started its operation in March. Construction began on the new Počernická tram line and the Muzeum tram interchange, in connection with the continuation of work on the tram line to Václavské náměstí. Work also continued on the Dvorecký Bridge construction (investor: Prague City Council). The tram tracks at U Výstaviště were replaced, and the Průmyslová and Jana Želivského – jih tram and Bělohorská – Karlovarská tracks were modernised. As part of renovations, more stops into accessible ones continued; by the end of the year, 87.55% of stops were either fully or partially accessible. As part of the development of trolleybus routes, work began on the electrification of bus routes 131, 137 and 176, which will be gradually completed in 2026 and in the following years. 20 new Škoda 52T trams were delivered and entered service. In the area of renovations, the main focus was on the implementation of the EPC project, which was aimed at guaranteed energy savings, involving a major renovation of the Kačerov Depot, Pankrác and Střešovice Depots, Central Dispatch and Administrative Building at Zličín Depot. The project was completed at the end of 2025.



Fleet

METRO

As at 31 December 2025, the metro's operational fleet comprised a total of 730 vehicles, of which:

- refurbished 81-71M type: 465 cars
- M1 type: 265 cars

In the immediate future, this situation is considered to be stable and no increase is anticipated. Maintenance of both types of metro trainsets is carried out by contractors under full-service contracts. The contractor responsible for the maintenance of metro trains of the 81-71M trains, which run on Lines A and B, is ŠKODA TRANSPORTATION a.s., whilst maintenance of the M1 metro trains, which run on Line C, is carried out by Siemens Mobility s.r.o. Throughout 2025, both companies fulfilled their contractual maintenance obligations properly, and DPP recorded no operational issues or instances of train sets being out of service for extended periods. According to the concluded Full Service contracts, the key performance indicator for the quality of maintenance of both train types is the annual availability of the metro fleet. The contractually stipulated value of this indicator is 87.5% for both types of trains and is assessed separately for each line. In 2025, the availability of the 81-71M train fleet operating on Line A reached 90.16%, whereas Line B reached 89.55%. On Line C, the availability of the M1 train fleet was 89.16%. In terms of long-term operational sustainability of the 81-71M, the implementation of R5-type major repairs is imperative; as such, ŠKODA TRANSPORTATION guarantees an extension of their technical service life by 15 years. The schedule for R5-type repairs is set out in the Full Service contract for each calendar year respectively; the target of 11 planned R5-type repairs for 2025 was met.

The total repair rate of the metro fleet, according to DPP methodology, reached 9.82% in 2025. The average age of operational vehicles was 20.35 years.

The operational status of metro vehicles does not include two historic trainsets, comprising three Ečs-type cars and five 81-71-type cars. These trainsets are excluded from regular passenger service, but are used under the 'Adventure Tourism' programme and for other special services organised to mark notable DPP anniversaries, social events or other promotional activities.

INDEPENDENT TRACTION

The Construction and Track Unit operates a fleet of powered, non-powered and special powered nonelectric traction vehicles. These vehicles are primarily used to transport materials during service suspensions, both to and from metro stations, metro tunnels and ventilation shafts. They are used by DPP departments as well as external contractors.

They are also used for handling electric traction vehicles and carrying out specialised activities. These include rail welding, track geometry measurement, mechanised tamping of crossings, points and tracks, as well as other specialist works required for the operation and maintenance of metro infrastructure.

The fleet of self-propelled rail vehicles consists of the following traction units: 17 Class 797.8 locomotives, 8 MUV 73 multi-purpose motor vehicles, 2 MUV 74M multi-purpose motor vehicles, 10 WŽB 10.1M multi-purpose motor vehicles, 3 special maintenance vehicles (1 Plassermatic 08-75 GS automatic track-setting machine, 1 Matisa PV6 measuring car, 1 EM 50 measuring car), as well as 117 driven vehicles, 1 operational historic Class 703 locomotive and 1 non-operational MUV 69-type universal motor trolley.

The first and oldest traction vehicles in service are the 797.8 series locomotives, which were acquired between 1996 and 2005. The oldest special-purpose traction vehicle in service is the Matisa PV6 measurement car, which was manufactured in 1973.



TRAMS

As at 31 December 2025, the operational tram fleet comprised a total of 794 vehicles, of which:

- Modernised low-floor KT8D5.RN2P: 60
- Low-floor 14T trams: 55
- Low-floor 15T trams: 250
- Low-floor 52T trams: 20
- T3M2 DVC trams: 15
- T3R.P cars: 298
- Partially low-floor T3R.PLF: 76 units
- Retro trams T3 + T3SU, T3M and T6A5: 20 units (only in limited service).

The figure of 794 does not include historic trams.

In 2025, the renovation of KT8D5 trams (originally by Miskolc) continued. During the year, the renovation of trams 9109 and 9110 was completed. Minor modernisation of 14T trams also continued. In 2025, minor modernisation was carried out on trams 9140, 9141, 9144 and 9153 and 9156. The project to upgrade 65 T3R.P trams to the semi-low-floor T3R.PLF variant is progressing successfully; this work is being carried out at the Hostivař Tram Repair Works (OT) and, in parallel, in collaboration with Pragoimex in Krnov. 13 refurbished T3R. PLF trams entered regular service in 2025, and in particular the delivery of new fully lowfloor 52T trams, which successfully entered service that year, represent a major step in the modernisation of the tram fleet. Trial operations of the first trams took place from April; with one tram a day being deployed for trial operations with passengers on line 12 from June to September. This trial operation was seamlessly followed by the approval of the new model by the Railway Authority in October, and regular passenger service began on 3 November. By the end of the year, all 20 trams planned for this year had been delivered and entered service, thereby fulfilling the full delivery schedule, which is not usually implemented so quickly and smoothly in similar projects. The manufacture of the trams, as well as their approval process and commissioning, proceeded as per the original schedule. The introduction of this new type of vehicle is followed by an order of a further 51 trams, with delivery expected in 2026–2027, comprising 20 52T trams in 2026 and 31 in 2027.

The overall maintenance rate for 2025 was 13.85%. Compared to 2024, there was an improvement across all vehicle types except for 14T vehicles, where we are currently facing an increased number of vehicles that have reached the mileage limit for their regular periodic inspection (PO). Due to insufficient maintenance workshop capacity, an external contractor (Škoda EKOVA) was contracted to carry out pre-operation inspections. By the end of 2025, work had commenced on the first four 14T cars. The repair rate continues to be negatively affected by the time-consuming nature of repairs to 14T and 15T cars (particularly following major overhauls), and in some cases by disproportionately long spare-parts lead times. The average age of operational vehicles (excluding retro vehicles) reached 14.77 years, with plans to phase out older trams and introduce modernised KT8N2 and T3R. PLF trams.

BUSES

As at 31 December 2025, the operational fleet comprised a total of 1,192 buses. There were 491 articulated buses, 566 standard-length buses, 60 midibuses, plus 40 midibuses+ and 32 standard electric buses. The operational fleet includes 2 leased SOR NB 18 and NS 18 articulated buses and one standard hydrogenpowered Škoda H‘City bus.

Deliveries of new buses began in June. The first batch consisted of 17 standard Iveco Streetway 12 buses, the delivery of which marked the completion of a contract from previous years. Deliveries of the Iveco Urbanway 18 Hybrid articulated bus then began in September. By the end of the year, 26 vehicles of this type had been delivered. The total order is 50 units. All Iveco buses delivered in 2025 are equipped with advanced driver assistance systems (ADAS). Just before the end of the year, 18 new standard SOR ENS 12 electric buses also entered service.

A total of 82 buses were taken out of service in 2025, of which 44 were standard buses, 37 were articulated buses and one midibus. All the decommissioned buses were from 2012; the midibus, which was taken out of service following a serious road accident, was from 2014. As part of humanitarian aid, 20 decommissioned SOR NB 12 buses were donated to Ukraine.

The total replacement rate for 2025 was 8.94%, and the average age of buses in service reached 7.18 years as at 31 December 2025.

TROLLEYBUSES

As at 31 December 2025, the operational fleet comprised a total of 38 trolleybuses, one of which was recorded as leased. This was a SOR TNS 12 vehicle. Towards the end of the year, type-approval tests were carried out on the Bozankaya SNG 12T trolleybus prototype, including test runs with passengers. Similar tests were then carried out on the SOR TNS 12 trolleybus. The methodology for calculating the age of trolleybuses differs from that for road vehicles; the average age was 2.94 years. The maintenance rate for 2025 was 10.57%.

ELECTROMOBILITY AND ELECTRIFICATION

In 2025, as part of the development projects to electrify bus routes, construction work began on the electrification projects for lines 131 (51) and 176 (53), with the aim of completing and commissioning the charging infrastructure by the end of June 2026, at the latest. This remains subject to securing co-financing from the National Recovery Plan. At the same time, construction continued on the trolleybus route for the future trolleybus line 52 (currently bus line 137), where an outdoor charging station was successfully commissioned in the Řepy garages before the end of the year; this will be used to charge trolleybuses for all three of the aforementioned trolleybus lines. The new trolleybus line 52 (Na Knížecí – U Waltrovky – Jinonice) is expected to enter service as early as spring 2026.

At the same time, design work continued on other electrification projects, in particular the electrification of line 191 (56), which is scheduled for completion between 2027 and 2028. The plan to electrify tangential line 201 received a final EIA verdict in the summer of 2025, and work began on preparing the documentation for the project permit. Design work has also commenced on the electrification of lines in the Prague 6, 13 and 17 districts (lines 142, 174, 184 and 225).

As part of the projects for lines 134 and 150, a comprehensive technical and energy study of the southern sector of the city has been carried out, with DPP having been commissioned with preparing several development projects for electrification and new tram lines. The results of this study will be used to select the contractor for the project documentation for the electrification of lines 134 and 150, which is scheduled to take place in 2026. However, the pace of preparation and implementation of bus line electrification projects continues to be negatively affected by a critical shortage of design capacity in the Czech labour market.

In 2025, DPP continued its collaboration with the City of Prague and external partners on a hydrogen bus trial project on route 170, using a public hydrogen refuelling station in Barrandov.

INTERNAL TRANSPORT

In 2025, the planned renewal of the Internal Transport Department's vehicle fleet continued. As part of this renewal, four new N1-category vans, six O3-category clothing trailers, two N3-category special-purpose goods vehicles, two O1-category mobile compressors and three unregistered power generators were acquired. The newly acquired equipment was selected with regard to the specific requirements of internal customers, operational needs and long-term use within the organisation. As at 31 December 2025, the total number of vehicles and machinery managed by the department stood at 452. Of this total, 24 are low-emission vehicles, comprising 20 fully electric vehicles and 4 plug-in hybrid vehicles. The managed vehicle fleet comprises vehicles in categories M (passenger vehicles), N (goods vehicles), O (trailers), S (work machinery) and T (tractors). Vehicle renewal planning for the coming years continues to be subject to Act No. 360/2022, which defines minimum quotas for low-emission vehicles in public procurement and public services in passenger transport. The average age of vehicles in the Internal Transport Department at the end of 2025 was 8.3 years.



Transport routes

METRO

Technical Department – Metro was responsible for the operation, maintenance and repair of technical systems:

The backbone power supply system, comprising 22 kV supply cables with a total length of 488 km from 15 PRE 110/22 kV substations to 18 electrical substations and 22 kV distribution cables with a total length of 495 km, 0.92 km of 22 kV cable between DT91 and MDT 68 within the DK site, implemented as part of the 'EPC project'. 70 electrical substations, comprising 25 distribution transformer stations (DT), 1 substation (M) and 44 combined substations and distribution transformer stations (MDT), which contain 342 transformers, of which 97 are traction transformers and 245 are distribution transformers. The traction power supply network comprises 302 km of cabling, 162 uninterruptible power supply (UPS) units, and automated control systems for electrical power equipment and lighting. The lighting system comprises 42,125 luminaires in public areas, 44,910 luminaires in service areas and 24,300 luminaires in track tunnels, connecting passages, ventilation shafts, etc., i.e. a total of approximately 111,335 luminaires.

Safety and automation equipment comprising station and line safety systems, the fixed components of train control systems on all metro lines, and the automated traffic control system (ASDŘ-D). Communication equipment, i.e. telephone equipment including the telephone network of DPP's surface facilities, electric fire alarm systems (EPS), electronic security alarm systems (EZS), closed-circuit television (PTv) systems, clock systems, public address systems, ticketing systems, information systems (AIS, VIP), technological network, guidance systems for the visually impaired, radio communication equipment (VKV), electronic access control system (EKV), information panels above the ticketing line (IPOČ), etc.

Metro stations, tunnels and operational infrastructure, comprising 61 metro stations, 169 km of single-track line and 108 km of tunnels. Of the total track length, 139 km are mainline tracks (including connections between lines and connections to depots), 5 km are test tracks, 23 km are tracks in depots, and there is an approximately 2 km long siding from the Kačerov depot leading to the Krč railway station. Of the 108 km of tunnels, 88 are single-track and 20 km double-track lines. By the end of 2025, the Construction and Tracks Unit was responsible for 45 bridge structures.

Transport facilities in metro stations comprise 270 escalator arms, 167 lifts and 4 moving platforms (a further 86 lifts and 2 moving platforms are located in depots and other DPP facilities).

Mechanical and technological equipment comprises 177 main ventilation fans, 3,667 station ventilation fans, 7,343 fire dampers and fire wall seals, 435 ASDŘ-T control system units, 518 sewage and non-sewage pumping stations, 17 heat exchange stations and 13 electrical substations. All of these facilities are powered by 2,146 electrical switchboards.

In addition to basic mechanical and technological equipment, the Metro Protection System (OSM) comprises specialised equipment for filter ventilation, pressure protection, and systems to ensure independent power and water supplies. The Metro Protection System also includes a chemical warning system installed at certain stations. Throughout the year, units within the Technical Department – Metro contributed, within their remit, to the implementation of projects beyond just investment works. Coordinated efforts continued on the unparalleled project to renovate the Florenc station ceiling slab. The entire project is extremely extensive, logistically challenging and is due to be completed in 2026. The renovation of the Českomoravská station, which involves not only the replacement of the original escalators and layout changes to the surface kiosk in coordination with future construction in the area, but also changes to the repair of leaks, the complete replacement of electrical wiring, cable ducts, ventilation systems, suspended ceilings, and wall and column cladding on the platform and in the concourse. The renovation was complicated and delayed by problems arising from the poor condition of the waterproofing and significant quality deterioration in the metro section. The planned opening in 2025 proved unrealistic; to bring the completion date forward, full service suspensions were organised during the year. These should help ensure the station reopens before the start of the World Figure Skating Championship in March 2026.

In 2025, the Electrical Engineering Unit completed the renovation of the Palmovka metro station and commenced work on the renovation of the Náměstí Míru metro station. In November, the final phase of the project "Modernisation of tunnel lighting and power distribution systems between Želivského and Skalka stations" was completed, and in December, work began on the "Modernisation of tunnel lighting and power distribution systems between Smíchovské nádraží and Nové Butovice stations." The unit also continued with the lighting masts replacement on the track at DK and repairs to the compensation switchboards. Repairs were also carried out on the socket boxes at the DK station head. In 2025, the renovation of the control and protection system for the 22 kV switchboards at MDT MS-A and MS-B was also completed.

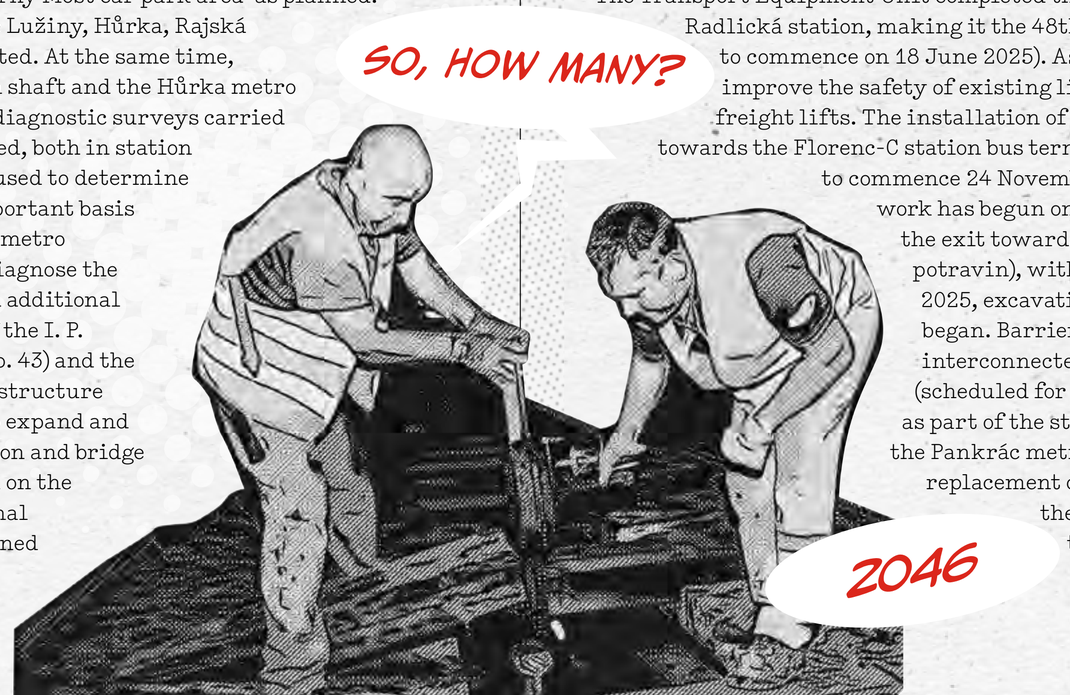
The Signalling and Safety Unit continued to implement a key project for the future automation of Line C of the Prague Metro - “Modernisation of station signalling equipment in the metro – electronic signal boxes at selected stations on Line C and at the Kačerov depot”, as part of which new electronic signal boxes were commissioned on the Kačerov–Vyšehrad section of the metro during the summer closure. The project will continue in the coming years. Work was also carried out to replace track circuits with axle counters and to make the associated modifications to the traction power supply in other sections of the metro network with track junctions. A new VKV system, including the data network and power supply, has been installed in all metro stations, and trial operations of this system have taken place. Following these trial operations, data is being collected, and radio-system users feedback is being evaluated. With the aim of improving passenger information, information panels above the ticketing line (IPOČ) have been installed in further metro stations, and the roll-out will continue in 2026. Furthermore, work continued on the renovation of the fire alarm system (EPS) at a further nine selected stations, including the installation of a hierarchical extension to the EPS system.

The Construction and Tracks Unit has completed the project ‘Repair of waterproofing and renovation of the sidings building, including the Černý Most car park area’ as planned. Furthermore, repairs to the glazed structures at the Lužiny, Hůrka, Rajská zahrada and Černý Most metro stations were completed. At the same time, repairs were carried out on the Blanická ventilation shaft and the Hůrka metro station platform edge. During the year, the scope of diagnostic surveys carried out by the Construction and Tracks unit was expanded, both in station buildings and bridge structures. These surveys are used to determine the current structural condition and provide an important basis for planning future repairs and maintenance of the metro structures. Specifically, a survey was initiated to diagnose the Hlavní nádraží metro station ceiling structure, and additional surveys were carried out on the ceiling structure of the I. P. Pavlova metro station concourse (bridge structure no. 43) and the ceiling structure of Vyšehrad metro station (bridge structure no. 23). In the coming year, the unit will continue to expand and systematically carry out diagnostic surveys of station and bridge structures. Feasibility studies were drawn up based on the results of major bridge inspections and the operational requirements of the metro. One of the studies concerned Bridge No. 22 – securing the entrance to the metro tunnel in the Rajská zahrada – Černý Most section; another concerned Bridge No. 06 – the replacement of elastomeric bearings and related measures for the maintenance of the load-distributing grating on the Nuselský Bridge. Another feasibility study focused on optimising the track layout at the Hostivař depot. At the same time, preparations began for the repair of the bridge in the Hůrka Lužiny section, with implementation planned for the following year.

A 175-metre test section of new aluminium contact rails manufactured by Rehau has been installed on Line C between Kačerov and Roztyly. Three different types of mounting are currently being tested on this section, including a variant using all-composite brackets.

A total of 2,046 wooden sleepers were replaced with concrete ones on lines A and C. Furthermore, 2,827 metres of rails were replaced on line B. Renovation of the track superstructure was also carried out at DZ, where 12 sets of points were replaced, switching from wooden sleepers to concrete points, including the replacement of sleepers on the adjacent tracks.

The Transport Equipment Unit completed the construction of a new passenger lift at the Radlická station, making it the 48th barrier-free metro station (trial operation to commence on 18 June 2025). As part of the requirements of ČSN EN 81-80 to improve the safety of existing lifts, risks were eliminated in a further five freight lifts. The installation of a new pair of underpass escalators at the exit towards the Florenc-C station bus terminal has been completed (trial operation is to commence 24 November 2025). As part of the tram line project, work has begun on the installation of new underpass stairs at the exit towards Václavské náměstí (near the former Dům potravin), with completion expected in 2026. On 4 December 2025, excavation of the shaft for future lifts at Flora station began. Barrier-free access will consist of a cascade of two interconnected lifts connected by a short connecting corridor (scheduled for completion in 2027) and is being carried out as part of the station’s renovation. The complete renovation of the Pankrác metro station has been completed, including the replacement of four sets of escalators and the renovation of the lift providing barrier-free access (entered trial operation on 19 December 2025). As part of



the renovation project for the healthcare facility located in the DK/A building, barrier-free access was constructed, consisting of two interconnected moving platforms.

In 2025, the Technological Equipment and OSM unit completed investment projects involving the renovation of the ventilation system at the Palmovka station and the modernisation of the staff toilets at the Pankrác station. The complete renovation of the Českomoravská station is nearing completion, where, alongside the station itself, both the station's ventilation system and the power distribution boards are being modernised, along with a new automatic utility remote control. Work has also begun on modernising the heating systems at the Luka and I. P. Pavlova stations. In the second half of 2025, the modernisation of the main ventilation system on the oldest sections of Lines B and C began, with the first four ventilation shafts (out of a total of 20) handed over for complete renovation. At the end of 2025, a contractor was selected for the investment project to modernise the station's ventilation and heating systems in the Náměstí Míru station concourse; implementation will begin in 2026. Work continues on the renovation of the ZTC1 backup power centre and the modernisation of pumping stations on Lines A, B and C, as well as the preparation of the project for the renovation of the power centre at ATC1. Alongside the the Florenc C station ceiling slab renovation, the replacement of the gas boiler room and the renovation of the ventilation systems at Florenc B and C stations continue. In 2025, a designer was also selected for the investment project 'Renovation of ventilation and heating systems at Můstek stations'. B, Lužiny and Stodůlky. This will be followed by the modernisation of the ventilation and heating systems at Radlická, Nové Butovice, Budějovická, Dejvická, Pražského Povstání and Nádraží Holešovice stations. The project is due to be completed at the end of 2026. To improve working conditions for DPP staff, staff toilets were selected and subsequently refurbished in collaboration with JPM at the stations Palmovka, Muzeum C, Můstek B, Želivského, Skalka, Staroměstská and at the Radlická technical centre.

TRAMS

The Tram Infrastructure Unit was responsible for the operation, maintenance, renovation and repair of the technical systems under its management. In 2025, the process of modernising tram tracks continued with the aim of improving ride comfort, reducing journey times, extending service life through the use of modern structures and, last but not least, reducing noise and vibrations caused by tram operations.

The first major investment was the renovation of the lower yard at the Střešovice depot, carried out in conjunction with the construction of the museum hall for road vehicles.

As part of the first phase of the project, the head end of the lower yard was refurbished. Work was also carried out on the track in the area of the upper entrance to the depot and the renovation of the track junction where it connects to the main line. Tracks 10 and 11, kept at the depot remain closed following the renovation due to the planned replacement of the existing retaining wall. As part of Phase II, the lower entrance to the depot was refurbished, including the bypass track and its connection to the track junction. The new track structure consists of NT1 rails on wooden and concrete sleepers. The surface within the depot area is formed by a combination of large granite and Řevnice paving slabs, and in the area of the track crossing in front of the depot by mastic asphalt. The construction was carried out using DPP's own resources. Phase I was entered trial service on 30 April 2025, and Phase II (the remainder of the loop and the lower entrance) on 16 May 2025.

AFTER FOUR YEARS, THE NEW HLOUBĚTÍN DEPOT OFFICIALLY OPENED IN SPRING.

The first maintenance operation took place in the daily maintenance hall at the Motol depot, where a set of points was replaced, including the connecting curve in the opposite direction. As a trial, the base plates were secured using only Sika Icosit two-component polyurethane grout instead of plastic concrete, and without the use of anchor bolts.

In February, the double-track junction from Malá Strana, including the sleepers, was replaced in the track structure at Chotkova x Badeniho. At the same time, the rails and sleepers in the curve at Jelení příkop were replaced in both directions. This project also included the modernisation of the stationary lubrication systems.

Furthermore, the final phase of the renovation of the Dukelských hrdinů – U Výstaviště tram line began in February. The renovation took place between the track structure at Výstaviště and the junction with Partyzánská Street. The tram line was rerouted via Bubenská Street. The track has been realigned in a northerly direction, and the original opposing curves at the Výstaviště stops have been removed. New 49E1 rails have been installed on concrete sleepers with a grass-covered track bed, and NT1 rails on concrete sleepers with a surface comprising a combination of large granite paving stones and mastic asphalt. As part of the project, the Výstaviště stops on U Výstaviště Street were completely renovated. Both new boarding platforms have greater capacity and are fully accessible to people with reduced mobility. The construction was carried out using DPP's own resources in collaboration with contractors from other investors and was entered trial service on 1 October 2025.

After four years, the new Hloubětín depot was officially opened in the spring. The investment project involved the complete demolition of the old depot building and the construction of a new one, modifications to the track layout on the northern and western

sides of the depot, and partial modifications to the track connections within the track fan. It now comprises 24 tracks, with 17 tracks providing space for stabling, five tracks in the repair hall and two in the day maintenance hall. The tracks in the storage hall consist of NT1 rails in the storage area and 49E1 rails in the inspection areas.

In the day treatment hall, 49E1 rails are used on prefabricated support beams. In the area in front of the wash bay, a double track junction comprising NT1 rails on concrete-embedded wooden sleepers has been installed. The connecting tracks and crossings on the north and south sides of the hall are also formed by NT1 rails on concrete or wooden sleepers, covered with large granite slabs and, in the harp area, concrete paving. Three new stabling tracks were created on the western side of the depot, and a new track junction was added on the northern side, allowing access to the tracks of the daily maintenance hall. The construction was carried out by an external contractor, and the grand opening took place on 21 March 2025.

In April, as part of the ongoing investment project at the Střešovice depot, the track junction at Milady Horákové was replaced on the Octárna track section in the direction of the Střešovice depot. In the closed section of Patočkova Street, specifically at Milady Horákové, local repairs were carried out on the mastic asphalt and large paving surfaces.

At the end of April, renovation work began on the supports for the 2nd, 3rd and 4th bays in the Žižkov depot hall. In Phase I, work began on the second span; once this is completed, work will gradually continue on the third and fourth spans over the coming months. The original steel girders will be replaced with prefabricated reinforced concrete girders fitted with 49E1 rails. The project is scheduled to take 18 months.

At the end of April and beginning of May, a further stationary lubrication system was installed in Malá Strana near Tomášská Street to reduce noise and rail wear. This followed on from the commissioning of lubrication systems the previous year.

During May, work was carried out to modernise the tram track in Průmyslová Street, specifically from the junction with Hostivařská Street to the Hostivař Station loop. The existing rail curves NT1 rails on concrete sleepers were replaced with 49E1 wide-flange rails across the entire length of the existing open track bed. The sleepers and part of the track bed were also replaced within the same scope. The opposing curves at the entrance to and exit from the loop were replaced with new NT1 rails, and the surface here is now made of compacted crushed stone instead of the original large paving stones. At the same time, all six pivot points in the loop were replaced with flexible points, with all three entry points now being remotely controlled. The works were carried out using DPP's own resources and completed on 30 May 2025.

Work also continued on replacing the track crossing on the metro side of the track structure Klárov and Edvarda Beneše. At the same time, the NT1 rails were replaced on the connecting straight section up to the track structure at Klárov and Letenská. The surface is once again made up of large paving slabs.

At the end of June, repairs began on the Karlovarská–Bělohorská tram line between the Bílá Hora loop and the junction with Haberfeldova Street, in coordination with road repairs by TSK in Karlovarská Street. The track bed, concrete sleepers and NT1 rails were replaced along the entire section. The surface is made of asphalt. In the area of the entrance to the loop, the track centre distance was widened, thereby removing the ban on trams passing each other. The works were carried out using DPP's own resources and completed on 15 August 2025.

In mid-July, construction began on the Muzeum tram line, which is intended to link Vinohradská and Škrétova streets with the line in the Muzejní oáza, and with the tram line currently under construction in Václavské náměstí. The approximately 70-metre-long line in the Muzejní oáza was built prior to the said construction in 2018, and the works will continue from here. A track structure will be built to connect both sides of Vinohradská Street with Škrétova Street. In the eastern section of Vinohradská Street, the existing tracks, spanning just under 60 metres, will be renovated up to the level of the Czech Radio building. In Škrétova Street, connecting to the southern branch of the track structure, new tracks will be laid up to the end of the curve towards Bělehradská Street. The track structure will consist of NT1 grooved rails on concrete or wooden sleepers in a ballast bed. The surface will consist mainly of granite paving. Only in the area of the main road crossing and the eastern section of Vinohradská Street will have an asphalt surface.

During the construction of the tram line in Václavské náměstí, a new double-track junction was connected to the line in the Muzejní oáza. One track leads to the National Opera House in preparation for the future line to Opletalova Street, whilst the other leads directly to the square, where construction of the line will continue in the coming months. The entire section above Wilsonova Street consists of NT1 grooved rails on wooden sleepers, or on a concrete slab with W-tram fastenings. The surface is made of large cut paving stones. Both projects are being carried out by external contractors, with completion expected in March 2027.

In July, the track crossing, including the sleepers, was replaced at the Plzeňská and Radlická junction in the direction from Anděl. Furthermore, the NT1 rail curve was replaced in Plzeňská Street between the aforementioned junction and the Anděl stop.

In August, construction of another new project – the Počernická tram line – was officially launched. The new tram line will branch off from Vinohradská Street, run through the centre of Počernická Street to the junction with Dřevčická Street, where it will terminate at a tram loop.

BESIDES THE SAID PROJECTS, SEVERAL OTHER MINOR PROJECTS WERE CARRIED OUT DURING THE YEAR...

The section from Vinohradská Street will be constructed using an embedded tram triangle. The track itself will be situated on a raised structure in place of the existing central green strip, and the tram loop will be designed as a double-track system. Concrete sleepers will be used throughout the entire length of the construction, whilst wooden sleepers will be used in the track structures. Wide-gauge 49E1 rails will be used on the Počernická section of the track and on the adjoining sections of Vinohradská Street, whilst NT1 rails will be used in the track structures and at the loop. The work is being carried out by an external contractor and is scheduled for completion by the end of 2027.

Following the spring tamping works, the TT in Poděbradská Street between the U Elektry and Nademlejnská stops was grassed over in August and September in connection with local development projects and efforts to improve the local microclimate. The greening was carried out by sowing sedum cuttings. The works were carried out by an external contractor.

Another maintenance project involved the two-way replacement of arches beneath the Prašný most track structure in Svatovítská Street. NT1 rails were used once again, and local surface repairs were carried out. The work was carried out by DPP using its own resources.

In the autumn, the installation of stationary lubrication equipment in Korunní Street was completed to reduce noise and rail wear. This project followed on from preparations made in 2023 in the curves leading to Jičínská and Blanická Streets.

As part of ongoing maintenance work, following the replacement of the rails on the Jelení–Keplerova curve heading towards the city centre in June, the rails on the curve heading towards the city centre were also replaced in September. During this operation, the rails on the curve heading towards the city centre below the Pohořelec stop were also replaced.

Grass-covered or paved NT1 rails were used again in all sections. The work was carried out by DPP using its own resources. In September, the NT1 rails on the inner return curve at the Kubánské náměstí loop were replaced. As part of the construction work, the surface here was renewed using compacted crushed stone. The work was carried out by DPP using its own resources.

At the beginning of October, in coordination with the PVS project (renovation of the Káranský water main), work began on the modernisation of the Jana Želivského – jih tram line between the Mezi hřbitovy and Vinohradská Street. The track originally consisted of B1 rails in large-format BKV panels. The old track was dismantled and has now been replaced with 49E1 wide-gauge rails on concrete sleepers laid in a ballast bed. To ensure that emergency services could access the tram track in this area, a lowered cover made of drainage concrete was constructed here. The surface at level crossings and pedestrian crossings is asphalt. The modernised section was followed by a section involving the replacement of panels, which ran from the Mezi hřbitovy stop to the junction with Olšanská Street. The works also included the replacement of the adjacent track crossings at the Želivského and Nákladové nádraží Žižkov track structures, where a temporary adjustment to the geometry of the junction's connecting plane was carried out, necessary for future connection to the planned construction of the Olšanská–Habrová tram line, which is due to commence in autumn 2026. The surface of both adjacent junctions is once again laid with large granite paving stones. The works were carried out using DPP's own resources and completed on 13 December 2025.

At the beginning of November, components of the high-speed points in the Prašný most track structure were replaced. Specifically, this involved the left-hand part of the points, including the straight stock rail, the left-hand switch blade, the deep crossing and the right-hand check rail. The works were carried out by DPP using its own resources.

In addition to the above work, several other minor projects were carried out during the year, including the replacement of switch points, curves, rail notches, curve welding, grinding of waviness or bulges, and partial surface repairs.

In addition to repairs and renovation of tram tracks, construction work was also carried out on stops and special structures and facilities.

In 2025, work began on the renovation of the Petřín funicular. As part of this renovation, the funicular structure will be replaced, including safety measures to prevent unwanted movement. The insulation on the lower two bridges will be repaired, as will the bearings on the bridge at the Nebozízek stop. Due to the replacement of the funicular cars and changes to the overall technology, the renovation will involve the replacement of the existing Xa rail type with the new 33E1 type. The new funicular is expected to be completed and entered service in the second half of 2026. In the spring, the TBZ track inspection pit at the Hostivař Central Workshops was filled with fly ash-cement slurry. Following this work, the track was recommissioned along its entire length.

As part of efforts to improve the technical parameters at existing stops, the following took place last year to replace the original, worn-out welded handrails with new prefabricated ones at the stops Nad Džbánem (from the city centre), Kublov (from the city centre), Korunovační (from the city centre) and Sparta in both directions. As part of the TSK project – the construction of a new crossing and access to the Dvorce tram stop – the railings were replaced in both directions.

The Staroměstská stop in the direction from the city centre underwent significant non-structural modifications, with the stop being widened at the expense of one traffic lane using so-called 'L-shaped' extensions. As part of these modifications, changes were also made to the adjacent traffic lights. The final project last year was a complete renovation of both platforms at the Ládví stop, where the kerbs and surfaces were replaced and the original welded handrails were replaced with new prefabricated ones. As part of the renovation, the boarding edge was raised to 240 mm above the top of the rail, and this modification has improved accessibility to the entire stop. Due to the dilapidated condition of the concrete shelters at the Braník Station terminal, it was decided to close them to passengers. A detailed diagnostic survey is currently underway, on the basis of which further necessary measures will be taken.

Last year, TSK, a.s. continued the renovation of Klapkova Street between Mašínova and Horňátecká. As part of this project, the Vozovna Kobylisy stop was converted into a tram bay.

Last year, THMP continued to replace street furniture at stops, where it mainly replaced DPP shelters with new or refurbished ones street furniture. Another company installing new shelters within the capital is BIG BOARD. This company specialises in installing shelters on private land in the vicinity of public transport stops. By the end of 2025, the company will have installed a total of 19 shelters.

The construction, repair and tram tracks renovation has traditionally been accompanied by the construction of and the modernisation of the overhead catenary system. As part of new construction projects, work is set to continue into next year on the new tram track in the upper section of Václavské náměstí and on the track across the new Dvorecký Bridge. The Střešovice depot yard was completely reconstructed during the year. The reconstruction required the installation of 20 poles and the replacement of approximately 1 km of trolley wire. The second major project was the renovation of the track in U Výstaviště Street. Here, 32 poles were erected and 850 metres of new overhead wire were installed. From the perspective of the overhead line, a less significant project was the RTT Jana Želivského – South, during which parts of the cable support structure were replaced and the track was realigned.

As part of overhead line maintenance, or due to faults in utility networks and traffic accidents, several emergency replacements of individual trolley poles were carried out in 2025; for example, three supply point poles were replaced in Střelničná Street, furthermore, three poles were replaced in Bělohorská Street and poles were replaced at the junction near Želivského metro station, near Mariánské hradby and in Plzeňská Street.

Cable routes were affected by a whole range of construction projects, both managed by DPP and by external investors. As part of the renovation of the Střešovice depot yard, the section's power supply system was modified, and with this, cables were rerouted to new power supply points. The final phase of the RTT project in Dukelských hrdinů Street was completed, involving the rerouting of approximately 80 metres of cable and the laying of 1.5 km of new cables. During the ongoing construction of the Park Living building, the main cable route was rerouted from the Holešovice substation to Veletržní Street. A total of 4 km of new cables were laid as part of this project.

During the year, work was carried out on cable routes as part of the construction of tram tracks in Václavské náměstí and at the Muzeum, as well as during the construction of the new Dvorecký Bridge. Preparatory work was also preparatory work was carried out involving the installation of protective conduits during the construction of the Jana Želivského metro station for the future Olšanská–Habrová tram route. Construction of a new line in Počernická Street also commenced.

In 2025, the modernisation of the EOV systems continued. The works were carried out in coordination as part of the track superstructure modernisation. During the closure of the Hloubětín depot in January, a system was installed at the depot exit. In February, the EOV was replaced at the Klárov x Nábřeží Edvarda Beneše junction in the direction from Chotkova. When the new Hloubětín depot was commissioned in February, a new train path system entered service on the northern wing of the depot. This comprises a zone of five controlled from the depot control room. In spring 2025, during the renovation of part of the Střešovice depot, a new heating system for the lower yard's turnouts was installed. At the same time, a new EOV system was installed at the depot entrance. The system at the Patočkova x U Brusnice junction in the direction from Prašný most was also replaced. In May, during a closure on the Průmyslová tram line, work was carried out on the entrance to the Hostivař Station loop, the single-point switch was replaced with a tandem switch. At the same time, a new middle/inner track shunting system was installed in the loop, and heating was fitted to all six points. During August, the U14 system at the Sokolovská x U Balabenky junction was replaced with an EOV system. During the Jana Želivského – south RTT, the system at the Jana Želivského x Vinohradská junction from the Nákladové nádraží Žižkov stop was replaced.

In 2025, six switchboards were refurbished on the southern wing of the Hloubětín depot and the heating system for three switches before the entrance to the upper yard of the Střešovice depot. Two traffic light systems were also refurbished – 5.527 at the Motol depot entrance and 7.171 at U Výstaviště – Bubenská.

...THE CONSTRUCTION, REPAIRS AND RENOVATION OF TRAM TRACKS HAVE TRADITIONALLY BEEN ACCOMPANIED BY THE CONSTRUCTION AND MODERNISATION OF THE OVERHEAD CABLE SYSTEM.



During the summer months, as part of the EPC project, photovoltaic panels were installed on the roof of the Střešovice substation. Preparatory work for the renovation began at the Strašnice substation in December as part of the new Počernická tram depot construction project. During the year, a mobile concrete container equipped with traction technology was delivered; together with a similar container fitted with a 22 kV switchboard, this enables the full-scale replacement of both tram and trolleybus substations.

TROLLEYBUSES

As part of the development of trolleybus routes, work has begun on segments or entire length of four new routes, which will gradually enter service in 2026 and the following years. This involves not only the construction of overhead lines and the laying of cable routes, but also the construction of new substations (Strahov, U Matěje, Peroutkova). These projects also include structural alterations and the installation of new equipment at existing substations (Hřebenka and Garáže Řepy). Bus routes 131, 137 and 176 are being electrified.

The trolleybus line is closest to completion on route 52, which will replace bus route 137 entirely. The construction of the trolleybus lines also includes separate charging bays, which have begun to be installed at the Na Knížecí bus station (as part of the electrification of route 137) and in theŘepy garages.

Investment

METRO INVESTMENT

In 2025, the preparation and implementation of investment projects within the metro network continued systematically. These included both comprehensive renovations of metro stations and major upgrades to the technical infrastructure, as well as investments in the rolling stock. Some of the investment projects has already been described in the Transport Routes – Metro section, and this section provides further details or additions where applicable.

From October, as part of the Flora metro station renovation project, excavation work began on the lift shaft, in conjunction with the replacement of the escalators and the construction of a barrier-free Opening of the station. The closure of Flora station will begin in early 2026. The administration continued with the selection of a contractor for the modernisation of Hradčanská station. In November, the selection process began for a contractor to modernise the public toilets at the Florenc, Háje, Roztyly and Vyšehrad metro stations. For the project "Modernisation of the Zličín depot", including Design work for the "construction of a new four-track hall" has been completed. Furthermore, design preparations were underway for the provision of barrier-free access to Kačerov station and the station's renovation, during which a new hall will also be built in collaboration with the developer. In connection with the appointment of a contractor for the design work on the barrier-free access to Strašnická, Rajská zahrada, Vyšehrad and Pražského povstání stations, design work has commenced. Furthermore, design work has begun on the project to modernise the energy centre in the ATC1 (Autonomous Technical Centre) building. The contractor for the renovation of sections of the main ventilation system on metro lines C and B continues in the design phase and commenced construction work on several ventilation shafts. Towards the end of the year, renovation work began on three pumping stations for groundwater and sewage at the Jinonice, Radlická and Náměstí Republiky metro stations. Work continued at various stages of the design process on the renovation of the Želivského metro station, including the replacement of escalators, the modification of the exits from the Na Knížecí concourse at Anděl metro station, and the renovation of the Karlovo náměstí station at platform level and below the platform, including the Palackého náměstí

concourse and the replacement of the station's escalators. At the end of the year, a public tender was announced to select a contractor for the design documentation for the renovation of the Invalidovna station; preparations were underway for the tender documentation for the design work on the renovation of Michelská Bridge and the renovation of Kačerov Bridge – the bridge over the Jižní spojka operated by Správa železnic. As part of the Comprehensive Metro Safety System project, the modernisation of technology, particularly of the metro trains, is nearing completion.

SURFACE INVESTMENTS

In 2025, preparations for investment projects aimed at the renewal and development of tram and bus infrastructure continued systematically, including numerous projects relating to technical support, adaptation and modernisation – not only of vehicle maintenance but also the renovation and adaptation of buildings owned by DPP. This included both projects carried over from previous years and the launch of preparations for several new investment projects. Some of the investment projects are already described in the section 'Transport Network – Trams', and this section provides further details and additions.

Among the new tram line projects, work continued throughout 2025 on the tram line at Václavské náměstí, with major construction work carried out on the renovation of the ceiling slabs of the Muzeum metro station underpass, the relocation of key utility networks, and the construction of a retention basin in the centre of the square. By the end of the year, new surfaces had already been laid, including track structures and curves near the Národní muzeum, including the junction with the main road. From June 2025, construction will also commence on the sister project, the Muzeum tram line, which will provide a connection from Václavské náměstí to Vinohradská and Škrétova streets, in coordination with TSK projects. The Václavské náměstí and Muzeum tram line projects will be entered service together in 2027. The common aim of these projects is to restore the long-missing tram link between Vinohradská Street and the middle of Václavské náměstí. In July 2025, construction began on the long-planned new tram line in Počernická Street to the Sídliště Malešice terminus; the project also includes the renovation of the main water mains. This challenging project is due to be completed by the end of 2027.

Other planned projects include the Kobylisy–Zdiby tram line, the Libuš–Nové Dvory tram line, the Malovanka–Strahov tram line, the Olšanská–Habrová tram line, the Kobylisy–Bohnice tram line, the Nádraží Podbaba–Suchdol tram line, the Motol–Vypich tram line, the Ďáblice Estate–Nádraží Čakovice tram line, the Muzeum–Hlavní nádraží–Bolzanova tram line, the Nádraží Modřany–Komořany tram line, the Podbaba–Troja–Bohnice tram line and the Dědina–Dlouhá Míle tram line. Significant progress was made on these projects in 2025 by securing a final planning permission for the TT Kobylisy–Zdiby project and a final development consent for the TT Libuš–Nové Dvory project. In 2025, public tenders were launched to select contractors for the construction of the approved TT Libuš–Nové Dvory, TT Malovanka–Strahov and TT Olšanská–Habrová projects, with the aim of commencing construction in 2026 and completing the works in accordance with the construction schedules for each project between 2027 and 2028.

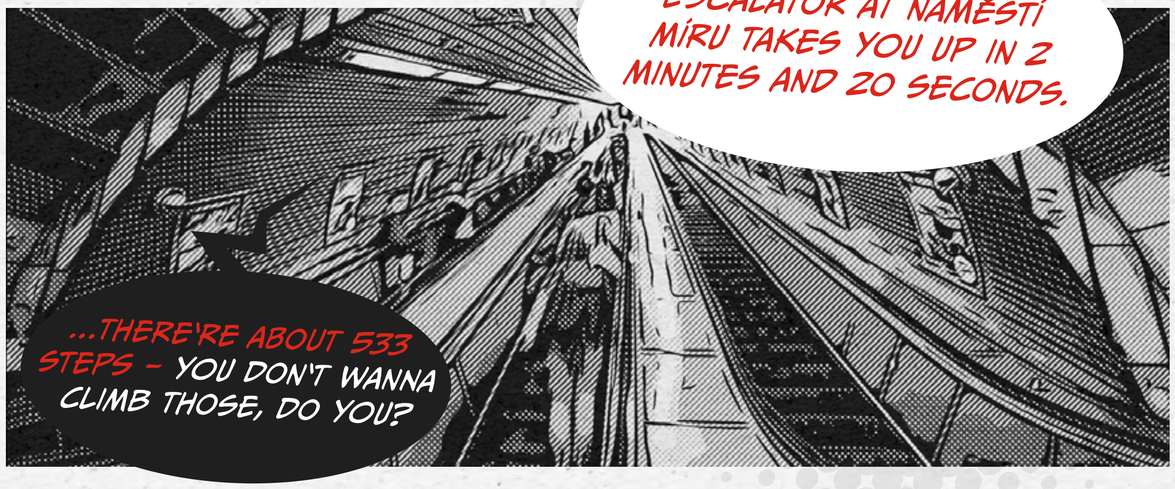
In addition to the new lines, a key completed investment is the construction of the new Hloubětín tram depot, which came into operation on 20 March 2025. The original depot had to be demolished due to defects in the technical condition of the storage hall, and work on the design of the new depot was arranged in advance. The construction of the new depot has enabled the establishment of high-quality facilities for the maintenance of low-floor trams, with layouts suited to the modern fleet of today, which was already put to the test in 2025 during the commissioning of the new Škoda 52T model.



With regard to the public contract for the purchase of up to 200 low-floor, single-direction trams, each 32 metres long, of which 40 were a firm order, production was completed in 2025 and the full approval process, delivery and commissioning of 20 trams were carried out in accordance with the agreed schedule. Regular passenger service commenced on 3 November 2025, and all trams entered service by the end of the year. A total of 51 further trams has currently been ordered, with 20 units due to be delivered by the end of 2026 and 31 units by October 2027. The new trams are being funded through co-financing from the European Union.

Another very large-scale and strategic project is the aforementioned completion of the EPC subsidy project, which focused on guaranteed energy savings. Other significant projects in the field of renovation include the renovation of assembly pits at the Vršovice bus depot, renovation of the track supports at the Žižkov depot, renovation of the track bed at the Petřín depot, renovation of the cladding on the DOZ Hostivař office building, etc.

Issues relating to the electrification of bus routes, managed by Investice Povrch, are described in the chapter on Electromobility.



Technical supervision

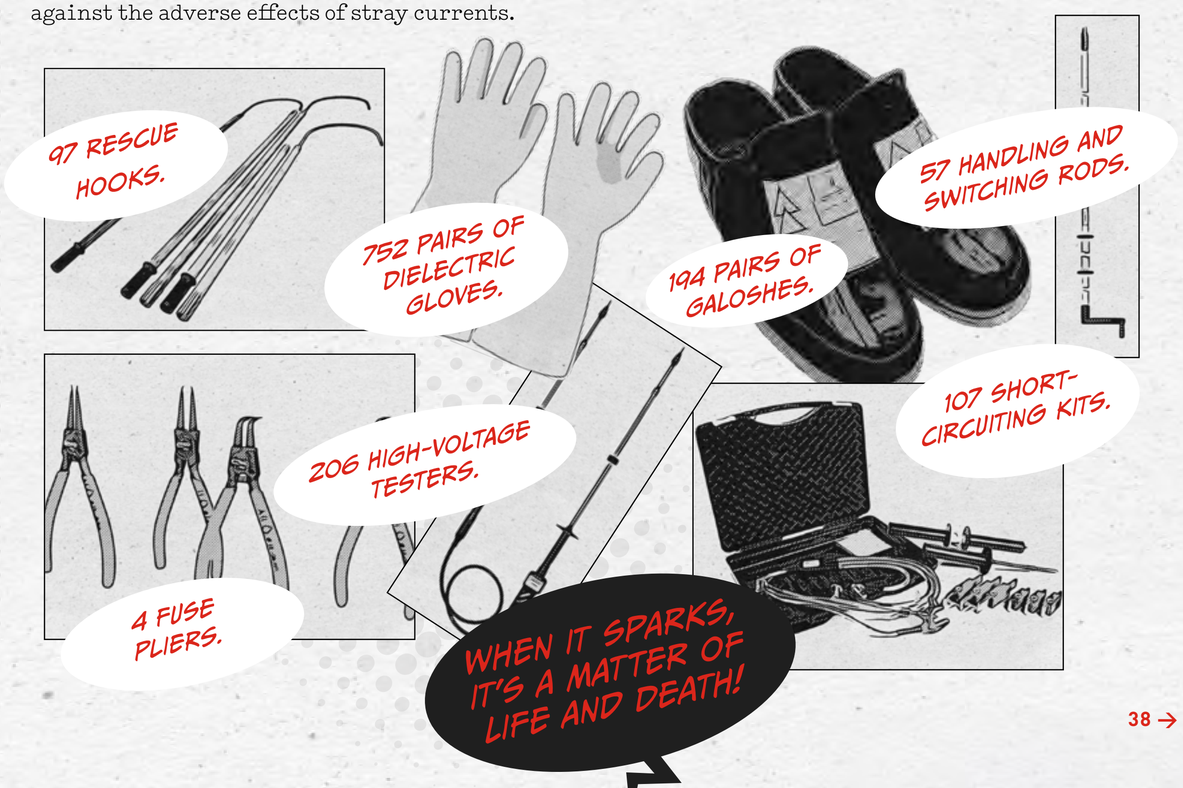
TECHNICAL SUPERVISION

The main activity is to ensure, on behalf of the entire company, that UTZ and VTZ equipment is operated in full compliance with the law, in accordance with Decree No. 100/1995 and Act No. 250/2021 Coll. The technical supervision activities focused on carrying out prescribed inspections, examinations and tests on designated and reserved equipment, namely gas, pressure, electrical, transport and lifting equipment. Furthermore, the activities included welding supervision, noise coordination and training activities.

In 2025, 130 extraordinary inspections, 2,699 operational inspections, 823 inspections of electrical equipment, 420 inspections and tests (including the issuance of reports), 1,956 inspections of transport and lifting equipment (escalators, lifts, platforms for disabled persons), 1,135 inspections of pressure equipment, 155 inspections of gas equipment, 398 mandatory technical inspections including technical inspections of equipment, 21,769 inspections of appliances with a flexible power cord, 1,082 external inspections and surveys arranged, and 140 instances of welding supervision and noise coordination. In addition, 2,015 employees were trained and tested for work with and on technical equipment.

TESTING LABORATORY AND CORROSION PROTECTION

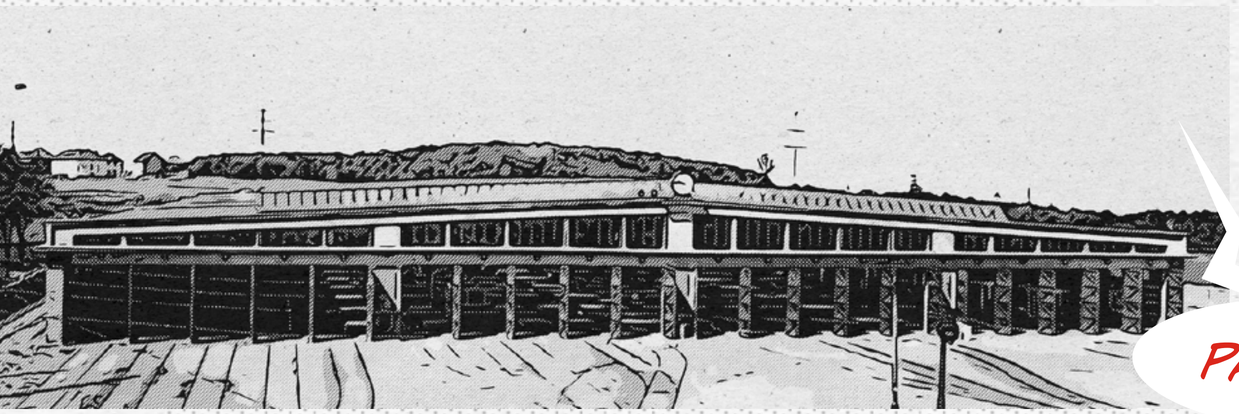
The department primarily carries out the activities described below: The high-voltage testing laboratory E-09, which is certified by the Association of High-Voltage Testing Laboratories, carried out a total of 1,441 tests on protective equipment for electrical engineering, including 752 pairs of dielectric gloves, 194 pairs of galoshes (electrically insulating overshoes), 206 high-voltage testers, 97 rescue hooks, 57 handling and switching rods, 64 rods for short-circuiting kits, 107 short-circuiting sets, 4 fuse-testing pliers. In the field of electricity consumption measurement and analysis, measurements were carried out on 13 switchboards for Metro's commercial facilities, along with other specialised measurements. As part of inspections to safeguard buildings against stray currents, the department carries out regular checks on DC traction systems. During the year, a total of 115 electric field measurements were carried out in the vicinity of 30 stations on all metro lines and in the vicinity of Nuselský Bridge. Measurements of the insulation condition of the tracks were also carried out on the HO-ZE section (a total of 67 measured sections) over a track length of 6.08 km. The department also reviews internal project documentation and construction documentation within the Metro Protection Zone, with a focus on protection against the adverse effects of stray currents.



Facilities Management

The department provides comprehensive technical management of individual metro depot sites, tram depots, bus garages, the Sokolovská administrative building, the Central Control Centre building, the network of toilet facilities at terminus stations, the recreation centre, and land under its management and other properties. It also manages a project within the framework of community service and activities related to relocation processes and record-keeping.

In 2025, 4,132 cases relating to the operational and technical maintenance of the entrusted real estate were resolved via service desks and in response to direct reports from staff or requests from the public sector. Many of these requests were handled in collaboration with the Energy Services Department. In addition, a number of urgent cases and emergency situations and faults were dealt with promptly. Throughout the year, the working environment for DPP's operational staff was continuously improved, particularly with regard to upgrading the facilities. Work continued on repainting interior spaces in accordance with hygiene standards and laying new floor coverings indoors. Repairs to outdoor areas and parking spaces were carried out on the premises. At the Kobylisy depot, the fire-retardant coating on the roof structure was repaired. The technical property management team actively participated in the EPC project. Over the next 10 years, these savings will be evaluated in collaboration with the contractor's project managers.



Environment

In the area of the environment, new contingency plans have been drawn up and approved by the Prague City Council in accordance with the Water Act (254/2001 Coll.) for the site of the newly-built Hloubětín depot and Metro Line A. Throughout the year, staff carried out regular inspections of metro sites, stations and lines, focusing on compliance with current legislation in all environmental areas (water, chemicals, waste, air, climate, nature and landscape).

They represented the company, within the scope of their mandates, during inspections and meetings with government authorities concerning environmental issues. Safety data sheets for new products used at DPP were updated on an ongoing basis, and revised safety data sheets were recorded in the EBLi safety data sheet database in accordance with the relevant chemical legislation. All relevant staff with access to the EBLi database were informed of how to access it. As a precautionary measure, monitoring of hot water distribution systems continued, focusing primarily on the detection of the pathogenic bacterium Legionella. As part of this monitoring, 144 control samples were taken at the company's premises and facilities. To improve the efficiency of the bus washing process in the washing lines, regular monitoring of the quality of treated water for selected pollution indicators has been introduced at individual garages. In addition to this systematic sampling, random and targeted checks of drinking water quality were also carried out. In the area of wastewater management, more than 250 control samples were taken to determine the quality of wastewater discharged from individual pre-treatment facilities and central drains from DPP premises. In accordance with the plan and the Clean Air Act (Act No. 201/2012 Coll.), emission measurements were carried out at eleven stationary sources of air pollution, which demonstrated that the monitored sources comfortably comply with the prescribed emission limits. In 2025, DPP generated almost 14,000 tonnes of waste, of which over 8,000 tonnes was other waste, 2,000 tonnes was hazardous waste and 4,000 tonnes was metal waste. In the area of metal waste and waste oil management, regular mini-tenders are held to maximise financial efficiency whilst complying with all legal standards for waste management. The transit company has long been sending its used antifreeze coolants for recycling – approximately 25 tonnes annually. These fluids are now returned to the buses after recycling, which closes the circular loop and promotes the efficient use of resources.

Energy

ELECTRICITY

DPP is the city's largest consumer of electricity. In 2025, total electricity consumption was 364 million kWh. The financial cost of electricity was CZK 1,538 million. A total of 250 million kWh was consumed for the traction of the metro (114.4 million kWh), trams (128 million kWh), trolleybuses (6.4 million kWh) and electric buses (1.2 million kWh). The costs for this energy amounted to CZK 1,034 million.

HEAT

The main and largest heat supplier to DPP was Pražská teplárenská a.s., largely due to the establishment of dual heat sources at the Hostivař and Kačerov sites. This duality is primarily intended to ensure security of supply (district heating / gas) and also to enable the optimisation of operational efficiency. In addition to these two largest surface sites, Pražská teplárenská also supplies heat to the Klíčova, Vršovice, Kobylisy and AB Sokolovská sites, as well as several metro stations. In 2025, we purchased 138,000 GJ of heat from this company, for which we paid CZK 121 million. Heat supplies from other suppliers in 2025 amounted to 3,000 GJ, for which we paid CZK 2.3 million.

NATURAL GAS

We supplied heat from our own sources (gas-fired boiler rooms) to the Radlice Technical Centre (TC), the Central Control Centre building, the Hostivař, Zličín Depot, Řepy Garages, Pankrác, Motol and Žižkov depots, Vokovice, Strašnice, Střešovice and Hloubětín depots, and at the Orionka and Švábky sites. Gas consumption in 2025 was 3,511 thous. m^3 at a cost of CZK 61 million.

WATER AND SEWAGE CHARGES

The water supplier is Pražské vodovody a kanalizace, a.s. In 2025, we consumed 515 thous. m3 at a cost of CZK 32 million. The sewage charge covers not only the disposal of wastewater, but also water seepage in the metro and rainwater. In 2025, we paid sewage charges for 2,114 m3, amounting to CZK 144 million.

Total costs for all types of energy (electricity, heating, gas, water charges, sewage charges) in 2025 amounted to CZK 1,898 million.

Energy Services

Since its establishment in 2022, the Energy Services Department has emerged as a key DPP component in the production of heat, cooling and compressed air, including distribution to end users across the surface facilities.

The services provided by the department were carried out without any major complications in 2025. The only significant incident was a gas leak in a low-pressure gas pipeline at the Kačerov Depot, caused by stray currents. The incident was resolved within a few days by replacing approximately 90 metres of the original steel piping with new polyethylene piping.

The repair plan for 2025 was completed, with the exception of those works where a risk assessment indicated that the repairs would, in some way, interfere with the start of the heating season. These works were postponed until 2026 so as not to disrupt the normal operations of the affected sites within the DPP premises. We successfully completed the full replacement of the metro cold water pipes in the Řepy garages, alongside the repair of the heating water pipes for the bus wash using trenchless technology, including repairs to the manholes and utility networks along the route of the pipe replacement.

With the EPC project nearing completion at the Zličín, Střešovice, Pankrác and Kačerov sites, trial operations of the newly installed systems were launched at the start of the heating season.

The result is trouble-free operation. The control system, including data transmission, still needs to be fine-tuned. Given that, during the project's design phase, there was active engagement to comments on the implementation proposals, including requests for the addition of specific technologies, the installed heat sources comply with DPP's requirements and standards. Another significant large-scale project is the construction of the Hloubětín depot. Here too, trial operations began ahead of the heating season and are being continuously monitored, given that the installed technology is highly sophisticated and comparatively substantially better. As part of the preparation of the repair plan for 2026, comprising 72 items, technical and design work has commenced with the aim of starting the actual implementation immediately after the end of the heating season.

In 2025, a total of 538 service desk tickets were resolved. In addition, in the case of urgent breakdowns, a large number of faults were dealt with on an ad-hoc basis.



Historic vehicles

The year 2025 was an exceptional one for the Historic Vehicles Unit. It marked the 150th anniversary of the launch of Prague's horse-drawn tram and, with it, the start of public transport in Prague. Three months prior, in June, the 100th anniversary of continuous bus operations in Prague was celebrated.

On both occasions, a ceremonial parade of historic and modern vehicles was organised. The bus parade began at Old Town Square and ended at Victory Square. The unit organised nine historic buses for the parade, with a further ten being modern vehicles. The parade concluded with an exhibition of vehicles organised by the Historic Vehicles Unit, also showcasing five museum freight vehicles. The event attracted great interest from both Prague residents and visitors to the city. According to foreign visitors, the September tram parade became the world's largest tram event of 2025. Unlike previous years, it began in Karlín where the city's first horse-drawn tram depot once stood and saw more than forty trams go through the city centre to Špejchar. The route was lined with throngs of onlookers throughout, thus confirming that Prague public transport is irreplaceable.

Preparations for both parades were not straightforward and took over a year. Furthermore, they were affected by extensive construction work that had been underway in Střešovice since January 2024 and intensified further during the first five months of 2025. The lower courtyard in front of Halls 3 and 4 underwent a major renovation; furthermore, as part of the EPC project, the gates at the Public Transport Museum were replaced, that is, on tracks 1 to 10. On the remaining ten tracks, the gates were replaced by mid-September 2025. Operations at the Střešovice depot were restricted for more than 20 months, with a complete closure in place from mid-February to the end of April 2025. Trams for route 23 were dispatched from the Žižkov depot, and route 42, together with a tram set chartered for a commercial service, departed from Vokovice.

Despite these restrictions, 2025 was a record year in terms of transport performance. This was partly due to the fact that during the summer holidays and in December, three services operated on route 42. Two of these were serviced by historic two-axle trams with trailers, and one by T-type trams. On the busiest days, the deployment of the K2 tram with a seating capacity of 50 passengers proved effective. In 2025, 17% more tickets were sold on route 42 than in the previous year. The increased service levels also resulted in a higher number of routine inspections carried out on the trams. Nevertheless, we continue with the extended maintenance programme for the Krasin-type articulated trams.

In 2025, the long-awaited general overhauls of the T3 trams, which operate on line 23, began at the Brno Transport Company. Since June, these have been trams 6312 (originally school tram 5520) and 7122. A total of six trams will undergo this stage of overhaul by the end of 2027.

Due to service restrictions in Střešovice, the historic tram route 41 only operated from September to November. From the end of March to mid-November, the historic bus route K was in operation; in particular, the deployment of the Škoda 706 RTO bus was well received by passengers. The number of commercial tram journeys fell slightly short of the previous year's figure, reflecting the more than two-month restriction on operations at the Střešovice depot. The new booking form, which was developed and tested throughout most of 2025, is expected to improve the booking process for commercial journeys. It was launched in the third week of January 2026 and, according to initial feedback, has reduced the administrative burden.

Apart from a closure from mid-February to 4 May, the Public Transport Museum was open all year round. Over the course of more than 100 opening days, nearly 26,000 visitors came to see the technical artefacts. This represents a decline compared to 2024, but the Public Transport Museum remains the most visited tourist attraction in Prague 6.

The opening of a new museum hall for buses and road vehicles was planned for the end of 2025, but various outstanding works and complications have been reported on the construction site, so we expect it to open during 2026.




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03 Economy

Economy

Introduction

DOPRAVNÍ PODNIK HL. M. PRAHY, A.S., PROVIDES TRANSPORT SERVICES FOR THE CITY OF PRAGUE AND SUBURBAN AREAS WITHIN THE PRAGUE INTEGRATED TRANSPORT SYSTEM (PID).

Long-term contracts have been concluded with the City of Prague, represented by the ROPID organisation, to provide basic transport services:

- Within the territory of the City of Prague (Zone P),
- Across the territory of the City of Prague and the Central Bohemian Region (Zone 51) – suburban routes.

DPP fully complies with the requirements of Act No. 319/2006 Coll. to maintain separate accounts for individual public service obligations and other activities.

City of Prague

The preliminary estimate of compensation for 2025 has been calculated at CZK 20,570,438 thous. with transport services ordered amounting to 182,387 thous. vehicle-kilometres.

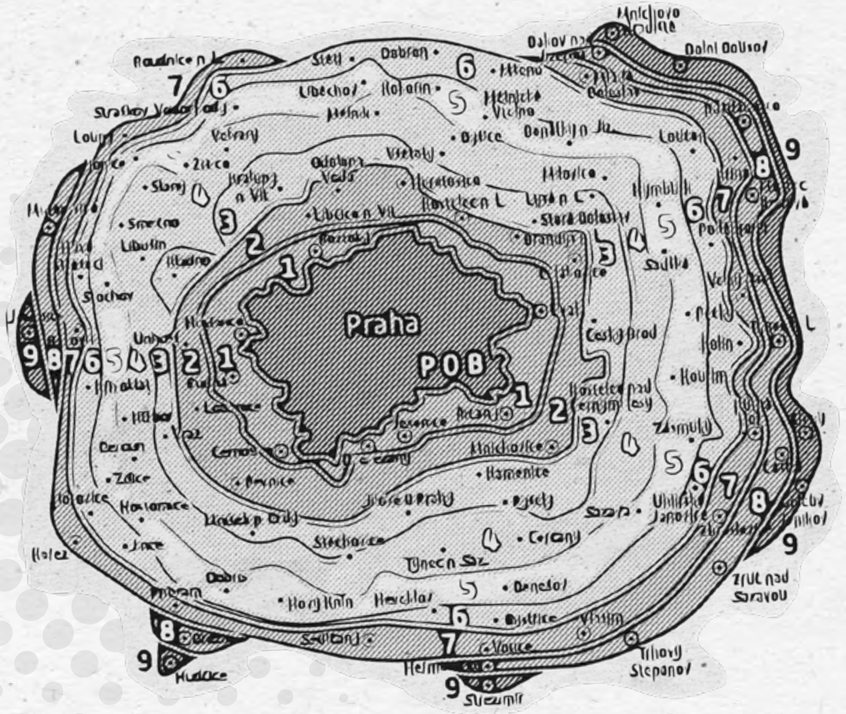
According to the 2025 shared risk assessment, the amount to be refunded is CZK 707,134 thous. Of this amount, savings amount to CZK 33,420 thous. in variable costs relating to unrealised transport services, and CZK 82,395 thous. in fuel and traction energy costs, CZK 97,409 thous. in operating costs for unit energy and CZK 31,392 thous. in vehicle depreciation costs. A significant factor that also contributed to the total amount is the increase in fare revenue. The amount to be refunded in this respect is CZK 73,523 thous. DPP included financial income from available funds in the calculation of the item “other revenue”. The reasons include, among other matters, significant bank interest arising from the CNB’s interest rates. The amount to be refunded under the item ‘other revenue’ is CZK 388,995 thous.

182,387 THOUSAND VEHICLE-KILOMETRES.

In accordance with the approved budget for 2025 (Prague City Council Resolution No. 19/1 of 12 December 2024), the preliminary estimate of compensation was increased by CZK 20,013 thous. earmarked for cybersecurity. However, in 2025, Dopravní podnik hl. m. Prahy, a. s. did not implement all the planned projects in this area; the amount to be refunded in this respect is CZK 14,013 thous.

The total amount to be repaid for 2025 is CZK 721,147 thous.

The compensation paid for 2025, including a reasonable profit, totals CZK 19,849,291 thous.



Suburban transport

Under a new contract effective from 1 December 2024, compensation was paid in the total amount of CZK 153,551 thous. for suburban routes operating within the territory of the City of Prague and the Central Bohemian Region, Area 51.

The introduction of nationwide fare discounts from 1 September 2018 on suburban routes resulted in In 2025; DPP received compensation from the Ministry of Transport for fare revenue losses amounting to CZK 19,196 thous. including VAT (CZK 17,139 thous. excluding VAT).

Other activities and accounting items

In other activities not included in individual public service obligations, DPP proceeds in its planning to determine their level in such a way as to ensure their profitability and that their implementation is efficient in terms of capacity utilisation and productivity.

The accounting items that DPP is required to record, in accordance with the legal framework governing the establishment of a commercial company, are allocated to specific activities according to their purpose. These include, for example, the creation of provisions, estimated or adjustment items, and deferred tax.

Profit and loss

The balance of the public service obligation for the City of Prague, i.e. DPP's main activity, for the year 2025 amounts to CZK 721,147 thous. **In its overall profit and loss account, DPP achieved a profit of CZK 686,129 thous.**

Revenue from fares

Across the entire PID system, fare revenue (excluding fare surcharges) for 2025 amounted to CZK 5,411,935 thous., representing a year-on-year increase of 3.4% (approximately CZK 177 million).

An increase was recorded for both season tickets (including employee and transferable and complaints) by 3.5% (approx. +CZK 104 million), and for single-journey tickets (including short-term season tickets) by 3.3% (approx. +CZK 73 million). Total fare revenue for 2025 is set out in the annexes to the contract.

DPP's revenue in connection with the long-term HMP Contract amounts to **CZK 4,048,809 thous.** which represents **74.8%** of total fare revenue across the entire PID system.

Information Technology Unit

410100 – APPLICATIONS DEPARTMENT

In the field of applications, 2025 was marked by significant modernisation and centralisation initiatives that had an impact on the entire Prague Public Transit Company.

A key event was the successful tender for a new central Service Desk tool on the SMAX platform. This modern system will replace the existing technologically outdated solution and bring a higher degree of automation, transparency and efficiency to IT service management. Implementation is underway, with a planned go-live in May 2026.

Another key project is the implementation of a new central GIS (Geographic Information System), which aims to unify and centralise mapping data across the organisation. The project lays the groundwork for the systematic handling of spatial data and its effective use in both operational and investment activities.

In the area of enterprise applications, the first phase of the CESNA (Central Procurement System) was launched on the OpenText platform. This step marks the beginning of the digitisation and centralisation of procurement processes within DPP.

A new order form for the Historic Vehicles Unit (JHV) has been deployed on the DPP website, automating the receipt of requests from end customers. The form enables an overview of available routes, available time slots and additional refreshments, thereby significantly simplifying and speeding up the entire booking process.

...2025 WAS MARKED BY TWO MAJOR ANNIVERSARIES:

In the area of operational applications, the DIS system databases were migrated to a cluster solution and a transition was made to 64-bit architecture, thereby increasing the system's stability and performance.

As part of the Dynamic Procurement System (DNS), the first contracts focused on business analysis of the 'Jízdní výkony' and 'Podněty veřejnosti' applications were awarded. This marked the start of the systematic modernisation of DIS.

Work continued on expanding application communication via the integration bus, including the launch of API communication with external entities (e.g. trolleybus suppliers and law firms). At the same time, the functionality of the HR portal was being expanded.

In the area of transport ticketing systems, the "Record of Transport Inspection Carried Out (ZOPPK)" was implemented into the PDOS system. In parallel, the migration of the Transport Inspection Department's entire information system from a proprietary application to the PDOS platform is underway.

410200 – INFRASTRUCTURE DEPARTMENT

In 2025, public procurement procedures were launched for several key infrastructure areas. These included, in particular, the provision of telecommunications services, the renewal of the Check Point hardware platform (following a previous technical audit), the purchase of Cisco hardware, UPS maintenance, and non-IT BDC support.

The implementation of these strategic contracts continues in 2026, when they are completed and the modernised infrastructure will be fully utilised.

410300 – RECORDS MANAGEMENT AND ARCHIVES DEPARTMENT

The DPP Archive received a total of 568.8 linear metres of documents from internal departments. Of this, 339.9 linear metres were designated for short-term storage in the central records office, and 190.1 linear metres for direct disposal and 38.8 linear metres for permanent storage or selection as part of the disposal process. A further 541 personnel files were received.

...100 YEARS OF CONTINUOUS BUS TRANSPORT...

As part of a single batch of the disposal procedure, 524 linear metres of documents whose retention period had expired were disposed of.

A total of 335 internal requests were processed via the ServiceDesk, along with 91 external requests. The largest proportion related to personnel matters, intake into the central registry, research and the digitisation of technical documentation. There were 43 on-site visits by researchers.

Since January 2025, design work on the new archive building has been underway in collaboration with the design firm Swift Projekt. The basic conceptual design of the building has been finalised and the estimated investment costs have been refined; these were discussed at the relevant levels of the company's management. At the same time, modifications were made to the existing premises with a view to optimising their use. The consequences of the flooding of the basement areas and the loss of part of the storage capacity were also addressed.

The year 2025 also marked two significant anniversaries – 100 years of continuous bus services and 150 years of public transport in Prague. The DPP Archive contributed to the preparation of background materials, visual documentation, specialist lectures and collaboration with memory institutions. The series of celebrations culminated in the specialist conference "Urban (Public) Transport – A Phenomenon of the 19th–21st Centuries", which the DPP Archive co-organised.

The programme of current documentation of significant DPP construction and engineering projects continued. During the renovation of the Českomoravská and Pankrác metro stations, examples of the original architectural and signage features were selected and preserved for the archives. Preparations were also underway for the publication "From Kosmonautů to Háje", dedicated to the transformations of Prague's metro stations.

...AND 150 YEARS OF PUBLIC TRANSPORT IN PRAGUE.

410400 – USER SUPPORT DEPARTMENT

In 2025, the migration to the Microsoft Windows 11 operating system continued, with an emphasis on to minimise the impact on operations. At the same time, intensive work was carried out using Microsoft Endpoint Configuration Manager (MECM) and Microsoft Intune for end-point device management, and the deployment of updates and software.

Where operational conditions permitted, the M365 Copilot service was deployed on end-user devices. This boosted staff productivity and enabled more efficient use of internal information resources.

The department participated in the delivery of a company-wide online workshop focused on generative artificial intelligence. Employees were introduced to current trends and practical scenarios of the use of AI in day-to-day work.

A public procurement contract for the supply of IT equipment has been finalised, enabling the modernisation of workstations, an increase in the performance and reliability of equipment, and a reduction in operating costs associated with outdated hardware.

At the same time, a public procurement contract for the provision of printing services was finalised. The actual deployment of the new printing infrastructure will take place in 2026.

410500 – IT STRATEGY AND DEVELOPMENT DEPARTMENT

In the area of project management, Project Boards were newly established and organised on a regular basis in 2025, with the participation of the Security Department and JIT. The meetings focus on monitoring the status of projects, identifying risks, proposing mitigation measures and approving key milestones.

The heads of the JIT departments and DPP management are thus regularly informed of the status of projects through reporting and coordination meetings. At the same time, project managers provide support to DPP's specialist departments, such as the Energy Services, Tram Operations and Bus Operations units.

Based on input from internal customers, business analyses are carried out to help clarify the scope of future projects and ensure their effective implementation and subsequent operation.

In the area of IT strategy, the change management process is being further developed through the Change Management Committee, where proposals for new IT solutions are assessed not only from a functional but also from a security perspective. This ensures that the implemented solutions meet the requirements for cyber security and the long-term sustainability of the company's IT architecture.

Real Estate Department

The Real Estate Department, in collaboration with specialist departments, maintains records of real estate owned by DPP and listed in the public register, and ensures that all changes relating to real estate are recorded in the public register. The Real Estate Department provides methodological guidance to specialist departments to ensure that the records of real estate in the public register correspond to the actual situation on the ground, whilst also ensuring consistency between DPP's accounting records and the public register. In addition to the comprehensive register of immovable property in the public register, it also deals with the register of immovable property not subject to entry in the public register, including any contractual protection thereof.

One of the tools used for managing real estate is the SAP S4/HANA system, specifically the Flexible Real Estate Management module. The module contains 9,181 land record cards, of which 2,278 relate to land owned by DPP. The remaining records are maintained for other legal entities due to their connection with DPP's interests. The Flexible Real Estate Management module, which in addition to the register of real estate, tenant lease agreements and their invoicing and the allocation of costs to internal tenants in relation to the reporting of costs attributable to public services also allows for the recording of all contractual documentation relating to real estate. The module contains 3,037 records of contractual documentation.

Another important activity is the management of all contractual relationships in the area of real estate management, as well as the contractual protection of DPP's interests in the event that DPP's interests are affected by the real estate of another entity. It also handles contractual documentation for the property-related arrangements for the implementation of DPP construction projects. In 2025, the Real Estate Department concluded 328 new contracts relating to real estate and 31 amendments to previously concluded contracts. The Real Estate Department's remit also includes representing DPP in legal disputes and administrative proceedings relating to real estate.

The department also handles the financial aspects of concluded contracts relating to real estate, including invoicing, ensuring payments, setting up and managing investment projects – including compiling documentation for capitalisation – issuing purchase orders, and processing incoming invoices. Under the concluded lease agreements, rent was invoiced in 2025 totalling CZK 557,187,460.82. DPP was paid CZK 6,369,912 for payments relating to the establishment of easements. In connection with the accounting for contractual penalties and interest on late payments, an amount of CZK 2, 631,700 was invoiced. On the basis of the concluded purchase agreements, a total amount of CZK 40,186,282 was paid to DPP.

Inventory Management Department

In the area of inventory management, the Inventory Management Department played an active role in optimising stock levels. With regard to the management and dispensing of operational fluids, it continued the previously established positive trend of transferring the contractual obligation to maintain optimal stock levels from the company to the supplier by expanding the portfolio of products procured under this arrangement to include coolant. This system has a significant impact on both the level and value of stock, and its positive effect on the administrative burden on staff is no less significant. As part of analytical activities, stocks with low consumption potential were identified; these were reviewed across the entire DPP and, based on an analysis of their future, measures to address these issues were proposed and implemented.

The Inventory Management Department methodically managed and comprehensively coordinated the quality management system implemented in the Central Procurement and Inventory Management Departments, and carried out internal QMS audits in these departments. At the end of the year, an external audit confirmed the effective functioning of the established quality system, compliance with the requirements of the criteria standard and the achievement of the set objectives.



Investment

During 2025, the following funds were spent on capital expenditure:

- DPP's own funds: **CZK 3,926.083 million**
- Available funds: **CZK 3,325.172 million**
- 2025 compensation (reasonable profit) **CZK 0.000 million**
- Current subsidy from the Prague City Council budget **CZK 4,430.245 million/***
- Total: **CZK 11,681.500 million**

/* REGULAR SUBSIDY FROM THE BUDGET OF THE CITY OF PRAGUE TOTAL CZK 4,430.245 MILLION

- OPD2 – TT Divoká Šárka – Dědinská **CZK 14.211 million**
- Comprehensive security system for the metro: **CZK 88.8 million**
- Phase I of Line D of the metro **CZK 3,359.193 million**
- Construction of the new Hloubětín depot **CZK 120.441 million**
- TT Muzeum **CZK 25.702 million**
- Barrier-free access to Jiřího z Poděbrad metro station **CZK 5.000 million**
- Renovation of Jiřího z Poděbrad metro station **CZK 9.990 million**
- Renovation of the Českomoravská metro station **CZK 150.739 million**
- Renovation of the ceiling slab and stairs at Florenc metro station **CZK 89.538 million**
- Václavské náměstí (Jindřišská–Muzeum) **CZK 150.986 million**
- TT Kobylisy – Zdiby Depot (section in Prague) **CZK 4.564 million**
- TT Libuš – Nové Dvory **CZK 4.827 million**
- TT Malovanka–Strahov **CZK 0.318 million**
- Renovation of Invalidovna metro station, including barrier-free access **CZK 0.104 million**
- Modernisation of the Zličín depot and construction of a new hall **CZK 1.000 million**
- OPD2 – Modřany–Libuš tram line **CZK 0.976 million**
- TT Počernická **CZK 167.000 million**
- TT Podbaba–Suchdol **CZK 4.720 million**
- TT Na Veselí – Pankrác – Budějovická **CZK 0.450 million**
- JHV Exhibition Hall – Střešovice: **CZK 55.104 million**
- TT Kobylisy–Bohnice **CZK 7.400 million**
- Barrier-free access to Pražského povstání metro station **CZK 0.400 million**
- Barrier-free access to Hradčanská metro station **CZK 0.498 million**
- Barrier-free access to Želivského metro station **CZK 10.400 million**
- Barrier-free access to Radlická metro station **CZK 16.200 million**
- Electrification of bus routes – left bank: **CZK 120.000 million**
- Electrification of route 119 **CZK 0.346 million**
- Flora metro station barrier-free access **CZK 5.000 million**
- Electrification of bus routes 136 and 150: **CZK 1.000 million**
- New Hodkovičky stop on the KOMOKO route **CZK 0.603 million**
- TT Podbaba – Troja–Bohnice **CZK 3.000 million**
- Automation of Prague Metro Line C **CZK 11.735 million**

EU subsidies (OPD) – received in 2025 were provided under a retroactive funding scheme, including invoices from previous years **CZK 383.640 million**.

A large proportion of the funds was used for the renewal and modernisation of rolling stock:

- CZK 1,732.007 million was spent on the purchase of low-floor singledirection trams with a maximum length of 32 metres
- CZK 327.976 million was spent on tram renovation CZK 85.220 million was invested in the purchase of standard buses, and CZK 586.703 million was invested in the purchase of hybrid buses, electric

A substantial proportion of the funds was used for the construction and tram tracks renovation (RTT); CZK 854.359 million was spent for this purpose. CZK 417.961 million was spent on the electrification of bus routes.

In 2025, construction was underway on the Pankrác–Olbrachtova section of Metro Line D. Renovation work was taking place at the Pankrác C metro station. The station underwent modernisation and was prepared for future operation as an interchange station between Lines C and D. The station opened to the public ahead of schedule on 19 December 2025.

Construction of the new Hloubětín depot was completed, and it entered service on 21 March 2025.



04 Personnel

Personnel

Staff development

AS AT 31 DECEMBER 2025, THERE WERE 11,463 EMPLOYEES ON THE PAYROLL, OF WHOM 9,775 WERE MEN AND 1,688 WERE WOMEN. THE NUMBER AND COMPOSITION OF EMPLOYEES ARE BASED ON THE NEEDS AND EMPLOYMENT OPPORTUNITIES WITHIN OUR COMPANY. THE LARGEST GROUP IS PUBLIC TRANSPORT DRIVERS (40%), FOLLOWED BY TECHNICAL STAFF (28.55%) AND THEN MANUAL WORKERS (31.45%).

The educational and age structure of the company's employees did not change meaningfully in 2025. Employees of middle age with completed secondary education certificate and secondary education without certificate continue to account for a clear majority.

The educational structure corresponds to the composition of professions in the transport and engineering sector.

Wage policy

THE COMPANY'S WAGE POLICY WAS IMPLEMENTED IN ACCORDANCE WITH A UNIFORM CODE OF CONDUCT, INCLUDING COMMON RULES FOR THE REMUNERATION OF ALL COMPANY EMPLOYEES.

The average monthly wage for employees in 2025 was CZK 65,366, with total wage costs amounting to CZK 9, 200,143 thous. The level of wage expenditure was influenced by the payment of severance pay for health reasons, the payment of special bonuses and an increase in standard wages in accordance with the applicable collective agreement.

In 2025, the use of overtime fell by 32,743 hours compared to 2024, primarily due to an increase in the number of public transport drivers in 2025.

The proportion of overtime to total hours worked in 2025 was 5.87%.



Social policy

Social policy represents a set of measures in the social sphere of the company aimed at meeting the needs of employees and ensuring their job satisfaction. Through social policy, DPP ensures that employees' social needs are met, thereby increasing their motivation, commitment and satisfaction.

In 2025, social policy was implemented in the form of benefits and entitlements enshrined in the DPP collective agreement concluded for the period from 1 January 2022 to 31 December 2026, as amended by Addendum No. 1, Addendum No. 2, Addendum No. 3, Addendum No. 4, Addendum No. 5, Addendum No. 6, Addendum No. 7 and Addendum No. 8.

DPP provided occupational health services and psychological care for employees through its own providers, namely general practitioners, an internist and a psychological laboratory.

Employees were provided with meals through meal allowances. These allowances were provided in the form of non-monetary benefits via two types of meal coupons – paper or electronic – or as a cash meal allowance, provided the employee was present at work for at least three hours during the defined shift. The value of a meal voucher was CZK 140, of which CZK 80 was contributed by the employer and CZK 60 was paid by the employee. The amount of the cash meal allowance provided by the employer was CZK 80. Employees were provided with the option of dining through external operators in canteens and dining halls located within DPP premises. As part of efforts to improve and enhance the working environment, DPP permitted the installation of drinks and food vending machines at selected locations, including machines with a hot meal.

For example, DPP provided employees with contributions towards selected retirement savings products, leisure coupons, contributions towards children's holidays, a work anniversary bonus and a bonus upon the first termination of employment in connection with retirement or disability pension, social assistance, travel allowances for employees and family members, including pensioners (former employees), and physiotherapy stays for selected roles and professions.

Furthermore, DPP contributed towards the cost of employees' liability insurance for damage caused to the employer and accident insurance for selected roles and professions. It allowed all employees to take one day of unpaid leave per month upon request and, in the event of sudden illness, a further three working days per year with pay. If this leave was not taken, the benefit was provided in the form of a contribution to a supplementary pension scheme, a supplementary pension insurance policy or a long-term investment product, or in the form of leisure coupons with a financial value corresponding to the wage compensation. DPP provided accommodation for employees in its own hostel in the Řepy garages.



Employee training and development

In 2025, DPP's employee training and development continued in full swing. A wide range of regular training courses, professional development and development programmes focused on enhancing work performance, boosting motivation and ensuring overall staff retention. DPP strove to be a modern and attractive employer that invested in its people and prepared them for the new challenges shaping the world of public transport today.

A total of 4,694 employees took part in regular training courses, assessments and specialist seminars organised by training agencies, including 142 in the IT sector and 486 as part of the Professional Competence Development Programme. In cooperation with SPŠD, the 22nd edition of the accredited Management course took place, which was successfully completed by 21 employees.

Employees used e-learning on the Moodle LMS platform primarily for compulsory training and to prepare for exams and periodic assessments; we recorded a total of 25,988 entries for this purpose.

Targeted programmes were organised for specific professional groups. A course in modern, non-violent selfdefence was completed by 120 transport inspectors. Practical first-aid training and training focused on managing epileptic seizures were attended by 160 employees. A further 649 employees took part in workshops on cyber security, effective negotiation, workplace ergonomics and the detection of counterfeit banknotes.

The implementation of development programmes, tailored to the specific needs of the company and its employees, continued.

As part of the established induction process, new employees were provided with a regularly updated booklet entitled 'Practical Information for New Employees', and an induction training course organised by the HR department was also arranged, which was attended by 747 employees in 2025.

The language skills of employees who use English or German to perform their agreed duties were enhanced through long-term group courses, in which 159 employees were enrolled. One-off Conversational English courses for four groups of transport information officers and bus drivers at the Řepy depot.

Active support was provided for DPP employees to improve their qualifications through study at secondary and higher education institutions. A skills development agreement was concluded with 18 employees, mainly from the Vehicle Management, who expanded their qualifications in the field of Electrical Engineering as part of DPP's long-term preparations for the development of electromobility.

Managers continued to receive methodological support for regular performance appraisals and skills development. All new appraisers underwent internal training and also had the opportunity to gain practical experience in an interactive workshop led by an external trainer. Based on feedback from the annual competency assessment, 64 training days focusing on soft skills were organised, attended by 666 employees.

The Talent Pool System also played a crucial role, encompassing systematic succession planning for key positions as part of generational renewal, as well as a group of high-potential employees aimed at their motivation, personal development and retention for the company's needs. As at 31 December 2025, the system included 248 employees (17 successors and 231 high-potential employees). A further 28 personnel reserves were newly enrolled, for whom individual personal development plans were drawn up in line with the specific purpose of their inclusion in the programme.

During the implementation of the Career Guidance programmes for secondary schools and universities, we engaged with staff who wished to make better use of their qualifications, operational experience and practical skills. To facilitate changes to their job roles and to support the transfer of knowledge, four non-permanent career positions were created as part of the programme.

Two modules of the Personnel Academy development programme took place in the spring and autumn. The first, which traditionally focused on internal training in selected areas of HR processes, was attended by 50 employees, mainly new department heads. The second module, in the form of an interactive workshop, focused on developing communication skills and teamwork for blue-collar employees who lead work teams; 71 participants took part. A new feature this year was the inclusion of two new target groups – vocational training instructors for pupils and tram drivers – instructors.

Collaboration with the subsidiary SPŠD, a.s. remains a solid foundation for the further development of activities and programmes designed for pupils, students and graduates. In 2025, a total o f 275 pupils were recorded as undertaking vocational training or work experience at DPP workplaces. This initiative also built on the positive experience from the previous year, when a pilot project enabled students from the Secondary School of Mechanical Engineering to sit their practical final examination directly in the real-world working conditions of our facilities. This time, 18 students from the Secondary School of Mechanical Engineering – either participants in the Scholarship Programme or those interested in employment at DPP – took advantage of this opportunity.

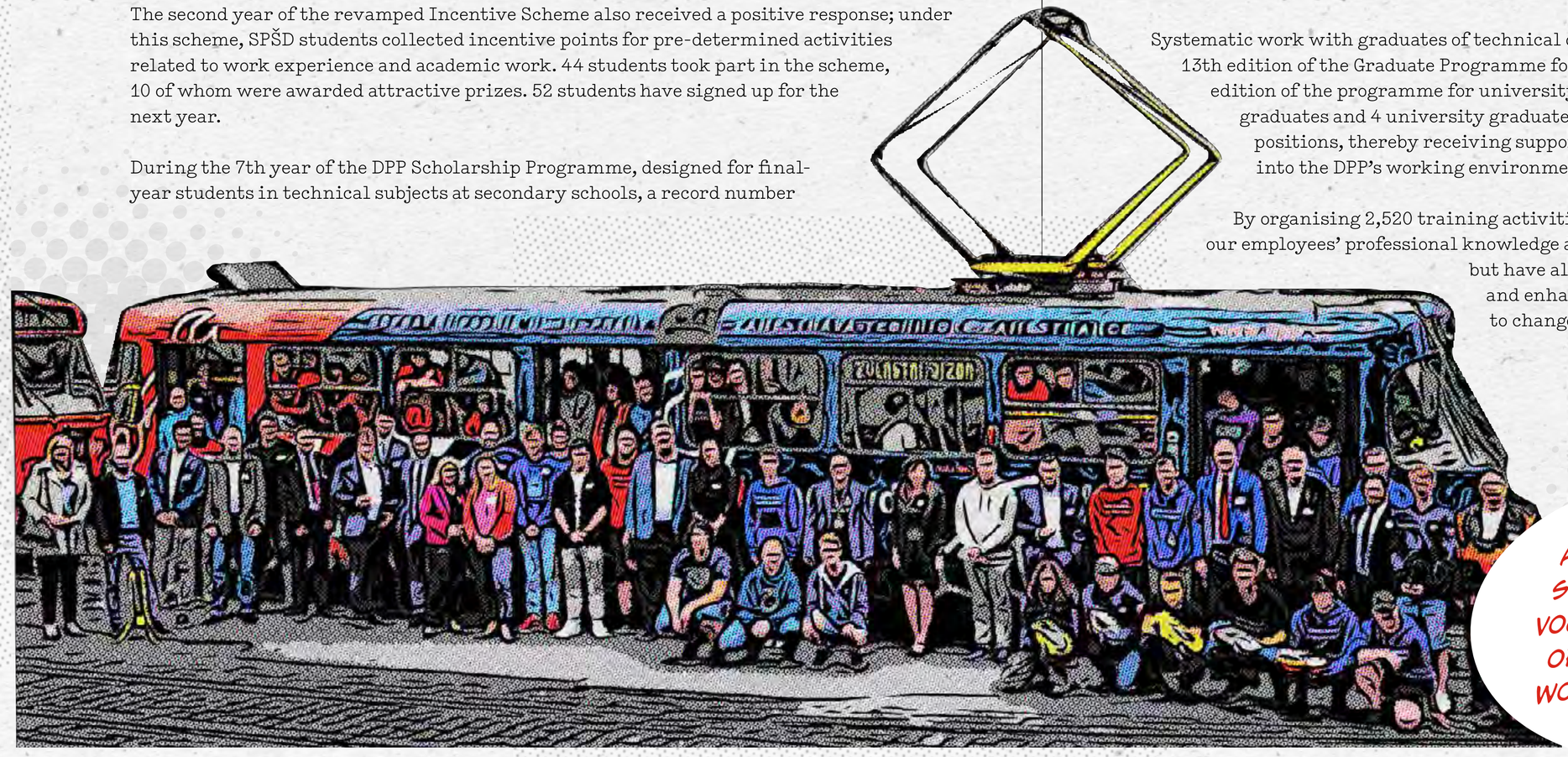
The second year of the revamped Incentive Scheme also received a positive response; under this scheme, SPŠD students collected incentive points for pre-determined activities related to work experience and academic work. 44 students took part in the scheme, 10 of whom were awarded attractive prizes. 52 students have signed up for the next year.

During the 7th year of the DPP Scholarship Programme, designed for final-year students in technical subjects at secondary schools, a record number of students were enrolled. Twenty-two successful graduates were placed in permanent positions within the DPP in roles corresponding to their professional qualifications. The growing interest in the programme was also evident during the 8th year, with 29 students applying.

Following a successful pilot year, the Trainee Programme for university students of technical subjects has become a permanent feature of our development programmes. In 2025, 9 trainee positions were filled, thereby promoting the transfer of specialist knowledge, the sharing of experience across generations, and the early preparation of technical talent for the company's future development.

Systematic work with graduates of technical disciplines also continued through the 13th edition of the Graduate Programme for secondary school graduates and the 12th edition of the programme for university graduates. In 2025, 12 secondary school graduates and 4 university graduates were placed in non-permanent graduate positions, thereby receiving support with their entry into and integration into the DPP's working environment.

By organising 2,520 training activities this year, we have not only expanded our employees' professional knowledge and supported their personal development, but have also strengthened the company's stability and enhanced its ability to adapt effectively to change.



A TOTAL OF 275 STUDENTS JOINED VOCATIONAL TRAINING OR WORKED AT DPP WORKPLACES IN 2025.

05 Security



Security

... A PERIOD OF MAJOR CHANGE AND TECHNOLOGICAL INNOVATION...

Development of corporate security

HEALTH AND SAFETY

In 2025, the Health & Safety Department collaborated with senior management at all levels to prevent risks and implement measures aimed at ensuring a safe and healthy working environment for all DPP employees.

In the interests of prevention, the Health & Safety Department provided induction and periodic training in the field of occupational health and safety, whilst also informing employees about current issues via the internal DPP Kontakt newsletter, the intranet and the LED information displays located on DPP premises.

In 2025, regular annual health and safety inspections were also carried out in all surface and underground DPP facilities, including inspections of metro tunnels. These inspections and checks were carried out in cooperation with individual departments and with the participation of trade unions.

The Health & Safety Department's activities included investigating the causes of workplace accidents and managing the compensation process, with records kept in an electronic accident register. Staff from the Health & Safety Department also participated in external inspections carried out by public health authorities and the Labour Inspectorate at DPP workplaces. An appropriate long-term standard is maintained in terms of hygiene and working conditions.

As part of investment and construction projects, the Health & Safety Department provided feedback on project documentation, took part in site inspections for individual construction projects, and organised training for staff from external organisations operating on DPP premises.

The OHS agenda continues to be divided into three main areas, which are handled by professionally qualified persons – employees of the Health & Safety Department. These areas are occupational injuries and personal protective equipment, job categorisation and OHS training, and construction activities, local operating and safety regulations, and risk identification.

SECURITY CONTROL ROOM

In 2025, Department 600150 continued to play a key role in ensuring the safety of passengers, staff and the assets of the Prague Public Transit Company. Operating on a 24/7 basis, it monitored security systems, assessed incidents and coordinated responses across the capital's entire transport network.

During 2025, a total of 26,229 alarm incidents were dealt with, confirming the consistently high demands placed on surveillance and the operational management of security situations within the public transport environment. At the same time, the system was expanded to include new stations, thereby increasing surveillance coverage and the overall level of security.

There was also a significant increase in the number of requests for PTv footage. A total of 922 requests were processed for the Czech Police and departments dealing with operational damage. In connection with this, 1,223 hard drives containing recorded data were handed over. This increase confirms the growing importance of PTv systems in documenting incidents and their subsequent investigation.

The year 2025 was also a period of further technological development. The Doris programme was fully commissioned, significantly streamlining the tracking of tram services and the handling of relevant PTv footage. The system has significantly reduced the time needed to identify specific journeys and has sped up the processing of requests from external parties.

At the same time, preparations have begun for the introduction of electronic transmission of PTv footage. This step represents the next stage in the digitisation of security control centre processes and will, in future, enable faster, more secure and less administratively burdensome transmission of data to the relevant authorities.

In 2025, the Security Control Centre once again confirmed its indispensable role in the Prague Public Transit Company's safety management system. The ongoing modernisation of technology, the expansion of surveillance capabilities and systematic cooperation with the security services remain fundamental prerequisites for further improving safety standards and the quality of services provided.

SECURITY PROJECTS

The scope of Department 600160 covers the management, maintenance and servicing of safety technologies. In addition, it involves other day-to-day activities such as providing feedback project documentation, attending inspection days for these projects and the handover of completed works, including acceptance tests of the functionality of security equipment.

Throughout the year, the department's staff carry out ongoing maintenance work on the PTv system, which is managed by department 600160, both during normal working hours and on-call duty outside working hours.

Last year, the Security Projects Department was involved in the preparation of several investment projects. "Installation of an alarm and emergency security system in the CD building". As part of this project, staff carried out a physical inspection of all terminal devices, checked the configuration and integration of all terminal devices into the existing system, and supervised the commissioning of the technology at client sites.

Staff prepared floor plans and component samples for the implementation documentation for the investment project 'Construction of PZTS Cash Desks at DK and ÚD Hostivař'. Last year, security measures were put in place and new safes were installed at the Depo Kačerov cash desk. Prior to taking over part of the project, the department's staff carried out a review of the floor plans, block diagrams and the summary technical report, as well as a functional test of these elements and their integration into the existing DPP system. The department's staff carried out the integration of the completed PZTS themselves.

Last year, the department's staff prepared the floor plan documentation for the tender process to select a designer for the investment project 'Construction of security systems for selected switching points JPT and JPA".

Last year, Department 600160 was tasked with the challenging job of using technical means to secure the two tram loops at Sídliště Barrandov and Slivenec simultaneously during the 'Nádražní' closure. The department's staff installed a solar-powered PTv system themselves, integrating it into the existing DPP PTv system and configured all the functionalities required for site surveillance. The staff trained the local security staff in the use of technical security equipment and defined the scope of their patrol and response duties.

The department's staff dedicated considerable effort to inspecting the DSPS system for the construction of the new Hloubětín Depot hall, whilst also carrying out functional tests on the safety technologies. They integrated the safety technologies into the existing graphical interface, configured the necessary permissions for individual user groups, and trained these groups in their use.

Fire and Rescue Unit

The aim of the Fire and Rescue unit's activities is to prevent fires, create the conditions for their successful extinguishment, and minimise t/heir impact on lives, health and property.

The DPP Fire and Rescue (hereinafter referred to as the DPP HZS) is responsible for carrying out fire safety tasks at DPP and acts as a partner to government authorities in the field of fire safety; structurewise, it constitutes a separate unit within the security department. The scope of the DPP HZS includes fire prevention, the maintenance of fire protection equipment, and tasks related to ensuring the continuous operational readiness of firefighting units for firefighting and the management of other emergencies at DPP premises and within the public transport system (hereinafter referred to as 'MHD'). The company fire service also provides methodological guidance and technical support for the activities of the company's four volunteer fire service units. The DPP HZS is based at three fire stations (Hostivař, Kačerov, Zličín), each with designated firefighting districts whose size is proportionate to the response times of the firefighting units.

In 2025, the DPP HZS recorded a total of 845 call-outs to emergencies. Of these, 79 were fires, 205 were call-outs to road and rail traffic accidents, 424 technical assistance calls, 34 incidents involving the release of hazardous substances, 8 other emergencies, 8 training exercises and 87 false alarms. The DPP Fire and Rescue is included in the Fire and Rescue's comprehensive coverage plan and therefore also responds to incidents outside its founder's premises. The number of interventions stated therefore does not reflect the number of incidents at DPP and its premises.

In accordance with the Fire and Rescue Unit's Training Plan for 2025, thorough and systematic professional and physical training was provided for DPP HZS personnel. Regular drills on emergency procedures for individual types of metro trains, trams and buses continued. We conducted professional training for members of climbing teams, chainsaw operators, chemical service technicians, crane operators and riggers. We provided regular professional training for members of the company's volunteer fire units responsible for fire safety in bus depots.

In terms of capital expenditure, the most capital-heavy project was the completion of the extension to the Kačerov fire station's garages; in terms of vehicle procurement, it was the purchase of a new vehicle for the shift commander.

The DPP HZS is a key component of the integrated rescue system and works closely with other units not only during operations but also in professional training. It collaborates with the Prague Emergency Medical Service in training their crews to deal with emergencies in the metro, in collaboration with the Prague Fire service, familiarising staff with the specifics of emergency response operations on public transport and the use of oxygen breathing apparatus. We provide specialist training for special units of the Czech Police.

We carried out inspections of all surface, underground and wall-mounted hydrants and dry pipes within DPP and coordinated inspections and servicing of portable and mobile fire extinguishers within DPP. We have continuously updated firefighting documentation, particularly in connection with the construction of access routes for people with reduced mobility to metro stations, the overall renovation of metro stations and the renovation of fire alarm systems.

The DPP HZS also includes a Fire Prevention Department, whose activities consist primarily of conducting tasks arising from the Fire Protection Act and related legislation. The Fire Prevention Department conducts staff training, provides specialist training for fire patrols, performs fire safety inspections, prepares fire safety documentation and inspects fire safety equipment. The department is also active in the field of fire safety in buildings. It is involved in assessing plans for new and renovated buildings, reviews the documentation and ensures compliance with fire safety requirements.





Internal control

Internal control is an essential part of management at all levels. Its role is to identify deviations from the desired state and ensure corrective action is taken. It focuses in particular on compliance with internal regulations and generally applicable legal standards. A well-functioning inspection system contributes to the effective and targeted management of the entire company.

The Audit Department, which reports directly to the Security Director, conducted both audits based on management initiatives and audits required by internal standards in 2025. In addition, they carried out ad-hoc audits in response to immediate needs. Where shortcomings were identified, management received recommendations for corrective measures, which led to the resolution of the issues and the restoration of the desired state. In all cases, operational safety and compliance with applicable legislation was emphasised.

A major part of the department's work involved handling requests from law enforcement agencies, in particular the Czech Police. The department provided the necessary information and materials in accordance with their requests. As part of its prevention efforts, it carried out regular screening tests for alcohol and other addictive substances, both for existing employees and new applicants, primarily in public transport driver training courses.

Furthermore, checks were performed on employees on temporary sick leave at the request of individual department heads within the company.

In the vehicle inspection sector, an ISO 9001:2015 certification audit took place in 2025 by LRQA (Lloyd's Register Quality Assurance). The audit confirmed that all set objectives had been met.

THE AUDIT CONFIRMED THAT ALL OBJECTIVES HAVE BEEN MET.

Security Services

CYBER SECURITY

We reached a major milestone in cybersecurity in 2025: the organisation successfully responded to major legislative changes, in particular the new Cybersecurity Act, which extended the scope of regulated services to include rail transport (the metro) and healthcare. These requirements were addressed through extensive analytical and organisational measures, including asset reviews, updates to risk catalogues and the commencement of the implementation of new obligations.

During 2025, there were no incidents that resulted in a loss of data availability, integrity or confidentiality. At the same time, the cyber security team effectively managed several instances of an attempted fraud involving fake invoices and incidents involving third parties. We see a positive trend in the increasing security awareness among employees, as confirmed by the results of recent phishing campaigns.

In Q3, a tender was held for an application to manage and record cyber risks, aiming to improve the entire cybersecurity management system. In the area of risk management, we responded flexibly to warnings issued by the National Cyber Security Authority and carried out impact and risk analyses on our environment, for example regarding technologies from Chinese manufacturers.

The Cyber Security Unit actively participated in key corporate strategic projects – ranging from the modernisation of technological systems and the development of new control systems to the implementation of tools for the automatic assessment of vulnerabilities.

Our priority for 2026 is to implement the requirements of the new legislation. At the same time, we continue to strengthen the resilience of our systems, develop processes and raise security awareness across the organisation.



SITE SECURITY AND PROPERTY PROTECTION

In the area of personal data protection, procedures for the processing of personal data have been revised, relating in particular to their protection and the handling of requests for information regarding the processing of personal data. The Security Department actively collaborated with the Data Protection Officer during inspections or enquiries by state authorities, such as the Office for Personal Data Protection.

Last year, 1,905 ID cards were issued to DPP employees, of which almost 50% were for new recruits, 6.1% for apprentices, 6.3% were vehicle cards for JSVA unit staff, and the remaining 37.6% comprised duplicates, whether due to damage, loss or changes to personal details. A total of 1,365 external identification cards were issued, 83% of which were new issues, with the remaining 17% being duplicates. Access permits for external contractors, social partners and other shareholders for 2025 were issued in the total of 1,955, including 130 renewals and replacements following a change of registration number.

Following periodic refresher training, 162 DPP employees currently have access to classified information at the ‘Restricted’ level. In 2025, no documents were created on the certified information system under the classification regime. Over the course of the year, a total of 57 scenario-based exercises were conducted in cooperation with the Czech Police, the Czech Army, the Emergency Medical Service and the DPP HZS, in cooperation with the JSVA, JSVT, JPM and JDCM units, 57 scenario-based exercises were done.

In 2025, a public contract for the provision of site security services for the premises of Dopravní podnik hl.m. Prahy, a.s. was successfully concluded, with the contract coming into effect on 1 August 2025. Under the new terms, the external service provider is now responsible for the security of the Sokolovská, Central Control Centre, Metro Maintenance Depot, ZTC1 and Švábky sites, as well as all metro depots, Central Workshops, internal transport facilities and metro terminus stations. Following the new contract, physical fitness tests were carried out, and workplaces were equipped with mobile phones via a secure communication system managed by the client, as well as by electric tricycles at individual depots and within the Central Workshops.

Under the auspices of the Security Services Department, regular coordination meetings were held with representatives of the Metropolitan Police, the Czech Police and the transport department. Despite staff shortages, close cooperation with the Prague Metropolitan Police and the Czech Police remained strong. In particular, this involved the deployment of officers from the Metropolitan Police Patrol Unit the Prague Metropolitan Police and officers from

...THE DEPARTMENT ACTIVELY PARTICIPATED IN THE MONITORING OF SERIOUS ILLNESSES IN THE CZECH REPUBLIC...

the Metro Division of the Czech Police on the premises and in the vicinity of DPP facilities, especially at metro stations with a high turnover of unruly members of the public.

A significant part of our department's work this year involved collaborating with the Marketing Department on public events. We provided security for 31 such events. We also worked with the Commercial Department on a further six events involving film or advertising shoots on our premises or in the metro. The total cost of marketing events for 2025 amounted to CZK 248,336.90.

The Site Security and Asset Protection Department have been managing a core team of security staff for many years and have provided employment to dozens of staff members who were no longer medically fit for their original roles. The number is growing, including cases where colleagues from the driving profession are employed here on a temporary basis whilst serving a sentence for a traffic offence, but their track record is such that it is in the employer's interest to enable them to continue working in their original profession. New workplaces were created at the Driving School building reception desk and the Kačerov and Řepy garages gateways for employees with recognised degrees I to III disabilities. In total, there are 12 job positions where the degree of disability has been taken into account, resulting in the creation of roles with reduced working hours and less demanding physical requirements within the scope of the job description. Coworking with the Social Programme Committee and the Personnel Department is now an integral part of this department's work in the security sector.

CONTINGENCY PLANNING

For twenty years, the Crisis Planning Department has been providing comprehensive support within the organisation in the area of crisis preparedness. The department's primary objective is to strengthen the organisation's resilience to emergencies and to ensure an effective, coordinated response to crisis situations. Over the course of the year, the department carried out technical and methodological activities in response to the growing range of threats and the increased frequency of emergencies; above all, it demonstrated its ability to adapt flexibly and to cooperate across departments within the organisation.

A key area was the ongoing modernisation of the Chemical Warning System in the metro. Representatives from the department regularly took part in inspection days as part of a project aimed at improving passenger safety. This also included an update to the guidelines, which sets out procedures in the event of a suspected presence of hazardous chemicals in the air within the metro environment.

The year 2025 was characterised by a high level of epidemiological risk, particularly from influenza, hepatitis A, new variants of SARS-CoV-2 and scabies. The department actively participated in the monitoring of serious diseases in the Czech Republic, with a particular focus on Prague. Regular reports were provided to the Director of Security.

The department finalised evacuation plans and standard scenarios for emergencies and produced the 'DPP's Preparedness for a Blackout' document in response to one major and two minor power cuts, which significantly disrupted metro and tram services.

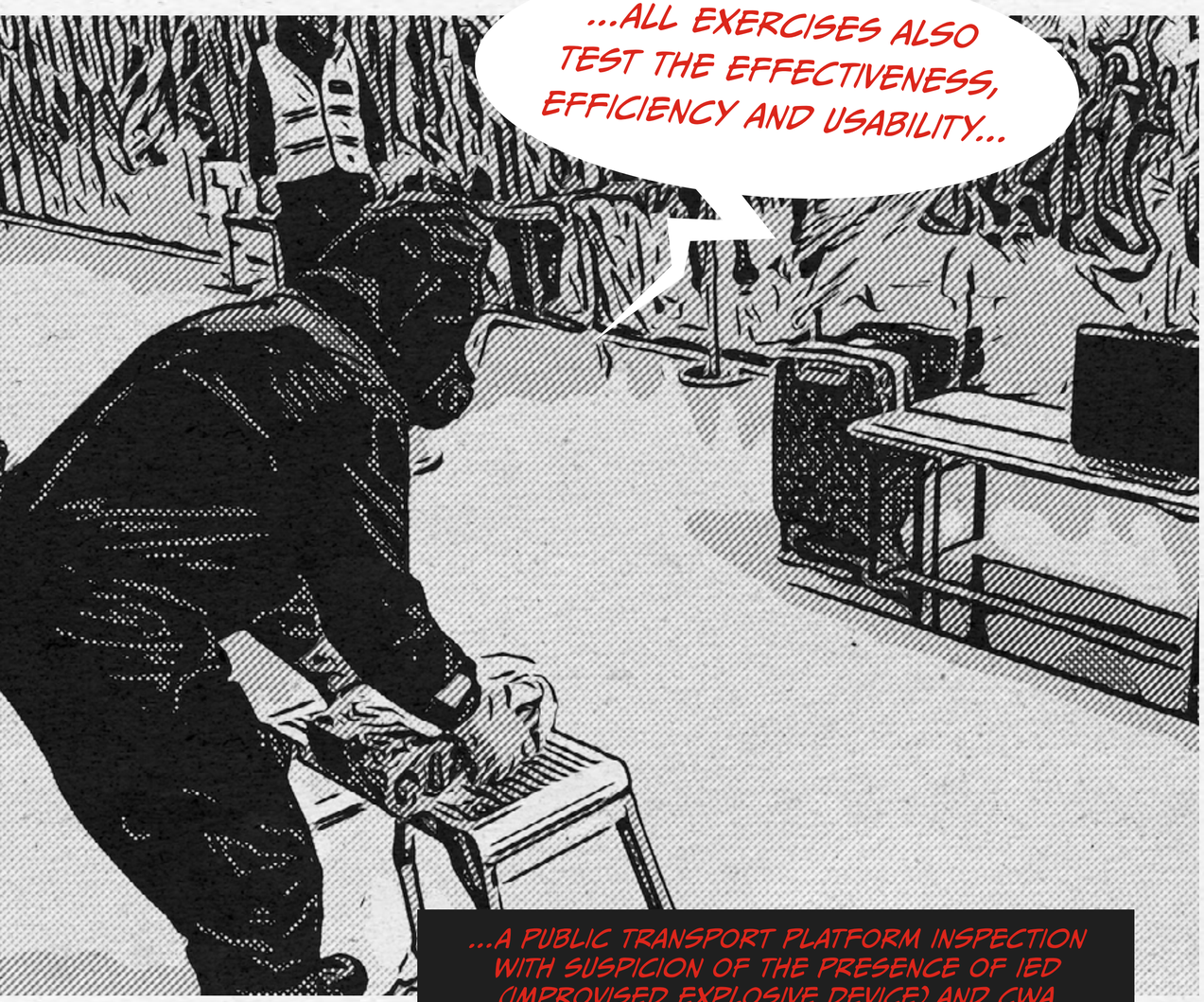
The annual spring thaw necessitated an update of the contact details for the flood committees of Prague's city districts, which are crucial for operational coordination. The department also continued to cooperate with the Prague Fire service on inspection visits to permanent shelters and assisted the Prague City Hall in updating the contact details of crisis management staff.

During the year, inter-departmental meetings were held with the aim of drawing up a plan for the emergency refuelling of diesel generators in DPP garages and buildings.

In accordance with the needs of individual units, the department issued „Authorisations to handle Special Circumstances" within the framework of crisis management, and all authorised staff received appropriate training.

Step by step, a new Crisis Management Information System is being developed, which will serve as a tool for the effective management of emergencies. The department prepared a business analysis defining the system's objectives and requirements.

The department strengthened its expertise by participating in the 'Protection of Soft Targets 2025' conference and further professional training. Department staff completed a night-time technical exercise SÚJCHBO conducted an exercise in the metro focused on responding to chemical agents and the functionality of the PROVAS system; they also attended a presentation for the 31st Radiation, Chemical and Biological Protection Regiment of the Czech Army and a training course focusing on economic measures for crisis situations.


...ALL EXERCISES ALSO TEST THE EFFECTIVENESS, EFFICIENCY AND USABILITY...
...A PUBLIC TRANSPORT PLATFORM INSPECTION WITH SUSPICION OF THE PRESENCE OF IED (IMPROVISED EXPLOSIVE DEVICE) AND CWA SUBSTANCES USING A PORTABLE X-RAY MACHINE AS PART OF THE CERBEROS EXERCISE...


...ALL GOOD HERE!
...RADIATION SCAN ON A TRAM AS PART OF AMMS TRAINING...

Legal Department

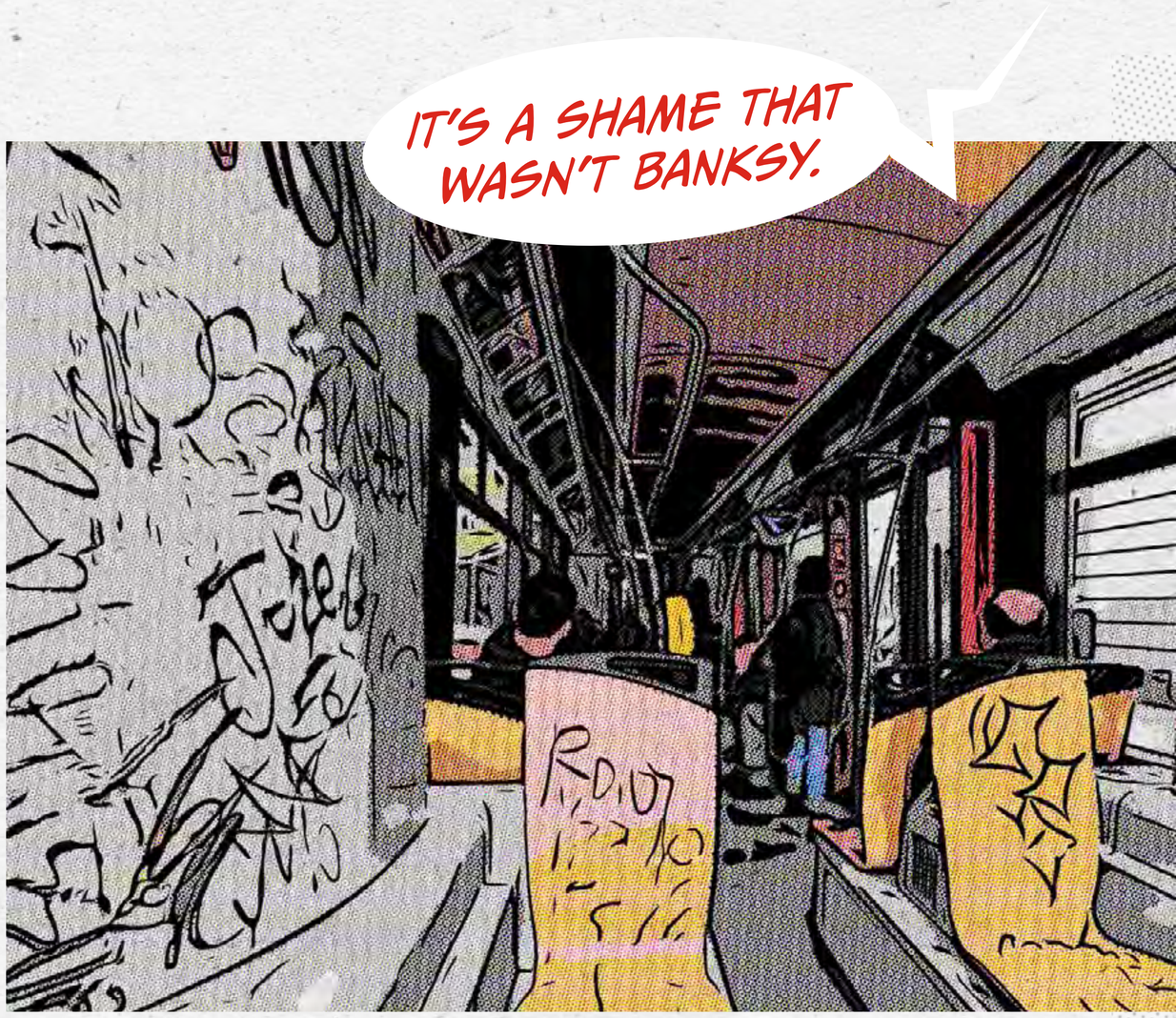
THE LEGAL DEPARTMENT HANDLES ALL OF THE COMPANY'S LEGAL AFFAIRS, EXCEPT FOR LEGAL MATTERS RELATING TO REAL ESTATE AND THE COMPREHENSIVE EXERCISE OF DPP'S LEGAL ACTIVITIES IN THE AWARD OF PUBLIC CONTRACTS AND CONCESSIONS. IT COORDINATES INSURANCE DPP'S PROPERTY INSURANCE AND LIABILITY INSURANCE, AND PROVIDES METHODOLOGICAL GUIDANCE FOR DPP'S DOCUMENT MANAGEMENT SYSTEMS

Department 900210 – Operational Claims handled activities relating to the settlement of operational claims. In 2025, this department dealt with a total of 5,165 incidents, amounting to 11,386 processing cases – these include all accidents and damage to DPP property, including vandalism and criminal acts and claims for compensation raised by the travelling public. Furthermore, the department coordinated activities relating to the procurement and administration of insurance policies.

In 2025, **Department 900220** (Organisational and Management Standards) reviewed 158 organisational and management standards and collaborated on the revision of 279 drafts of new or updated organisational and management standards during the drafting process. In 2025, the department published 195 new or updated organisational and management standards. As at 31 December 2025, there were 1,344 valid organisational and management standards recorded in the standards register. Department 900220 Organisational and Management Standards processed or updated 318 form templates in 2025.

In 2025, **Department 900240** (Legal Support) handled a total of 549 requests, primarily the preparation of opinions and statements on internal labour law matters. It also handled the administration and enforcement of claims (excluding transport-related claims), represented DPP in legal disputes, and managed the provision of information in accordance with Act No. 106/1999 Coll., on free access to information.

Depar tment 900260 Legal Support for Contractual Relations and Public Procurement handled a total of 1,328 requests. These primarily involved processing comments on draft contracts and amendments, as well as opinions and statements on internal matters relating to contractual relationships. In 2025, the department also administered a total of 95 public contracts exceeding the threshold, 42 of which were handled using its own internal resources and supervised a total of 53 above-threshold public contracts carried out by external providers.



Central Procurement Department

IN 2025, THE CENTRAL PROCUREMENT DEPARTMENT, IN ADDITION TO ITS PRIMARY RESPONSIBILITY – WHICH REMAINS THE PROVISION OF SUPPLIES, SERVICES AND CONSTRUCTION WORKS FOR OTHER DPP DEPARTMENTS – ALSO WORKED INTENSIVELY ON A COMPREHENSIVE REVIEW OF THE GUIDELINES GOVERNING THE PURCHASING PROCESS FOR THE ENTIRE COMPANY.

The impulse for revising this directive was the need to clarify competences and responsibilities in the form of clearly defined roles, which often did not correspond to the actual process of public procurement administration. The second, no less important initiative in the field of internal legislative initiatives undertaken by the Central Procurement Department, was the commencement of work on a completely new directive on inflation clauses. This will standardise the structure of inflation clauses within public procurement contracts standardised into a few specific templates, which can then be modified as necessary in accordance with the specifications of the relevant public contract. A third key activity of the Central Procurement Department in the area of procurement process management is being actively involved in drafting the inflation clause for the public contract 'Trains and Transport System, Automation of Line C and the New Line I.D.' Although this inflation clause relates to a public contract of the competitive dialogue type, it has been drafted at a highly specialised level, i.e. beyond the scope of standard practice at DPP, including the involvement of a PwC external economic advisor.

- SECURING SUPPLIES, SERVICES AND CONSTRUCTION WORKS
- COMPREHENSIVE REVIEW OF THE GUIDELINES GOVERNING THE PROCUREMENT PROCESS
- ACTIVE PARTICIPATION IN THE DRAFTING OF AN INFLATION CLAUSE FOR THE PUBLIC CONTRACT 'TRAINS AND TRANSPORT SYSTEM, "AUTOMATION OF LINE C AND THE NEW I.D. LINE"

Central Purchasing Department Initiative

From the Central Procurement Department's standpoint, September 2025 marked a turning point with the introduction of a key element in the modernisation and digitalisation of processes relating to the preparation, planning and implementation of public procurement contracts. The CESNA electronic tool was developed with the aim of increasing transparency, unifying, standardising and streamlining procedures and communication between the various departments of DPP and the Central Procurement Department. The first phase of the project (out of four) is now complete; the result is digitised and centralised public procurement and tender procedures plan, including the configuration of an approval workflow that reflects the requirements and specific characteristics of individual DPP departments. The introduction of the CESNA electronic tool has fulfilled a long-standing requirement to ensure full traceability and an audit trail for individual requests made during the implementation of a public procurement contract or tender procedure. The use of a digital environment in the internal administration of public procurement will enhance the overall quality of the process. This will be facilitated by both automated checks for the completeness and formal compliance of input data and automatic notifications of changes made. CESNA comes as standard with integrated tools for data monitoring and reporting, including outputs in formats suitable for further processing (CSV, XLS, PDF) for the needs of users across DPP. The Central Procurement Department provided all necessary training for the individual DPP departments and their staff in connection with the launch of this electronic tool, including the preparation of user guides and instructional videos. Phase 2 then seamlessly followed the first phase, focusing on the actual process of preparing public contracts or tender procedures.

Another important Central Procurement Department initiative lied in IT. Namely in the SAP application, where a new report was created to monitor the progress of fulfilment of contracts arising from completed public procurement procedures. Essentially, the system is designed such that if a specific contract is nearing its end due to the expiry of its term (the end of the contract's lifecycle, either due to expiry or the contracted performance level being reached), the report will automatically generate notifications to the relevant staff in the Central Procurement Department, who will then initiate the preparation of a new public procurement contract should there be a continuing requirement for the relevant service. In addition to the above, the department was involved in updating the structure of the Central Procurement Department's internal website, which was modified to include the publication of all guidelines, methodologies and working procedures that enable users to navigate public

procurement matters with ease, whilst also acting as a ‘corporate memory’ (a collection of information and data gathered from the department’s practical activities).

In external electronic systems, the Central Procurement Department contributed to the introduction of the TENDER EXPRES service within the TENDER ARENA electronic tool. This service provides predefined E-CATALOGUES of the most suitable commodities, which are constantly updated and enable the contracting authority to order items via its own E-SHOP. The E-CATALOGUE itself takes the form of a supplier’s electronic offer containing information on the products offered items, used within the dynamic purchasing system (DPS), where this combination significantly helps to streamline the procurement process.

In 2025, the TENDER ARENA electronic tool was also expanded, thanks to the Central Procurement Department, to include a new “Sales” module, through which, since January 2025, DPP’s surplus assets have been offered for sale to interested parties registered in TENDER ARENA. The original sealed-bid method sales model is thus replaced by a more transparent and fully electronic tool. Individual sales cases are published on the contracting authority’s (DPP) profile, whilst the module allows bids from interested parties to be received in electronic form; furthermore, an electronic sales auction may be used to secure the best bid. The electronic sales auction is functionally based on the principle of the highest bid price and, thanks to the competitive environment created among bidders, ensures the maximum valuation of the assets being sold whilst maintaining maximum transparency of the sale.

In addition to the above-mentioned changes to the TENDER ARENA system, the Central Procurement Department implemented a new ‘Subcontractor Register’ feature last year This functionality requires the mandatory entry of subcontractor details during the administration of a public contract and is based on the principle of assigning individual subcontractors to specific contractors and contracts awarded by the transit company.

In order to enhance the efficiency of the Central Procurement Department’s core activities – which consist of procuring supplies, services and construction works for other DPP departments – the department has adopted a number of measures aimed at improving the preparation and organisation of individual tender procedures. One example is the increased number of preliminary market consultations (hereinafter ‘PMC’) carried out to ascertain the current situation in the relevant market, with 10 PMCs conducted in 2025 compared to 3 in 2024.

The percentage increase amounts to more than 333%. At the same time, the business strategy for PTKs was revised by adding the attribute of ‘targeted outreach to selected suppliers’, thereby marking a shift from passively conducted PTKs to actively conducted PTKs by the Central Procurement Department. In addition to seeking to obtain up-to-date information from individual relevant markets through PTK, the Central Procurement Department also collects and evaluates information from completed public contracts through actively sought feedback from potential suppliers, focusing in particular on the reasons for not submitting a tender.

The Central Procurement Department’s efforts to improve the quality of internal communication with DPP management have resulted in the preparation of a progress report on the ‘Category Management’ project and an overview of public procurement contracts under consideration by the Office for the Protection of Competition (hereinafter ‘ÚOHS’). From the status report on the Category Management project, we consider it important to highlight that, thanks to a suitably set inflation clause, savings of CZK 10 million were achieved in 2025 in the purchase of AdBlue. In total, since the contract came into force in 2023, the savings have amounted to more than CZK 25 million. The overview of public contracts reviewed by the ÚOHS reveals the positive finding that, out of a total of 352 public contracts implemented by DPP between 2020 and 2025, only 8 errors on the contracting authority’s (DPP) side were found, representing a mere 2.27%.



Procedural information

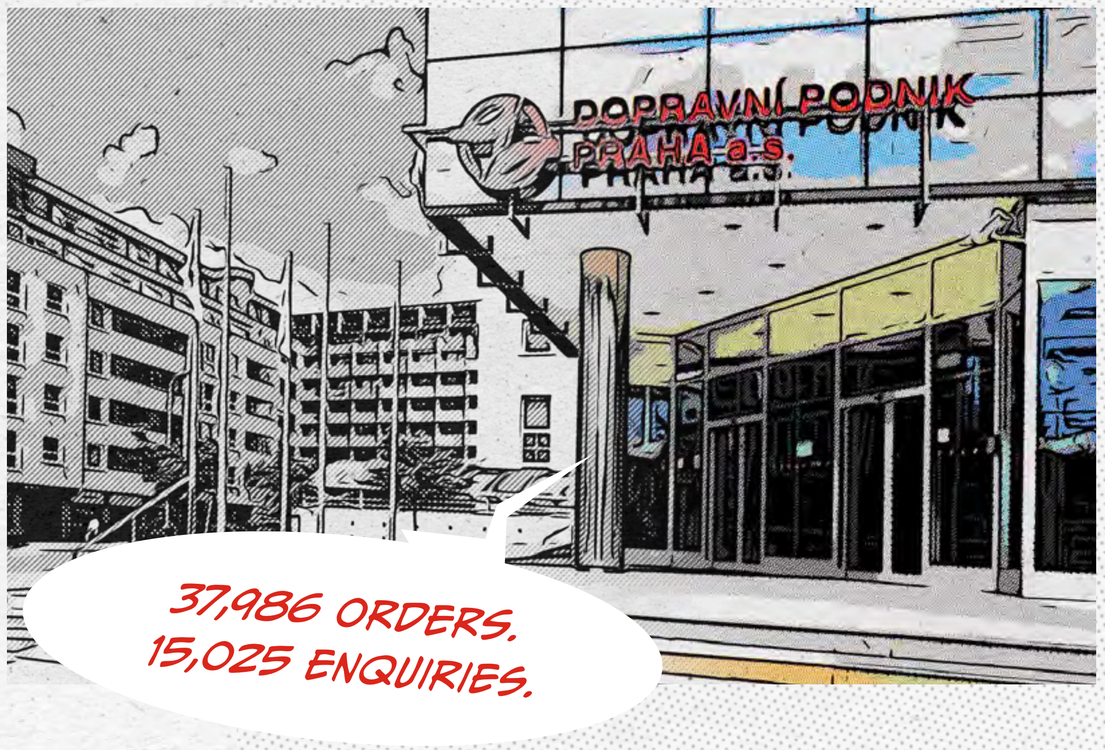
IN 2025, THE PUBLIC PROCUREMENT DEPARTMENT RECORDED 103 REQUESTS FROM OTHER DPP DEPARTMENTS FOR THE ADMINISTRATION OF ABOVE-THRESHOLD PUBLIC CONTRACTS. IN THE SAME YEAR, 94 PUBLIC PROCUREMENT PROCEDURES WERE ANNOUNCED VIA THE TENDER ARENA ELECTRONIC TOOL, COVERING A TOTAL OF FIVE DIFFERENT TENDER PROCEDURES. THE MOST COMMONLY USED PROCEDURE WAS THE 'OPEN PROCEDURE', WHICH ACCOUNTED FOR 83% OF ALL CONTRACTS AND IS GENERALLY CONSIDERED THE MOST TRANSPARENT METHOD OF AWARDING CONTRACTS.

Last year, 36 ongoing contracts were cancelled, with the request for cancellation most frequently initiated by DPP departments acting as 'internal customers'. The second most common reason for cancelling a public contract was the failure to receive any bids, which occurred in 12 cases. The Central Procurement Department regards the cancellation of a contract at any stage of its processing as an undesirable occurrence; therefore, the factors leading to the cancellation of the process are analysed and measures are taken to prevent them.

As part of its contract administration activities, the Public Procurement Department processed 105 contracts and 85 amendments last year. In response to rising production costs faced by suppliers due to inflationary pressures, the Public Procurement Department considered a total of 15 requests for increases in unit prices. All these requests were submitted in accordance with the applicable contractual provisions.

In 2025, the Tender Procedures Department received 250 requests to initiate specific tender procedures. Furthermore, in the same year, the department concluded 274 contracts, 78 amendments to existing contracts and 116 contract terminations. A total of 78 tender procedures were cancelled in 2025. The most common reason was that no bids were submitted, or that only one bid was received. Given that this reason for cancelling tender procedures has been recurring over the long term, department staff began seeking feedback from suppliers as to why they had not submitted a bid. In 2025, the department also participated in the implementation of the second phase of the CESNA project.

In 2025, the Services Procurement and Materials Procurement departments processed a total of 37,986 purchase orders and 15,025 requests for quotations in order to secure the required services and material flows. The proportion of non-contractual orders for the purchase of materials stood at 9.93% of all material orders; a similar proportion was achieved for services, at 2.52%. The required quality management system targets – namely a 91% share of orders under contractual relationships for the category of spare parts for buses and 97% for spare parts for trams – were achieved in both cases. In 2025, the Services Procurement Department also developed a new service group code list in the SAP application and methodically established the obligation to specify the service master record in the form of an 11-digit code in POBJ.



Strategy Department and Project Office

THE STRATEGY DEPARTMENT AND PROJECT OFFICE HANDLED ALL MATTERS RELATED TO DPP'S DEVELOPMENT STRATEGY AND ITS IMPLEMENTATION, DEVELOPMENT AND MONITORING OF COMPLIANCE WITH THE PROJECT MANAGEMENT METHODOLOGY WITHIN THE COMPANY. THE DEPARTMENT'S MAIN ACTIVITIES INCLUDED THE MANAGEMENT OF STRATEGIC PROJECTS AND PRIORITIES, MANAGING NON-ROUTINE CROSS-FUNCTIONAL TASKS AND SUPPORTING OPERATIONAL AND TECHNICAL DEPARTMENTS IN THE CREATION AND RECORD-KEEPING OF DOCUMENTS WITHIN THE FRAMEWORK OF PROJECT MANAGEMENT.

THE DEPARTMENT WAS ALSO RESPONSIBLE FOR MATTERS RELATING TO THE CO-FINANCING OF DPP PROJECTS AND INITIATIVES FROM EU FUNDS, AND THE IMPLEMENTATION OF THE STRATEGY AIMED AT BARRIER-FREE ACCESS TO METRO STATIONS, AND COOPERATION ON AMENDMENTS TO THE PRAGUE CITY MASTER PLAN IN RELATION TO DPP'S DEVELOPMENT PROJECTS.

In 2025, the Strategy Department and Project Office managed the long-term '2040 Metro' project, the main objective of which is to define the strategy and concept for the development of the Prague Metro by 2040, particularly with regard to the introduction of fully automated, driverless metro operations on existing lines of the Prague Metro, in line with the plan to renew the 81-71M metro fleet. The Strategy and Project Office also managed a separate project in this area, 'Automation of Line C', with the aim of introducing fully automated driverless operation on Line C by 2032. Throughout 2025, the administration of the pre-qualification phase for the relevant public procurement contract concerning new trains, platform screens and a fully automated driverless metro system for the automation of Line C and the new Line I of the Prague Metro was carried out in collaboration with Transparency International - Czech Republic, o.p.s., in the form of independent monitoring of the public procurement process in question.

In 2025, the Projects Department continued to provide support in coordinating the working groups involved in the implementation of the Prague Unified Information System project, including ensuring cooperation with other involved organisations (ROPID, THMP, IPR). During this period, the project made further progress in terms of both methodology and implementation.

During the year, a manual for route information was completed, which standardises the principles for presenting route information across different modes of surface transport. At the same time, a manual for LCD screens on buses was also drafted and finalised, defining the format and structure of the information displayed on buses. At the same time, a JIS sub-licence agreement was concluded with ROPID, establishing a framework for the further practical application of JIS graphics in operational conditions.

During 2025, new operational information in accordance with the Unified Information System was implemented on display screens in metro stations and on surface transport vehicles. At the same time, totems were installed to provide long-distance signage for metro entrances as part of the expansion of the wayfinding system on the surface.

In 2025, DPP continued to implement the project 'DPP ESG Strategy Implementation', which aims to meet regulatory requirements and systematically strengthen the sustainability of the company's operations in accordance with the requirements of the EU CSRD Directive.

On 26 February 2025, the European Commission presented the Omnibus I legislative package, which introduced significant changes in the area of non-financial reporting. These amendments have a fundamental impact on companies' obligations regarding the disclosure of sustainability information.

Following the adoption of these amendments, DPP will be required to publish a sustainability report as part of its 2027 annual report.

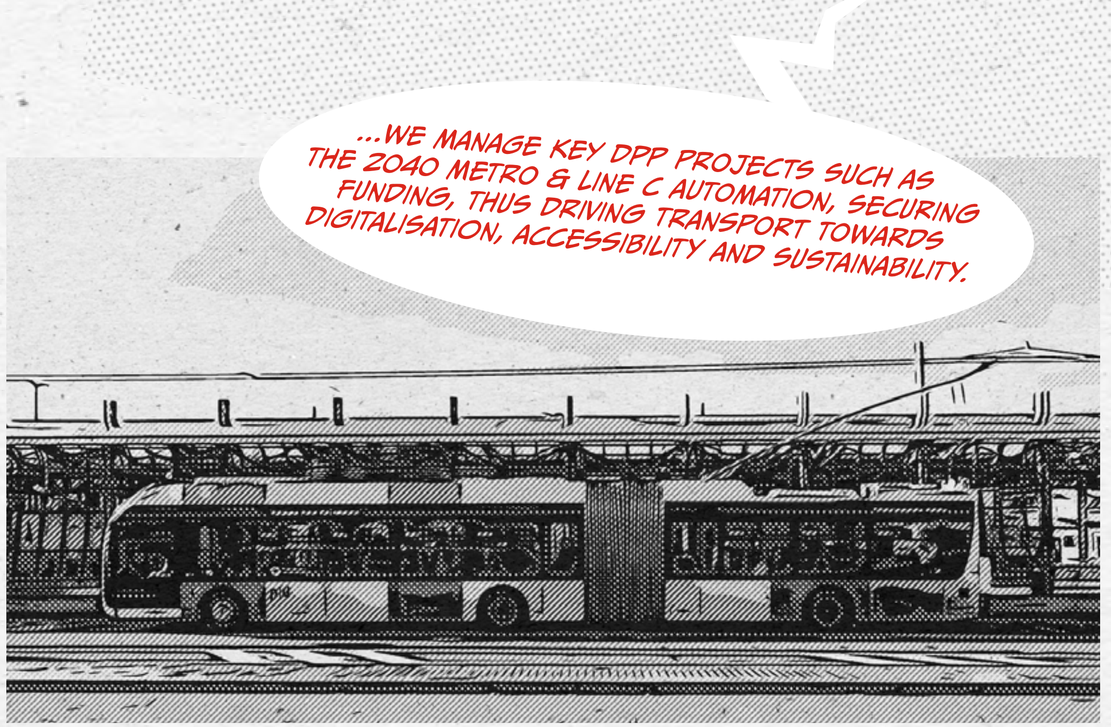
The Projects Department continued with the design competition for a new representative uniform for DPP staff. Extensive testing of the uniform was carried out and feedback was gathered, which significantly modified the originally proposed design. The new uniform should now meet employees' expectations in terms of both functionality and technical aspects. As part of a project reviewing the range of products and changing the system for issuing personal protective equipment (OOPP), an OOPP dispensing machine was tested. The machine met the functional requirements; for implementation into DPP operations, a

broader, comprehensive solution is recommended, including for other systems (distribution of items other than OOPP, tool hire, automatic mailroom, etc.). Furthermore, employees selected in collaboration with operational departments tested work workwear in real-world operational environments. At the same time, the workwear was sent for stress testing to the Textile Testing Institute, and based on feedback from employees and the testing institute, technical specifications were drawn up for individual OOPP items for potential use in future orders. An optimised OOPP allocation system was proposed upon project completion. The Projects Department also managed a number of other process-oriented projects.

In 2025, the Strategy Department administered the co-financing of DPP investment projects from EU structural and investment funds and other sources, such as the Transport Programme 2021–2027, supporting new urban rail transport projects: the Sídliště Barrandov– Holyně – Slivenec tram line: Phase 2 (Holyně–Slivenec section), the Václavské náměstí and Muzeum line, the Malovanka–Strahov tram line, the Počernická tram line, and the Olšanská–Habrová tram line.

The department also handled in 2025 two submitted funding applications, both submitted under the National Recovery Plan via the State Environmental Fund for EPC projects under SFŽP Call No. 12/2021, 'Energy Savings in Public Buildings' as part of the National Recovery Plan under the auspices of the Ministry of the Environment. Additional seven projects managed by the department were from the National Recovery Plan via the Ministry of Transport of the Czech Republic, supporting the construction of dynamic charging infrastructure for battery-powered trolleybuses (electrification of route 119, electrification line 140 and electrification of line 176, electrification of lines 131 and 137) and the purchase of vehicles (20 high-capacity battery-powered trolleybuses and 20 low-floor trams).

During 2025, applications for support were submitted under the TRANSGov programme of the Modernisation Fund. A total of four applications for funding were submitted, all of which were approved by the State Environmental Fund of the Czech Republic. These are the projects: Purchase of low-floor trams, Purchase of midi electric buses, Purchase of standard and articulated battery-powered trolleybuses, and Purchase of standard electric buses. Under the National Environment Programme, a further application for funding called 'Procurement of zero-emission multi-purpose service vehicles', which is currently also in the administrative process. At the end of the first half of 2025, subsidy applications were also submitted to the Integrated Regional Operational Programme (IROP), Call No. 110, for the purchase of low-emission and zero-emission vehicles (Purchase of battery-powered trolleybuses).



The Strategy Department represented DPP within the working group on the Sustainable Mobility Plan for Prague and the Surrounding Area, and coordinated the preparation of comments on amendments to the local plan, in particular to the forthcoming Metropolitan Plan and spatial studies, whilst also ensuring the smooth coordination of activities and projects with the Prague City Council – mapping for the Digital Terrain Model (DTM), preparation of the TSK project for the development of C-ITS, etc.

As part of efforts to ensure the implementation of the approved plan for removing barriers in public transport in the capital city of Prague, in 2025 the department oversaw the preparation of projects to make the following stations accessible: Malostranská, Náměstí Republiky, Vyšehrad, Hradčanská, Jinonice and Pražského povstání. Preparatory work on these projects will continue into the following year. In 2025, the department also prepared a feasibility study for the project to construct the northern concourse of Vltavská metro station, which will be followed by the implementation phase.

The Strategy Department also worked closely with the relevant departments of the Prague City Council and the of the Prague City Council's Committee for Pedestrians and Accessibility on the preparation of a new concept for removing barriers in public transport in the City of Prague.

Communications and Public Relations

Communication

IN 2025, A TOTAL OF 5,154 ARTICLES RELATING TO DPP WERE PUBLISHED IN THE MONITORED MEDIA. COMPARED TO THE PREVIOUS YEAR, THERE WAS AN INCREASE IN COVERAGE OF ALMOST 9%. THE MEDIA PUBLISHED THE MOST ARTICLES ON DPP, A TOTAL OF 718, IN SEPTEMBER. CONVERSELY, THE FEWEST ARTICLES, 277 EACH, WERE PUBLISHED IN MAY AND DECEMBER.

Online portals published the most articles about DPP, accounting for 64% of total coverage of DPP, with their share growing year on year. Print media accounted for 12%, news agency reports for 5%, television stations for 16% and radio stations for 3%. Among individual publications, the most coverage of DPP in 2025 was provided by ČTK, metro.cz, MF Dnes, Deník, Praha TV and the specialist websites zdopravy.cz and dopravacek.eu.

Most media coverage of DPP in 2025 was neutral, accounting for 56% of the total (an increase of 3 percentage points year-on-year). Positive articles made up 13% of DPP's media coverage, negative articles 27%, and ambivalent articles 4%.

The DPP website recorded almost 17 million visits in 2025, representing a year-on-year increase of approximately 40%. Around 70% of users accessed the DPP website via a smartphone or tablet. The most frequently searched-for information has remained largely unchanged: timetables, service disruptions and fares. The DPP website recorded its highest number of monthly visits in October, coinciding with the suspension of metro services on Line C and other incidents on the metro network.

The number of users following the official DPP Facebook page (www.facebook.com/DopravniPodnikPraha/) rose by almost 9,000 last year to nearly 50,000 (an increase of 18%). The DPP – Emergency Events Facebook page (www.facebook.com/mimoradnostiDPP) was followed by over 9,000 users last year, which is almost double the number compared to the previous year. On Instagram (www.instagram.com/DPPoficialni/), DPP also managed to increase its follower count by 3,900 users (18%) to 21,800 last year. On both Facebook and Instagram, users were most interested in transport-related topics. The most viewed post was the announcement of the early opening of the modernised Pankrác metro station. The DPP account on X (https://x.com/DPPOficialni) had more than 23,300 followers last year, which is a thous. more than the previous year. DPP's second X account Emergency Events (https://x.com/DPPmimoradnosti) was followed by almost 3,400 users. The DPP YouTube channel (www.youtube.com/dopravnipodnik) had around 8,000 subscribers last year. On LinkedIn, DPP was followed by almost 3,000 users.



In 2025, DPP's internal communications used a standard set of tools to keep staff informed: the intranet, LED displays and the monthly newsletter *DP Kontakt*. More than 170 top news items and nearly 50 short reports were published on the intranet's homepage. More than 300 reports were displayed on the forty-odd LED information panels located at the company's premises. The monthly staff magazine DP Kontakt was published eleven times in its 30th anniversary year; ten standard issues and one summer double issue. In addition, a special anniversary edition of *DP Kontakt* was published in May. In 2025, the magazine featured special sections marking the 100th anniversary of buses and the 150th anniversary of public transport in Prague.

Public relations

A TOTAL OF 22,441 PASSENGER SUBMISSIONS WERE PROCESSED DURING 2025, REPRESENTING A YEAR-ON-YEAR INCREASE OF APPROXIMATELY 7%. SUBMISSIONS CAN BE DIVIDED INTO COMPLAINTS, COMMENTS AND ENQUIRIES, WITH THE PROPORTION OF EACH CATEGORY REMAINING LARGELY UNCHANGED YEAR-ON-YEAR (APPROX. 72% OF THE TOTAL NUMBER ARE COMPLAINTS, APPROX. 24% ARE ENQUIRIES AND APPROX. 4% OF ALL SUBMISSIONS FALL INTO THE CATEGORY OF COMMENDATIONS).

The transit company is involved in a European research programme under the Horizon **eBRT2030** initiative, which focuses on the electrification of high-capacity bus systems and is coordinated by the International Association of Public Transport (UITP). The project was launched at the beginning of 2023 and will run until at least the end of 2026. There are 49 partners involved in the project; the eBRT2030 project comprises seven demonstration projects around the world for a practical demonstration of the expansion of sustainable urban bus transport (Barcelona, Amsterdam, Athens, Rimini, Nantes, Bogotá and Prague). DPP is presenting the electrification of route 119 using high-capacity battery-powered trolleybuses and innovative technical solutions currently under development as a demonstration project for an effective approach to introducing electromobility in bus transport. In addition to the presentation and comparison of the operational and technical parameters of high-capacity battery-powered trolleybuses, the project also includes the monitoring and control of trolleybus battery charging during operation, at terminal stops and whilst parked in the depot, using advanced vehicle energy management functions, where development in collaboration with our partner (Škoda Electric) is still ongoing. Another area being addressed is the system for automatically retracting pantographs at the end of the overhead line and alerting drivers to the need to connect the pantographs at stops where the overhead line begins. This part of the upgrade, developed by Elektroline, is now complete and is now in routine operation.

The programme of professional visits in 2025 continued its upward trend. DPP thus continues to maintain a prominent position among European and global public transport operators



and is a sought-after partner for the exchange of expertise in the areas of public transport operations, organisation and financing. Almost a hundred professional delegations visited Prague, expressing interest particularly in the technology, maintenance and control centres. The newly opened Hloubětín tram depot and the new 52T tram model were especially attractive, as their launch drawing a number of international partners. Delegations arrived from a number of countries spanning several continents, including Mongolia, South Korea, Azerbaijan, the United States and – alongside many European countries – several African nations.

Marketing and Sales

WE CELEBRATED TWICE THIS YEAR!!!

Marketing

2025 WAS AN EXTRAORDINARY YEAR FOR THE PRAGUE PUBLIC TRANSIT COMPANY. IT WAS MARKED BY TWO HISTORICAL MILESTONES – 100 YEARS OF REGULAR BUS SERVICES IN PRAGUE AND 150 YEARS OF PRAGUE PUBLIC TRANSPORT. THE MARKETING AND SALES DEPARTMENT PLAYED A KEY ROLE IN THE PREPARATION, IMPLEMENTATION AND PROMOTION OF THE YEAR-LONG CELEBRATIONS, TOUCHING PRACTICALLY EVERY CORNER OF THE CITY.

IN ADDITION TO THESE ANNIVERSARY EVENTS, THE DEPARTMENT CONTINUED ITS SYSTEMATIC DEVELOPMENT OF RECRUITMENT CAMPAIGNS, MARKETING COMMUNICATIONS, COMMERCIAL ACTIVITIES, EXPERIENTIAL TOURISM AND COLLABORATION WITH THE PUBLIC TRANSPORT MUSEUM. 2025 ALSO SAW RECORD PUBLIC INTEREST IN DPP EVENTS.

KEY ANNIVERSARIES OF 2025

The celebrations marking 100 years of regular bus services in Prague began back in February with the unveiling of the year-long programme. This was followed by the official launch on 3 March, accompanied by an exhibition and the dispatch of a fleet of SOR NB 18 and SOR NB 12 buses, decorated with themed stickers, from five garages. The programme continued with a travelling exhibition, which visited seven locations in Prague between March and July. The celebrations also included a special series of BUS experience tours, taking place both in the depots and out in the field.

One of the highlights of the celebrations was the ceremonial bus parade on 22 June, which featured 19 historic and modern buses. The route ran from Staroměstského náměstí to Vítězné náměstí and attracted thousands of visitors. Other celebrated themed events include the Vršovice garage opening and the Klíčov garage 70th anniversary, both taking place at the Vršovice garage. As a result, the theme of bus transport became one of the most visible projects of the year, both in the media and in communications with the public.

The 150th anniversary of public transport in Prague ran throughout the year and was met with an extraordinary response. It included a major travelling exhibition, which toured various locations across Prague from June to December (Na Příkopě, Jungmannovo náměstí, Chodov Shopping Centre, Nový Smíchov and Lužiny shopping centres, as well as Sokolovská Street and the Střešovice depot).

The highlight was a ceremonial tram parade on 21 September, which showcased the development of Prague's tram transport from the historic horse-drawn trams to the state-of-the-art 52T model. A total of 61 vehicles took part in the parade across 42 categories, and the event was watched by more than 15,000 spectators. The Open Day at the Hloubětín depot also attracted considerable public interest, with more than 8,000 people visiting the new site. The anniversary programme also included special themed rides on the metro, trams and trolleybuses, as well as a programme for staff at the Centre for Architecture and Urban Planning (CAMP), which included guided screenings and a thank-you message from the company's management. The celebrations marking 150 years of public transport thus became one of the biggest cultural and transport events of the year in Prague.

MARKETING AND RECRUITMENT

Throughout 2025, the recruitment campaign "Start driving here!" ran, focusing primarily on drivers, train drivers, operational roles and also general practitioners. The campaign utilised a wide range of media – from outdoor advertising and radio to online communication, events and exhibitions. The transit company also showcased itself at a number of trade fairs and career events, such as the Wedding Fair, CULS Career Days, Career Expo, SPŠD Expo and CTU iKariéra. A recruitment stand was also a feature of all major events organised by the Transit Company. Linking recruitment to annual events significantly boosted the visibility of the DPP brand among potential employees.

CORPORATE CULTURE AND INTERNAL EVENTS

In 2025, the focus continued to be on developing the corporate culture and strengthening employees' loyalty to the company. Key events included a reunion for former employees of the Transit Company, the opening of the refurbished Hloubětín depot for staff, and an Employees' Day at the Exhibition Grounds, which was attended by over two thous. people despite the intemperate weather. Internal events also accompanied other notable moments of the year, such as the launch of the 52T tram or projects related to the development of trolleybus transport. These activities consistently attract high attendance and positive feedback from employees, who appreciate the opportunity to meet and share the results of their work.



PUBLIC EVENTS AND EXPERIENTIAL TOURISM

The year 2025 was also exceptionally rich in events for the public. Experiential tourism continued to prove to be immensely successful and a long-standing popular product. Special metro rides on lines A, B and C, themed rides on M1 trains, special bus tours both in depots and on regular routes, and rides on historic trams were regularly sold out within several hours. The public also showed great interest in combined programmes including a visit to the Public Transport Museum.

One of the major city-wide events was the Kinobus, which took place for the eighteenth time in 2025. It offered a record 44 evening screenings and attracted more than 9,700 viewers. The 'Tune In on the Metro' music event featured as many as 49 concerts in a single day. The transit company also took part in Prague Museum Night by dispatching special tram services. Themed photo events focusing on the metro, escalators, trolleybuses and historic RT0 buses also proved popular.

CHRISTMAS PROGRAMME

The Christmas season traditionally brought a myriad of popular events. The programme kicked off with the ceremonial lighting of the Christmas fleet. This was followed by St Nicholas special Metro and Public Transport Museum rides, and Christmas concerts in Metro stations, as well as special rides on historic Ečs trains on Line C. The programme also included the delivery of the Bethlehem Light, which the Transit Company organises every year in collaboration with the Scouts.

COLLABORATION WITH THE PUBLIC TRANSPORT MUSEUM

Another key aspect of the department's work was its collaboration with the Public Transport Museum. In 2025, the museum reopened following renovation, offering visitors new themed exhibitions, such as a project dedicated to transport and everyday life during the Second World War. The museum also hosted model-making events and played a significant role in the programme of anniversary celebrations, for example through parades of historic vehicles or participation in transport processions.

SAFETY CAMPAIGNS

Prevention and safety remain a key area of activity. The "Don't Jump in Front of My Wheels" campaign continued in collaboration with the Czech Police and the BESIP organisation. Activities included preventive training sessions and demonstrations for schools, painting of pedestrian silhouettes at high-risk locations, and presentations during major annual events. Long-term efforts in the area of prevention are having a positive impact on the gradual reduction in the number of serious road traffic injuries.

Sales

2025 CONFIRMED THE STEADY GROWTH OF THE SALES DEPARTMENT'S COMMERCIAL ACTIVITIES. TOTAL REVENUE REACHED CZK 25.5 MILLION, REPRESENTING A RESPECTED YEAR-ON-YEAR INCREASE FROM CZK 20.1 MILLION IN 2024. THIS RESULT IS DUE TO SYSTEMATIC MANAGEMENT OF SALES ACTIVITIES, TARGETED DEVELOPMENT OF THE PRODUCT PORTFOLIO AND EFFECTIVE USE OF COMMERCIAL OPPORTUNITIES.

A significant proportion of turnover came from the hire of historic trams, including the T3 Coupé, which generated revenue of CZK 11.5 million. This segment has long been a stable and prestigious part of the company's commercial activities and makes a significant contribution to the presentation of the Prague Public Transit Company to the public and its business partners.

Regular operation of the tourist route 42 contributed CZK 11 million. The route is operated in close partnership with Prague City Tourism, which ensures coordinated marketing, sales support and further product development within the capital's tourism offering. The project has established itself as a permanent part of commercial activities and a key element in supporting the city's tourism sector.

The segment of other commercial activities, in particular short-term rentals of real estate and modern trams, achieved a turnover of CZK 3 million. Through active management of capacity and business processes, we have succeeded in further developing this segment and strengthening its performance.

There was also further strengthening of business process management throughout 2025. The consolidation of administrative tasks and a centralised overview of commercial activities enable more accurate planning, better performance monitoring and more efficient resource allocation. This approach contributes to greater transparency and stability in the sales portfolio.

GRAND TOTAL: CZK 25,500,000

In collaboration with the IT department, development of the JHV ordering system continued. The digitisation of processes brings greater convenience to customers, simplifies administrative procedures and increases the order management efficiency. Customer focus and process efficiency remain the fundamental principles of our business activities.

Collaboration and partnerships with trusted suppliers of supplementary services (catering, guided tours, musical entertainment) are indispensable in organising commercial events successfully; a stable network of partners enables us to provide comprehensive services of the appropriate quality and scope.

In the tourism sector, partnerships with the Association of Incentive and Experience Tourism, the Association of Czech Travel Agencies and Tour Operators, and Prague City Tourism were further strengthened in 2025. This collaboration supports the long-term establishment of commercial activities in the experiential and city tourism segment.



The Sales Department is systematically developing its commercial potential, increasing revenue and, at the same time, strengthening process management and the quality of the services provided – thereby laying a solid foundation for further development in the coming period.

SUMMARY OF 2025

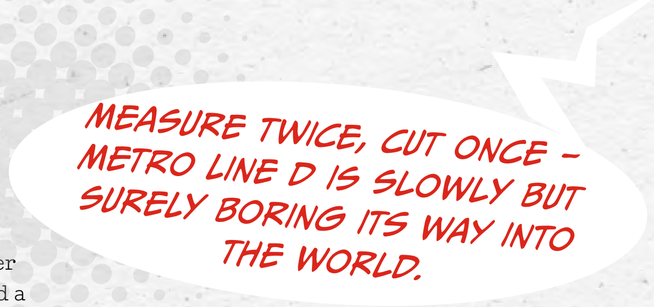
2025 was one of the most ambitious in the history of the Transit Company's Marketing and Sales Department. The celebrations marking 100 years of buses and 150 years of public transport were a resounding success, attracting record numbers of visitors to events, parades and open days. The Transit Company achieved high media visibility and a positive public response, whilst continuing to develop its recruitment activities and commercial projects. Close cooperation with the Public Transport Museum and the Historic Vehicles Unit also played an outstanding role in organising the historic programmes.

Metro D

THE ROUTE OF METRO LINE D HAS BEEN SPATIALY DEFINED IN THE CITY'S ZONING PLAN SINCE THE 1990S AND, MORE RECENTLY, AS A LINK BETWEEN THE SOUTHERN PART OF PRAGUE AND THE CITY CENTRE. THE 10.6 KM SECTION OF LINE I.D INCLUDES TEN STATIONS. STARTING IN THE CITY CENTRE, NÁMĚSTÍ MÍRU ON LINE A, CROSSING LINE C AT PANKRÁC BEFORE CONTINUING TO THE CITY'S SOUTHERN EDGE TO PÍSNICE.

On 24 March 2022, DPP obtained a final building permit for the first section of Metro Line D, Pankrác – Nové Dvory. Following decades of preparatory work, construction of the first section of Metro Line D, namely I.D1 and Pankrác D – Olbrachtova, was officially launched on 21 April 2022. In the first year since construction began, 1.6 km of tunnels were excavated; in December 2023, the first section I.D1a was officially bored through entirely, ranging from the future Olbrachtova station to the turning-tracks tunnel behind the future Pankrác D station in the direction of Náměstí Bratří Synků. In April 2023, the Information Centre for Section 1 of Metro Line D (Pankrác–Olbrachtova) was opened in Neveklovská Street. In November 2023, the Prague City Council decided to incorporate part of the Pankrác tram line into the ongoing construction of Metro Line I.D, alongside the modernisation of the lighting and toilets at Pankrác C station. The planning permission came into force in December 2023. Work on the Pankrác tram line began in February 2024 and was completed on 13 December 2024 when the line officially launched. The tram station thus effectively replaced the closed busy Pankrác metro station on Line C in 2025. Pursuant to the Prague City Council Decision of 13 November 2023, a request was sent to the existing contractor for the Pankrác–Olbrachtova Metro Line I.D construction project, and the contractor commenced the modernisation of the Pankrác C station at the beginning of 2025. The modernised Pankrác C metro station was opened for trial operation ahead of schedule on 19 December 2025; finishing works will continue during the first half of 2026. Due to poor waterproofing at the Pankrác C station, work was carried out concurrently in 2025.

Its renovation will continue in phases over the coming years. On 19 December 2025, a section of the Na Pankráci Street underpass was also opened, directly connecting the station concourse with the tram platforms. The remaining section of the underpass leading to the Gemini building will be structurally completed during 2026, although it will not open until Metro D is operational.



The subsidying of a final building permit thus made it possible to launch a public tender in May 2022 for a construction contractor and a supplier of monitoring and surveying services for the next section of Metro Line D, namely I.D1b Olbrachtova (excluding) – Nové Dvory. In December 2023, following a decision by the company's board of directors, DPP signed a contract with the successful tenderer for the comprehensive geotechnical monitoring and survey of the I.D1b Olbrachtova (excl.) – Nové Dvory section.

In view of the ongoing administrative proceedings before the Office for the Protection of Competition and the Regional Court in Brno concerning the contract for the construction of the I.D1b section in 2025, work on this section has not yet commenced.

Based on the Report on the Preliminary Archaeological Survey in 2025, rescue archaeological investigations were carried out at the remaining sites of Nemocnice Krč – South and Nádraží Krč. In January 2024, DPP received the Find Report from the rescue archaeological survey at the site of the future D metro station Nemocnice Krč, northern section. The Find Reports from the Nemocnice Krč – South and Nádraží Krč will be submitted in early 2026.

By Resolution No. 22/7 of the Prague City Council, it was decided in 2025 to commence work on the Feasibility Study for the follow-on Section II.D Náměstí Míru (excluding) – Náměstí Republiky. Section II.D (NM) – NR is planned for the period 2037–2044, including a train hub (Hlavní and Masarykovo stations). A tender for the study contractor will be launched during 2026.

As part of the property-law arrangements for the Metro D route in 2025, only newly arising property-related matters resulting from the construction works were addressed within the first stage of Metro D, Pankrác–Olbrachtova, such as amendments to contracts. This was due to the fact that this section had already been fully secured in property-law terms since 2023.

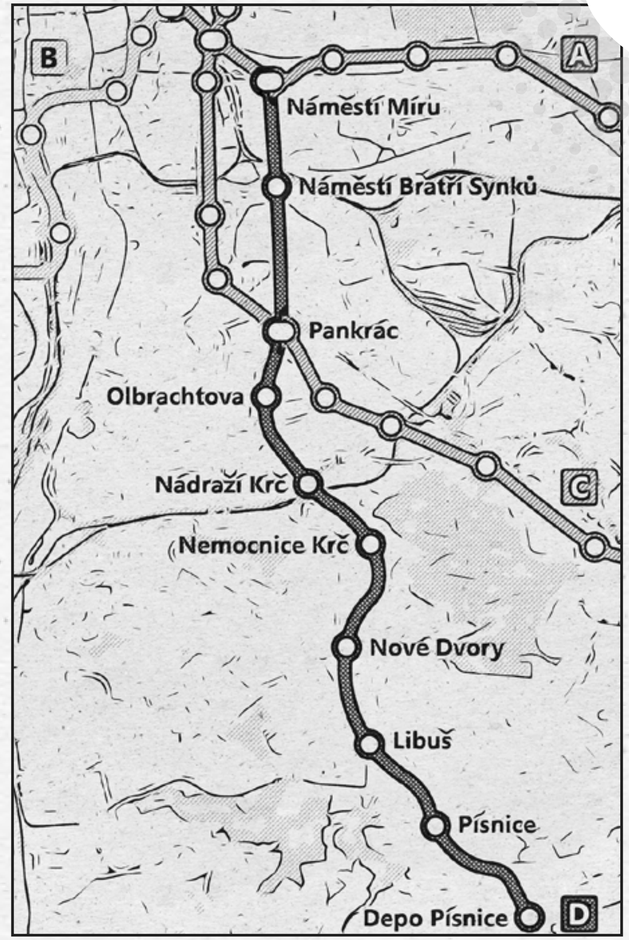
Preparations regarding land acquisition for the second section, Olbrachtova – Nové Dvory, also continue, with contractual documentation currently being finalised as part of negotiations between the City of Prague and other landowners in the Nádraží Krč area, which is the last remaining site requiring land acquisition. This includes agreements with a group of

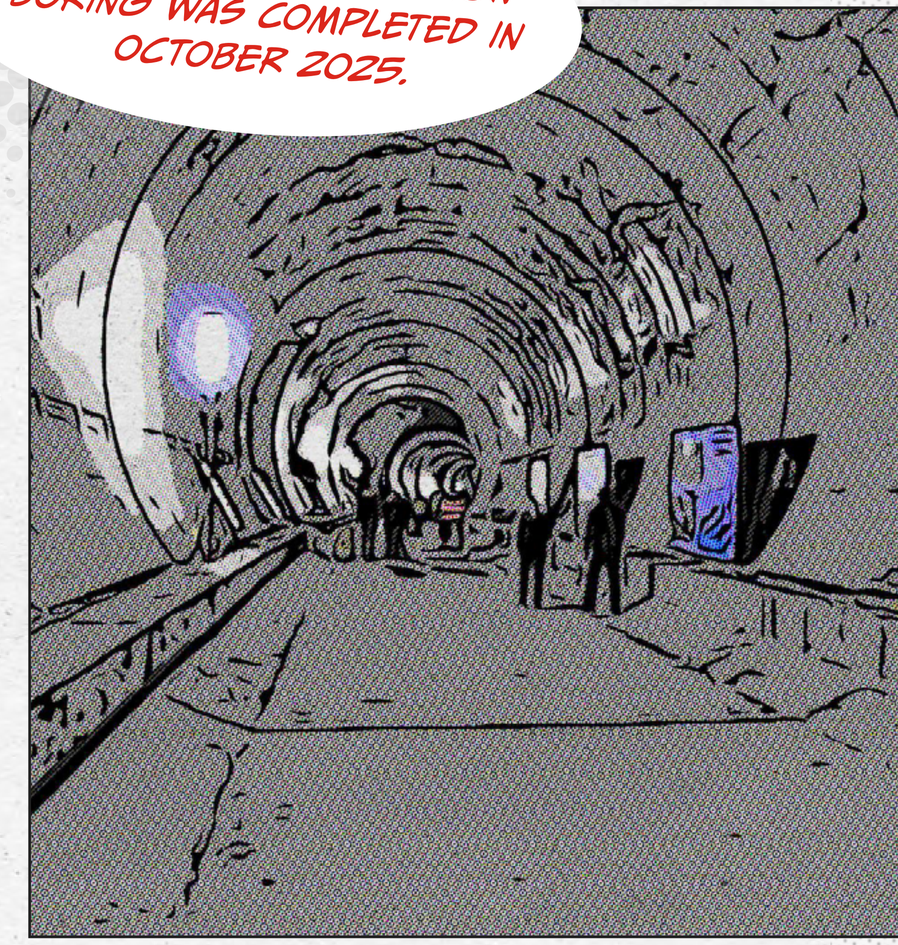
individuals represented by Reflecta, as well as agreements relating to Správa železnic. As for the Nové Dvory – Depo Písnice section, preparations for expropriation proceedings continue, along with the implementation of partial purchases of the affected land where agreement can be reached.

In the northern section of the planned Metro D line, particularly in the area around Náměstí Bratří Synků, meetings are being held with the affected property owners, and the first agreements have been drafted, with negotiations currently underway regarding their wording.

The most important milestones for 2026 include the selection of a contractor for the construction of the Olbrachtova (excl.) – Nové Dvory section of Metro D and the start of construction, as well as the extension/new application for an EIA legislative permit for Metro I.D, i.e. 10 stations, Náměstí Míru – Depo Písnice, including the train depot.

In 2025, the amendments to the project documentation and the supporting documents for the EIA verification were finalised. At the end of 2025, an application for EIA verification and an application to amend the project were submitted, incorporating the requirements set out in the RHMP plan of 12 February 2024 regarding modifications to the Nové Dvory station in accordance with the spatial study and the use of geothermal energy extracted from the metro at the Nové Dvory site. By resolution from 20 May 2024, the Prague City Council approved the plan for the necessary modifications to Libuš station in accordance with the study prepared, and in 2025 the changes were incorporated into the design documentation for Libuš station; an application for planning permission will be submitted in the first half of 2026. In 2025, design work commenced on the amendment to the DUR and DSP for section I.D3 Pankrác (excluding) – Náměstí Míru.







Companies with equity participation

PRAŽSKÁ STROJÍRNA, A. S.

The company's core business is the development and manufacture of track structures and switch systems for tram transport. The comprehensive service for switch systems is complemented by additional components, such as tram switches with flexible switch blades in various configurations according to customer requirements, switch heating, track drainage and other engineering products. DPP is the sole shareholder.

STŘEDNÍ PRŮMYSLOVÁ ŠKOLA DOPRAVNÍ, A. S.

Its main activity is teaching, training and education at the Secondary Industrial School of Transport. DPP is the sole shareholder.

RENCAR PRAHA, A. S.

The company specialises in providing advertising on public transport. In particular, it offers a wide range of advertising formats both inside and outside trams and buses, including innovative formats. DPP holds a 28% share.

NOVÉ HOLEŠOVICE, A. S.

The company's aim is to modernise the northern concourse of the Nádraží Holešovice metro station and gentrify its immediate surroundings – outlined to the north by the railway line and roughly defined by Partyzánská, Vrbenského and Argentinská streets – into a modern urban district featuring offices, housing and services, with "an emphasis on public transport, strengthening transport change links at the existing transport hub". DPP owns 25% of the shares.

Report on the Activities of the Audit Committee

REPORT ON THE ACTIVITIES OF THE AUDIT COMMITTEE OF DOPRAVNÍ PODNIK HL. M. PRAHY, A. S. FOR THE YEAR 2025

In accordance with Act No. 93/2009 Coll. (on auditors), the general meeting held on 19 January 2010 resolved to establish an Audit Committee (hereinafter referred to as the "AC") as a body of Dopravní podnik hl. m. Prahy, a. s. (hereinafter referred to as "DPP"). In 2025, the AC operated as an independent body of the company and produced resolutions and minutes from its meetings, which are archived.

The VpA has three members elected at the DPP General Meeting:

- Ing. Zdeňka Javornická (Chair);;
- Ing. Stanislav Staněk (Vice-Chair);
- Bc. Janusz Konieczny (member).

In 2025, the VpA held a total of nine meetings. Each meeting followed an approved agenda and materials, which were sent to VpA members in advance.

At its meetings, the VpA primarily addressed the following topics:

- Procedure for preparing the financial statements.
- External auditor's recommendations.
- Assessment of the statutory auditor's independence.
- Process of the statutory audit of the financial statements.
- Monitoring the effectiveness of inspections and the risk management system.
- Monitoring the effectiveness of the internal audit and its functional independence.
- Interim quarterly financial results of DPP.
- Information on the activities of the internal audit department.
- Final internal audit reports.
- Information on the implementation of corrective measures.
- Information from meetings of the DPP board of directors and supervisory board.



In view of the issues under discussion, the Managing Director, the Economic Director, the Head of the Internal Audit and Compliance Department and, where appropriate, other specialist staff from DPP or DPP's external auditor were regularly invited to attend VpA meetings.

In 2025, VpA fulfilled its obligations under the applicable legislation and the company's Articles of Association.

The following VpA activities can be listed:

At the start of the meeting on 9 January 2025, the VpA discussed the issue of separating the roles of chair and vice-chair of this body. Given her long-standing involvement within DPP, both on the supervisory board and within the VpA, Ing. Zdeňka Javornická was elected Chair of the VpA. Ing. Stanislav Staněk was elected Vice-Chair of the VpA on the basis of his qualifications.

The VpA discussed organisational matters relating to the VpA and set the schedule of meetings for the first half of 2025. On 28 January 2025, the VpA discussed the documents submitted for consideration by the VpA on 13 September 2024.

The VpA approved the submitted report on the VpA's activities in 2024 and instructed the Chair of the VpA to submit this report to the company's Board of Directors and Supervisory Board and subsequently to the company's General Meeting.

Furthermore, the Audit Committee was briefed on the planning phase of the audit of the 2024 financial statements and the timetable for the preparation of the 2024 annual financial statements, and approved Update No. 2 to the 2024 internal audit plan, the internal audit plan for 2025 and Update No. 1 to the internal audit plan for 2025.

The Audit Committee discussed the overview of the implementation of corrective measures in the third quarter of 2024 and significant legislative changes for 2024–2025, and was briefed on major legal disputes and DPP's preparedness on non-financial reporting and the processes and risks of the Technical Department – Metro, and the Technical Department – Surface.

In conclusion, the Supervisory Board, amongst other things, considered the submitted audit reports, regular updates on the activities of the Internal Audit Department, and information from the meetings of the Board of Directors and the Supervisory Board.

On 3 March 2025, at its meeting, the VpA discussed the financial statements and the report on relations for 2024, as well as the preparation of the 2024 annual financial statements – a methodological guideline from the Accounting, Tax and Financing Department.

The VpA discussed the operational plan and investment plan for 2025, the report on the status of the compliance management system (CMS) for 2024, and an overview of the implementation of corrective measures in the fourth quarter of 2024.

Furthermore, the VpA was briefed on the progress and results of the inventory of assets and liabilities, the report on the activities of the Audit Department for the period January–December 2024, information regarding the review of corrective measures arising from audits conducted by external bodies at DPP, and the risk management system as part of the management and control system, ensuring management and control activities.

At the conclusion of the meeting, the VpA, amongst other things, considered the audit reports submitted, regular information on the activities of the Internal Audit Department, and information from the meetings of the Board of Directors and the Supervisory Board.

On 23 April 2025, the VpA began the meeting by approving the Audit Committee's work plan for 2025–2026.

The Board of Directors also discussed the financial statements, the annual report, the independent auditor's report and the management statement for 2024, the auditor's supplementary report for 2024 for the Supervisory Board, the assessment of the auditor's independence, as well as the report on the 2024 PID financial performance and cost calculation.

Finally, the VpA also discussed business relations with entities linked to the Motol case, the review of ELEKTROSTAV CONSULTING, s.r.o., the regular update from Internal Audit, and information from meetings of the Board of Directors and Supervisory Board.

At its meeting on **25 June 2025**, the VpA began by considering the Board of Directors' request to discuss a set of documents relating to an in-depth audit of DPP's contracts and property transactions for the period 2014–2022 and noted that it would be desirable for the Board of Directors to comment on the extent to which the attached documents comply with the relevant legislation and to what extent these documents reflect the views and wishes of the DPP Supervisory Board.

The VpA also discussed the financial report and cost calculations for PID for the first quarter of 2025, an overview of DPP's tax liabilities for 2024, including supplementary tax returns, and a report to the VpA regarding the leak of email messages. The VpA also considered a report on the status of the inspection system and an overview of the implementation of corrective measures for the first quarter of 2025.

The Supervisory Board was also briefed on information concerning the activities of the IT department, including an overview of key processes and identified risks. It also considered an overview of major legal disputes, ongoing cases within DPP and cybersecurity issues, particularly the main risks in this area. The meeting also included information on the approval of non-audit services provided by the audit firm and on security risks. The Board of Directors was also informed about the risk management system, its configuration and current developments.

Among other things, the Supervisory Board considered the audit reports submitted, the regular report on the activities of the Internal Audit Department, as well as information from the meetings of both the Board of Directors and the Supervisory Board, and set the schedule of meetings for the second half of 2025.

On 8 September 2025, at the start of its meeting, the VpA considered information regarding the schedule of the auditor's visits and the handover of documents for the statutory audit for 2025, and discussed the report on the financial performance and cost calculation of the PID for the first half of 2025.

The VpA was also briefed on the implementation of the ESG strategy at DPP, including the roles and risks of the Transport Division and the Technical Division – Surface. The VpA paid extra attention to the implementation of corrective measures and the results of the continuous monitoring and testing of the Compliance Management System (CMS) for the first half of 2025.

At the conclusion of the meeting, the VpA considered the audit reports submitted, regular updates on the activities of the Internal Audit Department, as well as information from the meetings of the Board of Directors and the Supervisory Board.

At its meeting **on 10 November 2025**, the VpA began by reviewing the timetable for the preparation of the 2025 financial statements and discussed the management report and cost calculation for the PID for the first to third quarters of 2025, the analysis of risks of corruption and misconduct for 2025 and Update No. 3 to the internal audit plan for 2025.

The VpA was also briefed on the report regarding the extraordinary review of the QMS at DPP, aimed at consolidating the Risk Management System (second half of 2025), and on the measures adopted following the in-depth audit of DPP's financial management for the 2010–2022 period. In this context, it held a very extensive discussion on both all related documents and the conclusions of the in-depth audit itself conducted by StoneTurn.

Furthermore, the Audit Committee considered the audit reports submitted, regular updates on the activities of the Internal Audit Department, and information from the meetings of the Board of Directors and the Supervisory Board.

On 19 November 2025, the Audit Committee discussed the audit plan for the 2025 financial statements,

information from the preliminary audit, and the approval of the provision of non-audit (consultancy) services by the DPP auditor.

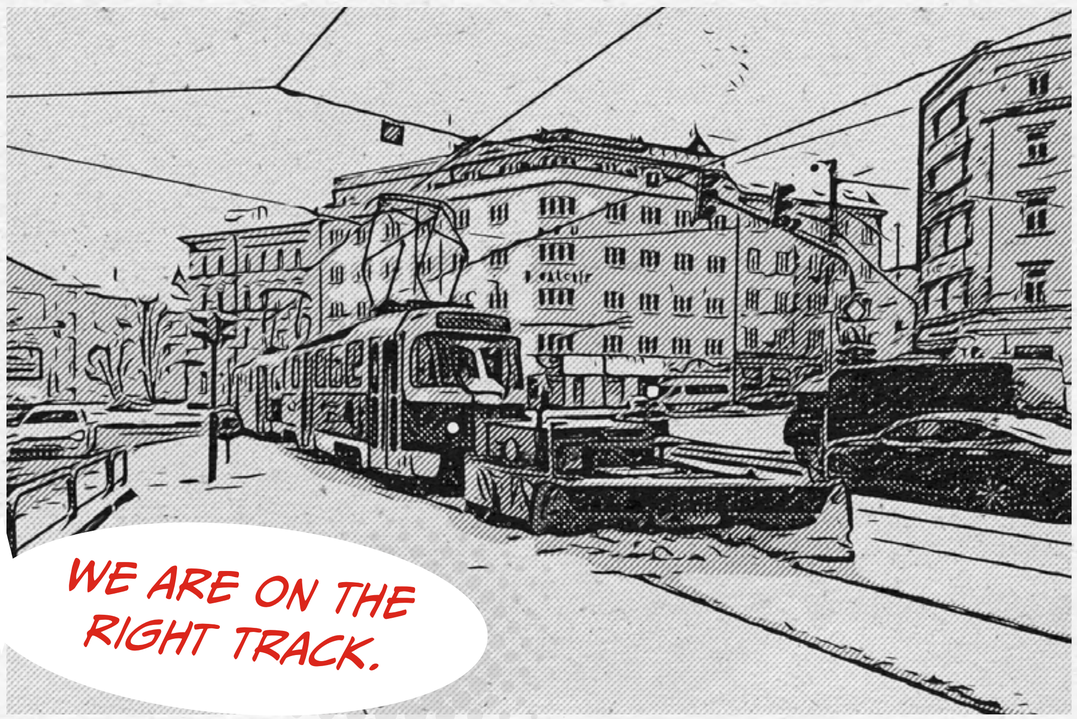
The final meeting of 2025 took place **on 15 December 2025**, and at the outset the Audit Committee considered the approval of consultancy services to be provided by companies within the Nexia AP, a.s. group, the approval of amendments to the Audit Committee's rules of procedure, the Audit Committee's proposal for further elaboration of the conclusions from the in-depth audit conducted by StoneTurn, the proposed internal audit plan for 2026 and an overview of the implementation of corrective measures in the third quarter of 2025.

At the conclusion of the meeting, the VpA considered the audit reports submitted, the regular update on the activities of the Internal Audit Department, and information from the meetings of the Board of Directors and the Supervisory Board.

In 2025, at their own request, the members of the VpA underwent an extended review of all its members, the aim of which was to verify the adequacy of the existing entry checks for members of the company's governing bodies.

The review included a description of the individual control steps and the attachment of information documents specifying the methodology and scope of the performed activities.

The VpA has issued a resolution regarding the results of the vetting of its members, in which it recommends that the Board of Directors and the Supervisory Board of DPP ensure that enhanced periodic vetting is carried out on members of the Board of Directors and the Supervisory Board. The VpA has also recommended that the shareholder ensure that enhanced vetting is carried out on candidates for the elected bodies.



Report on the Activities of the Supervisory Board

REPORT ON THE ACTIVITIES OF THE SUPERVISORY BOARD OF DOPRAVNÍ PODNIK HL M. PRAHY, A. S., IN 2025

The Supervisory Board of Dopravní podnik hl. m. Prahy, a. s. (hereinafter referred to as the "Supervisory Board") operated in 2024 with the following members:

MUDr. Zdeněk Hřib (Chairman), Mgr. Jakub Jiran, MBA (Vice-Chairman), Mgr. Reda Ifrah (Vice-Chairman), Roman Slanina (Vice-Chairman), Ing. Adam Scheinherr, MSc., Ph.D., Ing. Zdeněk Kovářík, JUDr. Tomáš Homola, JUDr. Tomáš Sunegha, Ing. Ondřej Prokop, Ing. Jan Lička, Jiří Obitko, Vratislav Feigel, MBA, LL.M., Josef Buriánek, Marcel Nový, Ing. Gabriela Lněničková, MBA, and Mgr. Adam Zemek.

During 2025, the following change in personnel took place on the Supervisory Board.

The Prague City Council, acting in its capacity as the general meeting of Dopravní podnik hl. m. Prahy, a. s., elected Mgr. Redu Ifrah to the Supervisory Board of Dopravní podnik hl. m. Prahy, a. s., by Resolution No. 390 of 10 March 2025.

Subsequently, the Prague City Council, acting in its capacity as the general meeting of Dopravní podnik hl. m. Prahy, a. s., by Resolution No. 1095 of 2 June 2025, elected Mgr. Jakub Jiran, MBA, and Mgr. Adam Zemek to the position of members of the Supervisory Board of Dopravní podnik hl. m. Prahy, a. s., effective from 23 June 2025.

On 3 September 2025, the Supervisory Board, by Resolution No. 7/2025/2, re-elected Jakub Jiran, MBA, as Vice-Chairman of the Supervisory Board, effective from 3 September 2025.

Subsequently, on 12 November 2025, the Supervisory Board, by Resolution No. 9/2025/2, elected a new Vice-Chairman of the Supervisory Board, namely Mgr. Reda Ifrah.



REGULARLY DISCUSSED MATTERS:

Ten meetings of the Supervisory Board were held in 2025. Among other things, the company's Supervisory Board regularly:

- Monitored the operational performance of Dopravní podnik hl. M. Prahy, a.s. (hereinafter "DPP") and tracked revenue trends (discussing quarterly and half-yearly financial results, annual financial statements, PID cost calculations and the utilisation of funds);
- Discussed the implementation of the tendering plan, and its members participated in evaluation committees for assessing suppliers' bids;
- Discussed materials and the conclusions adopted from meetings of the company's Board of Directors and the General Meeting;
- Discussed property-related matters: it granted approval for the conclusion of individual contracts that restricted ownership rights or created a right of pledge over movable or immovable property owned by DPP, and granted approval for the conclusion of certain contracts for the sale of DPP's real estate and the letting of DPP's real estate for a fixed term (where the lease term exceeded one year);
- Monitored the implementation of recommended corrective measures arising from the results of internal audits;
- Discussed the investment plan and monitored its implementation and any changes.

The Supervisory Board addressed a wide range of issues across all areas of the company's business.

At the start of the year, the Supervisory Board discussed the operating budget for 2025, the investment plan for 2025 and approved the conclusion of transaction documents with the joint venture Nové Holešovice, a.s.

In the area of Human Resources, the Supervisory Board was informed about the progress of collective negotiating, the staffing overview for manual roles, and the filling of vacant positions.

During the year, the Supervisory Board set targets for the members of the Board of Directors for 2025 and assessed the targets set for the members of the Board of Directors for 2024.

The Supervisory Board recommended that the General Meeting approve the annual financial statements, the annual report and DPP's financial results for 2024, and to decide on the distribution of the profit achieved for the 2024 financial year in the form of a profit of CZK 998,151,000 and other the net loss of CZK 11,669,000 by transferring it to account 428 – Retained earnings from previous years.

The Supervisory Board approved a new model contract of office for new members of the Board of Directors and elected Mr Jan Barchánek as a member of the Board of Directors effective from 12 June 2025.

From October 2025, the Supervisory Board focused on the implementation of the resolution of the Prague City Council No. 17/19 of 24 October 2024 on the restructuring of DPP and, amongst other things, actively addressed issues relating to the 'Dozimetr I and Dozimetr II' case. In this context, it also discussed audit reports and inspection materials relating to these cases, including the findings of the in-depth audit and related compliance investigations.

The Supervisory Board was regularly informed about the individual stages of construction and preparation of the Metro Line I.D route, the development of DPP's contractual relations with Inženýring dopravních staveb a.s., and addressed issues relating to contractual relations with RENCAR PRAHA, a.s., and euroAWK s.r.o., and the progress in negotiations regarding ongoing legal disputes in connection with metro station exits.

During its meetings, the Supervisory Board was briefed, amongst other things, on the report on the status of the Compliance Management System (CMS) for 2024, on



information regarding contracts for the supply of trolleybuses, on the tender specifications for the procurement of new buses and trolleybuses, on the public contract for trains and the transport automation system for Lines C and D, as well as information on the management of EU subsidies and the issue of transporting electric scooters and electric bicycles on the Metro, including passenger safety concerns.

CONCLUSION

Throughout the year, the Supervisory Board closely monitored the company's interim financial results and regularly discussed quarterly reports on the financial results achieved, including PID cost calculations.

The Supervisory Board paid close attention to selected contractual obligations of the Transit Company, and delegated representatives of the Supervisory Board participated in the work of evaluation committees in tender procedures and public procurement contracts throughout 2025.

It should be noted that in 2025, the Supervisory Board, acting with due diligence, fulfilled its role as the company's supervisory body in accordance with applicable laws, the company's Articles of Association, other regulations and the interests of the sole shareholder, the City of Prague, and oversaw the performance of the Board of Directors' duties as well as the company's financial management.

Through its activities, the Supervisory Board contributed greatly to the proper functioning of DPP.

Act No. 106/1999 Coll., on Free Access to Information

IN ACCORDANCE WITH THE PROVISIONS OF SECTION 18(1) OF ACT NO. 106/1999 COLL., ON FREE ACCESS TO INFORMATION, AS AMENDED (HEREINAFTER REFERRED TO AS "THE ACT ON INFORMATION"), THIS ANNUAL REPORT FOR 2025 ON THE ACTIVITIES OF DOPRAVNÍ PODNIK HL. M. PRAHY, A.S. (HEREINAFTER ALSO REFERRED TO AS "DPP") IN THE AREA OF PROVIDING INFORMATION IN ACCORDANCE WITH THE INFORMATION ACT.

1. Number of requests for information submitted and number of decisions to refuse requests issued:

a)	Number of requests for information submitted:	**110**
b)	Number of decisions rejecting applications issued:	**22**

2. Number of appeals lodged against decisions: **11**

3. Data on judicial review of decisions on appeals: **0**

a)	A summary of key parts of each court judgment concerning the review of the legality of a decision to refuse a request for the provision of information:	**0**
b)	An overview of all expenditure incurred in connection with legal proceedings concerning rights and obligations under the law, including costs relating to its own staff and costs for legal representation:	**CZK 0**



4. List of exclusive licences granted, including the reasons why an exclusive licence was necessary: No exclusive licences were granted.

5. Details of complaints lodged regarding the procedure for handling requests for information (hereinafter referred to as 'complaint'):

a)	Number of complaints lodged:	**5**
b)	Reason for complaints regarding DPP's procedure:	
	• Section 16a(1)(a)	**3**
	• Section 16a(1)(b)	**1**
	• Section 16a(1)(c)	**1**
c)	Method of settling the DPP:	
	• Section 16a(5) (by self-correction)	**2**
	• Section 16a(5) (referral to the appeal body)	**3**
d)	Manner in which the appeal was handled by the appeal body (Office for Personal Data Protection):	
	• Section 16a(6)(a)	**–**
	• Section 16a(6)(b)	**1**
	• Section 16a(6)(c)	**1**
	• Section 16a(6)(d)	**–**
	• Section 16a(7)(a) to (d)	**–**

6. Further information regarding the processing of requests for information: most frequently, requests for information related to the tender procedure for non-residential premises owned by Dopravní podnik hl. m. Prahy, a.s., to public procurement, transport infrastructure and to contractual documentation.

Report on Relations

Date of compilation: 28 January 2026

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WE SHOW HOW THINGS ARE INTERCONNECTED.

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NEW FULLY ELECTRIC SERVICE VEHICLES WILL NOTICEABLY SIMPLIFY ON-SITE SERVICE INTERVENTIONS.

Introductory provisions

The Board of Directors of Dopravní podnik hl. m. Prahy, a.s., with its registered office at Sokolovská 42/217, Vysočany, 190 00 Prague 9, Company ID No.: 000 05 886, registered in the Commercial Register under file number B 847, kept at the Municipal Court in Prague, as a controlled company, has drawn up, in accordance with Section 82 of the Act on Commercial Companies and Cooperatives (the Business Corporations Act) (hereinafter referred to as the "BCA"), the following report on relations between Dopravní podnik hl. m. Prahy, a. s. and the controlling entity, as well as between Dopravní podnik hl. m. Prahy, a. s., and entities controlled by the same controlling entity (hereinafter also referred to as "related parties") for the past financial period from 1 January 2025 to 31 December 2025 (hereinafter referred to as "the relevant period").

This report for the relevant period will be appended to the annual report in accordance with the legislation governing accounting. The sole shareholder of the Controlled Entity will have the opportunity to examine it within the same timeframe and under the same conditions as the financial statements.

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

1. 1. Structure of relationships

1. 1. 1. The structure of relationships between related parties is complex and multi-tiered and stems from the controlling (legal) entity, which is the City of Prague, Company ID: 000 64 581 (hereinafter referred to as the "controlling entity"). The controlling entity directly controls twenty commercial companies within the group of controlled entities (commercial corporations). One of these is Dopravní podnik hl. m. Prahy, a. s., with its registered office at Sokolovská 42/217, Vysočany, 190 00 Prague 9, Company ID No.: 000 05 886. Two companies, namely Pražská strojírna a.s., company registration number: 601 93 298, with its registered office at Prague 9 – Vinoř, Mladoboleslavská 133, 19017, and Střední průmyslová škola dopravní, a.s., ID No.: 256 32 141, with its registered office at Prague 5, Plzeňská 298/217a, 15000, are controlled by the controlling entity through Dopravní podnik hl. m. Prahy, a. s. as the controlled entity.

WE MAP RELATIONSHIPS, CONNECTIONS AND RULES.

1. 1. 2. The basic structure of relationships within the group is illustrated in the diagram, which forms an integral part (Appendix 4) of this report within a group of which Dopravní podnik hl. m. Prahy, a.s. was a member during the relevant period; the position of the individual members within this structure is evident not only from the facts set out above but also from the breakdown of related parties as contracting parties in the overview of mutual contracts included in this report.

1. 2. According to the information available to the Controlled Entity, the Controlling Entity controls the following other directly controlled entities:

a) Kolektory Praha, a.s., with its registered office at Pešlova 341/3, Vysočany, 190 00 Prague 9, registered in the Commercial Register under file number B 7813, kept at the Municipal Court in Prague, ID No.: 267 14 124 (100% share)

b) Kongresové centrum Praha, a.s., with its registered office at 5. května 1640/65, Nusle, 140 00 Prague 4, registered in the Commercial Register under file number B 3275, kept at the Municipal Court in Prague, Company ID No.: 630 80 249 (100% share)

c) Obecní dům, a.s., with its registered office at náměstí Republiky 1090/5, Staré Město, 110 00 Prague 1, registered in the Commercial Register under file number B 9990, kept at the Municipal Court in Prague, Company ID No.: 272 51 918 (100% share)

d) Pražská energetika Holding a.s., with its registered office at Na hroudě 1492/4, Vršovice, 100 00 Prague, registered in the Commercial Register under file number B 7020, kept at the Municipal Court in Prague, Company ID No.: 264 28 059 (51% share)

e) Pražská vodohospodářská společnost a.s., with its registered office at Evropská 866/67, Vokovice, 160 00 Prague 6, registered in the Commercial Register under file number B 5290, kept at the Municipal Court in Prague, Company ID No.: 256 56 112 (100% share)

f) Pražské služby, a.s., with its registered office at Pod Šancemi 444/1, Prague 9, registered in the Commercial Register under file number B 2432, kept at the Municipal Court in Prague, Company ID No.: 601 94 120 (100% share)

g) TRADE CENTRE PRAHA a.s., with its registered office at Blanická 1008/28, Prague 2, 120 00, registered in the Commercial Register under file number B 43, kept at the Municipal Court in Prague, ID No.: 004 09 316 (100% share)

h) VODA Želivka, a.s., with its registered office at K Horkám 16/23, Hostivař, 102 00 Prague 10, registered in the Commercial Register under file number B 7437, kept at the Municipal Court in Prague, Company ID No.: 264 96 224 (90.04% share)

i) Zdroj pitné vody Káraný, a.s., with its registered office at Řásnovka 770/8, Staré Město, 110 00 Prague 1, registered in the Commercial Register under file number B 7438, kept at the Municipal Court in Prague, ID No.: 264 96 402 (97.25% share)



j) Operátor ICT, a.s., with its registered office at Plynární 1617/10, Holešovice, 170 00 Prague 7, registered in the Commercial Register under file number B 19676, kept at the Municipal Court in Prague, Company ID No.: 027 95 281 (100% share)

k) Technical Administration of Roads of the Capital City of Prague, a.s., with its registered office at Veletržní 1623/24, Holešovice, 170 00 Prague 7, registered in the Commercial Register under file number B 20059, maintained at the Municipal Court in Prague, ID No.: 034 47 286 (100% share)

l) Výstaviště Praha, a.s., with its registered office at Výstaviště 67, Bubeneč, 170 00 Prague 7, registered in the Commercial Register under file number B 5231, kept at the Municipal Court in Prague, Company ID No.: 256 49 329 (100% share)

m) Technologie hlavního města Prahy, a.s., with its registered office at Dělnická 213/12, Holešovice, 170 00 Prague 7, registered in the Commercial Register under file number B 5402, kept at the Municipal Court in Prague, Company ID No.: 256 72 541 (100% share)

n) Prague City Tourism a.s., with its registered office at Žatecká 110/2, Staré Město, 110 00 Prague 1, registered in the Commercial Register under file number B 23670, kept at the Municipal Court in Prague, Company ID No.: 073 12 890 (100% share)

o) Teplo pro Prahu a.s., with its registered office at U plynárny 500/44, Michle, 140 00 Prague 4, registered in the Commercial Register under file number B 27282, kept at the Municipal Court in Prague, ID No.: 171 38 558 (49% share)

p) PPF banka, a.s., with its registered office at Evropská 2690/17, 160 41 Prague 6, registered in the Commercial Register under file number B 1834, kept at the Municipal Court in Prague, Company ID No.: 471 16 129 (6.73% share)

q) Pražská plynárenská, a.s., with its registered office at Národní 37, Prague 1 – Nové Město, 110 00, registered in the Commercial Register under file number B 2337, kept at the Municipal Court in Prague, Company ID No.: 601 93 492 (100% share)

r) VN 42, s.r.o., with its registered office at Václavské náměstí 796/42, Nové Město, 110 00 Prague 1, registered in the Commercial Register under file number C 214638, kept at the Municipal Court in Prague, Company ID No.: 020 22 818 (100% share)

s) Sedmá Nemovitostní s.r.o. in liquidation, with its registered office at Blanická 1008/28, Vinohrady, 120 00 Prague 2, registered in the Commercial Register under file number C 389017, kept at the Municipal Court in Prague, Company ID No.: 196 00 879 (100% share)

1. 3. According to information available to the controlled entity, the controlling entity indirectly controls the following entities and their subsidiaries

Companies in which Dopravní podnik hl. m. Prahy, a. s. holds a share

a) Pražská strojírna a. s., with its registered office at Prague 9 – Vinoř, Mladoboleslavská 133, 190 17, registered in the Commercial Register under file number B 2318, kept at the Municipal Court in Prague, Company ID No.: 601 93 298 (100% share)

b) Střední průmyslová škola dopravní, a.s., with its registered office at Plzeňská 298/217a, Prague 5, 150 00, registered in the Commercial Register under file number B 5097, kept at the Municipal Court in Prague, Company ID No.: 256 32 141 (100% share)

c) RENCAR PRAHA, a. s., with its registered office at Rohanské nábřeží 678/25, Karlín, 186 00 Prague 8, registered in the Commercial Register under file number B 86, kept at the Municipal Court in Prague, Company ID No.: 005 06 397 (28% share)

d) Nové Holešovice, a.s., with its registered office at Sokolovská 42/217, Vysočany, 190 00 Prague 9, registered in the Commercial Register under file number B 26696, kept at the Municipal Court in Prague, Company ID No.: 119 26 384 (25% share)

Companies in which Pražská energetika Holding a.s. holds a share

a) Pražská energetika, a.s., with its registered office at Prague 10, Na hroudě 1492/4, Vršovice, 100 00 Prague 10, registered in the Commercial Register under file number B 2405, kept at the Municipal Court in Prague, ID No.: 601 93 913 (58.05% share)

WE PROVIDE AN OVERVIEW OF THE NETWORK OF RELATIONSHIPS...

Companies in which Pražská energetika, a.s. holds a share

a) PREdistribuce, a.s., with its registered office at Prague 5, Svornosti 3199/19a, 150 00, registered in the Commercial Register under file number B 10158, kept at the Municipal Court in Prague, ID No.: 273 76 516 (100% share)

b) eYello CZ, k.s., with its registered office at Kubánské náměstí 1391/11, Vršovice, 100 00, Prague 10, registered in the Commercial Register under file number A 76596, kept at the Municipal Court in Prague, Company ID No.: 250 54 040 (90% share)

c) PREenergo, a.s., with its registered office at Na Hroudě 2149/19, Prague 10, 100 05, registered in the Commercial Register under file number B 5433, kept at the Municipal Court in Prague, Company ID No.: 256 77 063 (100% share)

d) KORMAK Praha a.s., with its registered office at náměstí Bratří Jandusů 34/34, Uhříněves, 104 00 Prague 10, registered in the Commercial Register under file number B 20181, kept at the Municipal Court in Prague, Company ID No.: 485 92 307 (100% share)

e) PREservisní, s.r.o., with its registered office at Na hroudě 1492/4, Vršovice, 100 00 Prague 10, registered in the Commercial Register under file number C 215222, kept at the Municipal Court in Prague, Company ID No.: 020 65 801 (100% share)

f) PREzákaznická, a.s., with its registered office at Na hroudě 1492/4, Vršovice, 100 00 Prague 10, registered in the Commercial Register under file number B 22870, kept at the Municipal Court in Prague, Company ID No.: 065 32 438 (100% share)

g) VOLTCOM, spol. s r.o., with its registered office at Otevřená 1092/2, Prague 6, 169 00, registered in the Commercial Register under file number C 7541, kept at the Municipal Court in Prague, Company ID No.: 447 94 274 (100% share)

h) PRE distribuční služby, a.s., with its registered office at Na hroudě 1492/4, Vršovice, 100 00 Prague 10, registered in the Commercial Register under file number B 28442, kept at the Municipal Court in Prague, Company ID No.: 198 26 982 (100% share)

...WHO WITH WHOM AND HOW.

Companies in which PREdistribuce, a.s. holds a share

a) PREnetcom, a.s., with its registered office at Na hroudě 1492/4, Vršovice, 100 00 Prague 10, registered in the Commercial Register under file number B 23057, kept at the Municipal Court in Prague, ID No.: 067 14 366 (100% share)

Companies in which PREenergo, a.s. holds a share

a) PRE FVE Světlík, s.r.o., with its registered office at Na hroudě 2149/19, Strašnice, 100 00 Prague 10, registered in the Commercial Register under file number C 287994, kept at the Municipal Court in Prague, Company ID No.: 280 80 378 (100% share)

b) ELEKTRO - FA. PAVELEK, s.r.o., with its registered office at Ostravská 327/54, Komárov, 747 70 Opava, registered in the Commercial Register under file number C 11443, kept at the Regional Court in Ostrava, Company ID No.: 603 22 195 (100% share)

c) FRONTIER TECHNOLOGIES, s.r.o., with its registered office at Na hroudě 2149/19, Strašnice, 100 00 Prague 10, registered in the Commercial Register under file number C 106530, kept at the Municipal Court in Prague, Company ID No.: 272 34 835 (100% share)

d) PRE VTE Částkov, s.r.o., with its registered office at Na hroudě 2149/19, Strašnice, 100 00 Prague 10, registered in the Commercial Register under file number C 19065, kept at the Regional Court in Plzeň, Company ID No.: 279 66 216 (100% share)

e) PRE FVE Nové Sedlo, s.r.o., with its registered office at Na hroudě 2149/19, Strašnice, 100 00 Prague 10, registered in the Commercial Register under file number C 356261, kept at the Municipal Court in Prague, Company ID No.: 119 11 913 (100% share)

f) PREsolidsun, s.r.o., with its registered office at Na hroudě 2149/19, Strašnice, 100 00 Prague 10, registered in the Commercial Register under file number C 153406, kept at the Municipal Court in Prague, Company ID No.: 289 23 405 (100% share)

Companies in which PREsolidsun, s.r.o. holds a share

a) SOLIDSUN Energie a.s., with its registered office at Míru 3267, Frýdek, 738 01 Frýdek-Místek, registered in the Commercial Register under file number B 11229, kept at the Regional Court in Ostrava, Company ID No.: 092 93 507 (100% share)

b) SOLIDSUN s.r.o., with its registered office at Dolnočermánska 704/25, Nitra 949 01, Slovak Republic, registered in the Commercial Register, file number: Sro 63249/N, kept at the District Court in Nitra, Company ID No.: 36 300 543

A company in which Pražská plynárenská, a.s. holds a share

a) Pražská plynárenská Distribuce, a.s., with its registered office at U plynárny 500/44, Michle, 140 00 Prague 4, registered in the Commercial Register under file number B 28573, kept at the Municipal Court in Prague, Company ID No.: 210 31 088 (100% share)

b) Pražská plynárenská Servis distribuce, a.s., a member of the Pražská plynárenská, a.s. group, with its registered office at U plynárny 1450/2a, Michle, 140 00 Prague 4, registered in the Commercial Register under file number B 1878, kept at the Municipal Court in Prague, Company ID No.: 471 16 471 (100% share)

c) Prometheus, energetické služby, a.s., a member of the Pražská plynárenská, a.s. group, with its registered office at U Plynárny 500, Prague 4, 140 00, registered in the Commercial Register under file number B 17568, registered with the Municipal Court in Prague, Company ID No.: 630 72 599 (100% share)

d) MONTSERVIS PRAHA, a.s., with its registered office at U Plynárny 500/44, Michle, 140 00 Prague 4, registered in the Commercial Register under file number B 270, kept at the Municipal Court in Prague, ID No.: 005 51 899 (100% share)

Companies in which Prometheus, energetické služby, a.s., a member of the Pražská plynárenská, a.s. group, holds a share

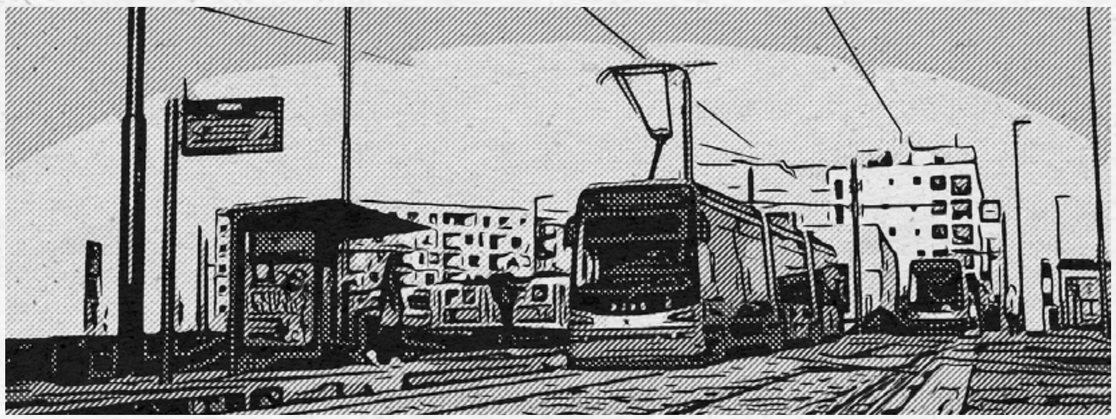
a) Teplo pro Kbely a.s., with its registered office at U plynárny 500/44, Michle, 140 00 Prague 4, registered in the Commercial Register under file number B 25960, kept at the Municipal Court in Prague, Company ID No.: 097 83 172 (75% share)

b) Teplo pro Prahu a.s., with its registered office at U plynárny 500/44, Michle, 140 00 Prague 4, registered in the Commercial Register under file number B 27282, kept at the Municipal Court in Prague, Company ID No.: 171 38 558 (51% share)

Companies in which Pražské služby, a.s. holds a share

a) AKROP s.r.o., with its registered office at Tuchoměřice, Ke Špejcharu 392, 252 67, registered in the Commercial Register under file number C 81758, kept at the Municipal Court in Prague, Company ID No.: 264 32 331 (100% share)

b) Pražský EKOservis, s.r.o., with its registered office at Revoluční 1082/8, Nové Město, 110 00 Prague 1, registered in the Commercial Register under file number C 229808, kept at the Municipal Court in Prague, Company ID No.: 032 98 973 (100% share)



c) EVOK o.p.s., with its registered office at Mečislavova 165/3, Nusle, 140 00 Prague 4, registered in the Commercial Register under file number O 1319, kept at the Municipal Court in Prague, Company ID No.: 024 12 390 (100% share)

Company with equity participation: VODA Želivka, a.s.

a) Želivská provozní a.s., with its registered office at K Horkám 16/23, Prague 10 – Hostivař, 102 00, registered in the Commercial Register under file number B 19766, kept at the Municipal Court in Prague, Company ID No.: 291 31 804 (100% share)

b) Želivská dálniční a.s., with its registered office at K Horkám 16/23, Hostivař, 102 00 Prague 10, registered in the Commercial Register under file number B 26370, kept at the Municipal Court in Prague, Company ID No.: 108 95 868 (100% share)

c) Želivská rozvojová a.s., with its registered office at K Horkám 16/23, Hostivař, 102 00 Prague 1, registered in the Commercial Register under file number B 26371, kept at the Municipal Court in Prague, Company ID No.: 108 96 562 (100% share)

Companies in which Technická správa komunikací hl. m. Prahy, a.s. holds a share

a) TSK servisní s.r.o., with its registered office at Veletržní 1623/24, Holešovice, 170 00 Prague 7, registered in the Commercial Register under file number C 437840, kept at the Municipal Court in Prague, Company ID No.: 240 56 154 (100% share)

Company with equity participation: Zdroj pitné vody Káraný, a.s.

a) Vodárna Káraný, a.s., with its registered office at Podolská 15/17, Podolí, 147 00 Prague 4, registered in the Commercial Register under file number B 18857, kept at the Municipal Court in Prague, Company ID No.: 291 48 995 (100% share)

Companies in which Pražská vodohospodářská společnost, a.s. holds a share

a) Pražské vodovody a kanalizace, a.s., with its registered office at Ke Kablu 971/1, Hostivař, 102 00 Prague 10, registered in the Commercial Register under file number B 5297, kept at the Municipal Court in Prague, ID No.: 256 56 635 (49% share)

2. Method and means of control

2. 1. Direct control of the companies listed in paragraph 1.1 above was exercised by the controlling entity during the relevant period through the exercise of its shareholder rights (rights of a partner). Control of the other controlled corporations is exercised solely through companies which control them and are themselves controlled by the City of Prague, i.e. exclusively indirectly.

2. 2. The City of Prague exercises direct control over Dopravní podnik hl. m. Prahy, a. s.

3. The role of Dopravní podnik hl. m. Prahy, a.s., within the structure of control relationships in the group and in business relations with related parties

3. 1. In relation to other controlled companies, Dopravní podnik hl. m. Prahy, a.s. has no functional role either as a management entity or as a supplier within the scope of its business activities.

4. Transactions conducted in the last financial period at the instigation of or in the interests of the controlling entity or entities controlled by it

4. 1. The controlled entity did not, during the last financial period, take any action that was undertaken at the instigation of, or in the interests of, the controlling entity or entities controlled by it, and which would relate to assets exceeding 10% of the controlled entity's equity as determined in the latest financial statements.

4. 2. The contracts listed in Annex 1 were concluded between the controlled entity and the controlling entity during the 2025 financial year. These contracts were concluded on terms customary in commercial dealings, and the performance and consideration correspond to the terms of customary commercial dealings, taking into account the nature of the controlled entity's business activities, so that the performance of these contracts did not cause any detriment to the controlled entity.

4. 3. No other legal acts were carried out between the controlled entity and the controlling entity in the interests of the controlling entity.

4. 4. No measures were taken in the controlling entity's interest.

4. 5. No measures were taken in the controlling entity's interest.

4. 6. No measures were taken at the instigation of the controlling entity.

4. 7. No measures were taken at the instigation of the controlling person.

4. 8. During the 2025 financial year, the controlled entity and other entities directly controlled by the controlling entity entered into the contracts listed in Annex 2. These contracts were concluded on terms customary in commercial dealings and the and consideration comply with the terms customary in commercial dealings, so that the performance of these contracts cannot cause any harm to the controlled entity.

4. 9. No other legal acts were carried out between the controlled entity and other entities directly controlled by the controlling entity in the interests of other entities controlled by the controlling entity.

4. 10. No measures were taken in the interests of other entities directly controlled by the controlling entity.

4. 11. No measures were taken in the interests of other entities directly controlled by the controlling entity.

4. 12. No measures were taken at the instigation of other entities directly controlled by the controlling entity.

4. 13. No measures were taken at the instigation of other entities directly controlled by the controlling entity.

Information on relationships with other entities indirectly controlled by the controlling entity

4. 14. During the 2025 financial year, the controlled entity entered into the contracts listed in Appendix 3 with other entities indirectly controlled by the controlling entity. These contracts were concluded on terms customary in commercial dealings, and the performance and consideration comply with the terms customary in commercial dealings, so that the performance of these contracts cannot cause any detriment to the controlled entity.

4. 15. No other legal acts were conducted between the controlled entity and other entities indirectly controlled by the controlling entity in the interests of other entities indirectly controlled by the controlling entity.

4. 16. No measures were taken in the interests of other entities indirectly controlled by the controlling entity.

4. 17. No measures were taken in the interests of other entities indirectly controlled by the controlling entity.

4. 18. No measures were taken at the instigation of other entities indirectly controlled by the controlling entity.

4. 19. No measures were taken at the instigation of other entities indirectly controlled by the controlling entity.

5. Assessment and evaluation

The Board of Directors of the controlled entity states that no predominant advantages or disadvantages, nor any risks, can be inferred from the relationships between the aforementioned entities. All contractual relationships between them were entered into in accordance with generally applicable legal regulations and under conditions customary in commercial dealings between businesses.

Certain risks may be inferred from the relationship with RENCAR PRAHA, a.s., ID No.: 005 06 397, as there are several ongoing legal proceedings between the controlled entity and this entity proceedings relating to the alleged existence of a contractual relationship between Dopravní podnik hl. m. Prahy, a. s. and RENCAR PRAHA a.s. Should the favourable rulings handed down to date be overturned, this could give rise to certain mutual claims relating, inter alia, to the year 2025.

On behalf of the company Dopravní podnik hl. m. Prahy, a. s.:

Ladislav Urbánek
Chairman of the Board of Directors

Ing. Jan Šurovský, Ph.D.
Vice-Chairman of the Board of Directors



Appendix No. 1

OVERVIEW OF CONTRACTS ENTERED INTO DURING 2025 BETWEEN THE CONTROLLED ENTITY AND THE CONTROLLING ENTITY

Controlling entity	Controlled entity	Total number of contracts concluded
City of Prague	Dopravní podnik hl. m. Prahy, a. s.	187



Characteristics of the contracts and their number:

- Settlement agreement – 1
- Authorised Person Agreement – 1
- Purchase agreement – 2
- Addendum to the Memorandum of Cooperation – 1
- Lease agreement – 1
- Agreement on a Future Agreement for the Establishment of an Easement – 35
- Agreement on the supply of water and the disposal of wastewater – 4
- Agreement on the Subsidy of a JIS Sublicence – 1
- Agreement on the provision of services necessary to ensure the proper provision of public transport services within the territory of the City of Prague – 1
- Agreement on the relocation of public lighting – 1
- Agreement on the relocation of water mains or sewers – 5
- Contract for the relocation of equipment – 1
- Agreement on cooperation in the development of a digital technical map – 1
- Amendment to the contract for public passenger transport services – 3
- Amendment to the contract for public passenger transport services on scheduled bus routes within the PID system – 4
- Loan Agreement – 82
- Amendment to the Loan Agreement – 8
- Amendment to the Agreement on the Supply of Electricity and the Re-billing of Costs for its Consumption – 1
- Agreement on the change of developer and the subsidying of a sub-licence for the use of project documentation – 1
- Agreement on the Establishment of an Easement – 41
- Addendum to the agreement on the establishment of an easement – 1
- Agreement on public transport services within the territory of the City of Prague and the Central Bohemian Region – 1

Annex No. 2

AGREEMENTS CONCLUDED IN 2025 WITH ENTITIES CONTROLLED BY THE CONTROLLING ENTITY

Directly

Business name	Number	Characteristics of contracts
Kolektory Praha, a.s.	0	
Kongresové centrum Praha, a.s.	0	
Obecní dům, a.s.	0	
Pražská energetika Holding a.s.	0	
Pražská vodohospodářská společnost a. s.	2	Loan Agreement – 2
Pražské služby, a.s.	0	
TRADE CENTRE PRAHA a.s.	0	
VODA Želivka, a.s.	0	
Zdroj pitné vody Káraný, a.s.	0	
Operátor ICT, a.s.	5	Addendum to the Commission Agreement – 2, Settlement Agreement – 1, Agreement on a Lump-Sum Reimbursement of Conference Travel Expenses – 1, Framework Contract for Work – 1
Technická správa komunikací hl. m. Prahy, a.s.	3	Loan Agreement – 1, Agreement on a Future Agreement for the Establishment of a VB – 1, VB Settlement – 1
Výstaviště Praha, a.s.	2	Barter Cooperation Agreement – 1, Agreement on Joint Electricity Supplies – 1
Technologie hlavního města Prahy, a.s.	3	Contract for the Provision of Utilities – 1, Loan Agreement – 2
Prague City Tourism a.s.	9	Framework Agreement on the Provision of Passenger Transport by Historic Tourist Tram – 1, Commission Agreement – 1, Addendum to the Commission Agreement – 6, Settlement Agreement – 1
Teplo pro Prahu a.s.	0	
PPF banka, a.s.	0	
Pražská plynárenská, a.s.	3	Addendum to the closing statement (bundled gas supply services) – 1, closing statement (bundled gas supply services) – 2
VN, 42 s.r.o.	0	
Sedmá Nemovitostní s.r.o. v likvidaci	0	



Appendix No. 3

CONTRACTS CONCLUDED IN 2025 WITH ENTITIES CONTROLLED BY THE CONTROLLING ENTITY

Indirectly

Company name	Number	Nature of contracts
Pražská strojírna, a.s.	2	Confidentiality agreement – 1, Framework agreement – 1
Střední průmyslová škola dopravní, a.s.	5	Contract for the provision of instruction and training for the acquisition of driving licences for categories B, B+C and RB/C – 1, Amendment to the Contract for the provision of instruction and training for the acquisition of driving licences for categories B, B+C and RB/C – 1, Amendment to the Confidentiality Agreement – 1, Addendum to the Contract for the Provision of Vocational Training for Students – 1, Addendum to the Contract on the Conditions for the Provision of Vocational Training Courses and Line Management – 1
RENCAR PRAHA	0	
Nové Holešovice, a.s.	3	Cooperation Agreement – 1, Preliminary Agreement for the Sale and Purchase of Real Estate – 1, Preliminary Agreement for the Establishment of an Easement – 1
Pražská energetika a.s.	4	Agreement on Combined Electricity Supply Services – 2, Amendment to the Agreement on Combined Electricity Supply Services – 1, Agreement on the Transfer of Guarantees of Origin – 1
PREdistribuce a.s.	39	Agreement on the Transfer of Rights and Obligations – 47, Lease Agreement – 1, Agreement on Handling, Operation and Work on Electrical Equipment – 4, Connection Agreement – 2, Agreement on a Future Connection Agreement – 5, Agreement on a Future Agreement on the Establishment of an Easement – 8, Agreement on the Establishment of an Easement – 9, Agreement on the provision of a diversion – 3, Short-term connection agreement – 1, Declaration of consent – 1, Agreement on the provision of distribution system services – 2, Equipment Power Supply Agreement – 1
eYello CZ, k.s.	0	
PREenergo, a.s.	0	
KORMAK PRAHA a.s.	0	
PREservisní s.r.o.	0	
PREzákaznická a.s.	0	
VOLTCOM, spol. s r.o.	0	
PRE distribuční služby, a.s.	0	
PREnetcom a.s.	0	
PRE FVE Světlík, s.r.o.	0	
ELEKTRO – FA. PAVELEK, s.r.o.	0	
FRONTIER TECHNOLOGIES, s.r.o.	1	Addendum to the Energy Services Agreement – 1

Company name	Number	Nature of contracts
PRE VTE Částkov, s.r.o.	0	
PRE VTE Nové Sedlo, s.r.o.	0	
PREsolidsun, s.r.o.	0	
SOLIDSUN Energie, a.s.	0	
SOLIDSUN s.r.o.	0	
Pražská plynárenská Distribuce, a.s.	19	Contract for the relocation of gas infrastructure – 5, Contract for the establishment of a gas meter – 2, Contract for connection to the distribution network – 3, Contract for the establishment of an easement – 3, Contract for the conclusion of a future contract for the establishment of an easement – 6
Pražská plynárenská Servis distribuce, a.s. člen koncernu Pražská plynárenská, a.s.	0	
Prometheus, energetické služby, a.s. člen koncernu Pražská plynárenská, a.s.	0	
MONTSERVIS PRAHA, a.s.	0	
Teplo pro Kbely, a.s.	0	
Teplo pro Prahu, a.s.	0	
AKROP s.r.o.	0	
Pražský EKOservis, s.r.o.	0	
EVOK, o.p.s.	0	
Pražské vodovody a kanalizace, a.s.	5	Contract for the relocation of a water main or sewer – 5
Želivská provozní a.s.	0	
Želivská dálniční a.s.	0	
Želivská rozvojová a.s.	0	
Vodárna Káraný, a.s.	0	
TSK servisní, s.r.o.	0	

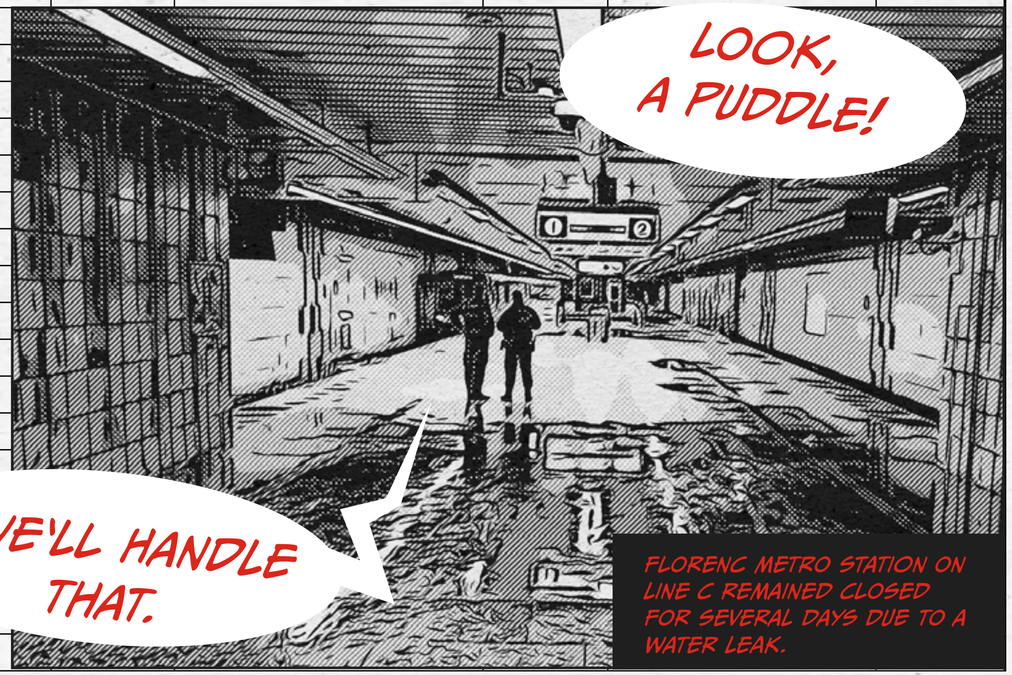


Diagram

Controlling entity – City of Prague

	Directly controlled entities	Company ID	Company with equity participation – Indirectly controlled entities	Company ID	Company with equity interest – Indirectly controlled entities	Company ID	Company with equity interest – Indirectly controlled entities	Company ID	Company with equity interest – Indirectly controlled entities	Company ID
	Dopravní podnik hl. m. Prahy, akciová společnost	**000 05 886**								
			Pražská strojírna a. s.	601 93 298						
			Střední průmyslová škola dopravní, a.s.	256 32 141						
			RENCAR PRAHA, a. s.	005 06 397						
			Nové Holešovice, a.s.	119 26 384						
a)	**Kolektory Praha, a.s.**	**267 14 124**								
b)	**Kongresové centrum Praha, a.s.**	**630 80 249**								
c)	**Obecní dům, a.s.**	**272 51 918**								
d)	**Pražská energetika Holding a.s.**	**264 28 059**								
			Pražská energetika, a.s.	601 93 913						
					PREdistribuce, a.s.	273 76 516				
							PREnetcom, a.s.	067 14 366		
					eYello CZ, k.s.	250 54 040				
					PREenergo, a.s.	256 77 063				
							PRE FVE Světlík, s.r.o.	280 80 378		
							ELEKTRO - FA. PAVELEK, s.r.o.	603 22 195		
							FRONTIER TECHNOLOGIES, s.r.o.	272 34 835		
							PRE VTE Částkov, s.r.o.	279 66 216		
							PRE FVE Nové Sedlo, s.r.o.	119 11 913		
							PREsolidsun, s.r.o.	289 23 405		

	Directly controlled entities	Company ID	Company with equity participation – Indirectly controlled entities	Company ID	Company with equity interest – Indirectly controlled entities	Company ID	Company with equity interest – Indirectly controlled entities	Company ID	Company with equity interest – Indirectly controlled entities	Company ID
									SOLIDSUN Energie a.s.	092 93 507
									SOLIDSUN s.r.o.	36 300 543
					KORMAK Praha a.s.	485 92 307				
					PREservisní, s.r.o.	020 65 801				
					PREzákaznická, a.s.	065 32 438				
					VOLTCOM, spol s r.o.	447 94 274				
					PRE distribuční služby, a.s.	198 26 982				
e)	**Pražská vodohospodářská společnost a.s.**	**256 56 112**								
			Pražské vodovody a kanalizace, a.s.	256 56 635						
f)	**Pražské služby, a.s.**	**601 94 120**								
			AKROP s.r.o.	264 32 331						
			Pražský EKOservis, s.r.o.	032 98 973						
			EVOK o.p.s.	024 12 390						
g)	**TRADE CENTRE PRAHA a.s.**	**004 09 316**								
h)	**VODA Želivka, a.s.**	**264 96 224**								
			Želivská provozní a.s.	291 31 804						
			Želivská dálniční a.s.	108 95 868						
			Želivská rozvojová a.s.	108 96 562						
i)	**Zdroj pitné vody Káraný, a.s.**	**264 96 402**								
			Vodárna Káraný, a.s.	291 48 995						
j)	**Operátor ICT, a.s.**	**027 95 281**								
k)	**Technická správa komunikací hl. m. Prahy, a.s.**	**034 47 286**								
			TSK servisní s.r.o.	240 56 154						
l)	**Výstaviště Praha, a.s.**	**256 49 329**								
m)	**Technologie hlavního města Prahy a.s.**	**256 72 541**								
n)	**Prague City Tourism a.s.**	**073 12 890**								
o)	**Teplo pro Prahu a.s.**	**171 38 558**								
p)	**PPF banka, a.s.**	**471 16 129**								



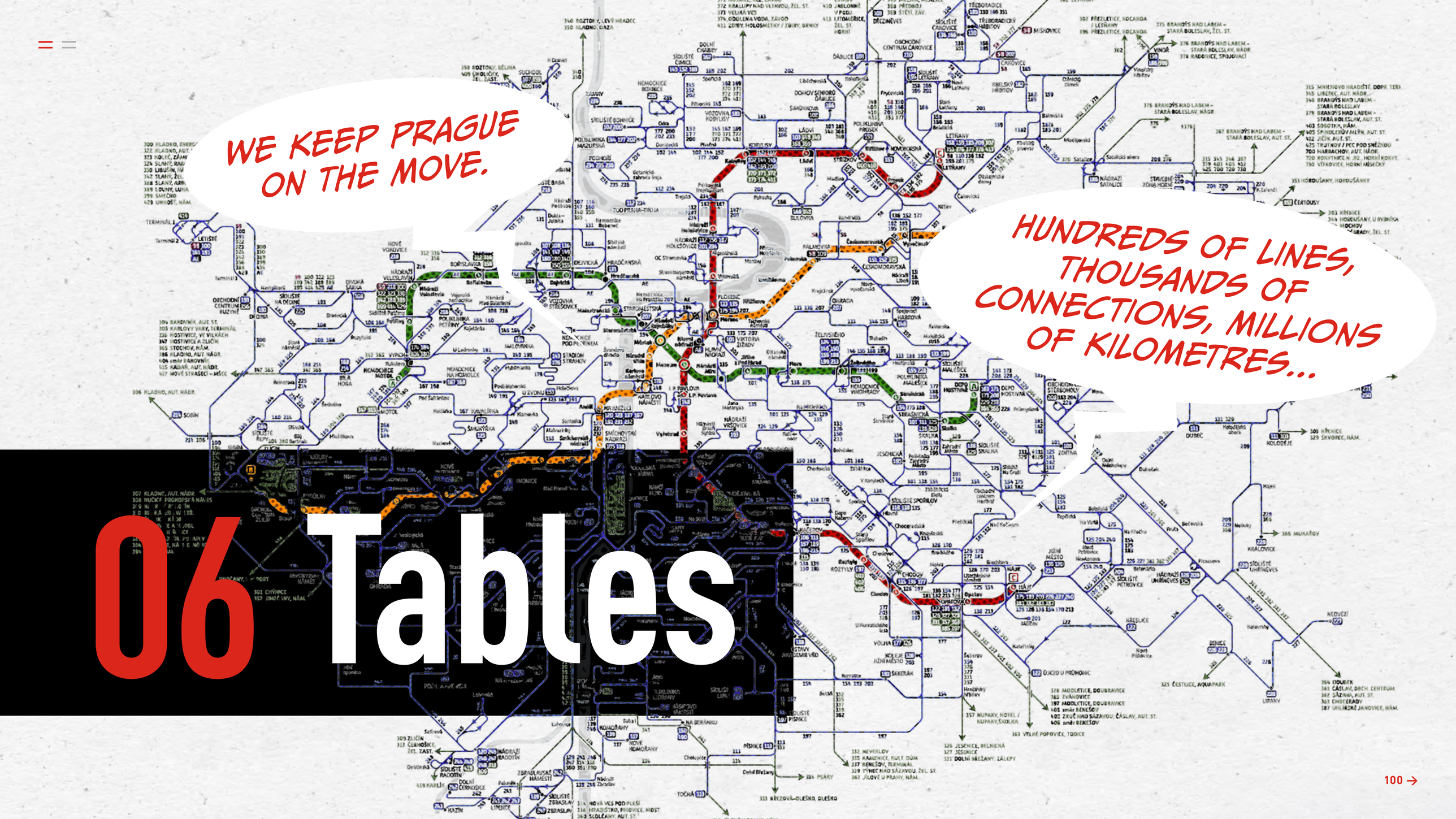
	Directly controlled entities	Company ID	Company with equity participation – Indirectly controlled entities	Company ID	Company with equity interest – Indirectly controlled entities	Company ID	Company with equity interest – Indirectly controlled entities	Company ID	Company with equity interest – Indirectly controlled entities	Company ID
q)	**Pražská plynárenská, a.s.**	**601 93 492**								
			Pražská plynárenská Distribuce a.s.	210 31 088						
			Pražská plynárenská Servis Distribuce, a.s., člen koncernu Pražská plynárenská a.s.	471 16 471						
			Prometheus, energetické služby, a.s., člen koncernu Pražská plynárenská a.s.	630 72 599						
					Teplo pro Kbely a.s.	097 83 172				
					Teplo pro Prahu a.s.	171 38 558				
			MONTSERVIS PRAHA, a.s.	005 51 899						
r)	**VN 42, s.r.o.**	**020 22 818**								
s)	**Sedmá Nemovitostní s.r.o.v likvidaci**	**196 00 879**								



List of abbreviations

ADAS	Advanced Driver Assistance Systems
AE	Airport Express
AIS	Automatic Information System
APC	Automatic Passenger Counting
ASDŘ-D	Automatic traffic control system
ASDŘ-T	Automatic Traffic Control Technology System
ATC1	Autonomous Technical Centre 1
BKV	Large Concrete track Panels
BM	Standard Metre
BOZP	Occupational Health and Safety
CD	Central Control Room
CO_2	Carbon Dioxide
CP	Securities
ČS	Česká spořitelna
ČSN	Czech Technical Standard
ČSOB	Československá obchodní banka
CZT	District Heating Supply
DHM	Fixed Tangible Assets
DK	Kačerov Depot
DM	Fixed Assets
DNM	Fixed Intangible Assets
VAT	Value Added Tax
DPP	Dopravní podnik hl. m. Prahy, a. s.
DRHM	Small Tangible Assets
DRNM	Small Intangible Assets
DSP	As-built Documentation
DT	Distribution Substation
EIA	Environmental Impact Assessment
EKV	Electronic Entry Control System
EN	European Standard
EOV	Electrically Controlled Switches
EPC	Energy Performance Contracting (energy savings)
EPS	Electrical Fire Alarm System
EU	European Union
ESS	Electronic Security System
F	Phonogram
HMP	Capital City of Prague
HW	Hardware – all physically existing technical computer equipment
HZS	Fire and Rescue Service
IČO	Company Identification Number
IPOČ	Information Panels above the Check-in Counter
IPR	Institute of Planning and Development of the Capital City of Prague
ISO	International Organisation for Standardisation
IT	Information Technology
IZS	Integrated Rescue Service
JDCM	Metro Route Unit
JE	Electrical Engineering Unit
JIS	Unified Information System
JHV	Historic Vehicles Unit
JIT	Information Technology Unit
JPA	Bus Operations Unit
JPM	Metro Operations Unit
JPT	Tram Operations Unit
JSVA	Bus Fleet Management Unit
JSVT	Tram Fleet Management Unit
KS	DPP Collective Agreement
LD	Funicular
LMS	Learning Management System
LZA	Train Safety System
MČ	Municipal District
MD	Ministry of Transport
MDT	Substations and Distribution Transformer Stations
MHD	Mass Urban Transport
MHMP	Prague City Hall
MKM	Local Kilometres
MU	Extraordinary Event
MUV	Multi-purpose Vehicle
N1	N1 Category Vehicles
N3	N3 Category Vehicles
OON	Other Personnel Costs
OOPP	Personal Protective Equipment
OP	Measures
OPD	Operational Transport Programme

OPP	Provisions
OSM	Metro Protection System
OT	Tram Workshops
PC	Personal Computer
PHE	Recycling Fee
PID	Prague Integrated Transport
PO	Periodic Inspection
POBJ	Electronic Purchase Order Request, Submitted via SAP R/3
POP	Operational and Service staff
PP	Pražská plynárenská
PP	Pražského povstání (metro station)
PP	Implementation Project
PPM	Project Portfolio Management
PRE	Prague Energy
PS	Prague Services
PTv	CCTV
PVS	Pražská vodohospodářská spol. a.s.
QMS	Quality Management System
R5	Level 5 Major Repair (extension of vehicle service life)
ROPID	Regional Organiser of Prague Integrated Transport
RTT	Tram track renovation
SAP	Integrated Economic Information System
SDI	Traffic Information Centre
SPŠD	Střední průmyslová škola dopravní, a. s.
SŠ	Secondary School
SSZ	Traffic Light System
STK	Vehicle Inspection Centre
SW	Software
TC	Technical Centre
TH	Technical and Administrative Staff
THMP	Technologie Hlavního města Prahy, a.s.
TSK	Technical Road Administration
TSO	Technical Building Management
TT	Tram track
ÚD	Transport Section
UITP	International Association of Public Transport
UPS	Uninterruptible Power Supply
UTZ	Designated Technical Equipment
VB	Easement
VIP	Outdoor Information System
VK	Equity
VKV	Very short waves
vozkm	Vehicle-kilometres
VpA	Audit Committee
VŠ	University
VT	Information Technology
VTZ	Selected Technical Equipment
VÚ	Head of Department (only used with a department number)
VZ	public tender
VZT	ventilation
ZHMP	Prague City Council
ZLD	Routes for people with reduced mobility and their carers
ZOK	Business Corporations Act
ZOO	Zoo
ZTC1	Basic Technical Centre 1
ZVS	Public Service Commitment


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Operational and technical indicators

Number of operated lines, their length and average speed

(in km and km/h)

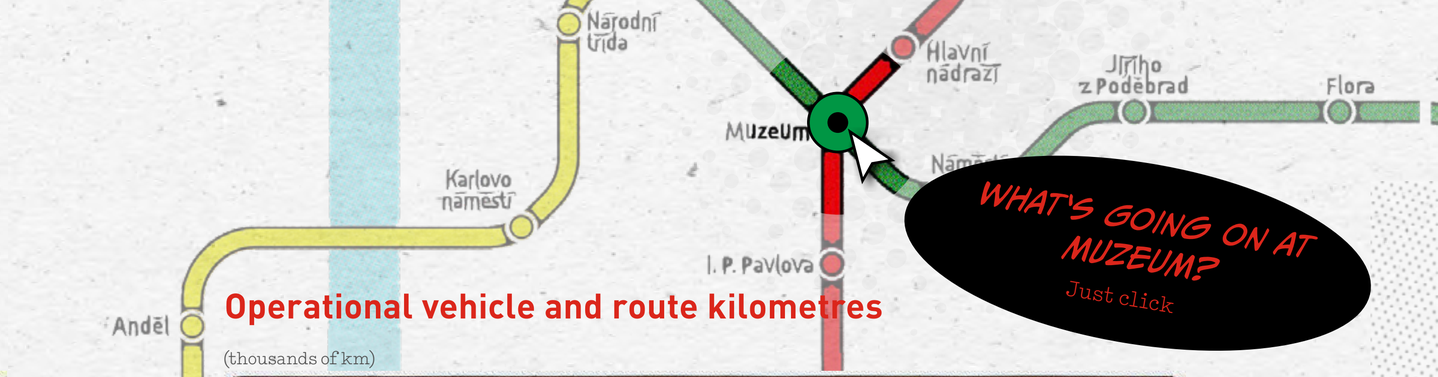
	Number of lines in operation		Length of lines in km	Avg. speed (in km/h)	
	Daytime	Night		Cruising	Operational
Metro	3	-	65.4	35.65	33.21
Trams	27	9	575.2	19.09	13.30
Buses	141	14	1,896.8	25.23	16.70
Trolleybuses	2	-	19.7	24.12	17.50

Note: Excluding the historic (nostalgic) tram line and the Petřín funicular.

Avg. number of vehicles dispatched per day

(in regular service outside the holiday period)

	Morning rush hour	Off-peak	Afternoon peak	Saturday	Sunday
Metro	499	276	433	195	194
Trams	579	474	579	352	353
Buses	926	503	846	423	427
Trolleybuses	31	21	30	14	14



Operational vehicle and route kilometres

(thousands of km)

	Vehicle-km (thousands of vehicle-km)	assenger-km (thousands of passenger-km)
Metro	59,511	10,973,522
Trams	60,052	6,605,766
Buses	63,636	5,456,956
Trolleybuses	2,333	298,977
Funicular	0	0
Total	**185,532**	**23,335,221**

Note: Excluding kilometres travelled by contract transport and historic (nostalgic) tram lines. Buses are included. including suburban routes. Tram-kilometres are converted.

Maintenance percentage and energy consumption

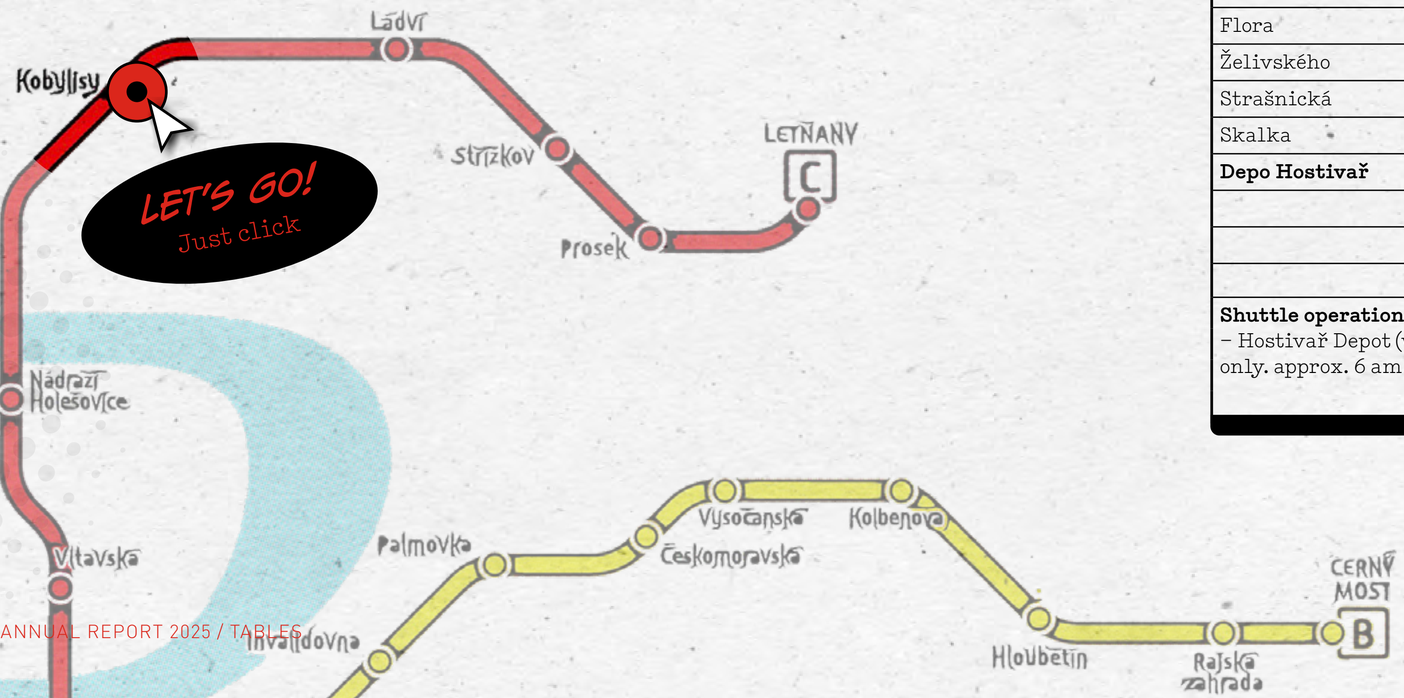
	Vehicle maintenance rate	Traction energy consumption		Diesel consumption	
		in thousands of kWh	per vehicle-km	in thousands of litres	per vehicle-km
Metro	9.82	114,354	1.91	-	-
Trams	13.38	127,930	3.20	-	-
Trolleybuses	10.57	6,354	2.67		
Buses	8.94	1,218.00	-	28,524	0.44

List of lines

METRO LINES IN OPERATION AS AT 31 DECEMBER 2025

Line	Route	Track length in m *	Journey time in minutes
A	Motol Hospital – Hostivař Depot	16,957	31.17
B	Černý Most – Zličín	25,706	41.17
C	Háje–Letňany	22,425	35.83

* The length of the line refers to the distance between the centres of the terminus stations on Track 1; this figure is based on a survey of the actual conditions and was provided by JDCM. For journey times in minutes. the Timetable times were used – always the longest for each route.



Line A has 17 stations:	Line B has 24 stations:	Line C has 20 stations:
Nemocnice Motol	**Černý Most**	**Háje**
Petřiny	Rajská zahrada	Opatov
Nádraží Veleslavín	Hloubětín	Chodov
Bořislavka	Kolbenova	Roztyly
Dejvická	Vysočanská	Kačerov
Hradčanská	Českomoravská	Budějovická
Malostranská	Palmovka	Pankrác
Staroměstská	Invalidovna	Pražského povstání
Můstek (change)	Křižíkova	Vyšehrad
Muzeum (change)	**Florenc** (change)	I. P. Pavlova
Náměstí Míru	Náměstí Republiky	**Muzeum** (change)
Jiřího z Poděbrad	**Můstek** (change)	Hlavní nádraží
Flora	Národní třída	**Florenc** (change)
Želivského	Karlovo náměstí	Vltavská
Strašnická	Anděl	Nádraží Holešovice
Skalka	Smíchovské nádraží	Kobylisy
Depo Hostivař	Radlická	Ládví
	Jinonice	Střížkov
	Nové Butovice	Prosek
	Hůrka	**Letňany**
Shuttle operation: Skalka – Hostivař Depot (weekdays only. approx. 6 am to 7 pm)	Lužiny	
	Luka	
	Stodůlky	
	Zličín	

TRAM ROUTES IN OPERATION AS OF 31

Main lines – no service disruptions

Daytime services

Line	Route	Avg. length excluding loops in metres	Ride time in minutes
1	Sídliště Petřiny – Výstaviště	10,483	32.5
2	Sídliště Petřiny – Nádraží Braník	14,670	44.0
3	Levského/Sídl. Modřany – Kobylisy/Březiněveská	20,270	57.0
4	Slivenec – Kubánské náměstí	14,222	43.0
5	Slivenec – Vozovna Žižkov	15,296	48.5
6	Nádraží Holešovice – Kubánské náměstí	10,413	37.5
7	Radlická – Lehovec	19,903	63.5
8	Nádraží Podbaba – Starý Hloubětín	13,790	43.0
9	Sídliště Řepy – Spojovací	17,380	55.0
10	Sídliště Řepy – Sídliště Ďáblice	22,290	68.5
11	Spořilov – Spojovací	12,700	41.5
12	Sídliště Barrandov – Lehovec	22,858	68.0
13	Čechovo náměstí – Olšanské hřbitovy	5,287	18.5
14	Spořilov – Nádraží Holešovice	12,544	44.0
15	Kotlářka – Olšanské hřbitovy	11,450	42.5
16	Sídliště Řepy – Ústřední dílny DP	18,327	57.5
17	Libuš – Vozovna Kobylisy	21,931	58.5
18	Nádraží Podbaba – Vozovna Pankrác	11,390	40.0
19	Depo Hostivař – Pankrác	8,695	28.0
20	Sídliště Barrandov – Dědina	18,906	52.0
21	Levského/Sídl. Modřany – Radlická	13,997	35.0
22	Bílá Hora – Nádraží Hostivař	20,950	65.5
23	Zvonařka – Královka	8,275	31.0
24	Vozovna Kobylisy – Náměstí Bratří Synků	12,575	44.5
25	Bílá Hora – Výstaviště	12,364	38.5
26	Dědina – Nádraží Hostivař	22,507	70.0
31	Spojovací – Vysočanská	6,563	19.0

Night services

Line	Route	Avg. length excluding loops in m	Avg. journey time in minutes
91	Divoká Šárka – Staré Strašnice/Radošovická	18,840	59.0
92	Lehovec – Sídliště Modřany/Levského	22,230	59.0
93	Sídliště Ďáblice – Vozovna Pankrác	16,020	48.0
94	Lehovec – Slivenec	21,377	57.5
95	Vozovna Kobylisy – Ústřední dílny DP	21,500	66.0
96	Sídliště Petřiny – Spořilov	17,220	52.0
97	Bílá Hora – Nádraží Hostivař	21,310	62.0
98	Sídliště Řepy – Spojovací	18,610	57.0
99	Sídliště Řepy – Zahradní Město	18,024	50.5

Funicular and historic tram

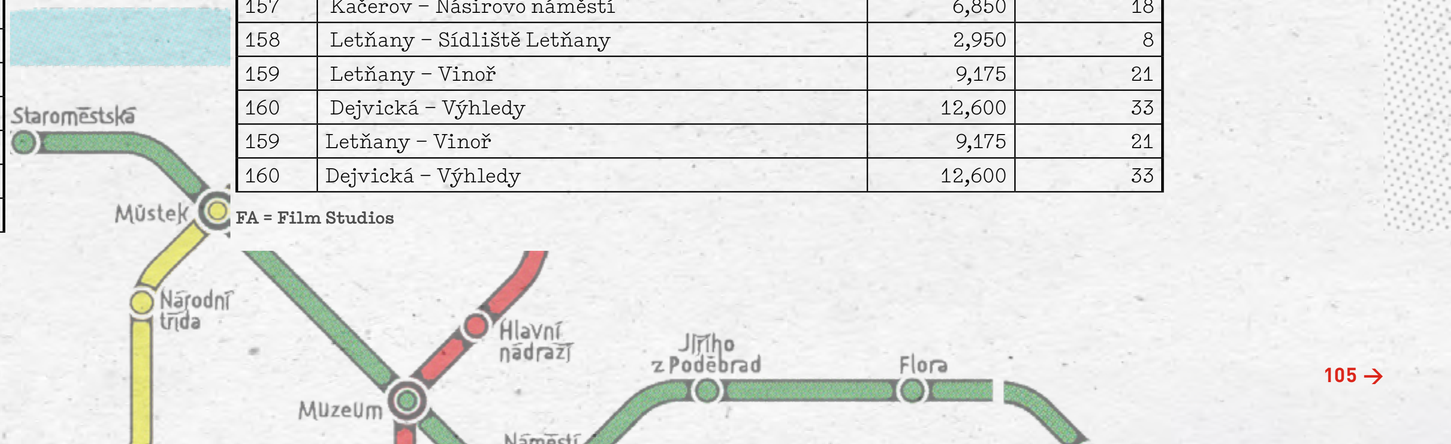
Line	Route	Avg. length excluding loops in m	Avg. journey time in minutes
LD	Újezd–Petřín	510	5.0
41	Vozovna Střešovice – Výstaviště Holešovice/ Planetárium Praha	5,249	19.0
42	Dlabačov – Masarykovo nádraží – Dlabačov (polookružní linka)	14,058	46.0

BUS AND TROLLEYBUS ROUTES OPERATED BY DPP AS AT 31 DECEMBER 2025

a) Standard network

Line	Route	Avg. route length in m	Avg. journey time in minutes
100	Zličín – Letiště	11,100	19
101	Zentiva – Viktoria Žižkov	13,975	44
102	Šimůnkova – Sídliště Bohnice	6,125	16
104	Klukovice – Na Hvězdárně	9,250	24
105	Smíchovské nádraží – FA – Smíchovské nádraží	9,500	20
106	Kačerov – Nádraží Braník	7,575	21
107	Dejvická – Suchdol	5,925	13
108	Divoká Šárka – Dejvická	14,900	47
109	Palmovka – VÚ Běchovice	12,900	30
111	Skalka – Koloděje	12,800	29
112	Nádraží Holešovice – Zoo Praha-Troja	3,125	8
113	Kačerov – Točná	10,975	27
116	Dejvická – Bořislavka	8,975	21
118	Sídliště Spořilov – Smíchovské nádraží	10,975	28
120	Na Knížecí – Nádraží Radotín	16,100	40
121	Poliklinika Budějovická – Nádraží Braník	8,450	24
122	Opatov – Újezd u Průhonic	3,875	10
123	Na Knížecí – Šmukýřka	5,750	17
124	Želivského – Zelený pruh	8,800	30
125	Smíchovské nádraží – Skalka	24,050	48
126	Koleje Jižní Město – Nádraží Uhříněves	14,550	36
128	Hlubočepy – Žvahov – Hlubočepy	2,250	8
129	Smíchovské nádraží – Baně	13,150	21
130	Zličín – Filmové ateliéry Barrandov	14,650	37
131	Bořislavka – Hradčanská	5,700	18
133	Florenc – Sídliště Malešice	6,450	21
134	Podolská vodárna – Dvorce	8,850	31
135	Florenc – Chodov	12,675	40
136	Sídliště Čakovice – Jižní Město	26,000	74
137	Na Knížecí – Jinonice	4,600	14
138	Sídliště Skalka – Ústavy Akademie věd	12,900	38
139	Želivského – Sídliště Zbraslav	19,825	56
141	Bazén Hloubětín – Ve Žlíbku	10,950	28
142	Nové Butovice – Velká Ohrada	3,675	10
143	Dejvická – Stadion Strahov	4,025	12
144	Kobylisy – Poliklinika Mazurská	3,350	7
145	Kobylisy – Sídliště Čimice	4,300	11
147	Dejvická – Výhledy	6,575	15
148	I. P. Pavlova – Karlovo náměstí – I. P. Pavlova	4,200	16
149	Dejvická – Stodůlky-Bavorská	17,075	46
150	Želivského – Na Beránku	14,275	41
151	Českomoravská – Novoborská	8,550	25
152	Sídliště Čimice – Českomoravská	10,925	29
154	Strašnická – Sídliště Libuš	24,600	64
156	Nádr. Holešovice – OC Stromovka – Nádr. Holešovice	10,050	35
157	Kačerov – Násirovo náměstí	6,850	18
158	Letňany – Sídliště Letňany	2,950	8
159	Letňany – Vinoř	9,175	21
160	Dejvická – Výhledy	12,600	33
159	Letňany – Vinoř	9,175	21
160	Dejvická – Výhledy	12,600	33

FA = Film Studios



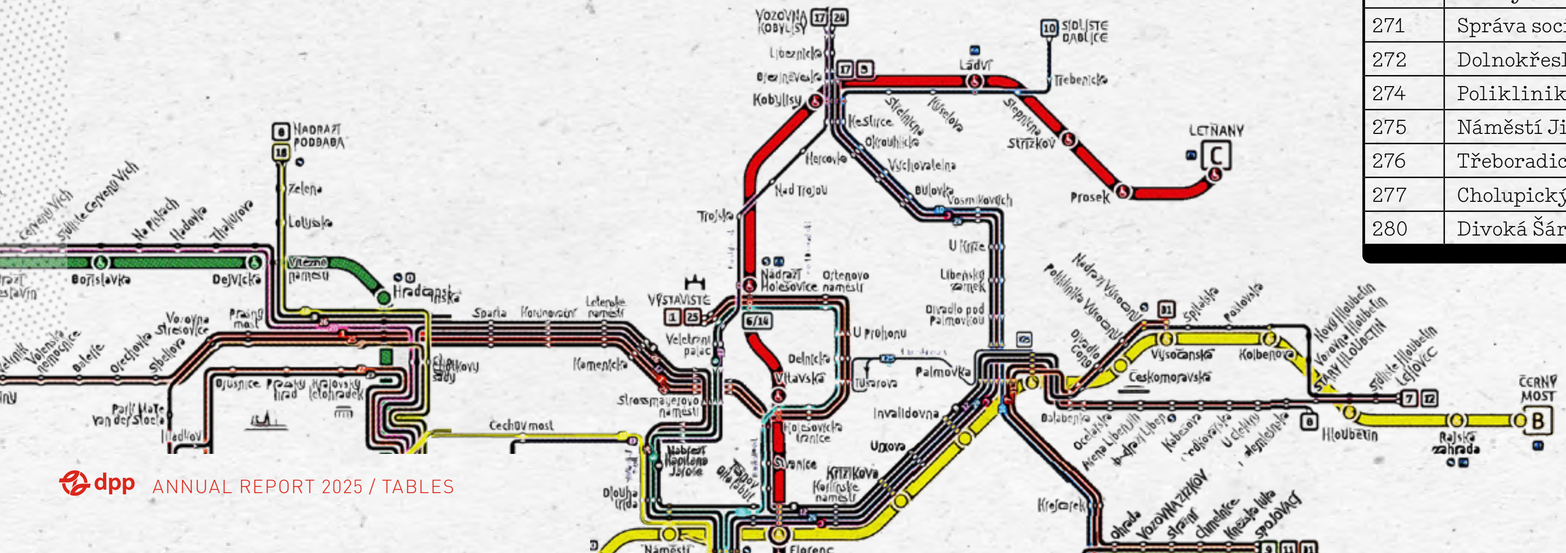
Line	Route	Avg. route length in m	Avg. journey time in minutes
161	Bořislavka – Letiště	11,025	22
162	Kobylisy – Dolní Chabry	4,450	11
167	Na Knížecí – Nemocnice Na Homolce	7,675	21
168	Nové Butovice – Bílá Hora	17,175	47
169	Kobylisy – Sídliště Čimice	4,400	11
170	Jižní Město – Pražská čtvrť	19,975	54
172	Smíchovské nádraží – Na Hvězdárně	8,350	17
173	Depo Hostivař – Kardausova	3,475	9
174	Vypich – Třebonice	12,100	30
175	Florenc – Háje	18,250	55
176	Karlovo náměstí – Stadion Strahov	4,575	15
177	Poliklinika Mazurská – Chodov	27,850	75
180	Obchodní centrum Zličín – Dejvická	14,700	40
181	Černý Most – Opatov	14,300	38
182	Kbelský hřbitov – Opatov	23,200	59
183	Vozovna Kobylisy – Háje	23,025	56
184	Velká Ohrada – Vypich	8,050	20
185	Letňany – Třeboradice	8,575	19
187	Nádr. Holešovice – Pelc Tyrolka – Nádr. Holešovice	3,450	8
188	Želivského – Kavčí hory	13,650	40
189	Kačerov – Sídliště Lhotka	4,375	13
190	Smíchovské nádraží – Na Beránku	9,450	22
191	Na Knížecí – Letiště	20,750	52
193	Pražského povstání – Šeberák	9,975	30
195	Sídliště Letňany – Jesenická	16,050	45
196	Kloboučnická – Smíchovské nádraží	12,800	34
197	Roztyly – Smíchovské nádraží	19,675	45

Line	Route	Avg. route length in m	Avg. journey time in minutes
199	Želivského – Sídliště Malešice	2,575	8
200	Kobylisy – Sídliště Bohnice	4,100	10
201	Nádraží Holešovice – Černý most	21,775	56
202	Poliklinika Mazurská – Čakovice	11,675	30
207	Staroměstská – Ohrada	5,375	21
213	Želivského – Jižní Město	10,650	29
215	Kačerov – Sídliště Libuš	4,700	13
216	Poliklinika Petřiny – Sídliště Baba	8,375	28
218	Nádraží Veleslavín – Nové Vokovice	1,100	4
219	Jinonice – Malá Ohrada	9,575	28
225	Velká Ohrada – Sídliště Na Dědině	10,075	30
229	Depo Hostivař – Královice	14,375	31
231	Na Knížecí – Dívčí Hrady – Na Knížecí	5,050	16
232	Na Knížecí – Smíchovské nádraží	3,900	10
234	Nádraží Holešovice – Podhoří	5,000	15
235	Nemocnice Bohnice – Podhoří	6,225	16
236	Zámky – Podhoří	6,075	14
241	Smíchovské nádraží – Lipence	14,050	25
244	Smíchovské nádraží – Sídliště Radotín	11,000	21
245	Nádraží Radotín – Lahovská – Nádraží Radotín	6,200	18
246	Zličín – Poliklinika Modřany	27,150	61
247	Nádraží Radotín – Zbraslav	7,800	15
248	Nádraží Radotín – Viničky – Nádraží Radotín	4,000	13
249	Nový Zličín – Zličín	650	3
250	Černý Most – Sídliště Rohožník	12,075	24
AE*	Hlavní nádraží – Letiště	17,975	40

*** Airport Express (AE-290) service: a special fare applies on standard PID routes.**

b) Night services

Line	Route	Avg. route length in m	Avg. journey time in minutes
901	Anděl – Skalka	30,875	64
902	Lysolaje – Třebonice	21,650	43
904	Sídliště Řepy – Sídliště Písnice	33,875	73
905	Sídliště Čimice – Jižní Město	29,375	64
906	Skalka – Nedvězí	31,625	64
907	Letiště – Baně	38,775	74
908	Šmukýřka – Klánovice	39,700	86
909	Suchdol – Sídliště Rohožník	32,175	68
910	Letiště – Na Beránku	35,175	77
911	Sídliště Čakovice – Nádraží Hostivař	37,950	76
912	Lehovec – Ve Žlíbku	8,075	17
913	Dolní Chabry – Točná	36,575	79
914	Vinoř – Smíchovské nádraží	34,075	75
915	Miškovice – Cukrovar Čakovice	2,600	6
	916 - Line cancelled		



c) School lines

Line	Route	Avg. route length in m	Avg. journey time in minutes
251	Sídliště Čimice – Šimůnkova	4,250	10
252	Ústřední – Morseova	7,500	21
253	Šmukýřka – Škola Poštovka	4,225	13
254	Přeštická – Morseova	7,850	22
255	Jenerálka – Na Santince	10,750	27
256	Knovízská – Mokrá	2,350	7
258	Poliklinika Barrandov – Pod Žvahovem	4,600	13
259	Hostavice – Bazén Hloubětín	7,675	20
260	Bílá Hora – Na Okraji	4,250	16
261	Sídliště Zbraslav – Velká Chuchle	14,600	31
262	Sídliště Rohožník – Sídliště Horní Počernice	12,950	29
263	Na Pískách – Průhonský háj	3,300	8
265	Stadion Strahov – Weberova	4,700	11
266	Nové Butovice – Zadní Kopanina	8,400	21
267	Habrová – Olšanské náměstí	2,800	9
269	Ametystová – Škola Radotín	3,400	10
271	Správa sociálního zabezpečení – Radlická	4,050	12
272	Dolnokřeslická – Nádraží Uhříněves	7,250	19
274	Poliklinika Modřany – Kunratická škola	5,700	17
275	Náměstí Jiřího Berana – Sídliště Čakovice	2,200	6
276	Třeboradice – Náměstí Jiřího Berana	2,050	6
277	Cholupický hřbitov – Pavelkova	3,750	8
280	Divoká Šárka – Petřiny	4,950	14

d) Suburban lines

Line	Route	Avg. route length in m	Avg. journey time in minutes
301	Luka – Chýnice	8,400	21
302	Letňany – Přezletice, Kocanda – Letňany	18,700	42
312	Bořislavka – Lichoceves	16,175	34
326	Volha – Jesenice, Belnická	13,325	31
327	Opatov – Jesenice	12,000	23
329	Skalka – Škvorec, náměstí	27,550	57
331	Opatov – Dolní Břežany, Zálepy	19,950	42
351	Letňany – Neratovice, žel. st.	20,600	45
352	Luka – Jinočany, náměstí	7,225	20
355	Dejvická – Únětice	11,200	27
364	Depo Hostivař – Doubek	25,275	51
366	Depo Hostivař – Mukařov	28,625	57
373	Kobylisy – Veliká Ves	26,425	47
397	Opatov – Modletice, Doubravice	14,300	17
411	Kobylisy – Zdiby, Brnky	9,175	18
958	Kobylisy – Odolena Voda, Dolní náměstí	17,900	26

e) Trolleybus routes

Line	Route	Avg. route length in m	Avg. journey time in minutes
58	Palmovka – Miškovice	11,475	32
59	Nádraží Veleslavín – Letiště	8,225	18



Major changes to PID route networks during 2025

12 May 2025

- Route changes on lines **104** and **120** in the Slivenec area
- The Sochorcova stop established on lines **126. 154** and **911** in the direction from Háje
- The Obchodní centrum Chuchle stop established on lines **172** and **244** towards Smíchovské nádraží

31 May 2025

- On line **K.** selected services from Strahov Stadium will take a detour via Švandovo divadlo and Středočeská back to Strahov Stadium

28 June 2025

- Line **137** shortened to the route Na Knížecí – U Waltrovky – Jinonice
- New line **219** established on the route Jinonice – Malá Ohrada
- Line **908** rerouted to Šmukýřka–Klánovice
- Route changes on line **909** in the Hostivař. Malešice. Štěrbohol and Kyje areas
- New line **914** established between Smíchovské nádraží and Vinoř (previously operated by an external operator on a different line)
- Line **916** (Palmovka – Vinoř Cemetery) cancelled; the line is now operated by an external operator on a different route

1 September 2025

- Line **255** was rerouted to run between Jenerálka and Na Santince

1 December 2025

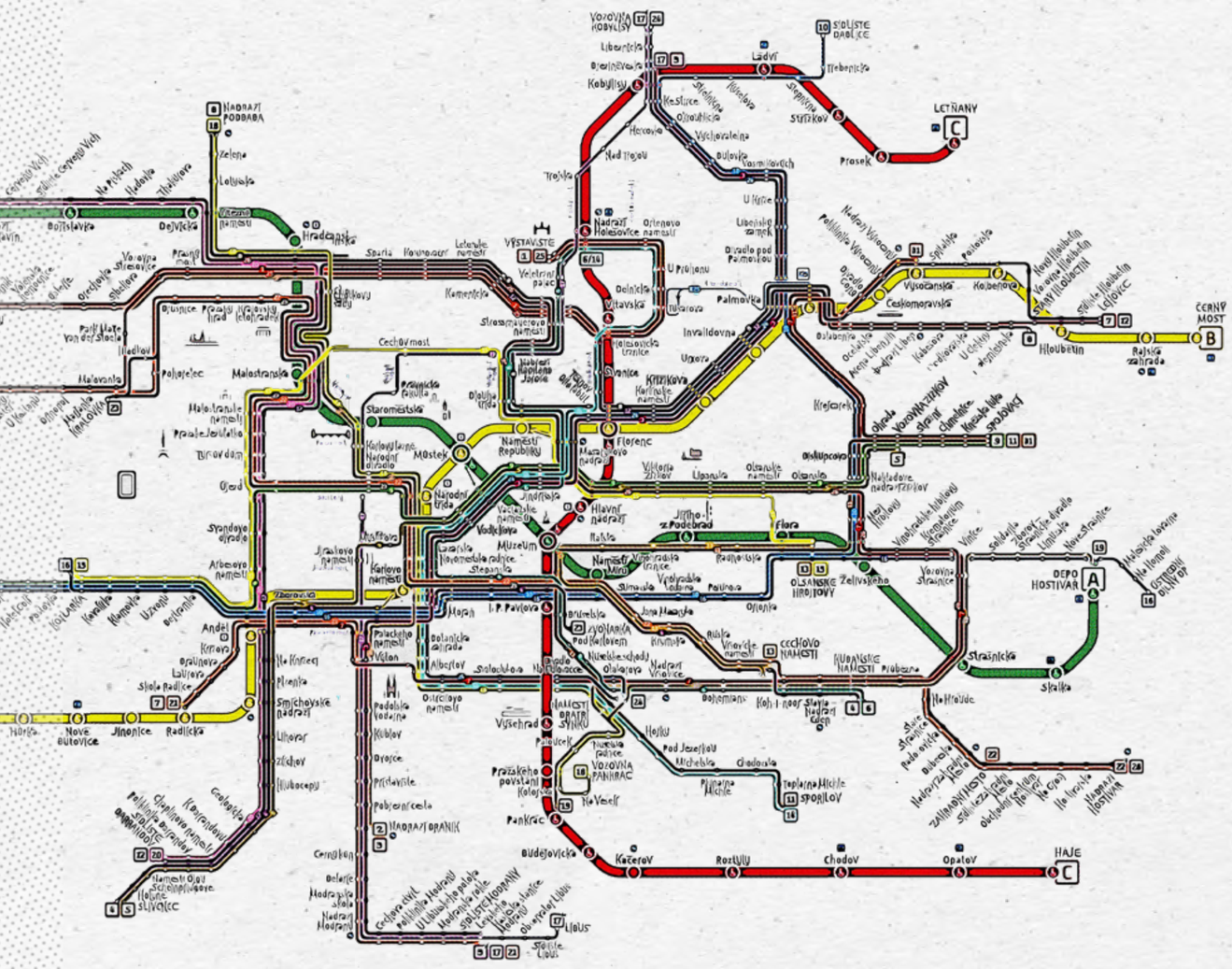
- A stop named Zahradníčkova was established on line **167** in the direction of Nemocnice Na Homolce
- Selected services on line **312** were introduced from the Tuchoměřice. AIR DEPO stop via the Divoká Šárka stop to the Nádraží Veleslavín stop

20 December 2025

- Line **193** shortened to the Pražského povstání – Šeberák route (the section between Nádraží Vršovice and Pražského povstání had been temporarily suspended since 6 January 2025)

Note: The overview of changes lists only significant permanent changes; it does not include numerous temporary changes related to construction work. even if these are of a longer duration. The information provided relates only to operated lines by DPP.





Division of the service area into zones

Public transport (MHD) is a passenger transport service operated within the territory of the City of Prague. It forms an integral part of the Prague Integrated Transport system. For the purposes of fares and ticket prices. the territory of the City of Prague is divided into four fare zones – Zone P. which has double the standard fare value (i.e. it is counted as two fare zones). and Line Zone 0. which includes the border zone B.

Tariff zone P has double the tariff value (i.e. it is calculated as two tariff bands). This band includes all underground lines. tram lines. city bus routes and city operated lines by non-rail electric vehicles (trolleybuses. electric buses). the Petřín funicular. ferries within the City of Prague. and trains operating on railway lines between stations and stops within the City of Prague. excluding stops classified in zones 0 and B. Fare zones 0 and B are calculated separately for single fares (i.e. as two fare zones) and as a single zone for season tickets.

Zone 0. which includes **Zone B.** applies to sections of suburban lines within Prague and sections of railway lines.

The list of stations and stops classified in zones 0 or B for trains and buses participating in the PID system is set out in the PID Fare Schedule. effective from 1 April 2023 – including all amendments.

The Prague Integrated Transport (PID) is a system through which transport services in the City of Prague and its suburban areas are provided jointly by various transport operators across different modes of transport. The area surrounding the City of Prague is divided into thirteen outer zones (zones 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12 and 13). The classification of stations and stops into fare zones is listed in the timetables.

Single-journey tickets for the outer zones cover up to 17 zones. i.e. 4 within Prague + 13 suburban zones.

PID fleet status as at 31 December 2025

			Actual inventory	Actual operational status *)	Out of service **)	Avg. age of actual operational status
M		81-71M	465	465		19.15
		M1	265	265		22.45
Total Metro			**730**	**730**	**0**	**20.35**
T	**solo**	T3R.P high-floor	306	298	8	20.31
		T3R.PLF	76	76		7.58
		T3M high-floor	19	15	4	22.47
	articulated	KT8N2	60	60		13.13
		14T	55	55		17.38
		15T	250	250		10.60
		52T	20	20		0.00
		Total solo	401	389	12	18.10
		Total articulated	385	385		11.41
		Vintage cars	20	20		***)
Total trams			**806**	**794**	**12**	**14.77**

			Actual inventory	Actual operational status *)	Out of service **)	Avg. age of actual operational status
A	**Midi(+)**	Solaris U10.5 m	40	40		4.67
		Solaris U BN 8.9LE	39	39		11.73
		SOR BN 8.5. SOR ICN 9.5	21	21		2.55
	S(+)	Streetway 12	100	100		1.28
		Crossway LE 12. LE 14.5	12	12		6.66
		SOR NB12. BN12	478	454	24	7.43
	SE	Škoda E´City 36BB. H'City	14	15		3.80
		SOR ENS12	18	18		0.05
	K	SOR NS. NB 18	428	405	25	10.14
		Urbanway 18 Hybrid	47	47		0.74
		Streetway 18	41	41		2.02
		Total Midi (+)	101	101	0	6.03
		Total standard (+)	638	608	31	6.02
		Total articulated	538	504	36	8.43
Total buses			**1,238**	**1,192**	**49**	**7.18**
Tb	**S**	Škoda 24Tr. 36Tr	2	2		11.50
		Bozankaya SNG 12T				0.00
		SOR TNS12		1		0.00
	K(+)	SOR TNS 18	15	15		2.00
		Škoda-Solaris 24M	20	20		1.00
		Total standard	2	3		7.67
		Total articulated	35	35		2.00
Total trolleybuses			**37**	**38**	**0**	**2.94**

*) This includes two articulated buses. one standard electric bus and one trolleybus. All are leased. but are not included in the inventory.

**) Withdrawn for modernisation. renovation and scrapping; new and modernised cars not yet in service.

***) These are historic vehicles. so no average age is given.

The overview does not include historic vehicles and two coach buses that do not operate on the PID networ

Staff figures

Number of employees

(as at 31 December 2025)

Category	
Public transport drivers	**4,584**
• M drivers	700
• T drivers	1,501
• A drivers	2,383
Workers	**3,131**
POP	**475**
TH staff	**3,273**
• TH staff under point 2.5.1(a) KS	1,018
• TH employees under point 2.5.1 b), c) or e) of the KS	2,255
Total	**11,463**

Number of employees by occupational category in 2025

(average full-time equivalent)

Category	
Public transport drivers	**4,498**
• M driver	694
• T drivers	1,466
• A drivers	2,338
Workers	**3,108**
POP	**469**
TH staff	**3,240**
• TH staff under point 2.5.1(a) KS	1,009
• TH employees under point 2.5.1 b), c) or e) of the KS	2,231
Total	**11,315**

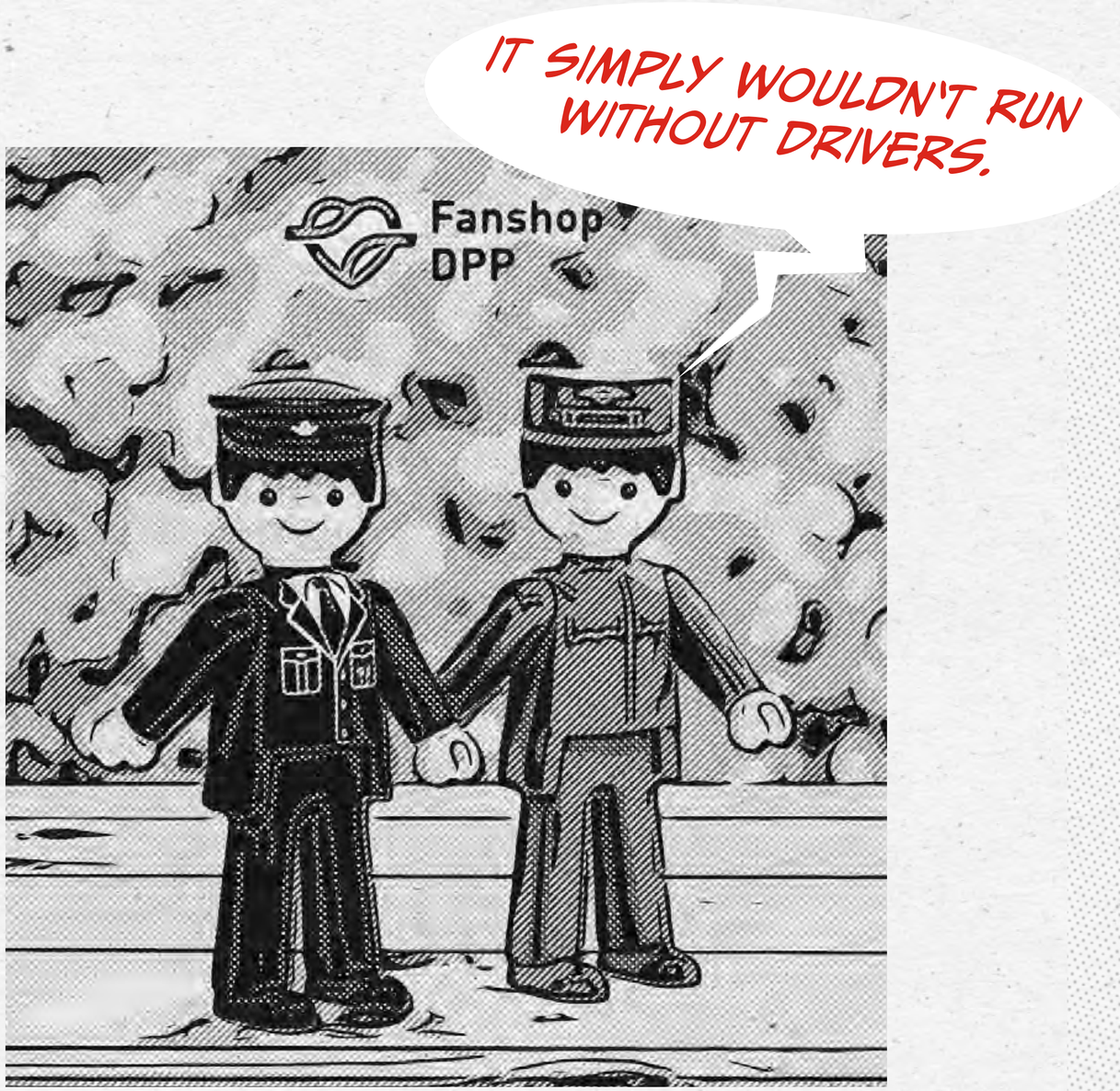
The average number of employees is calculated by converting the average number of employees (in terms of full-time equivalents) based on the length of their working hours to the employer's specified (full-time) working hours.

Wage costs incl. OON in thousands of CZK and average wage in CZK for 2025

Category	Wage costs incl. OON in thousands of CZK	Avg. wage in CZK
Public transport drivers	3,537,394	65,536
Workers	2,097,751	56,246
POP	292,613	51,992
TH staff	2,947,603	75,813
Total	**8,875,361**	**65,366**

Educational structure according to records as at 31 December 2025

Education	Total	%
Higher education	753	6.57
Secondary school with A-levels	4,848	42.29
Secondary school without A-levels	4,751	41.45
Primary	1,111	9.69
Total	**11,463**	**100.00**



Economic indicators

Share of individual cost categories in total PID costs

(in thousands of CZK)

		%
Direct costs (including transport infrastructure costs)	20,463,720	82.30
Operating overheads	994,896	4.00
Costs of services	1,008,533	4.06
Coordination and management costs	1,366,214	5.50
Other costs (museum, central control room, check-in system, etc.)	1,028,530	4.14
Total PID costs	**24,861,893**	**100.00**

Breakdown of direct costs for PID excluding transport routes

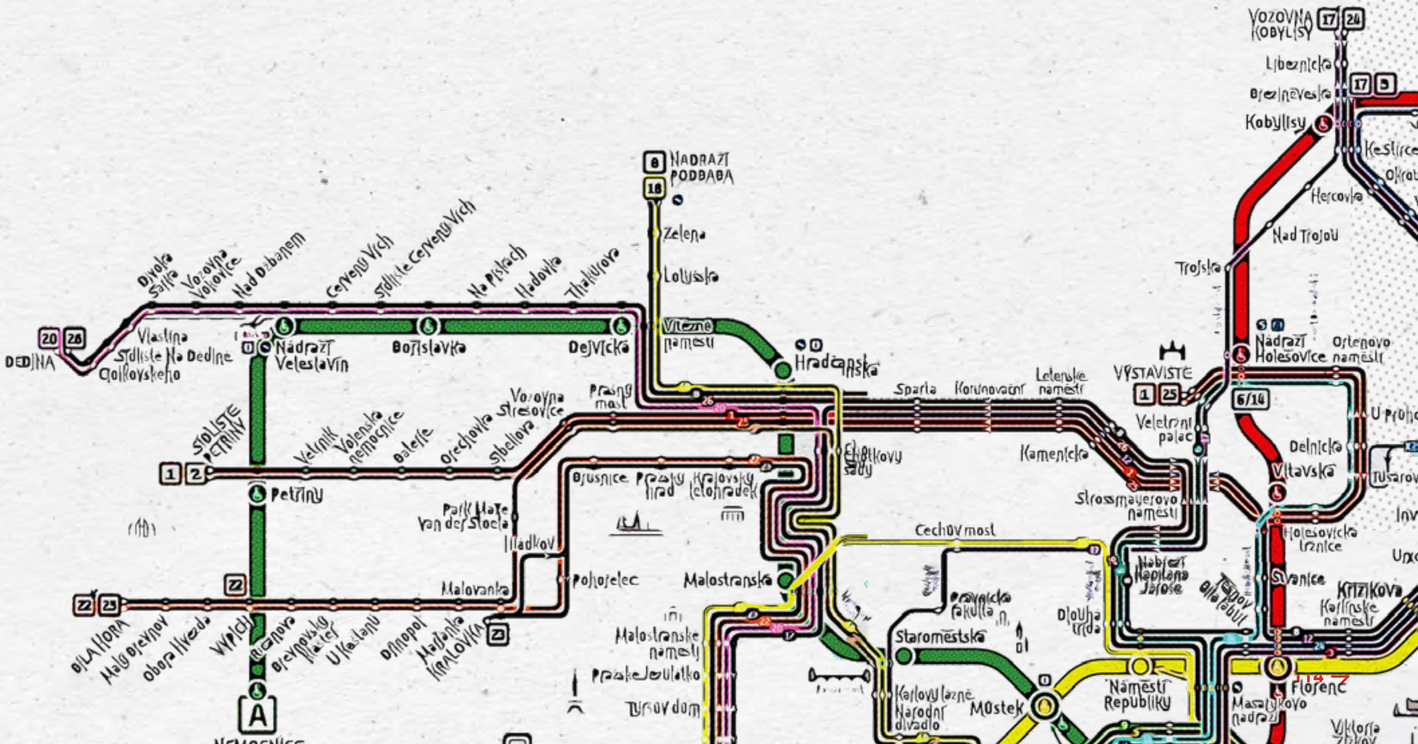
(in thousands of CZK)

		%
Repairs to PID vehicles	5,091,904	33.95
Consumption of fuel, materials and traction energy	1,831,034	12.21
Staff costs for PID drivers	6,086,228	40.58
Replacement bus transport	0	0.00
Depreciation of PID vehicles	1,723,816	11.49
Other direct operating costs of PID	265,086	1.77
Total direct PID costs (for transport operations)	**14,998,068**	**100.00**

Share of PID operating costs and transport infrastructure costs in total PID costs

(in thousands of CZK)

		%
PID operating costs	19,396,241	78.02
Transport infrastructure costs	5,465,652	21.98
Total PID costs	**24,861,893**	**100.00**



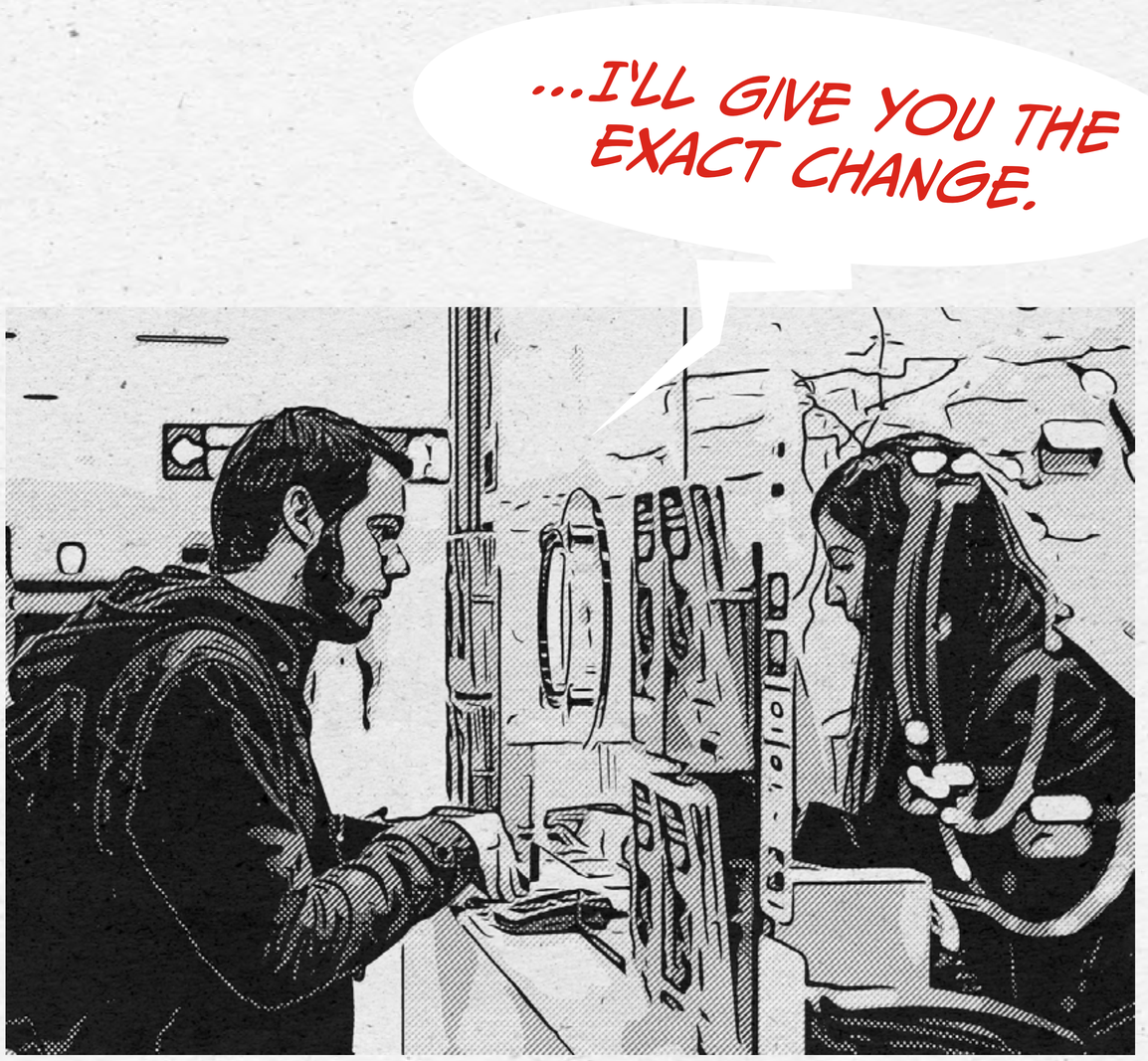
Transport revenue

Revenue from fares within the PID system for 2025

(in thousands of CZK)

		%
Prague City Area (Zone P+0):		
• Revenue from season tickets, including flat-rate payments, staff tickets and duplicates	2,458,637	54.52
• Revenue from single fares, including mobile ticketing machines	2,051,218	45.48
Total for the territory of the City of Prague (zone P+0)	**4,509,855**	**100.00**
Outer zones:		
• Revenue from additional time-limited coupons	650,129	72.07
• Revenue from single fares, including mobile ticketing machines	251,951	27.93
Total outer zones:	**902,080**	**100.00**
Total fare revenue within the PID system for 2025	**5,411,935**	
• **DPP revenue – HMP contract**	**4,048,809**	
• DPP revenue – suburban routes	81,238	
• Revenue from contract carriers	1,281,888	
Total fare revenue within the PID system for 2025	**5,411,935**	
Revenue from fare surcharges *	**258,094**	
Total fare revenue within the PID system, including fare surcharges	**5,670,029**	

*** Regulations on fare surcharges for 2025.**



Earmarked subsidy

Earmarked investment subsidy from the Prague City Council budget

(in thousands of CZK)

	Drawn from the Prague City Council budget	Drawn from EU Structural Funds *
Subsidy from the Prague City Council budget		
Comprehensive metro security system	88,800	
I. Operational section of Metro Line D	3,359,193	
Construction of the new Hloubětín depot	120,441	
Refurbishment of Českomoravská „B“ metro station	150,739	
Refurbishment of the ceiling slab and stairs at Florenc metro station	89,538	
TT depot Kobylisy–Zdiby (section in Prague)	4,564	
Libuš–Nové Dvory tram depot	4,827	
TT Malovanka–Strahov	318	
Modernisation of the Zličín depot and construction of a new hall	1,000	
TT Počernická	167,000	
TT Podbaba–Suchdol	4,720	
Výstavní hala JHV – Střešovice	55,104	
TT Kobylisy–Bohnice	7,400	
Barrier-free access to Hradčanská metro station	498	
Želivského metro station barrier-free access conversion	10,400	
Radlická metro station barrier-free access conversion	16,200	
Electrification of bus routes – left bank	120,000	
Electrification of line no. 119	346	
Flora Metro Station barrier-free access conversion	5,000	
Electrification of bus routes 136 and 150	1,000	
New Hodkovičky stop on the KoMoKo route	603	
TT Podbaba–Troja–Bohnice	3,000	
Automation of Metro Line C	11,735	
Jiřího z Poděbrad metro station barrier-free access conversion	5,000	
Jiřího z Poděbrad metro station renovation	9,990	
Invalidovna metro station renovation, including barrier-free access	104	
TT Na Veselí–Pankrác–Budějovická	450	
Pražského povstání metro station barrier-free access conversion	400	
Total subsidy from the Prague City Council budget	**4,238,370**	**0**
Transport Operational Programme		
TT Sídliště Barrandov – Holyně – Slivenec	0	13,433
TT Divoká Šárka – Dědinská	14,211	
TT Modřany–Libuš	976	
TT Muzeum	25,702	29,565
TT Václavské náměstí (Jindřišská–Muzeum)	150,986	340,642
Total for the Transport Operational Programme	**191,875**	**383,640**
Total Special-Purpose Investment Grant	**4,430,245**	**383,640**

* EU subsidies received in 2025 were provided under a retroactive funding scheme, i.e. they also covered invoices from previous years.

Overview of ticket types

Paper time passes valid within the territory of the City of Prague with an optional start date

(in CZK)

Type of pass	Pass price
Standard pass:	
• 30-day	550
• 90-day	1,480
• 365-day	3,650
Discounted passes:	
for juniors aged 15 to 18	
• 30-day	130
• 90-day	360
• 365-day	1,280
for students aged 18 to 26	
• 30-day	130
• 90-day	360
• 365-day	1,280
for seniors aged 60 to 65 and the needy	
• 30-day	130
• 90-day	360
• 365-day	1,280
for citizens in material need until 30/9/2025	
• 30-day	165
• 90-day	444

Electronic time passes valid within the City of Prague with an optional start date

(in CZK)

Type of pass	Pass price
Standard pass:	
• Monthly	550
• Quarterly	1,480
• Annual	3,650
Discounted passes:	
for juniors aged 15 to 18	
• Monthly	130
• Quarterly	360
• Annual	1,280
for students aged 18 to 26	
• Monthly	130
• Quarterly	360
• Annual	1,280
for seniors aged 60 to 65 and the needy	
• Monthly	130
• Quarterly	360
• Annual	1,280
for citizens in material need until 30/9/2025	
• Monthly	165
• Quarterly	444

Transferable electronic travel passes valid within the territory of the City of Prague with an optional start date

(in CZK)

Type of pass	Pass price
• Monthly	1,000
• Quarterly	2,700
• Per year	7,800

Transferable paper travel passes valid within the territory of the City of Prague with an optional start date

(in CZK)

Type of pass	Pass price
• 30-day	1,000
• 90-day	2,700
• 365-day	7,800

Staff passes

(in CZK)

Type of pass	Pass price
• Annual pass for employees	50
• Annual pass for employees' family members	200
• Annual pass for pensioners	50
• Annual pass for family members of retirees	200
• „PHA train" pass	2,130

Single-journey tickets within the City of Prague (P+0+B)

(in CZK)

Pass of ticket	Pass price
Full fare (standard fare)	
• 30 minutes	30
• 90 minutes	40
Discounted fare	
• 30 minutes	15
• 90 minutes	20
Short-term travel tickets	
• 24-hour – full	120
• 24-hour – reduced	60
• 72-hour – standard	330
• 24-hour Prague XXL (Prague + zones 1, 2, 3, 4)	160
• 24-hour All-band (all PID zones)	240

Tickets valid on the AE line

(in CZK)

Pass of ticket	Pass price
Non-transferable full ticket	
• Main Station – Airport	100
Non-transferable discounted ticket for children aged 6–15	
• Main Station – Airport	50

Tickets valid on the Petřín funicular

Pass of ticket	Pass price
Non-transferable full ticket	
+ all discounts and a ticket for Zone P valid for 24 hours or longer	60

Additional BUS + TRAIN time passes valid in outer PID zones in electronic form with an optional start date

(in CZK)

Type of travel document	Pass price from 1 April 2023
Passes for one outer zone:	
• Monthly pass	395
• Quarterly pass	1,000
• 10-month pass	3,150
• Annual standard pass	3,740
• Discounted monthly pass for children, juniors, students, senior citizens and people with a third-degree disability	197
• Discounted quarterly pass for children, juniors, students, senior citizens and people with a third-degree disability	500
• Discounted 10-month pass for children, juniors, students, senior citizens and people with a third-degree disability	1,575
• Discounted annual pass for children, juniors, senior citizens and people with a third-degree disability	1,870
• Monthly discounted pass for ZTP and ZTP/P	98
• Quarterly discounted pass for ZTP and ZTP/P	250
• Discounted 10-month pass for ZTP and ZTP/P holders	787
• Annual pass for ZTP and ZTP/P	935
Passes for two contiguous zones:	
• Monthly pass	605
• Quarterly pass	1,575
• 10-month standard pass	4,835
• Annual standard pass	5,735
• Discounted monthly pass for children, juniors, students, senior citizens and people with a third-degree disability	302
• Discounted monthly pass tickets for children, juniors, students, senior citizens and people with a third-degree disability	787
• Discounted 10-month pass for children, juniors, students, senior citizens and people with a third-degree disability	2,415
• Discounted annual pass for children, juniors, senior citizens and people with a third-degree disability	2,867
• Discounted monthly pass for ZTP and ZTP/P	151
• Discounted quarterly pass ZTP and ZTP/P	393
• Discounted 10-month pass for ZTP and ZTP/P	1,207
• Discounted annual pass for ZTP and ZTP/P	1,433
Passes for three contiguous zones:	
• Monthly pass	920
• Quarterly pass	2,365
• 10-month pass	7,350
• Annual standard pass	8,730
• Discounted monthly pass for children, juniors, students, senior citizens and people with a third-degree disability	460
• Discounted quarterly pass for children, juniors, students, senior citizens and people with a third-degree disability	1,182
• Discounted 10-month pass for children, juniors, students, senior citizens and people with a third-degree disability	3,675
• Discounted annual pass for children, juniors, senior citizens and people with a third-degree disability	4,365
• Discounted monthly pass for ZTP and ZTP/P	230
• Discounted quarterly pass for ZTP and ZTP/P	591
• Discounted 10-month pass for ZTP and ZTP/P	1,837
• Discounted annual pass for ZTP and ZTP/P	2,182
Passes for four contiguous zones:	
• Monthly pass	1,210
• Quarterly pass	3,150
• 10-month standard pass	9,665
• Annual standard pass	11,470

Type of travel document	Pass price from 1 April 2023
• Discounted monthly pass for children, juniors, students, senior citizens and people with a third-degree disability	605
• Discounted quarterly pass for children, juniors, students, senior citizens and people with a third-degree disability	1,575
• Discounted 10-month pass for children, juniors, students, senior citizens and people with a third-degree disability	4,832
• Discounted annual pass for children, juniors, senior citizens and people with a third-degree disability	5,735
• Discounted monthly pass for ZTP and ZTP/P	302
• Discounted quarterly pass for ZTP and ZTP/P	787
• Discounted 10-month pass for ZTP and ZTP/P	2,416
• Discounted annual pass for ZTP and ZTP/P	2,867
Passes for five contiguous zones:	
• Monthly pass	1,485
• Quarterly pass	3,940
• 10-month pass	11,870
• Annual pass	14,090
• Discounted monthly pass for children, juniors, students, senior citizens and people with a third-degree disability	742
• Discounted quarterly pass for children, juniors, students, senior citizens and people with a third-degree disability	1,970
• Discounted 10-month pass for children, juniors, students, senior citizens and people with a third-degree disability	5,935
• Discounted annual pass for children, juniors, senior citizens and people with a third-degree disability	7,045
• Discounted monthly pass for ZTP and ZTP/P	371
• Discounted quarterly pass for ZTP and ZTP/P	985
• Discounted 10-month pass for ZTP and ZTP/P	2,967
• Discounted annual pass for ZTP and ZTP/P	3,522
Passes for six contiguous zones:	
• Monthly pass	1,770
• Quarterly pass	4,725

Type of travel document	Pass price from 1 April 2023
• 10-month pass	14,175
• Annual pass	16,835
• Discounted monthly pass for children, juniors, students, senior citizens and people with a third-degree disability	885
• Discounted quarterly pass for children, juniors, students, senior citizens and people with a third-degree disability	2,362
• Discounted 10-month pass for children, juniors, students, senior citizens and people with a third-degree disability	7,087
• Discounted annual pass for children, juniors, senior citizens and people with a third-degree disability	8,417
• Discounted monthly pass for ZTP and ZTP/P	442
• Discounted quarterly pass for ZTP and ZTP/P	1,181
• Discounted 10-month pass for ZTP and ZTP/P	3,543
• Discounted annual pass for ZTP and ZTP/P	4,208
Passes for zones 0, 1, 2, 3, 4, 5, 6:	
• Monthly pass	2,050
• Quarterly pass	5,515
• 10-month pass	16,385
• Annual standard pass	19,450
• Discounted monthly pass for children, juniors, students, senior citizens and people with a third-degree disability	1,025
• Discounted quarterly pass for children, juniors, students, senior citizens and people with a third-degree disability	2,757
• Discounted 10-month pass for children, juniors, students, senior citizens and people with a third-degree disability	8,192
• Discounted annual pass for children, juniors, senior citizens and people with a third-degree disability	9,725
• Discounted monthly pass for ZTP and ZTP/P	512
• Discounted quarterly pass for ZTP and ZTP/P	1,378
• Discounted 10-month pass for ZTP and ZTP/P	4,096
• Discounted annual pass for ZTP and ZTP/P	4,862
Passes for zones 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13:	

Type of travel document	Pass price from 1 April 2023
• Monthly standard pass	2,050
• Quarterly standard pass	5,515
• 10-month standard pass	16,385
• Annual standard pass	19,450
• Discounted monthly pass for children, juniors, students, senior citizens and people with a third-degree disability	1,025
• Discounted quarterly pass for children, juniors, students, senior citizens and people with a third-degree disability	2,757
• Discounted 10-month pass for children, juniors, students, senior citizens and people with a third-degree disability	8,192
• Discounted annual pass for children, juniors, senior citizens and people with a third-degree disability	9,725
• Discounted monthly pass for ZTP and ZTP/P	512
• Discounted quarterly pass for ZTP and ZTP/P	1,378
• Discounted 10-month pass for ZTP and ZTP/P	4,096
• Discounted annual pass for ZTP and ZTP/P	4,862
Passes for zones 0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13:	
• Monthly standard pass	2,335
• Quarterly standard pass	6,300
• 10-month standard pass	18,690
• Annual standard pass	22,195
• Discounted monthly pass for children, juniors, students, senior citizens and people with a third-degree disability	1,167
• Discounted quarterly pass for children, juniors, students, senior citizens and people with a third-degree disability	3,150
• Discounted 10-month pass for children, juniors, students, senior citizens and people with a third-degree disability	9,345
• Discounted annual pass for children, juniors, senior citizens and people with a third-degree disability	11,097
• Discounted monthly pass for ZTP and ZTP/P	583
• Discounted quarterly pass for ZTP and ZTP/P	1,575
• Discounted 10-month pass for ZTP and ZTP/P	4,672
• Discounted annual pass for ZTP and ZTP/P	5,548



CONSTRUCTION OF THE NEW 'MUZEUM' TRAM LINE, WHICH WILL LINK VINOHRADSKÁ STREET WITH THE UPPER PART OF WENCESLAS SQUARE, WAS OFFICIALLY LAUNCHED IN JUNE 2025. THE ENTIRE PROJECT, INCLUDING THE REDEVELOPMENT OF THE UPPER HALF OF THE SQUARE, IS EXPECTED TO TAKE APPROXIMATELY 20 MONTHS, WITH COMPLETION SCHEDULED FOR SPRING 2027.

Supplementary BUS + TRAIN time passes valid in the outer PID zones, in paper form with an optional start date

(in CZK)

Type of pass	Pass price from 1 April 2023
Tickets for a single outer zone:	
• 30-day standard pass	395
• 90-day standard pass	1,000
• 365-day (366-day) standard pass	3,740
• Discounted 30-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	197
• Discounted 90-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	500
• Discounted 365-day pass for children, juniors and senior citizens, and people with a third-degree disability	1,870
• Discounted 30-day pass for ZTP and ZTP/P	98
• Discounted 90-day pass for ZTP and ZTP/P	250
• Discounted 365-day pass for ZTP and ZTP/P	935
Passes for two contiguous zones:	
• 30-day standard pass	605
• 90-day standard pass	1,575
• 365-day standard pass	5,735
• Discounted 30-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	302
• Discounted 90-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	787
• Discounted 365-day pass for children, juniors and senior citizens, and people with a third-degree disability	2,867
• Discounted 30-day pass for ZTP and ZTP/P holders	151
• Discounted 90-day pass for ZTP and ZTP/P	393
• Discounted 365-day pass for ZTP and ZTP/P holders	1,433
Passes for three contiguous zones:	
• 30-day standard pass	920
• 90-day standard pass	2,365
• 365-day standard pass	8,730
• Discounted 30-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	460
• Discounted 90-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	1,182
• Discounted 365-day pass for children, juniors and senior citizens, and people with a third-degree disability	4,365
• Discounted 30-day pass for ZTP and ZTP/P	230
• Discounted 90-day pass for ZTP and ZTP/P	591
• Discounted 365-day pass for ZTP and ZTP/P	2,182
Passes for four contiguous zones:	
• 30-day standard pass	1,210
• 90-day standard pass	3,150
• 365-day standard pass	11,470
• Discounted 30-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	605
• Discounted 90-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	1,575
• Discounted 365-day pass for children, juniors and senior citizens, and people with a third-degree disability	5,735
• Discounted 30-day pass for ZTP and ZTP/P holders	302
• Discounted 90-day pass for ZTP and ZTP/P holders	787
• Discounted 365-day pass for ZTP and ZTP/P	2,867
Passes for five contiguous zones:	
• 30-day standard pass	1,485
• 90-day standard pass	3,940
• 365-day standard pass	14,090

Type of pass	Pass price from 1 April 2023
• Discounted 30-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	742
• Discounted 90-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	1,970
• Discounted 365-day pass for children, juniors, senior citizens and people with a third-degree disability	7,045
• Discounted 30-day pass for ZTP and ZTP/P holders	371
• Discounted 90-day pass for ZTP and ZTP/P	985
• Discounted 365-day pass for ZTP and ZTP/P	3,522
Passes for six contiguous zones:	
• 30-day standard pass	1,770
• 90-day standard pass	4,725
• 365-day standard pass	16,835
• Discounted 30-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	885
• Discounted 90-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	2,362
• Discounted 365-day pass for children, juniors and senior citizens, and people with a third-degree disability	8,417
• Discounted 30-day pass for ZTP and ZTP/P holders	442
• Discounted 90-day pass for ZTP and ZTP/P	1,181
• Discounted 365-day pass for ZTP and ZTP/P	4,208
Coupons for zones 0, 1, 2, 3, 4, 5, 6:	
• 30-day standard pass	2,050
• 90-day standard pass	5,515
• 365-day standard pass	19,450
• Discounted 30-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	1,025
• Discounted 90-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	2,757
• Discounted 365-day pass for children, juniors and senior citizens, and people with a third-degree disability	9,725

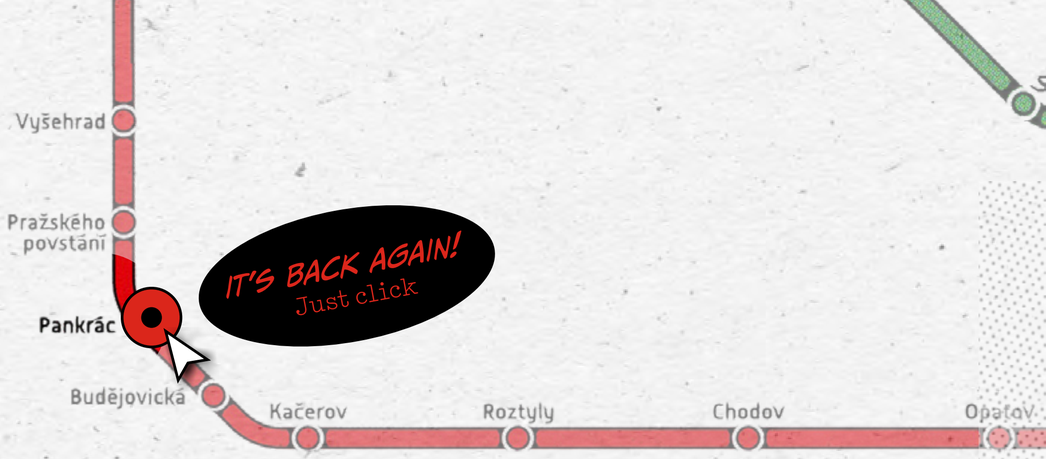
Type of pass	Pass price from 1 April 2023
• Discounted 30-day pass for ZTP and ZTP/P	512
• Discounted 90-day pass for ZTP and ZTP/P	1,378
• Discounted 365-daypass for ZTP and ZTP/P	4,862
Coupons for zones 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13:	
• 30-day standard pass	2,050
• 90-day standardpass	5,515
• 365-day standard pass	19,450
• Discounted 30-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	1,025
• Discounted 90-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	2,757
• Discounted 365-day pass for children, juniors and senior citizens, and people with a third-degree disability	9,725
• Discounted 30-day pass for ZTP and ZTP/P holders	512
• Discounted 90-day pass for ZTP and ZTP/P	1,378
• Discounted 365-day pass for ZTP and ZTP/P	4,862
Passes for zones 0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13:	
• 30-day standard pass	2,335
• 90-day standard pass	6,300
• 365-day standard pass	22,195
• Discounted 30-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	1,167
• Discounted 90-day pass for children, juniors, students and senior citizens, and people with a third-degree disability	3,150
• Discounted 365-day pass for children, juniors and senior citizens, and people with a third-degree disability	11,097
• 3Discounted 30-day pass for ZTP and ZTP/P holders	583
• Discounted 90-day pass for ZTP and ZTP/P	1,575
• Discounted 365-day pass for ZTP and ZTP/P	5,548

Type of pass	Pass price from 12 June 2022
Passes for holders of the Certificate of Participation in the Resistance and Opposition to Communism and for holders of the War Veteran Certificate	
• Annual pass for zones 1 to 10	365

Additional transferable standard electronic passes valid in outer PID zones with an optional start date

(v Kč)

Type of pass	Pass price from 1 April 2023
Passes for one outer zone:	
• Monthly standard pass	530
• Quarterly standard pass	1,345
• Annual standard pass	5,050
Passes for two contiguous outer zones:	
• Monthly standard pass	815
• Quarterly standard pass	2,130
• Annual public transport	7,745



Type of pass	Pass price from 1 April 2023
Passes for four outer contiguous zones:	
• Monthly standard pass	1,240
• Quarterly standard pass	3,190
• Annual public transport	11,785
Passes for five outer contiguous zones:	
• Monthly standard pass	1,630
• Quarterly standard pass	4,255
• Annual public transport	15,485
Passes for six outer contiguous zones:	
• Monthly standard pass	2,005
• Quarterly standard pass	5,315
• Annual public transport	19,020
Passes for outer zones 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13:	
• Monthly standard pass	2,390
• Quarterly standard pass	6,380
• Annual public transport	22,725
Passes for outer zones 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13:	
• Monthly standard pass	2,765
• Quarterly standard pass	7,445
• Annual public transport	26,260

Single tickets for travel in outer zones

(in CZK)

Type of ticket	Ticket price From 1 April 2023
Full fare	
• For two contiguous zones, 15 min	20
• For three contiguous zones, 30 min	30
• For four contiguous zones, 60 min	40
• For five contiguous zones, 90 min	50
• For six contiguous zones, 120 min	60
• For seven contiguous zones, 150 min	70
• For eight contiguous zones, 180 min	80
• For nine contiguous zones, 180 min	90
• For ten contiguous zones, 180 min	100
• For eleven contiguous zones, 180 min	110
• For twelve contiguous zones, 180 min	120
• For thirteen contiguous zones, 180 min	130
• For fourteen contiguous zones, 180 min	140
• For fifteen contiguous zones, 180 min	150
• For sixteen contiguous zones, 180 min	160
• For seventeen contiguous zones, 180 min	170
Discounted fares **Children, juniors, students, senior citizens, people with a third-degree disability**	
• For two contiguous zones, 15 min	10
• For three contiguous zones, 30 min	15
• For four contiguous zones, 60 min	20
• For five contiguous zones, 90 min	25
• For six contiguous zones, 120 min	30
• For seven contiguous zones, 120 min	35
• For eight contiguous zones, 180 min	40
• For nine contiguous zones, 180 min	45
• For ten contiguous zones, 180 min	50
• For eleven contiguous zones, 180 min	55
• For twelve contiguous zones, 180 min	60
• For thirteen contiguous zones, 180 min	65
• For fourteen contiguous zones, 180 min	70
• For fifteen contiguous zones, 180 min	75
Special reduced fare for holders of Czech ZTP and ZTP/P cards	
• For two contiguous zones, 15 min	5
• For three contiguous zones, 30 min	7
• For four contiguous zones, 60 min	10
• For five contiguous zones, 90 min	12
• For six contiguous zones, 120 min	15
• For seven contiguous zones, 150 min	17
• For eight contiguous zones, 180 min	20
• For nine contiguous zones, 180 min	22
• For ten contiguous zones, 180 min	25
• For eleven contiguous zones, 180 min	27
• For twelve contiguous zones, 180 min	30
• For thirteen contiguous zones, 180 min	32
• For fourteen contiguous zones, 180 min	35
• For fifteen contiguous zones, 180 min	37
Short-term tickets	
• 24-hour Prague XXL (Prague + zones 1, 2, 3, 4)	160
• 24-hour Regional (outer zones only)	140
• 24-hour Discounted Regional (outer zones only)	70
• 24-hour Special-discounted Regional (outer zones only)	35
• 24-hour All-zone (all zones)	240
• 24-hour Zones 1, 2, 3, 4	80
• 24-hour Zones 1, 2, 3, 4 (discounted)	40
• 24-hour Zones 1, 2, 3, 4 (special-discounted)	20

Development of PID fare rates over a five-year period

Standard time passes

(in CZK)

Type of pass	2021	2022	2023	2024	2025
Time-limited					
• 30-day / monthly	550	550	550	550	550
• 90-days / quarterly	1,480	1,480	1,480	1,480	1,480
• 365-days / annual	3,650	3,650	3,650	3,650	3,650



Discounted time passes

(in CZK)

Type of pass	2021	2022	2023	2024	2025
For juniors aged 15 to 18					
• 30-day / monthly	130	130	130	130	130
• 90-day / quarterly	360	360	360	360	360
• 365-day / annual	1,280	1,280	1,280	1,280	1,280
For students aged 18 to 26					
• 30-day / monthly	130	130	130	130	130
• 90-day / quarterly	360	360	360	360	360
• 365-day / annual	1,280	1,280	1,280	1,280	1,280
For senior citizens aged 60 to 65 and the needy					
• 30-day / monthly	130	130	130	130	130
• 90-day / quarterly	360	360	360	360	360
• 365-day / annual	1,280	1,280	1,280	1,280	1,280
Material hardship until 30 September 2025					
• 30-day / monthly	165	165	165	165	165
• 90-day / quarterly	444	444	444	444	444

Transferable time passes with an optional start date

(in CZK)

Type of pass	2021	2022	2023	2024	2025
Transferable time passes					
• 30-day / monthly	1,000	1,000	1,000	1,000	1,000
• 90-day / quarterly	2,700	2,700	2,700	2,700	2,700
• 365-days / annual	7,800	7,800	7,800	7,800	7,800

Notes:

- **Children aged 6 to 15** who hold a 'Certificate of Entitlement to Special Fare Rates' (price: 60 CZK) or a personal pass verified by the issuer (a legal entity) bearing their first name, surname, date of birth and photograph are entitled to a fare of 0 CZK for journeys within Prague (fare zones P, 0 and B) of 0 CZK. From 1 August 2021, only children aged 10 to 15 are eligible for travel at the special fare of 0 CZK.
- **Accompanying adults travelling with children under 3 years of age**, provided they hold a special 'Child under 3' pass, the child's identity card or the child's passport, travel at a special fare of CZK 0. This does not apply to rail travel or the AE.
- **Free transport of dogs** – passengers with a valid PID ticket for the Prague area (zones P, 0 and B) or passengers entitled to free transport within the Prague area do not pay a fare for their dog. In outer zones, this applies only with a time ticket.
- **"Half-price fine" scheme** – passengers who fail to produce a valid ticket during a ticket inspection can reduce their fine from 800 CZK to 400 CZK, from 1 August 2021 from 1,000 CZK to 800 CZK, provided they also purchase an annual citizen's pass worth 3,650 CZK linked to a PID card or Lítačka with personal data in the database.
- **Seniors aged 65+** travel free of charge within the capital city of Prague (fare zones P, 0 and B) on all PID services, including the Petřín funicular and ferries. Eligibility can be proven by an ID card issued in the EU, a passport or a residence permit. On PID trains, entitlement must be proven by a "Proof of Entitlement to Special Fares" (in electronic or paper form).

* Data as at 31 December of the relevant year.



Total investment costs and sources

Total investment costs in 2025

(in thousands of CZK)

Metro construction and refurbishment	
Ongoing construction projects	
I. Operational section of Metro Line D	3,262,059
Modernisation of the Zličín depot, including the construction of a new four-track hall and metro station	56,921
Replacement of escalators, refurbishment of the station and construction of barrier-free access to Jiřího z Poděbrad station	42,012
Florenc C metro station ceiling slab renovation, underpass and concourse renovation, bus-station-exit escalator construction	466,110
Renovation of Flora metro station, including barrier-free access	83,637
Renovation of Českomoravská metro station	731,203
Comprehensive security system in the metro	99,822
Refurbishment of the backup power plant at ZTC-1	190,291
Modernisation of substations and distribution transformer stations in underground stations	215,272
Modernisation of signalling equipment – electronic signal boxes on Metro Line C	341,203
Automation of Metro Line C	11,735
Total capital construction and metro refurbishment	**5,500,265**



Other capital projects	
Construction of tram lines	621,292
Renovation of tram tracks	233,067
Electrification of bus routes	417,961
Reconstruction of cable routes	99,170
Construction and refurbishment of substations	235,994
Depots and central workshops	1,029,724
Garages and parking areas	12,975
Total other investment projects	**2,650,183**

Fleet renewal	
Trams	
Purchase of up to 200 low-floor single-direction trams with a maximum length of 32 m	1,732,007
Conversion of 65 T3R.P trams to low-floor T3R.PLF trams	242,626
Reconstruction of 8 KT8D5 trams to the KT8N2 type	85,350
Buses	
Framework contract for the purchase of 100 standard city buses	85,220
Framework contract for the purchase of 140 articulated city hybrid buses	326,100
20 high-capacity three-section battery-powered trolleybuses – line no. 119	2,596
Framework agreement for the purchase of up to 70 standard and articulated battery-powered trolleybuses	730
Framework agreement for the purchase of up to 100 two-pole standard electric buses	256,998
Framework contract for the purchase of up to 90 standard battery-powered trolleybuses	100
Framework agreement for the purchase of up to 40 electric midibuses	179
Other fleet	61,449
Total fleet renewal	**2,793,355**
Other investments in technical infrastructure	**737,697**
Total investment costs	**11,681,500**

Total investment funds

(in thousands of CZK)

	Total investment resources
• Depreciation	3,926,083
• Temporary use of own funds with the approval of the Board of Directors	3,325,172
• compensation (reasonable profit)	0
current subsidy from the budget of the City of Prague	4,430,245
Total investment resources	**11,681,500**

EU subsidies received in 2025 (Transport Operational Programme) – also provided retrospectively for invoices from previous years.

TT Václavské náměstí	340,642
TT Muzeum	29,565
Extension of the Barrandov–Slivenec tram line	13,433
Total	**383,640**



07 Financial

Notes to the financial statements

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THE FIGURES THAT KEEP DPP MOVING.

DP kontakt 30 let

100 LET TRVALÉHO PROVOZU AUTOBUSŮ V PRAZE 1925–2025

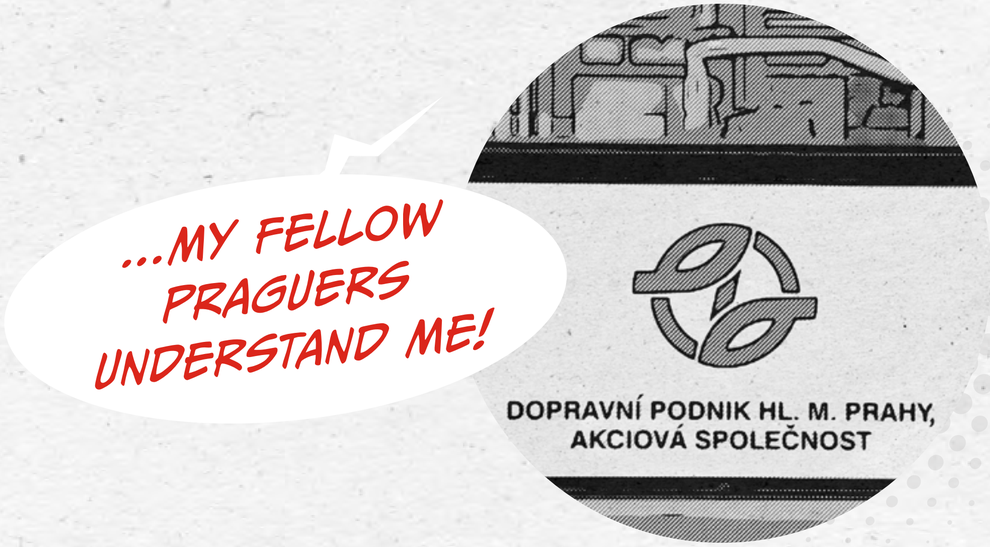
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2025 MARKS THREE ANNIVERSARIES.

1. General information

1. 1. Establishment and profile of the company

THE ACCOUNTING UNIT OF DOPRAVNÍ PODNIK HL. M. PRAHY, AKCIOVÁ SPOLEČNOST, HEREINAFTER THE "COMPANY" OR "DPP", WAS ESTABLISHED AS A JOINT-STOCK COMPANY BY THE DEED OF FOUNDATION OF THE PRAGUE CITY ASSEMBLY, AS THE SUCCESSOR TO THE STATE ENTERPRISE DOPRAVNÍ PODNIK HL. M. PRAHY – KOMBINÁT, AND CAME INTO EXISTENCE UPON ITS ENTRY IN THE COMMERCIAL REGISTER KEPT AT THE MUNICIPAL COURT IN PRAGUE ON 11 JULY 1991, REG. NO.: B 847; AT THAT TIME, IN THE COMPANIES REGISTER OF THE DISTRICT COURT FOR PRAGUE 1, SECTION SA, INSERT 847.



Company registered office: Sokolovská 42/217, Vysočany, 190 00 Prague 9

The sole shareholder of the company is THE CITY OF PRAGUE, with its registered office at Mariánské náměstí 2, Prague 1, 110 00, company registration number 00064581 (hereinafter also referred to as "HMP").

The company has a share capital of CZK 31,239,495,000, which was formed by a non-monetary contribution from the sole shareholder.

The company's share capital is divided into a total of 3,002 registered shares, of which:

3,000 shares with a nominal value of CZK 10,000 thous. each, i.e.	CZK 30,000 thous.
1 share with a nominal value of	CZK 726,125 thous.
1 share with a nominal value of	CZK 513,370 thous.
Total nominal value of shares as at 31 December 2024	CZK 31,239,495 thous.

The company's shares are registered in the name of: 'Municipality – City of Prague'.
The company's financial statements are prepared as at 31 December 2025.
The financial year is the calendar year: from 1 January 2025 to 31 December 2025.

The company's business activities are:

- the operation of trams, special railways (the metro) and funicular/chairlift (Petřín/Zoo), and the operation of rail transport in the capital city of Prague,
- repair of road vehicles,
- running a driving school,
- psychological counselling and assessment,
- catering services,
- provision of healthcare services,
- operation of a vehicle inspection centre,
- operation of an emissions testing station,
- construction, alteration and demolition of buildings,
- provision of occupational health and safety services,
- technical and organisational activities in the field of fire protection,
- road transport
  - freight transport carried out by vehicles or vehicle combinations with a maximum authorised mass exceeding 3.5 tonnes, where they are intended for the cars of animals or goods,
  - passenger transport carried out by vehicles designed to carry more than 9 persons, including the driver,
  - freight transport carried out by vehicles or vehicle combinations with a maximum authorised mass not exceeding 3.5 tonnes, where they are intended for the transport of animals or goods,
- manufacture of measuring, testing, navigation, optical and photographic instruments and equipment,
- business and service intermediation,
- wholesale and retail trade,
- maintenance of motor vehicles and their accessories,
- storage, packaging of goods, cargo handling and technical transport operations,
- accommodation services,
- purchase, sale, management and maintenance of real estate,
- advisory and consultancy services, preparation of specialist studies and reports,
- extracurricular education and training, organisation of courses and training, including lecturing,
- operation of cultural, cultural educational and entertainment facilities; organisation of cultural productions, entertainment, exhibitions, fairs, shows, sales and similar events,
- repair and maintenance of household goods, cultural items, precision engineering products, optical instruments and measuring devices,
- repairs of other vehicles and machinery,
- bodywork and panel beating,
- locksmithing, toolmaking,
- manufacture, installation and repair of electrical machinery and apparatus, electronic and telecommunications equipment,
- installation, repair, inspection and testing of electrical equipment,
- operation of rail transport on trolleybus routes,
- operation of trolleybus routes,
- inspections, surveys and tests of specified technical equipment in operation,
- testing, measurement, analysis and inspection.



1. 2. Changes and amendments to the Commercial Register in the past financial year

CHANGES TO THE ENTRIES OF BOARD MEMBERS

On 12 June 2025, Ing. Jan Barchánek became a member of the Board of Directors.
The entry was made in the Commercial Register on 17 July 2025.

CHANGES TO THE REGISTRATION OF SUPERVISORY BOARD MEMBERS

On 22 June 2025, the position of Vice-Chairman of the Supervisory Board ceased, along with the membership of Mgr. Jakub Jiran, MBA, on the Supervisory Board. The deletion from the Commercial Register was effected 30 September 2025. Following his re-election, Jakub Jiran, MBA, became a member of the Supervisory Board on 23 June 2025. He was re-elected as Vice-Chairman of the Supervisory Board on 3 September 2025. The entry in the Commercial Register was made on 30 September 2025.

On 10 March 2025, Mgr. Reda Ifrah became a member of the Supervisory Board. He was elected Vice-Chairman of the Supervisory Board on 12 November 2025. The entry in the Commercial Register was made on 10 December 2025.

On 22 June 2025, Ing. Jan Lička's membership of the Supervisory Board ceased. The deletion from the Commercial Register was effected on 30 September 2025.

On 23 June 2025, Mgr. Adam Zemek became a member of the Supervisory Board.
The entry in the Commercial Register was made on 30 September 2025.

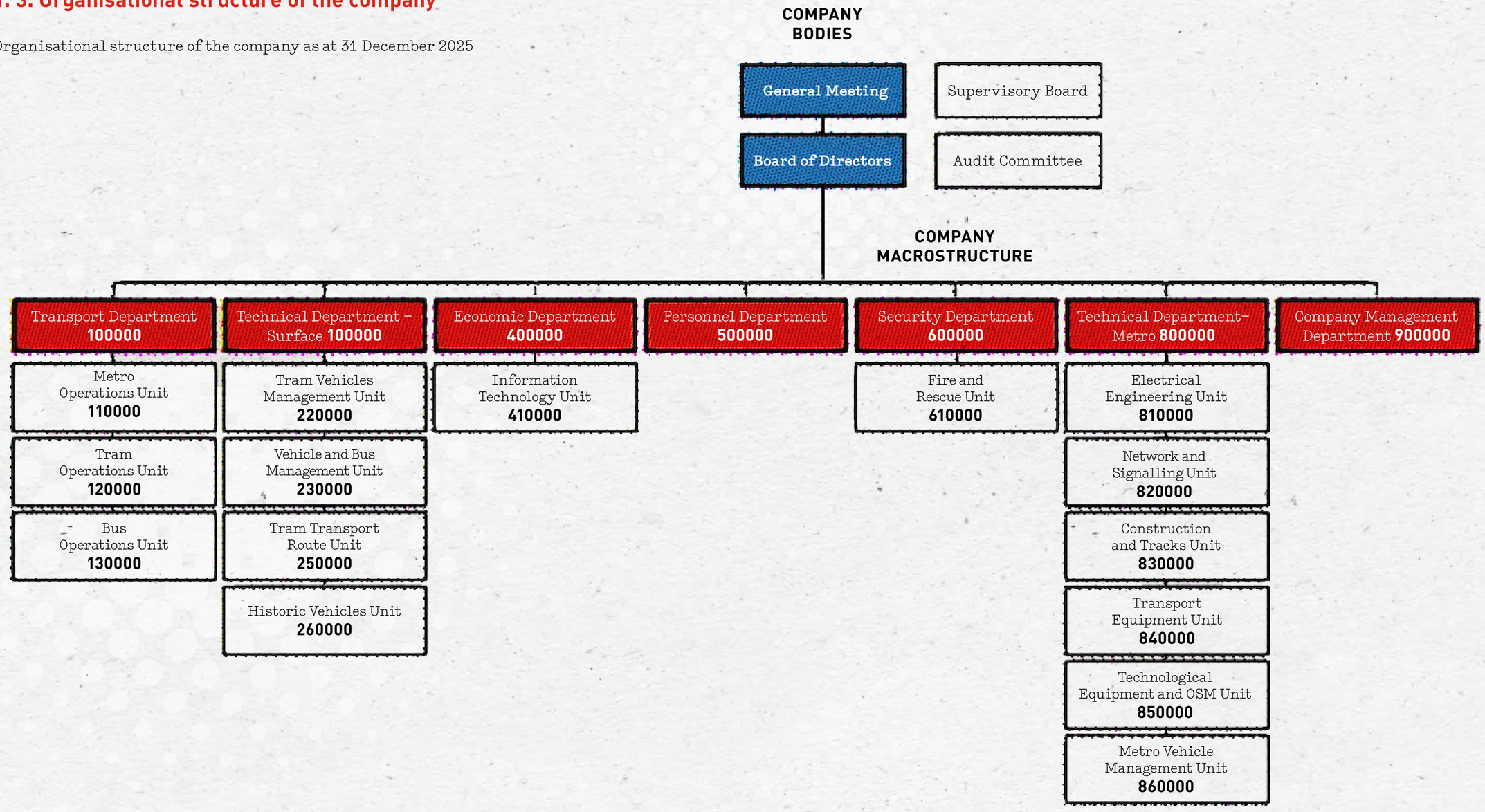
ENTRY OF THE SCOPE OF BUSINESS

In 2025, there were no changes regarding the scope of business.



1. 3. Organisational structure of the company

Organisational structure of the company as at 31 December 2025



1. 4. Group Identification

SOLE SHAREHOLDER OF DPP

THE CAPITAL CITY OF PRAGUE (HEREINAFTER 'HMP') WITH ITS REGISTERED OFFICE AT

PRAGUE 1, OLD TOWN, MARIÁNSKÉ NÁM. 2, ID NO.: 000 64 581.

1. 4. 1. DPP AFFILIATED COMPANIES

Sister companies

Trade name	% share of HMP in the share capital	Registered office	Company registration number
Kolektory Praha, a.s.	100	Prague 9, Pešlova 341/3	26714124
Kongresové centrum Praha, a.s.	100	Prague 4, 5. května 1640/65	63080249
Obecní dům, a.s.	100	Prague 1, nám. Republiky 1090/5	27251918
Operátor ICT, a.s.	100	Prague 7, Plynární 1617/10	02795281
PPF banka, a.s.	6.73	Prague 6, Evropská 2690/17	47116129
Prague City Tourism a.s.	100	Prague 1, Žatecká 110/2	07312890
Pražská energetika Holding a.s.	51	Prague 10, Na Hroudě 1492/4	26428059
Pražská plynárenská, a.s.	100	Prague 1, Národní 37	60193492
Pražská vodohospodářská společnost a.s.	100	Prague 6, Evropská 866/67	25656112
Pražské služby, a.s.	100	Prague 9, Pod šancemi 444/1	60194120
Sedmá nemovitostní s.r.o.	100	Prague 2, Blanická 1008/28	19600879
Technická správa komunikací hl. m. Prahy, a.s.	100	Prague 7, Veletržní 1623/24	03447286
Technologie hlavního města Prahy, a.s.	100	Prague 7, Dělnická 213/12	25672541
Teplo pro Prahu a.s.	49	Prague 4, U plynárny 500/44	17138558
TRADE CENTRE Prague a.s.	100	Prague 2, Blanická 1008/28	00409316
VN 42, s.r.o.	100	Prague 1, Václavské nám. 796/42	02022818
VODA Želivka, a.s.	90.04	Prague 10, K Horkám 16/23	26496224
Výstaviště Praha, a.s.	100	Prague 7, Výstaviště 67	25649329
Zdroj pitné vody Káraný, a.s.	97.25	Prague 1, Řásnovka 770/8	26496402

1. 4. 2. COMPANIES WITH CONTROLLING AND SIGNIFICANT INFLUENCE

Companies with controlling influence

Company name	% share of DPP in the share capital	Registered office	COMPANY ID
Pražská strojírna a.s.	100	Prague 9, Mladoboleslavská 133	60193298
Střední průmyslová škola dopravní, a.s.	100	Prague 5, Plzeňská 298/217a	25632141

Companies with significant influence

Company name	% share of DPP in theshare capital	Registered office	COMPANY ID
RENCAR PRAHA, a.s.	28	Prague 8, Rohanské nábř. 678/25	00506397
Nové Holešovice, a.s.	25	Prague 9, Sokolovská 42/217	11926384

Equity interest in a company with significant influence RENCAR PRAHA, a.s.

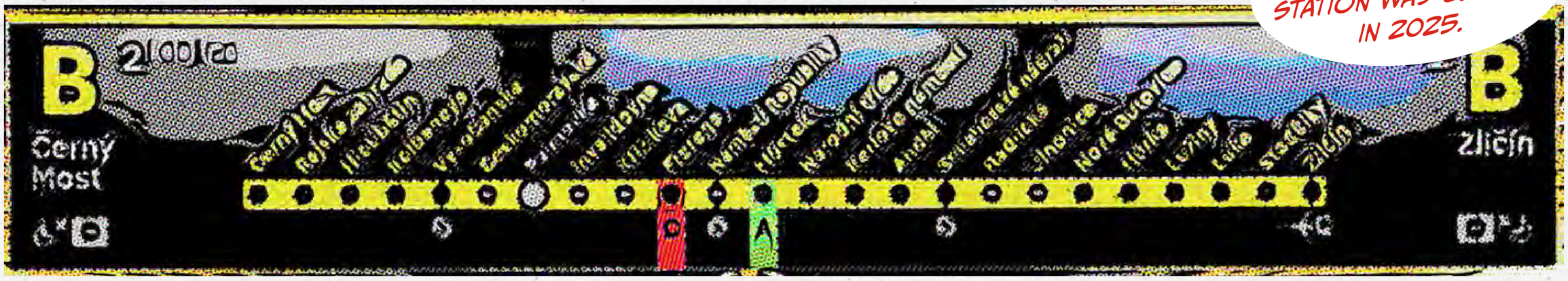
Company name	RENCAR Prague, a.s.'s % share of the registered capital	Registered office	COMPANY ID
RENCAR MEDIA s.r.o.	100	Prague 8, Rohanské nábřeží 678/25	25082906

1. 4. 3. OVERVIEW OF SUBSIDIARIES AND ASSOCIATED COMPANIES OF DPP'S SISTER COMPANIES AS AT 31 DECEMBER 2025

Overview of subsidiaries and associated companies of DPP's sister companies

Sister companies	Indirectly controlled companies and subsidiaries	% share in registered capital	Registered office	COMPANY ID
Pražská energetika Holding a.s.	Indirectly controlled company	% share of PREH in PRE		
	Pražská energetika, a.s.	58.05	Prague 10, Na Hroudě 1492/4	60193913
	Companies in which PRE, a.s. holds a share	PRE's % share in the subsidiary		
	eYello CZ, k.s.	90	Prague 10, Kubánské nám. 1391/11	25054040
	PREenergo, a.s.	100	Prague 10, Na Hroudě 2149/19	25677063
	KORMAK Praha a.s.	100	Prague 10, Bratří Jandusů 34/34	48592307
	PREservisní, s.r.o.	100	Prague 10, Na Hroudě 1492/4	02065801
	PREzákaznická, a.s.	100	Prague 10, Na Hroudě 1492/4	06532438
	PREdistribuce, a.s.	100	Prague 5, Svornosti 3199/19a	27376516
	VOLTCOM, s.r.o.	100	Prague 6, Otevřená 1092/2	44794274
	PRE Distribution Services, a.s.	100	Prague 10, Na Hroudě 1492/4	19826982
	Companies in which PREdistribuce, a.s. holds a share	% share of PRE distribuce, a.s. in the subsidiary		
	PREnetcom, a.s.	100	Prague 10, Na Hroudě 1492/4	06714366
	Companies in which PREenergo, a.s. holds a share	% share of PRE měření, a.s. in the subsidiary		
	PRE FVE Světlík, s.r.o.	100	Prague 10, Na Hroudě 2149/19	28080378
	FRONTIER TECHNOLOGIES, s.r.o.	100	Prague 10, Na Hroudě 2149/19	27234835
	PRE VTE Částkov, s.r.o.	100	Prague 10, Na Hroudě 2149/19	27966216
	PRE FVE Nové Sedlo, s.r.o.	100	Prague 10, Na Hroudě 2149/19	11911913
	ELEKTRO – FA. PAVELEK, s.r.o.	100	Opava, Ostravská 327/54 Komárov	60322195
	PREsolidsun, s.r.o.	100	Prague 10, Na Hroudě 2149/19	28923405
	Společnosti s kapitálovou účastí PREsolidsun, s.r.o.	% share of PREsolidsun s.r.o. in the subsidiary		
	SOLIDSUN Energie a.s.	100	Frýdek-Místek, Míru 3267	09293507
	SOLIDSUN s.r.o.	100	Nitra, Dolnočermánska 704/25 Slovak Republic	36300543
Pražská plynárenská, a.s.	Companies with equity participation by PP, a.s.	PP's % share in the subsidiary		
	Pražská plynárenská Distribuce, a.s.	100	Prague 4, U Plynárny 500/44	21031088
	Pražská plynárenská Servis distribuce, a.s., a member of the Pražská plynárenská, a.s. group	100	Prague 4, U Plynárny 1450/2a	47116471
	Prometheus, energetické Services, a.s., Member koncernu Pražská plynárenská, a.s. group	100	Prague 4, U Plynárny 500/44	63072599
	MONTSERVIS Prague, a.s.	100	Prague 4, U Plynárny 500/44	00551899
	Companies in which Prometheus, energetické Services, a.s. holds a share	% share of PES in the subsidiary		
	Teplo pro Kbely a.s.	75	Prague 4, U Plynárny 500/44	09783172
	Teplo pro Prahu a.s.	51	Prague 4, U Plynárny 500/44	17138558

Sister companies	Indirectly controlled companies and subsidiaries	% share in registered capital	Registered office	COMPANY ID
Pražská vodohospodářská společnost a.s.	Společnost s kapitálovou účastí PVS, která není ovládaná PVS a nepřímo HMP	PVS's % share in registered capital		
	Pražské vodovody a kanalizace, a.s.	49	Prague 10, Ke Kablu 971/1	25656635
Pražské služby, a.s.	Společnosti s kapitálovou účastí PS	% PS share of registered capital		
	AKROP s.r.o.	100	Tuchoměřice, Ke Špejcharu 392	26432331
	EVOK, o.p.s.	100	Prague 4, Mečislavova 165/3	02412390
	Pražský EKOservis, s.r.o.	100	Prague 1, Revoluční 1082/8	03298973
Technická správa komunikací hl. m. Prahy, a.s.	Companies in which TSK holds a share	TSK's % share in registered capital		
	TSK servisní s.r.o.	100	Prague 7, Veletržní 1623/24	24056154
VODA Želivka, a.s.	Companies with VŽ equity participation	% share of VŽ in the share capital		
	Želivská provozní a.s.	100	Prague 10, K Horkám 16/23	29131804
	Želivská dálniční a.s.	100	Prague 10, K Horkám 16/23	10895868
	Želivská rozvojová a.s.	100	Prague 10, K Horkám 16/23	10896562
Zdroj pitné vody Káraný, a.s.	Companies in which ZPVK holds a share	ZPVK's % share in registered capital		
	Vodárna Káraný, a.s.	100	Prague 1, Řásnovka 770/8	29148995



1. 5. Company bodies

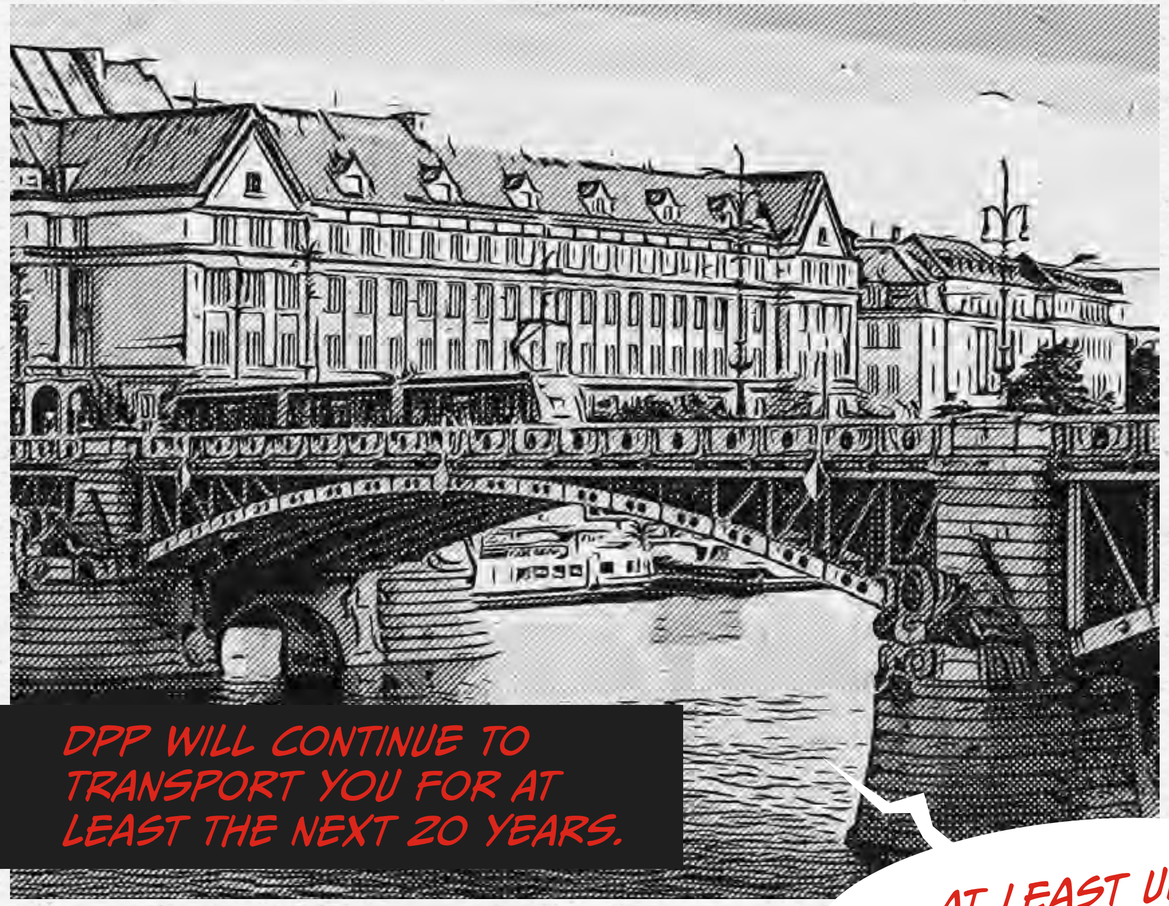
The company's governing bodies are the general meeting, the board of directors, the supervisory board and the audit committee.

The General Meeting is the supreme body of the company. Pursuant to Section 68(2)(h) of Act No. 131/2000 Coll., on the Capital City of Prague, the powers of the General Meeting are exercised by the Prague City Council (with the exception of decisions on the dissolution of the company, which are decided by the Prague City Assembly – Section 59 of the Act on the Capital City of Prague).

Board of Directors, Supervisory Board and Audit Committee as at 31 December 2025

	Position	Name
Board of Directors	Chairman	Ing. Ladislav Urbánek
	Vice-Chair	Ing. Jan Šurovský, Ph.D.
	Member	Ing. Jan Barchánek
	Member	Ing. Jiří Pařízek
Supervisory Board	Chairman	MUDr. Zdeněk Hřib
	Vice-Chair	Mgr. Reda Ifrah
	Vice-Chair	Mgr. Jakub Jiran, MBA
	Vice-Chair	Roman Slanina
	Member	Josef Buriánek
	Member	Vratislav Feigel, MBA, LL.M.
	Member	JUDr. Tomáš Homola
	Member	Ing. Zdeněk Kovařík
	Member	Ing. Gabriela Lněničková, MBA
	Member	Marcel Nový
	Member	Jiří Obitko
	Member	Ing. Ondřej Prokop
	Member	Ing. Adam Scheinherr, Ph.D., MSc.
	Member	JUDr. Tomáš Sunegha
	Member	Mgr. Adam Zemek
Audit Committee	Chairman	Ing. Zdena Javornická
	Vice-Chair	Ing. Stanislav Staněk





2. Accounting methods and general accounting principles

THE COMPANY'S ACCOUNTING RECORDS ARE MAINTAINED AND THE FINANCIAL STATEMENTS HAVE BEEN PREPARED IN ACCORDANCE WITH ACT NO. 563/1991 COLL., ON ACCOUNTING, AS AMENDED; DECREE NO. 500/2002 COLL. (HEREINAFTER THE "DECREE"), IMPLEMENTING CERTAIN PROVISIONS OF ACT NO. 563/1991 COLL., ON ACCOUNTING, FOR ACCOUNTING ENTITIES THAT ARE ENTREPRENEURS MAINTAINING DOUBLE-ENTRY ACCOUNTING RECORDS, AS AMENDED; AND THE CZECH ACCOUNTING STANDARDS FOR ENTREPRENEURS, AS AMENDED.

The accounting complies with generally accepted accounting principles, in particular the principle of valuing assets at historic cost, the principle of matching revenue and expenses, the principle of prudence, and the going concern assumption. Unless otherwise stated, the figures in these financial statements, unless otherwise stated, are expressed in thousands of Czech koruna (CZK thous.).

The Company maintains its accounting records using SAP HANA software.

3. Summary of significant accounting policies and procedures

3. 1. Tangible and intangible fixed assets

FOR THE PURPOSES OF 31 DECEMBER 2025, FIXED ASSETS ARE DEFINED AS ASSETS:

a) whose useful life exceeds one year and whose value in each individual case exceeds CZK 40,000 (except for the assets listed in point b)

b) land, buildings and structures, including utility networks, waterworks, building rights (unless they constitute goods), flats and non-residential premises defined as units, easements on land and structures, and works of art are considered fixed assets regardless of their valuation

c) assets acquired partly from own funds and partly from a subsidy, where the acquisition cost of tangible and intangible fixed assets acquired from own funds is CZK 40,000 inclusive.

The threshold for defining technical improvements (hereinafter also "TI"), which increase the value of fixed assets, is improvements exceeding CZK 40,000 in total for the accounting period.

Tangible and intangible assets valued at up to CZK 40,000 are not depreciated under the terms of the DPP. They are treated as inventory (DRHM) or services (DRNM). They are accrued over a period of two years and recorded in off-balance-sheet accounts, except in the case of extraordinary events.

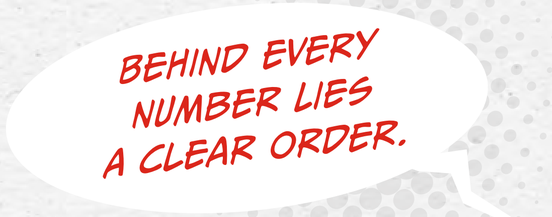
With effect from 1 January 2026, following an amendment to the internal accounting regulations, the threshold for the classification and recording of tangible and intangible fixed assets was raised to CZK 80,000.

The same limit has also been set for minor assets, for which the threshold for off-balance-sheet recording is set at a purchase price of between CZK 5,000 and CZK 80,000 inclusive, with certain exceptions in accordance with DPP's internal regulations.

COSTS RELATED TO THE ACQUISITION OF FIXED ASSETS

The valuation of intangible and tangible fixed assets and technical improvements includes, in particular, the following costs and expenses until the assets are brought to a condition suitable for use incurred directly in connection with the acquisition of fixed assets:

- survey, geological, geodetic and design work, including alternative solutions,
- customs duties, installation, transport costs, environmental disposal fees, packaging costs,
- the residual value of buildings or parts thereof disposed of as a result of new construction,
- costs of tender procedures,
- compensation for restrictions on ownership rights, compensation for financial loss to the owner, tenant or leaseholder of immovable property,
- tests prior to the property being made fit for use,
- preparatory work, in particular the costs of expert reports, fees, and remuneration for consultancy and intermediary services relating to the fixed assets being acquired,
- in the case of fixed assets financed from EU Structural Funds, the acquisition cost of the fixed asset includes the cost of the audit, consultancy services and other costs associated with processing the application for funding from EU Structural Funds,
- the resulting investment where the conditions under NÚR I – 20 are met.



WHEN RECORDING AND VALUING LAND IN THE FIXED ASSETS REGISTER, WE DISTINGUISH BETWEEN 4 OPTIONS:

1) If, as a result of the digitisation of cadastral maps (and the resulting improvements in accuracy), the area of a plot of land recorded in the Land Registry differs from that on the asset card in the accounts, the area of the plot will be amended on the asset card. The valuation of the plot will remain unchanged.

2) If it is necessary to correct errors in the land area identified by the Land Registry itself, the area on the asset card will be adjusted. The valuation of the land will remain unchanged.

3) If it is found that the DPP accounts state a different (lower or higher) land area than that stated in the Land Registry, the land area on the asset card is amended to correspond to the Land Registry, without adjusting the valuation of the land.

4) If a plot of land owned by DPP according to the land registry extract is not recorded in the accounting records, it must be entered into the records with the area specified in the land registry, and the land will be valued on the basis of an expert valuation report, which will include both the administrative and market values; for the sake of prudence, it will be recorded in the accounting records at the lower of the two values.

When creating new assets or making alterations to a third party's assets that are unrelated to DPP's mission but are necessary for the acquisition and use of DPP's assets, DPP treats these as induced investments. It records these assets in acquisition accounts and, upon the main investment being put into use, these investment costs incurred from own resources form part of the asset's acquisition cost in accordance with NÚR I-20.

In 2025, the replacement cost method was applied to easements acquired free of charge and technical modifications carried out by the tenant on DPP's property, which had not been settled between the tenant and DPP. The replacement cost was determined on the basis of an expert valuation.

Tangible fixed assets created through own activities are valued at cost, i.e. all direct and indirect costs directly related to the creation of the fixed assets.

Intangible fixed assets and tangible fixed assets are depreciated on a straight-line basis in accordance with the depreciation schedule through accounting depreciation, in accordance with Section 7(1) of the Accounting Act. The amount of depreciation on fixed assets is determined by their useful life, which is established taking into account wear and tear corresponding to normal conditions of use. Depreciation begins in the month in which the asset is put into use.

THE ESTIMATED USEFUL LIVES OF THE MOST SIGNIFICANT ASSET GROUPS ARE AS FOLLOWS:

Fixed assets	Useful life in years
Underground tunnels	100
Metro power supply system	30
Tram tracks – track bed	30
Tram tracks – track superstructure	15
Escalators	25
Vehicles:	
• Metro cars purchased since 2001	40
• Refurbished metro cars	15
• Trams: T3R.P 14T, 15T Other tram types	 15 30 20
• Buses	10
• Trolleybuses	13

THE WRITE-OFF OF EASEMENTS ESTABLISHED AND BUILDING RIGHTS IN FAVOUR OF THE COMPANY IS AS OF 31 DECEMBER 2025 AS FOLLOWS:

Pořizovací cena věcného břemene a práva stavby	Doba zřízení	Depreciation period
up to CZK 40,000	Fixed	24 months
	indefinite	24 months
over 40,000 up to 10,000,000 CZK	a specific	for the period specified in the contract under which the easement or building right is established
	indefinite	48 months for an easement and 99 years for a building right
over CZK 10,000,000	fixed	in accordance with the period specified in the contract underb which the easement or building right is established
	indefinite	330 years for easements and 99 years for building rights

With effect from 1 January 2026, in connection with the increase in the threshold for the classification and recording of tangible and intangible fixed assets, and following an amendment to the internal accounting regulations, the acquisition cost threshold for the classification of easements and building rights has also been revised. This increase applies to all categories in the table above, where the acquisition cost threshold of CZK 40,000 is replaced by a threshold of CZK 80,000 from 1 January 2026.

Assets acquired in full using a subsidy for the acquisition of intangible and tangible fixed assets are not depreciated.

As at the balance sheet date, provisions are recognised against fixed asset accounts. Their amount is determined on the basis of an inventory and an individual assessment of the actual condition of individual items, where the useful life of the fixed asset is significantly lower than its carrying amount in the accounts after deducting accumulated depreciation, and this impairment cannot be regarded as of a permanent nature.



3. 2. Long-term financial assets

Long-term financial assets represent equity interests in entities in which the Group has control or significant influence. On acquisition, they are recognised at cost.

Equity interests in entities over which the company has control or significant influence are valued using the equity method as at the balance sheet date; that is, the value of the equity interest is adjusted as at the balance sheet date to a value corresponding to the company's proportion of the entity's equity. The valuation using the equity method is recognised as a change in the value of the security, with a corresponding entry account 414 – Valuation differences arising from the revaluation of assets and liabilities.

3. 3. Inventories

Purchased inventories are valued at cost. The cost of inventories includes costs associated with their acquisition, in particular transport costs, commissions, customs duties, insurance premiums, packing costs, postage, discounts and disposal fees (PHE fee).

Inventories of the same type are carried in stock at a value determined by the weighted arithmetic average.

If the costs associated with the acquisition are not included in the acquisition cost of specific materials and goods, they are recorded in a separate analytical inventory account and are allocated to the consumption of materials and goods once a month in accordance with internal regulations. This procedure is also used within the company for transport costs arranged by internal services.

Increases or decreases in inventories (finished goods, work in progress and semi-finished products of own production) are recorded via the relevant expense account. An increase in inventories is credited to the relevant expense account in account group 58 – Change in inventories from own operations and capitalisation; decreases in inventories are debited to this account. This item may also have a negative value.

Under the terms of the DPP, changes in work in progress are accounted for via the relevant account 581 – Change in work in progress inventory.

In accordance with Czech Accounting Standard for Businesses No. 15, the acquisition and disposal of inventories at central and operational warehouses are accounted for using Method A.

DPP utilises a so-called standby warehouse to facilitate activities related to the physical receipt, storage and dispatch of products necessary for operational ensuring business continuity in the event of emergencies and other operational matters. These inventories are recognised on a balance sheet basis, and their acquisition and disposal are accounted for in accordance with Czech Accounting Standard for Businesses No. 15 (Method B), on a monthly basis.

Inventories produced by the company's own operations are valued at cost.

Spare parts and other materials produced in-house are valued at actual cost. Spare parts and other materials produced in-house for which a unit price cannot be clearly determined are valued on the basis of pre-determined prices. These prices are updated on an ongoing basis. The cost components included in the prices of spare parts and other materials determined at the level of own costs comprise: direct consumption of materials, energy, direct wages, social security and health insurance contributions, a share of production overheads, subcontracting costs, and transport costs.

Costs relating to capitalisation are recorded as a reduction in costs credited to the relevant account in account group 58 – Change in inventories of own production and capitalisation. This item has a negative value.

Under the terms of the DPP, the capitalisation of inventories and work in progress created by the company's own activities is accounted for via accounts 585, 586 and 588.

The replacement cost of inventories was determined based on the current average stock price at the time the inventory surplus was identified (diesel, coolant, oil, other operating fluids). The replacement cost determined by an expert valuation is used for inventories arising from materials obtained from the disposal or repair of fixed assets. Spare parts for trams that are no longer under warranty, which are provided to us free of charge by the supplier, are valued at replacement cost, i.e. in this case, the price prevailing at the time of receipt of these spare parts.

Provisions for inventories are created based on data provided by the Inventory Management Department. These provisions were created following a stock-taking exercise, after reviewing stock levels, storage duration and taking into account the expected unusability and minimal marketability of the stock.

3. 4. Receivables

Receivables are initially recognised at their nominal value, subsequently reduced by the relevant provisions for doubtful debts.

Receivables with a maturity of one year or less at the date of the financial statements are recognised as current assets. Other receivables are recognised as non-current assets.

In accordance with NÚR Interpretation I-14, 'Timing of Recognition of Entitlement to Receive or Return a Subsidy', subsidies for the acquisition of non-current assets are recognised in the financial statements such that when recognising a subsidy, it is not the date of financial settlement that is important, but rather the point at which the approval process reaches a stage where there is no doubt that the subsidy will be awarded.

At this point, the entitlement to receive the subsidy is recognised as a receivable from the subsidy provider, and at the same time, a liability is recognised in respect of the acquisition of the long-term subsidised asset.

PROCESSING OF ADJUSTMENT ENTRIES FOR RECEIVABLES

DPP has developed a programme (SAP transaction) for processing provisions for receivables. The creation of provisions for receivables always relates to the net value of the receivable from a single business partner. Provisions for receivables were created in accordance with Act No. 593/1992 Coll. on reserves and in accordance with internal regulations.

Accounting provisions are recognised for trade receivables and other receivables in accordance with the relevant legislation. Tax provisions are recognised to the extent permitted by the relevant legislation. For receivables that are between six months and one year past due, accounting provisions are recognised in such an amount that the total value

of tax and accounting provisions. Provisions amount to 50% of the outstanding balance sheet value of the receivable; for receivables more than one year past due, provisions are made up to 100% of the balance sheet value of the receivable. Subsequently, provisions are adjusted in accordance with the instructions of the legal department.

Accounting provisions are created for receivables from fare surcharges and for fare receivables. Their amount is determined as a percentage, taking into account the expected rate of repayment and the recoverability of these receivables.

The offsetting of liabilities and receivables takes place in accordance with the Civil Code, subject to an agreement between the business partners.

3. 5. Short-term financial assets

Where necessary, the company utilises debt securities held to maturity – bills of exchange acquired as a short-term investment of available funds in accordance with the company's approved Financial Investment Strategy and with a maturity of less than one year. The company did not record any bills of exchange in the 2025 financial year.

Another way of generating a return on temporarily unused funds is to place them in fixed-term deposits with banks, which ensures a safe and stable return. During 2025, funds were deposited with VÚB, a. s., UniCredit Bank Czech Republic and Slovakia, a. s., and Česká spořitelna a. s.

3. 6. Závazky z obchodních vztahů

Trade payables are recognised at their nominal value.

Liabilities with a maturity of one year or less at the date of the financial statements are recognised as current liabilities. Other liabilities are recognised as non-current liabilities.

3. 7. Bills of exchange

A bill of exchange is a security containing information prescribed by law, which gives rise to a debt obligation and confers on the holder of the bill an uncontested right to demand payment of the amount due at a specified time.

Bills of exchange are recorded as current liabilities on the 'Current bills of exchange' line of the financial statements for payment. These are promissory notes issued by the Issuer, i.e. DPP, to the creditors, bearing the clause "without protest".

The bill programme was fully repaid in 2024. The validity of the original agreement was extended to 2029 by the conclusion of a new amendment. No funds were drawn down during 2025, and the balance of the bill programme as at 31 December 2025 is CZK 0.

3. 8. Derivatives

In accordance with its interest rate risk management strategy, the Company minimises the cash flow exposures arising from these business activities. In this context, it enters into interest rate derivative transactions that reduce the risk of changes in the value of future cash flows arising from financing through a commercial paper programme.

All financial derivatives are recognised as assets if they have a positive fair value and as liabilities if they have a negative fair value.

In 2024, the derivative transactions were terminated due to the repayment of the bill of exchange programme. In 2025, no interest rate derivative transactions were entered into, as no funds were drawn down from the bill of exchange programme.

3. 9. Loans

Loans are recorded at their nominal value. Interest on loans is recognised in the profit or loss for the accounting period to which it relates. In accordance with Section 47(1) of the Decree, the company has decided not to include interest on loans in the valuation of fixed assets and technical improvements.

A portion of a long-term loan that is due within one year of the balance sheet date is also considered a short-term loan.

The company had no bank loans during 2025.

3. 10. Provisions

A provision for compensation for work-related accidents and occupational diseases of certain former employees is established based on a statistical analysis of available historic data, amounting to the present value of expected future payments arising from claims incurred up to the date of the financial statements.

Provisions for remuneration of senior management and members of the company's governing bodies, including health insurance provisions for wages and social security contributions are recognised where the legal entitlement to their payment does not depend solely on the performance of work during the accounting period, but on the fulfilment of additional conditions, i.e. approval by the responsible person or, where applicable, by a company body.

Provisions for employee benefits are recognised for service anniversaries, retirement and unused paid leave in accordance with the collective agreement. In accordance with Interpretation NUR I-52 Employee Benefits, benefits relating to service anniversaries and retirement were recognised in the accounts by creating a provision, using a mathematical and statistical method based on discounted cash flows. In developing this model, the key parameters influencing the payment of the relevant benefits were taken into account, namely the risk-free discount rate (time factor), average expected inflation, expected average staff turnover, expected wage growth and others. The mathematical-statistical model was

In the case of these benefits, the model is structured as a long-term plan spanning 20 years, with the period.

last 10 years is modelled as a perpetuity. Benefits in the form of unused leave with wage replacement have been classified as short-term and are reported at their undiscounted value. Collective bargaining for a new collective agreement is currently underway, with no significant changes expected in these forms of benefits or in the term of the collective agreement, which is usually concluded for a period of three years.

Provisions for future repairs to tangible fixed assets, which are to be carried out by external contractors and arise as a result of accidents and damage, are largely covered by the creation of estimated provisions for expected insurance claims. For accidents and damage where the estimated loss exceeds CZK 5 million, provisions are created specifically for each individual accident and instance of damage; for accidents and damage up to CZK 5 million, a provision is created as a single aggregate item as at the balance sheet date and is subsequently released upon the opening of the accounts for the following period. This ensures compliance with the principle of matching costs and revenues on an accrual basis.

Additional provisions are recognised, as a matter of prudence, for liabilities arising from past events and to cover liabilities that could result in an outflow of funds, for example in connection with legal disputes.

3. 11. Finance leases

Finance lease refers to the acquisition of tangible fixed assets in a manner whereby, upon expiry of the agreed period of use of the asset by the lessee for a fee, the asset is transferred ownership of assets is transferred from the owner to the user, and the user pays acquisition costs as part of their expenses prior to the transfer of ownership. In 2025, the company did not acquire any assets through finance leases with a subsequent purchase option.



3. 12. Conversion of foreign currency data into Czech currency

Exchange rate differences are accounted for in accordance with the Decree and Czech Accounting Standards for Businesses.

Assets and liabilities denominated in foreign currencies are converted into Czech currency at the daily exchange rate of the Czech National Bank in accordance with applicable regulations.

The daily exchange rates published by the Czech National Bank are used to convert foreign currency funds in the foreign currency cash office.

As part of the monthly financial statements for foreign currency bank accounts, conversion to Czech koruna is carried out using the exchange rate on the last day of the month.

Assets and liabilities in foreign currency are converted as at the balance sheet date using the exchange rate published by the CNB on that date, and any exchange rate differences identified are recognised as expenses or income depending on their nature.

3. 13. Taxes

3. 13. 1. TAX DEPRECIATION OF FIXED ASSETS

The straight-line method is used for the calculation of tax depreciation.

3. 13. 2. DEFERRED TAX

The calculation of deferred tax is based on the liability method, which follows the balance sheet approach. The liability method refers to a procedure whereby the income tax rate applicable in future periods is used in the calculation. The balance sheet approach means that the liability method is based on temporary differences, which are the differences between the tax base of assets or liabilities and the carrying amount of those assets or liabilities stated in the balance sheet. The tax base of assets or liabilities is the value of those assets or liabilities applicable in the future for tax purposes.

Deferred tax liabilities and assets are offset against each other and reported in the balance sheet at their net value.

3. 14. Compensation

In accordance with Regulation (EC) No 1370/2007 of the European Parliament and of the Council, which entered into force on 3 December 2009, the company accounts for compensation. Compensation is understood as a public service charge intended to cover the difference between the costs incurred in connection with the fulfilment of the public service obligation (hereinafter also referred to as the "PSO") and the revenue generated in connection with the PSO, and to ensure a reasonable profit, which is intended to enable the generation of own resources to finance the renewal of assets and further investments aimed at improving the quality of services approved by the contracting authority. The contract between the company and the City of Prague sets out the method for calculating compensation, the methodology for calculating a reasonable profit and the method of risk allocation.

In accordance with the contractual provisions set out in the Public Service Contract, the company recognises, during the year, an advance received for compensation and an accrual for the operational portion of the compensation in the amount of the planned requirement, which is reversed at the end of the year. As part of the annual financial statements, the receivable arising from the Public Service Contract is recognised and an appropriate profit is allocated as part of the compensation. At the same time, the advance payment received will be settled and the amount of the receivable will be financially settled. The compensation amount is recognised in revenue as proceeds from the sale of own products and services (see point 4.1.1), and in the profit and loss account it is reported broken down into operating and financial components so that the financial component of the compensation does not affect the operating result.

3. 15. Subsidies

Subsidies to cover costs are recognised in other operating income on a matching basis with the costs incurred for the specified purpose.

Subsidies for the acquisition of intangible and tangible fixed assets and technical improvements reduce their acquisition cost or own cost at the time of capitalisation. As at the balance sheet date, the use of subsidies for fixed assets not yet capitalised is accounted for.



3. 16. Revenue

Revenue from transport services is recognised in the period in which the transport services were provided. Other revenue is recognised in the period to which it relates in terms of both substance and timing. Revenue and income relating to future periods are accrued.

THE ACCOUNTING FOR REVENUE FROM EASEMENTS ESTABLISHED ON THE COMPANY'S ASSETS IS AS FOLLOWS:

Acquisition cost of the easement	Period of establishment	Accrual
up to CZK 40,000	fixed	not applied due to the insignificant amount
	indefinite	revenue for the period
over 40,000 up to 10,000,000 CZK	fixed	as specified in the contract under which the easement is established
	indefinite	a period of 5 consecutive years
over CZK 10,000,000	fixed	for the period specified in the contract under which the easement is established
	indefinite	for a period of 5 consecutive years

With effect from 1 January 2026, in connection with the increase in the threshold for the classification and recording of tangible and intangible fixed assets, and following an amendment to the internal accounting policy, there has also been a change to the acquisition cost threshold for the classification of the accrual period income from easements. This increase applies to all categories in the table above, where the acquisition cost threshold of CZK 40,000 will be replaced by a threshold of CZK 80,000 from 1 January 2026.

3. 17. Use of estimates

The preparation of financial statements requires the company to use estimates and assumptions that affect the reported amounts of assets and liabilities at the balance sheet date and the reported the amount of revenue and expenses for the reporting period. The Company has made these estimates and assumptions based on all relevant information available to it. However, as is inherent in the nature of estimates, actual future figures may differ from these estimates.

3. 18. Extraordinary income and expenses

These items include income and expenses arising from transactions that are entirely extraordinary in relation to the entity's ordinary activities, as well as income and expenses arising from extraordinary events occurring on an ad-hoc basis occurring. Extraordinary expenses and income are recognised, depending on their nature, as operating or financial expenses and income. They are broken down into the items 'Other operating income', 'Other operating expenses', 'Other financial income' and 'Other financial expenses'.

3. 19. Materiality threshold for corrections due to accounting errors

For corrections arising from incorrect accounting or the omission of expenses and income in previous accounting periods, which are material and could significantly influence the decisions of users of the financial statements, the materiality threshold is determined in accordance with in accordance with internal regulations, up to a total of CZK 10 million per individual case. Account 427 – Other operating results is not used for this amount; accounting is handled via the relevant analytical expense and income accounts.

3. 20. Accounting for donations received

Donations received are accounted for as other operating income – account group 64 or as other financial income (donations received in the form of financial assets) – account group 66.
In the case of a donation received in the form of a service, no accounting entry is made; the donation is only taken into account in the income tax return.

If the donation received is exempt from income tax, this income is excluded from the tax return as non-taxable.

3. 21. Recording of loans in off-balance-sheet records

Under the terms of a loan agreement, where the borrower is the party to the agreement, the subject of the loan is recorded in the off-balance sheet records under account 762001 Loans Received. This account records borrowed assets valued at CZK 40,000 or more in each individual case and which, as at the balance sheet date, are carried forward to the following year.

With effect from 1 January 2026, in connection with the increase in the threshold for the classification and recording of tangible and intangible fixed assets, and following an amendment to the internal accounting policy, the threshold for recording the aforementioned loans in off-balance-sheet records has been changed to CZK 80,000.

3. 22. Cash Flow Statement

The cash flow statement has been prepared using the indirect method. Cash equivalents represent short-term liquid assets that can be easily and readily converted into a known amount of cash. Cash and cash equivalents can be analysed as follows:

(in thousands of CZK)

Cash equivalent	31 December 2025	31 December 2024
Cash on hand and cash in transit, securities	24,332	29,341
Bank accounts and cash in transit	10,913,547	11,273,400
Short-term securities and shares	0	0
Cash and cash equivalents	**10,937,879**	**11,302,741**

Cash flows from operating, investing and financing activities are presented in the cash flow statement on a non-compensated basis.

3. 23. Consolidated financial statements

Act No. 563/1991 Coll., on Accounting, as amended by Act No. 221/2015 Coll., effective from 1 January 2016, introduced the categorisation of consolidation groups in Section 1c. Based on the individual criteria, DPP meets the criteria for a large group of accounting entities.

However, the proportion of the consolidated companies' total assets relative to those of the consolidating company is not material in terms of the individual criteria, and the company has therefore made use of the provisions of Section 22a(3) of the aforementioned Act.

To date, DPP has always made use of this provision of the Accounting Act, on the grounds that not only are the consolidated companies individually and collectively insignificant in relation to DPP's overall figures and mission, but, on the contrary, there would be a distortion in the presentation of DPP's financial indicators, as they would also include th



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



4. 1.Company specifics

4. 1. 1. PRESENTATION OF FINANCIAL STATEMENTS

V rozvaze a výkazu zisku a ztráty se uvádějí položky v pořadí, jak je stanoveno ve Vyhlášce č. 500/2002 Sb. Navíc DPP uvádí v těchto výkazech další podpoložky z důvodu vyšší srozumitelnosti a vypovídací schopnosti o účetní jednotce. Jedná se o tyto údaje:

PROFIT AND LOSS ACCOUNT

I. I. 1. Revenue from the sale of own products and services
I. 1. 1. Revenue from fares
I. 1. 2. Compensation for public service obligations
I. 1. 3. Other revenue

4. 2. Intangible fixed assets

ACQUISITION COST
(in thousands of CZK)

	Balance as at 31 December 2023	Additions	Disposals	Balance as at 31 December 2024	Additions	Disposals	Balance as at 31 December 2025
Software	1,330,283	49,828	17,469	1,362,642	51,482	0	1,414,124
Other quantifiable rights	12,747	0	0	12,747	3,209	0	15,956
Other intangible assets	136,229	0	0	136,229	0	0	136,229
Unfinished DNM	46,781	43,074	43,984	45,871	32,814	49,825	28,860
Total	**1,526 040**	**92,902**	**61,453**	**1,557,489**	**87,505**	**49,825**	**1,595,169**

DEPRECIATION
(in thousands of CZK)

	Balance as at 31 December 2023	Additions	Disposals	Balance as at 31 December 2024	Additions	Disposals	Balance as at 31 December 2025
Software	1,267,276	70,961	15,760	1,322,477	45,887	209	1,368,155
Other quantifiable rights	9,550	1,351	0	10,901	2423	0	13,324
Other intangible assets	123,043	321	0	123,364	321	0	123,685
Provision on work-in-progress	0	0	0	0	0	0	0
Total	**1,399,869**	**72,633**	**15 760**	**1,456,742**	**48,631**	**209**	**1,505,164**

CARRYING AMOUNT
(in thousands of CZK)

	As at 31 December 2024	Balance as at 31 December 2025
Software	40,165	45,969
Other quantifiable rights	1,846	2,632
Other intangible assets	12,865	12,544
Work in progress	45,871	28,860
Total	**100,747**	**90,005**

The most important additions to fixed assets are recorded in the software category and primarily consist of:

- The acquisition of the new CESNA application – Central Procurement System,
- The renewal of licences for IP Fabric software, designed to ensure the secure and efficient operation of the IT infrastructure,
- Technical upgrade of SAP HANA software,
- Technical improvements to software, including licences for the Comprehensive Security System in the Metro.

4. 2. 1. INTANGIBLE FIXED ASSETS CREATED BY THE COMPANY'S OWN ACTIVITIES

In 2025, no long-term intangible assets were generated through the company's own activities.

4. 2. 2. ASSETS NOT INCLUDED IN THE BALANCE SHEET

INTANGIBLE ASSETS TRACKED IN OFF-BALANCE SHEET RECORDS:
(in thousands of CZK)

Type of asset	Acquisition cost	
	2025	2024
Minor intangible assets	10,298	9,698
Fixed assets acquired from subsidies	131,102	131,102
Total	**141,400**	**140,800**

In the case of assets acquired using a subsidy, these are fixed assets whose acquisition cost has been reduced by the amount of the subsidy provided in accordance with point 3.15, and whose value is therefore not written off against the company's expenses.



ON SATURDAY 27 SEPTEMBER 2025, THE ZLIČÍN DEPOT WAS OPENED TO THE PUBLIC (DAY OF OPEN DOORS). VISITORS HAD A UNIQUE CHANCE TO TAKE A LOOK BEHIND THE SCENES OF METRO LINE B OPERATIONS AND ENJOY A VARIED PROGRAMME FULL OF TECHNOLOGY, HISTORY AND ENTERTAINMENT.

4. 3. Tangible fixed assets

ACQUISITION COST OF LONG-TERM TANGIBLE DEPRECIATED AND NON-DEPRECIATED ASSETS

(in thousands of CZK)

	Balance as at 31 December 2023	Additions	Disposals	Balance as at 31 December 2024	Additions	Disposals	Balance as at 31 December 2025
Land	3,352,564	41,684	16,235	3,378,013	3,101	10,930	3,370,184
Buildings	63,397,532	1,017,769	207,028	64,208,273	1,765,435	52,152	65,921,556
Tangible movable assets	66,241,271	2,200,353	479,906	67,961,718	2,354,133	819,993	69,495,858
• Machinery and equipment	17,786,073	1,003,872	119,296	18,670,649	1,237,317	306,502	19,601,464
• Means of transport	48,446,054	1,196,330	360,563	49,281,821	1,116,220	513,392	49,884,649
• Inventory	9,144	151	47	9,248	596	99	9,745
Other tangible fixed assets – easements and encumbrances	53,123	821	2	53,942	2,763	0	56,705
Other tangible fixed assets	43,042	14,760	200	57,602	0	0	57,602
Fixed assets under construction	3,348,966	10,702,658	9,424,008	4,627,616	11,578,612	11,245,432	4,960,796
Total	**136,436,498**	**13,978,045**	**10,127,379**	**140,287,164**	**15,704,044**	**12,128,507**	**143,862,701**

REPAIRS AND PROVISIONS FOR FIXED ASSETS

(in thousands of CZK)

	Balance as at 31 December 2023	Additions	Disposals	Balance as at 31 December 2024	Additions	Disposals	Balance as at 31 December 2025
Buildings	26,660,015	1,217,415	116,206	27,761,224	1,221,687	40,170	28,942,741
Tangible movable assets	39,313,983	2,554,770	453,825	41,414,928	2,555,269	654,696	43,315,501
• Machinery and equipment	12,937,475	786,880	115,510	13,608,845	828,696	149,599	14,287,942
• Means of transport	26,194,391	1,750,785	329,059	27,616,117	1,726,298	488,843	28,853,572
• Inventory	8,366	239	47	8,558	275	99	8,734
Other tangible fixed assets – easements and encumbrances	48,774	1,966	1	50,739	2,007	0	52,746
Provision for vehicles	173,751	16,866	9,209	181,408	0	16,155	165,253
Provision for construction projects	0	0	0	0	0	0	0
Total	**66,022,772**	**3,774,151**	**570,032**	**69,226,891**	**3,778,963**	**694,866**	**72,310,988**

NET BOOK VALUE OF FIXED ASSETS SUBJECT TO DEPRECIATION AND NON-DEPRECIABLE ASSETS

(in thousands of CZK)

	Balance as at 31 December 2024	Balance as at 31 December 2025
Land	3,378,013	3,370,184
Buildings	36,447,049	36,978,815
Tangible movable assets	26,546,790	26,180,357
• Machinery and equipment	5,061,804	5,313,522
• Vehicles	21,484,296	20,865,824
• Fixed assets	690	1,011
Other tangible fixed assets – easements and encumbrances	3,203	3,959
Other tangible fixed assets	57,602	57,602
Fixed assets in progress	4,627,616	4,960,796
Total	**71,060,273**	**71,551,713**

The most notable increases in fixed assets, after taking into account subsidies and commitments for subsidies, are recorded in buildings, machinery and equipment, and transport vehicles. One of the most important construction projects is the renovation of the Florenc metro station ceiling slab, costing CZK 455,042 thous.; the renovation and construction of tram tracks (Ohrada–Palmovka, Dukelských hrdinů, Barrandov–Holyně–Slivenec housing estate, including the loop), modifications to track infrastructure for rail vehicles amounting to CZK 196,743 thous., and the renovation of metro stations (Budějovická, Želivského, Nádraží Holešovice, Anděl) amounting to CZK 167,717 thous., modernisation of power supply systems and substations totalling CZK 106,042 thous., renovation of the CD building, the Vokovice depot, the Kačerov depot warehouse building and construction of the OT Hostivař paint shop building totalling CZK 177,239 thous.

The most significant items of machinery and equipment include the modernisation of the signalling system on Metro Line C, costing CZK 598,338 thous.; the fixed part of the LZA train protection system; PTv; public address systems; and tunnel access control – Metro Lines A, B, C, the modernisation of the automatic control centre system, all as part of the ongoing project to introduce a comprehensive safety system in the metro, amounting to CZK 269,660 thous. and the construction of a tram paint booth amounting to CZK 180,118 thous.

The most significant items in the transport category are refurbished trams, amounting to CZK 475,236 thous., newly purchased Urbanway 18HY buses, amounting to CZK 292,258 thous. and the renovation of metro cars amounting to CZK 103,555 thous.

The most significant disposals are recorded under transport equipment and are due to the sale, physical scrapping and donation of buses with an acquisition cost of CZK 401,944 thous. (at a net book value of CZK 95 thous.), and the physical scrapping of chassis frames on metro cars at a cost of CZK 46,372 thous. (net book value of CZK 16,667 thous.), the physical disposal of escalators at a cost of CZK 44,316 thous. (net book value is zero), the sale and physical disposal of trams with a purchase price of CZK 11,680 thous. (net book value of CZK 7,746 thous.) and the sale and physical disposal of other vehicles and cars with a purchase price of CZK 9,080 thous. (with a net book value of CZK 41 thous.).

As at 31 December 2025, the provision for transport assets stood at CZK 165,254 thous. The most significant component is the retention of the provision from 2023, which was established in view of the temporary impairment of fixed assets (15 T trams) due to defective roofs and floors on these trams, which are being repaired in stages. Furthermore, the retention of the provision from 2024 for 100% of the residual value of the fixed asset (a MAN TGM vehicle), which is out of service as a result of an accident.

The balance of the account for fixed assets under construction, amounting to CZK 4,960,796 thous., consists primarily of the following investment projects: energysaving measures at DPP sites amounting to CZK 750,663 thous., the renovation of the backup power centre at ZTC-1 amounting to CZK 728, 553 thous., the renovation of the Českomoravská metro station amounting to CZK 604, 706 thous., and the electrification of bus routes – the left bank at a cost of CZK 312,814 thous., the construction of Section I of the Metro D line at a cost of CZK 234,277 thous., the modernisation of the metro's high-voltage equipment – the renovation of the substation at Palmovka metro station at a cost of CZK 167,229 thous., the renovation of electrical installations, including lighting, at the DOZ complex and Hostivař garages amounting to CZK 139,295 thous., the renovation of the LD Petřín track bed amounting to CZK 110,492 thous., the renovation of 65 T3R.P tram cars to T3R. PLF in the amount of CZK 102,927 thous., and the recognition of residual values upon the disposal of buildings due to new construction or modernisation in the amount of CZK 154,744 thous.

The balance of advance payments for tangible fixed assets as at 31 December 2025 is CZK 471 thous. As at 31 December 2024, the balance of advance payments is CZK 1,550 thous.

THE COMPANY RENTS OUT:

- **property, non-residential premises** in garages, tram depots, underground depots, metro stations, tram termini, public transport stops, etc., and vacant land outside these premises,
- **space on movable and immovable property,** in particular for advertising activities, for the laying of optical cables in metro stations, for the operation of a telecommunications system in the metro, for the installation of antennas, telecommunications equipment, etc.,
- **movable property,** e.g. freight lifts in metro stations and fixtures and fittings in leased immovable property, e.g. in holiday accommodation, in non-residential premises for trade unions, etc.

4. 3. 1. FIXED ASSETS ENCUMBERED BY A LIEN

As at 31 December 2025, an easement has been established on 766 properties in the form of an easement agreement. In most cases, this involves providing access for the operation of the relevant facilities within metro premises, building entrances, etc.

The above figure also includes easements established as part of the provision of mobile coverage within the Prague Metro, based on a cooperation agreement and an easement agreement with mobile operators, as well as an easement agreement with T-Mobile Czech Republic a. s. for the purpose of installing an electrical communications network and distribution boards in the premises and tunnels of the Prague Metro. See point 4. 6.

4. 3. 2. LONG-TERM TANGIBLE ASSETS CREATED BY OWN ACTIVITIES

In 2025, the following works were carried out in-house: renovation of KT8N2 trams, renovation of T3RPLF trams, interior modifications to trams, conversion of tram no. 8029 into a school tram, installation of air conditioning in trams, renovation and modernisation of tram tracks, integration of trams into traffic light systems, construction and modernisation of electrically operated switches (EOV), modernisation of the cable network, improvement of stop facilities, modernisation of technology at the ÚD Hostivař substation, installation of additional lubrication equipment, modernisation of the surface at the Střešovice depot, landscaping of the Poděbradská tram depot, and modernisation of safety and communication equipment.

For the valuation method, see point 3.1.

4. 3. 3. ASSETS ACQUIRED THROUGH FINANCE LEASING

As at 2025, DPP does not recognise any assets held under finance leases.

4. 3. 4. OPERATING LEASES AND OTHER VEHICLE RENTALS

The company does not record any assets leased under operating leases in 2025; it reports only other vehicle leases amounting to CZK 558 thous. per annum (this relates primarily to the lease of a hydrogen bus at an annual rent of CZK 557 thous. from ŠKODA ELECTRIC a.s.).

4. 3. 5. ASSETS NOT INCLUDED IN THE BALANCE SHEET

TANGIBLE ASSETS RECORDED IN THE OFF-BALANCE-SHEET RECORDS
(in thousands of CZK)

Type of asset	Acquisition cost	
	2025	2024
Small tangible assets	741,491	698,598
Fixed assets acquired from subsidies	65,252,915	64,785,202
Total	**65,994,406**	**65,483,800**

In 2025, there was an increase in the value of assets recorded from the subsidy totalling CZK 467,713 thous.

The most significant additions to assets acquired from the subsidy include:

- the extension of the Barrandov–Slivenec tram line – amounting to CZK 169,452 thous.,
- renovation of the Ohrada–Palmovka tram line – at a cost of CZK 168,566 thous.,
- renovation of the escalators and lift at Anděl station – at a cost of CZK 69,993 thous.,
- renovation of the Strossmayerovo nám. – U Výstaviště tram line – in the amount of CZK 35,000 thous.,
- construction of the Na Veselí–Pankrác tram line – in the amount of CZK 15,171 thous.,
- renovation of the Havlíčkova–Dlážděná tram line – in the amount of CZK 1,208 thous.

Assets were removed from the off-balance-sheet records due to sale and physical disposal.

The most significant items include:

- ticketing equipment for public transport – amounting to CZK 63,920 thous.,
- standard low-floor buses – amounting to CZK 63,600 thous.,
- low-floor articulated buses – amounting to CZK 23,300 thous.

4. 3. 6. TOTAL ASSETS RECORDED IN THE BALANCE SHEET AND IN THE OFF-BALANCE SHEET RECORDS

(in CZK thous.)

Type of asset	2025		2024	
	Acquisition cost	Net book value	Acquisition cost	Net book value
Small assets recorded in the subsidiary ledger	751,789	25,216	708,296	15,677
Fixed assets acquired from Subsidys*	65,384,017	35,677,452	64,916,304	36,227,604
Fixed assets recorded in the balance sheet	145,457,870	71,641,718	141,844,653	71,161,020
Total	**211,593,676**	**107,344,386**	**207,469,253**	**107,404,301**

*) For fixed assets acquired using subsidies, the acquisition cost is understood to be the acquisition cost excluding the subsidy.

4. 3. 7. MUTUAL SETTLEMENT OF ASSETS WITH THE CITY OF PRAGUE

The process of realigning the status of fixed assets (building alterations, infrastructure investments, land, etc.) between DPP and the City of Prague continues, so that each of these entities owns, maintains and renews the assets that it actually uses (and necessarily requires) for its operations or its remit. As at 31 December 2025, DPP records the following assets in its accounts that are potentially suitable for transfer and a related exchange with HMP:

a) The asset acquisition account 042 includes the costs of implementing the investment projects IV.C2 Ládví and IV.C1 follow-up bus transport, with a total book value of approximately CZK 3 million (the total costs before deduction of the investment subsidy received amounted to approximately CZK 248 million).
b) The working group actively engaged in resolving the mutual settlement of fixed assets between DPP and the City of Prague completed the first phase of the exchange of DPP land and TT Komoko buildings in 2023. Further land potentially intended for transfer to the City of Prague, with a book value of approximately CZK 364 million, will be the subject of further negotiations with the City of Prague in 2026.
c) Other assets such as street lighting, traffic signals, roads, etc., which, as induced investments, formed part of investment projects carried out by DPP. These tangible assets form part of the acquisition cost of the fixed assets that DPP depreciates; however, these are assets normally operated and maintained by other organisations of the City of Prague designated for this purpose.

Further negotiations on how to settle the remaining portion of the assets in question will continue throughout 2026.

A MAJOR OVERHAUL OF SIX HISTORIC PRAGUE TRAMS OF THE T3 AND T4 TYPES HAS BEGUN IN BRNO. THE FIRST STAGE INVOLVED TRAMS NO. 7122 AND 6312 (FORMERLY TRAINING CAR 5520) (23 JUNE).

GREETINGS AND THANKS TO BRNO!

4. 4. Long-term financial assets

4. 4. 1. SHARES IN ACCOUNTING ENTITIES – CONTROLLING INTEREST

Interests in entities – significant influence

Company name	2025		2024	
	Number of securities	Share of share capital in %	Number of securities	Share of share capital in %
Pražská strojírna a.s.	12,901	100	12,901	100
Střední průmyslová škola dopravní, a.s.	22	100	22	100

2025

(in thousands of CZK)

Company name	Acquisition cost	Valuation difference	Nominal value	Company equity *	Accounting profit or loss *	Financial income	Value of the share
Pražská strojírna a.s.	185,614	281,183	260,000	466,797	34,998	0	466,797
SPŠD, a.s.	11,322	17,643	21,930	28,965	30	0	28,965
Total	**196,936**	**298,826**	**281,930**	**495,762**	**35,028**	**0**	**495,762**

*) Preliminary figures for 2025 are based on data recorded as at 22 January 2026.

2024

(in thousands of CZK)

Company name	Acquisition cost	Valuation difference	Nominal value	Company equity *	Accounting profit or loss *	Financial income	Value of the share
Pražská strojírna a.s.	185,614	247,483	260,000	433,097	39,471	0	433,097
SPŠD, a.s.	11,322	17,614	21,930	28,936	21	0	28,936
Total	**196,936**	**265,097**	**281,930**	**462,033**	**39,492**	**0**	**462,033**

* Preliminary figures for 2024 are as at 22 January 2025.

4. 4. 2. INTERESTS IN ACCOUNTING ENTITIES – SIGNIFICANT INFLUENCE

Interests in entities – significant influence

Company name	2025		2024	
	Number of securities	Share of share capital (%)	Number of securities	Share of share capital in %
RENCAR PRAHA, a.s.	84	28	84	28
Nové Holešovice, a.s.	2,500	25	2,500	25

2025
(in thousands of CZK)

Company name	Acquisition cost	Valuation difference	Nominal value	Company equity *	Accounting profit or loss *	Financial income	Value of the share
RENCAR PRAHA, a.s.	840	16,149	840	60,673	2,290	0	16,989
Nové Holešovice, a.s.	2,500	14,654	2,500	68,616	-1,577	0	17,154
Total	**3,340**	**30,803**	**3,340**	**129,289**	**713**	**0**	**34,143**

*) Preliminary figures for 2025 are based on data recorded as at 22 January 2026.

2024
(in thousands of CZK)

Company name	Acquisition cost	Valuation difference	Nominal value	Company equity *	Accounting profit or loss *	Financial income	Value of the share
RENCAR PRAHA, a.s.	840	15,357	840	57,846	914	0	16,197
Nové Holešovice, a.s.	2,500	47	2,500	10,189	-1,641	0	2,547
Total	**3,340**	**15,404**	**3,340**	**68,035**	**-727**	**0**	**18,744**

*) Preliminary figures for 2024 are based on data recorded as at 21 January 2025.

4. 5. Stocks

Inventories

(in thousands of CZK)

	as at 31 December 2025	as at 31 December 2024
Spare parts	303,118	299,853
Auxiliary materials	142,467	136,781
Clothing and protective equipment	34,273	51,902
Fuel	9,501	10,224
Other materials	16,074	5,760
Material in stock – emergency stock	95,698	75,139
Material in transit	353	351
Provisions	-12,933	-10,209
Total material	**588,551**	**569,801**
Work in progress and semi-finished products	10,176	7,698
Finished goods	2,786	1,723
Total value	**601,513**	**579,222**

The overall increase in the financial value of the company's stock is due to:

- an increase in the level o f emergency stock, which occurred mainly due to the stocking of railway structures,
- an increase in the 'Other materials' item due to the recording of IT equipment not yet handed over for use.

The increase in provisions was due to the actual condition of the stock; following a review of stock levels and storage duration, and taking into account the expected unusability and minimal marketability of the stock, it was decided to dispose of the stock through sale or physical disposal. The amount of CZK 12,933 thous. comprises provisions for clothing components, spare parts and protective equipment.

4. 6. Long-term receivables

The item 'Long-term receivables' shows a balance of CZK 5,715,623 thous. as at 31 December 2025, As at 31 December 2024, these receivables amounted to CZK 1,642,642 thous.

Long-term trade receivables totalling CZK 24,848 thous. consist of long-term receivables arising from the extension of the agreement on the establishment of an easement with T-Mobile Czech Republic a. s. for the purpose of installing an electronic communications network and distribution boxes in the premises and tunnels of the Prague Metro, amounting to CZK 13,838,000, and also from receivables arising from a concluded cooperation agreement to provide mobile signal coverage in the Prague Metro, where a schedule for the gradual repayment of these receivables has been established.

Instalments totalling CZK 22,020 thous. will be paid by mobile operators by 2027 as follows:

- CETIN a. s. in the amount of CZK 7,340, thous.,
- T-Mobile Czech Republic a. s. in the amount of CZK 7,340 thous.,
- Vodafone Czech Republic a. s. in the amount of CZK 7,340 thous.

Receivables amounting to CZK 11,010 thous., which are due to be repaid in 2026 according to the agreed schedule, are recorded as current receivables as at the balance sheet date of 31 December 2025 from trade relations. Receivables amounting to CZK 11,010 thous., which will fall due in subsequent years, are recorded under long-term trade receivables.

Other long-term receivables amounting to CZK 5,690,775 thous. consist mainly of the value of an approved subsidy claim of CZK 5, 680,978 thous. for the purchase of low-floor trams (CZK 2,040,000 thous.), the purchase of standard and articulated battery-powered trolleybuses (CZK 879,200, thous. CZK), standard electric buses (CZK 800 thous.), and the construction of the Počernická tram line (CZK 1,030,842 thous.), the Malovanka–Strahov tram line (CZK 432,566,000), the Olšanská tram line (CZK 222,301 thous.), the Václavské náměstí and Muzeum tram line (CZK 215,764 thous.) and from advances provided amounting to CZK 9,797 thous.

4. 7. Short-term receivables

4. 7. 1. AGE STRUCTURE OF TRADE RECEIVABLES

(in CZK thous.)

Year	Before maturity	Past due				Total past due	Gross – total excluding 0–180 days surcharges
		0–180 days	181 – 365 days	1–5 years	5 years and over		
2025	348,219	37,896	7,200	15,265	7,132	67,493	415,712
2024	374,430	12,755	14,618	58,131	7,672	93,176	467,606

(in thousands of CZK)

Year	OPP	Net, excluding surcharges	Surcharges *	OPP Surcharges	Total net including surcharges
2025	22,005	393,707	624,660	581,238	437,129
2024	67,449	400,157	617,797	577,232	440,722

*) The 'Surcharges' item comprises receivables from fare surcharges, fare receivables from fare surcharges and receivables from postage charges for the collection of fare surcharges. These are primarily overdue receivables.

The most significant receivables include:

- Operátor ICT, a.s., for revenue from ticket sales amounting to CZK 90,560 thous.,
- SOR Libchavy spol. s.r.o. for contractual penalties for failure to deliver trolleybuses and electric buses by the agreed deadline and for compensation for losses arising from the subsidy risk in the amount of CZK 58,201 thous,
- GLOBDATA, a.s., in respect of the assignment of receivables for SMS tickets amounting to CZK 40,126 thous.,
- HMP for the re-invoicing of construction works under the cooperation agreement – TT Václavské náměstí in the amount of CZK 25, 892 thous.

4. 7. 2. RECEIVABLES FROM GROUP COMPANIES

Current trade receivables and current advances payments

(in thousands of CZK)

Company name	Balance as at 31 December 2025	Balance as at 31 December 2024
FRONTIER TECHNOLOGIES, s.r.o.	0	8
HMP	28,151	34,259
Nové Holešovice, a.s.	10	0
Operátor ICT, a.s.	90,560	103,449
Prague City Tourism a.s.	3,052	2,539
Pražská energetika, a.s.	20,138	20,504
Pražská plynárenská Distribuce, a.s	132	71
Pražská plynárenská, a.s.	14,789	34,039
Pražská vodohospodářská společnost a.s.	1,179	569
Pražské služby, a.s.	0	40
Pražské vodovody a kanalizace, a.s.	16,982	20,781
PREdistribuce, a.s.	25,626	34,253
PREservisní, s.r.o.	0	2
RENCAR PRAHA, a.s.	397	462
Střední průmyslová škola dopravní, a.s.	1,166	1,045
Technická správa komunikací hl. m. Prahy, a.s.	2,632	6,841
Technologie hlavního města Prahy, a.s.	63	44
Total trade receivables and advances to group companies	**204,877**	**258,906**
Total current trade receivables and advances	**1,112,036**	**1,186,227**

4. 7. 3. OTHER CURRENT RECEIVABLES

The item ‘State – tax receivables’ shows a balance of CZK 628,274 thous. as at 31 December 2025 and consists of a receivable arising from an excess VAT deduction for the month of November and December 2025 in the amount of CZK 563,990 thous., an excess deduction from the supplementary tax return filed in the amount of CZK 628 thous., input VAT recorded on invoices received in January 2026 relating to supplies in 2025 in the amount of CZK 60,531 thous., and the value of the VAT deduction adjustment from an unpaid liability 6 months past due in the amount of CZK 3,125 thous. As at 31 December 2024, the item showed a balance of CZK 287,977 thous.

Short-term advances paid out amounted to CZK 71,664 thous. as at 31 December 2025, consisting mainly of advances for energy, water and sewage charges, gas, equipment for the Nuzice Regional Station, and other items. As at 31 December 2024, the item had a balance of CZK 100,824 thous.

As at 31 December 2025, accrued income showed a balance of CZK 99,027 thous., consisting mainly of unsettled insurance claims, property insurance and motor insurance bonuses, and other items. As at 31 December 2024, the balance stood at CZK 141,870 thous. The item ‘Other receivables’ shows a net balance of CZK 3,893,882 thous. as at 31 December 2025; as at 31 December 2024, the balance was CZK 739,385 thous. This item consists primarily of the recognition of receivables in respect of an approved subsidy claim totalling CZK 3,866,069 thous. These subsidies are for the purchase of low-floor trams (CZK 1,190,000 thous.), the construction of the Počernická tram line (CZK 513,612 thous.), the purchase of battery-powered trolleybuses (CZK 672,990 thous.), energy efficiency improvements to buildings (CZK 423,266 thous.), the construction of the Václavské náměstí–Muzeum tram line (CZK 500,000 thous.), the Malovanka–Strahov tram line (CZK 343,900 thous.) and the Olšanská tram line (CZK 222,301 thous.).

The item ‘Other receivables’ includes other receivables consisting primarily of claims against RENCAR PRAHA, a. s., for unjust enrichment arising from the use of DPP’s assets for advertising purposes, and against euroAWK s. r. o. for unjust enrichment arising from the use of advertising space in the Prague metro, where the amount of receivables arising from these filed claims as at 31 December 2025 totals CZK 403,492 thous. In addition to the recorded receivables, there were

Provisions amounting to 100% of the carrying amount of the receivables have been recognised due to the declining creditworthiness of the receivables in connection with the deteriorating financial position of both companies in question.

4. 7. 4. LIEN

As at 31 December 2025, the Company has no liabilities secured by a pledge agreement or otherwise secured.

4. 7. 5. COMPENSATION AND SUBSIDIES

For the year 2025, the company reported a pre-tax profit of CZK 926,706 thous. This profit was realised as a direct result of the recognition of compensation (see point 3.14). Costs incurred in connection with the public service obligation are covered by compensation, which is recognised as revenue.

In order to understand and assess the company’s financial and asset position, it is important to note that the company receives compensation for its public service obligations and a significant amount of investment subsidies from various providers.

In accordance with the public service contract for the provision of basic and other transport services within the territory of the City of Prague, DPP received advance payments towards compensation amounting to CZK 20,570,438 thous. in 2025. The operating portion of the compensation, amounting to CZK 20,285,399 thous., was recognised in revenue; the settlement of risks in the financial section of the income statement, in accordance with point 3.14, amounted to CZK -436,108 thous.; and the total amount of compensation thus amounted to amounting to CZK 19,849,291 thous. The total amount to be repaid to the City of Prague under the Public Service Contract as at 31 December 2025 is CZK 721,147 thous., of which unused compensation for services. The amount of CZK 33,420 thous. will be carried forward as a performance reserve to 2026, and the unspent funds for cyber security, amounting to CZK 14,013 thous., will be carried forward to the 2026 compensation. The final amount of compensation was approved by ROPID on behalf of the City of Prague in accordance with applicable legislation and contractual arrangements.

In 2024, a new public service contract was concluded for passenger transport on public scheduled bus routes within the PID system in the capital city Prague and the Central Bohemian Region for zones 0, 1 and 2 of external routes, effective from 1 December 2024. In 2025, DPP received advance payments for the compensation in question amounting to CZK 153,659 thous., and the total amount of compensation thus reached CZK 153,551 thous. in 2025. The total amount to be repaid as at 31 December 2025 is CZK 49 thous.

In 2025, the company accounted for subsidies to cover costs and for the acquisition of fixed assets amounting to CZK 4,644,874 thous. In 2024, the figure was CZK 6,447,087 thous.

Use of subsidies by purpose
(in CZK thous.)

Total subsidies		**4,644,874**
Subsidies to cover costs		**19,537**
Ministry of Transport subsidy		**19,196**
Subsidy to cover fare revenue shortfall	19,196	
Earmarked Subsidy		**341**
eBRT2030 project – Electrification of public bus transport	341	
Subsidy for the acquisition of fixed assets		**4,625,337**
Subsidy from the budget of the City of Prague		**4,430,245**
42493 –OPD TT Divoká Šárka – Dědinská	14,211	
42496 – Comprehensive metro security system	88,800	
42923 – Phase I of Metro Line D	3,359,193	
43920 – Construction of the new Hloubětín depot	120,441	
44579 – Barrier-free access to Jiřího z Poděbrad metro station	5,000	
44586 – TT Museum	25,702	
45506 – Reconstruction of the Jiřího z Poděbrad metro station	9,990	
45509 – Refurbishment of the Českomoravská „B“ underground station	150,739	
45512 – Refurbishment of ceiling slabs and stairs at Florenc metro station	89,538	
45522 – TT Václavské náměstí (Jindřišská – Muzeum)	150,986	
45524 – TT Vozovna Kobylisy–Zdiby (úsek v hl. m. Praze)	4,564	
45528 – TT Libuš – Nové Dvory	4,827	
45531 – TT Malovanka – Strahov	318	
45533 – Renovation of Invalidovna metro station, incl. barrier-free access	104	
45535 – Zličín depot modernisation and new hall construction	1,000	
Total subsidies		**4,644,874**
45537 – OPD – TT Modřany – Libuš	976	
45538 – TT Počernická	167,000	
45539 – TT Podbaba–Suchdol	4,720	
45541 – TT Na Veselí – Pankrác – Budějovická	450	
46126 – JHV Exhibition Hall – Střešovice	55,104	
46128 – TT Kobylisy – Bohnice	7,400	
46132 – Wheelchair-accessible Pražského povstání metro station	400	
46134 – Barrier-free access to Hradčanská metro station	498	
46135 – Barrier-free access to Želivského metro station	10,400	
46136 – Barrier-free access to Radlická metro station	16,200	
46139 – Electrification of bus routes – left bank	120,000	
46140 – Electrification of route 119	346	
46144 – Barrier-free access to Flora metro station	5,000	
46398 – Electrification of bus routes 136 and 150	1,000	
46567 – New Hodkovičky stop on the KoMoKo route	603	
46902 – TT Podbaba–Troja–Bohnice	3,000	
46969 – Automation of Prague Metro Line C	11,735	
Refund of subsidy from the Prague City Council budget		**-188,409**
45,535 – Modernisation of the Zličín depot and construction of a new hall	-264	
42,487 – Barrandov – Holyně – Slivenec housing estate	-188,145	
EU subsidy – OPD3		**383,640**
TT Václavské náměstí	340,642	
TT Muzeum	29,565	
TT Barrandov – Holyně – Slivenec: Phase 2	13,433	
Refund of EU subsidy – OPD2		**-139**
TT Divoká Šárka – Sídl. Na Dědině	-139	

DPP currently has five pending EU subsidy applications under the National Recovery Plan, totalling CZK 1,212,522 thous., primarily for the electrification of bus routes.

4. 7. 6. CURRENT ASSETS

Under the heading ‘Short-term securities and shares (other short-term financial assets)’, the company has no short-term financial assets recorded as at the balance sheet date.

4. 7. 7. PREPAID EXPENSES

This item shows a balance of CZK 216,753 thous. as at 31 December 2025; as at 31 December 2024, the balance was CZK 181,832 thous.

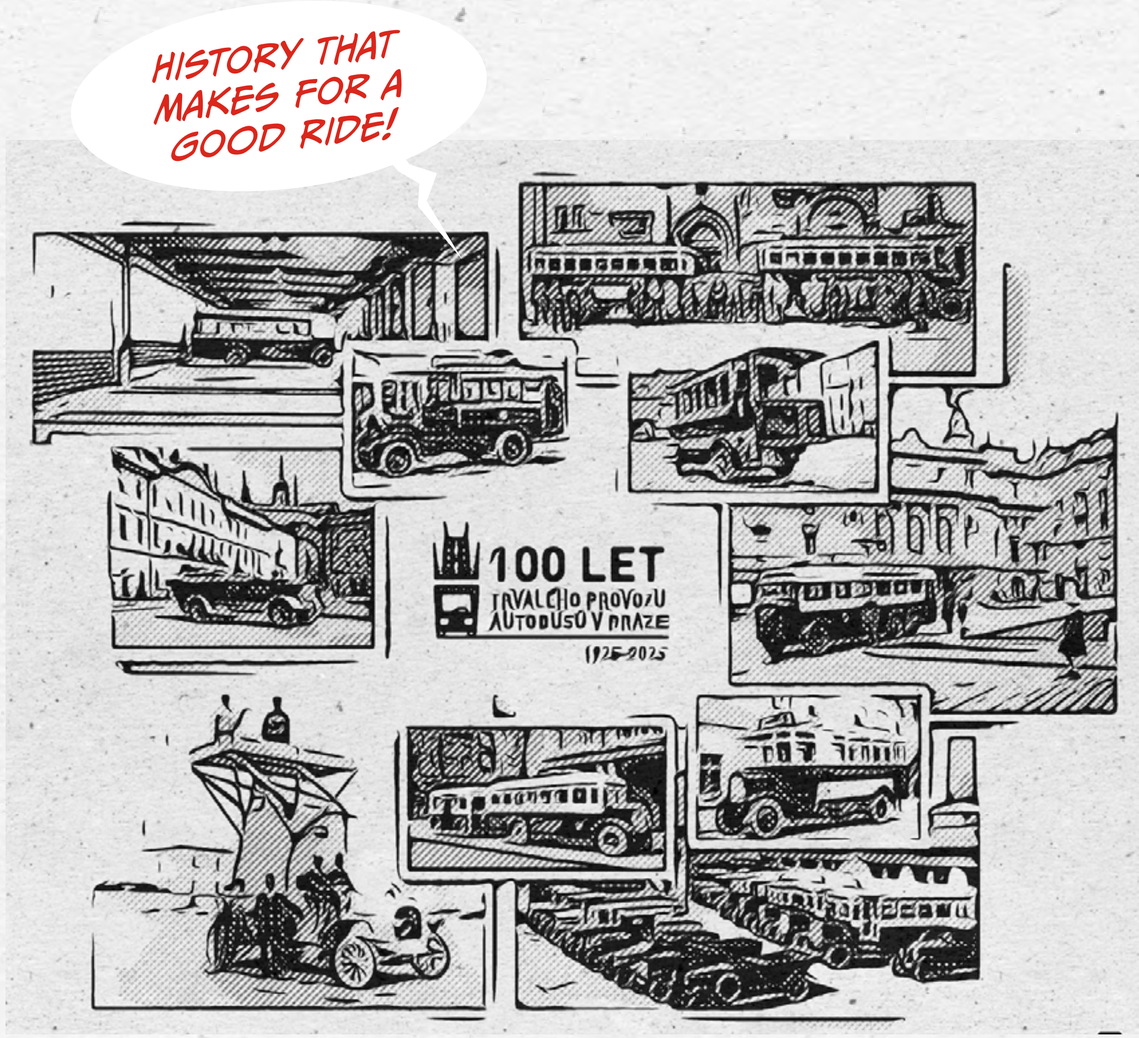
The balance consists primarily of the deferred income account (CZK 126,962 thous.), with the largest portion comprising bank interest on term deposits held with VÚB, a. s., UniCredit Bank Czech Republic and Slovakia, a. s., and Česká spořitelna a. s., amounting to CZK 122,601 thous.

Another item is deferred expenses (CZK 89,791 thous.), which consist mainly of the accrual of invoices from EXE, a. s., for support relating to licences for Microsoft software products amounting to CZK 29,173 thous., the accrual of costs for the purchase of minor assets amounting to CZK 25,216 thous., as well as the accrual of costs for invoices relating to the provision of support for active data network components, the provision of support for local exchange switches along the metro line, rental costs, tuition fees, etc.

4. 8. Equity

INFORMATION ON CHANGES IN EQUITY

The company’s equity comprises accounts in account groups 41 and 42, including the profit or loss for the current accounting period.



Information on changes in equity (in thousands of CZK)

Account	Share capital	Other capital funds	Valuation difference from the revaluation of assets and liabilities	Changes in share capital	Other profit or loss	Retained earnings from previous years	Accumulated losses from previous years	Profit or loss for the current period	Total equity
Opening balance as at 1 January 2024	**31,239,495**	**30,914,234**	**255,156**	**0**	**0**	**6,140,535**	**0**	**1,210,947**	**69,760,367**
Transactions affecting total equity									0
Profit for the current year								998,151	998,151
Dividends paid									0
Subscription of share capital									0
Change in share capital – non-cash contribution									0
Subsidies to increase VK									0
Valuation of land and buildings									0
Adjustment to valuation resulting from revaluation of securities and similar items			47,019						47,019
Revaluation of derivatives			-27,434						-27,434
Deferred tax on derivatives			5,761						5,761
Movements not affecting total equity									**0**
Allocation to the reserve fund									0
Settlement of loss from reserve fund									0
Other profit/loss from previous years					-11,669				-11,669
Allocation of profit						1,222,616		-1,210,947	11,669
Adjustments to equity									0
Closing balance as at 31 December 2024	**31,239,495**	**30,914,234**	**280,502**	**0**	**-11,669**	**7,363,151**	**0**	**998,151**	**70,783,864**
Transactions affecting total equity									**0**
Profit for the current year								686,129	686,129
Dividends paid									0
Subscription of share capital									0
Change in share capital – non-cash contribution									0
Subsidy to increase equity									0
Valuation of land and buildings									0
Adjustment to valuation resulting from revaluation of securities and similar items			49,127						49,127
Revaluation of derivatives									0
Deferred tax on derivatives									0
Movements that do not affect the total VK									**0**
Allocation to the reserve fund									0
Settlement of loss from reserve fund									0
Other profit/loss from previous years					11,669				11,669
Allocation of profit						986,482		-998,151	-11,669
Adjustments to equity									0
Closing balance as at 31 December 2025	**31,239,495**	**30,914,234**	**329,629**	**0**	**0**	**8,349,634**	**0**	**686,129**	**71,519,121**

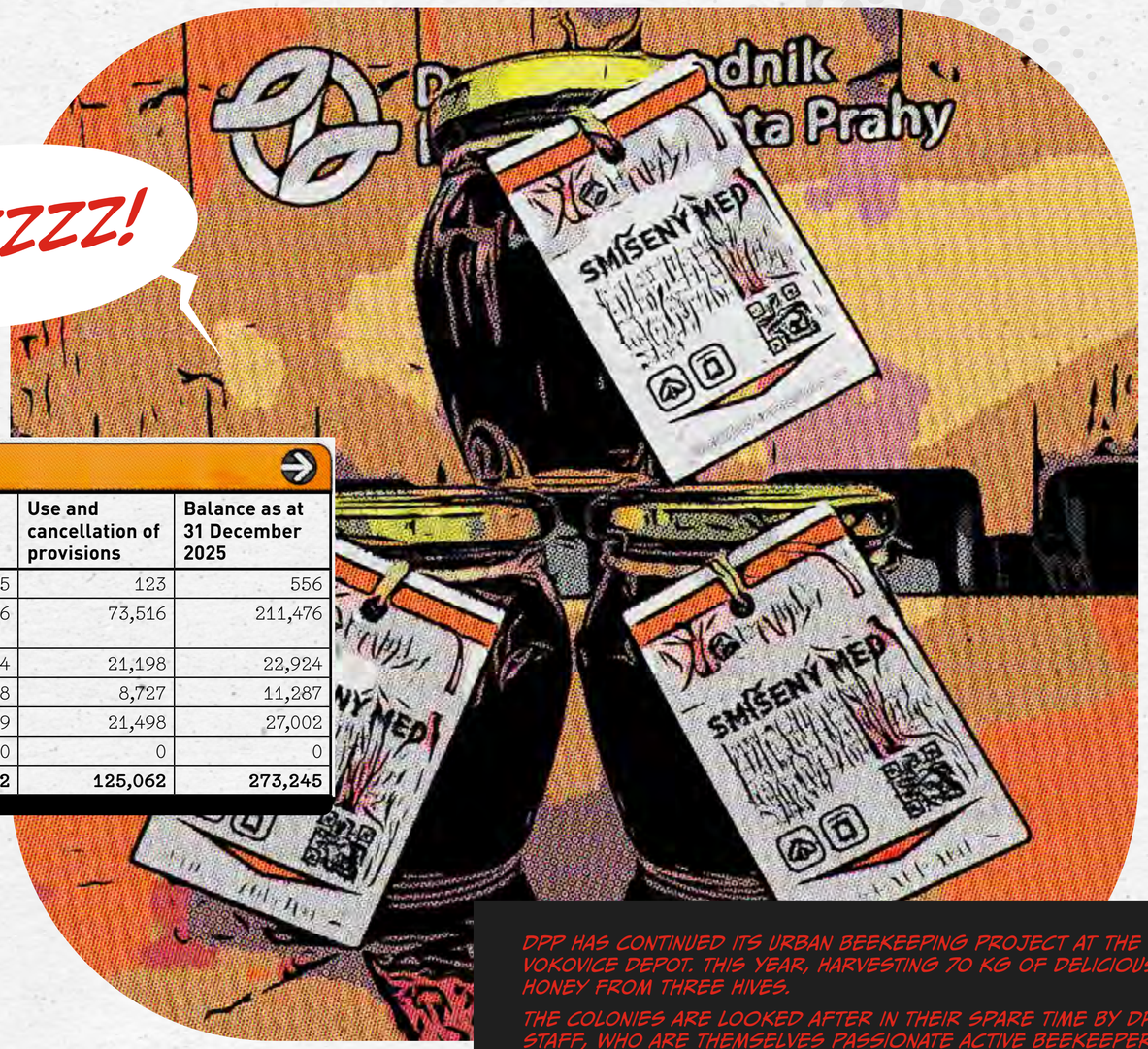
The item “Other operating result” in 2024 comprised non-cash income received in the form of equipment with a total value of CZK 12,401,000, which DPP received upon the settlement of the lease agreement and the termination of the lease at Budějovická metro station, as the lease was effectively terminated as at 31 December 2023. A further adjustment involved the recognition of accrued expenses for the retrofitting of buses and trams with accident cameras, which did not meet the threshold for capital improvements (CZK 40 thous. per item), totalling CZK 24,060 thous.

4. 9. Provisions

Provisions
(in CZK thous.)

	Balance as at 1 January 2024	Creation	Use and reversal of provisions	Balance as at 31 December 2024	Creation	Use and cancellation of provisions	Balance as at 31 December 2025
Provision for annuities	545	99	90	554	125	123	556
Provision for anniversaries, retirement and sick days	104,617	114,046	104,617	114,046	170,946	73,516	211,476
Provision for repairs to fixed assets	47,797	17,724	44,323	21,198	22,924	21,198	22,924
Provision for legal disputes	41,333	4,507	35,384	10,456	9,558	8,727	11,287
Provision for bonuses	20,023	28,381	20,023	28,381	20,119	21,498	27,002
Provision for repairs to 14T trams	2,159	0	2,159	0	0	0	0
Total reserves	**216,474**	**164,757**	**206,596**	**174,635**	**223,672**	**125,062**	**273,245**

the recognition of accrued expenses for the retrofitting of buses and trams with accident cameras, which did not meet the threshold for capital improvements (CZK 40 thous. per item), totalling CZK 24,060 thous.



DPP HAS CONTINUED ITS URBAN BEEKEEPING PROJECT AT THE VOKOVICE DEPOT. THIS YEAR, HARVESTING 70 KG OF DELICIOUS HONEY FROM THREE HIVES.

THE COLONIES ARE LOOKED AFTER IN THEIR SPARE TIME BY DPP STAFF, WHO ARE THEMSELVES PASSIONATE ACTIVE BEEKEEPERS.

4. 10. Bank Loans

In 2025, the company had no bank loans.

4. 11. Long-term trade payables and long-term prepayments

The item ‘Long-term trade payables’ showed a balance of CZK 490,658 thous. as at 31 December 2025; as at 31 December 2024, it showed a balance of CZK 463,902 thous. The increase is primarily due to the value of long-term provisions for investment projects (modernisation of the signalling system on Metro Line C, renovation of the backup power centre as part of the metro’s safety system, the Florenc C metro station underpass and concourse ceiling slab renovation, Českomoravská metro station renovation, construction of the Václavské náměstí tram terminus, electrification of bus routes and others).

Long-term advance payments received amounted to CZK 142,903 thous. as at the balance sheet date of 31 December 2025 (as at 31 December 2024: CZK 135,978 thous.). This consists primarily of deposits received. A significant portion of this amount is a financial guarantee under a contract for the sale and purchase of land and mutual cooperation in the regeneration of the Českomoravská metro station (Line B) with CRESCON, a. s., amounting to CZK 30 million.

Long-term liabilities – as at 31 December 2025, the balance of CZK 60 million is reported as having a material impact. This liability represents a surcharge on the purchase price under the Agreement on a Future Contract for the Sale for the purchase of real estate concluded with Nové Holešovice, a. s. The surcharge relates to a project involving the renovation of the existing concourse and the construction of a new concourse at Nové Holešovice metro station, which will be structurally connected to the metro line.

4. 12. Deferred Tax

The deferred tax liability can be analysed as follows:

Deferred tax arising from
(in thousands of CZK)

	Balance as at 31 December 2025	Balance as at 31 December 2024
Fixed assets	7,264,358	7,033,746
Unpaid contractual penalties and fines	132,118	129,189
Provisions for fixed assets	-34,703	-38,096
Provisions for inventories	-2,715	-2,144
Provisions for receivables	-15,885	-25,955
Provisions	-57,381	-36,673
Unpaid social security and health insurance	-2,945	-2,797
Tax losses available for offset	-411,988	-426,148
Education allowance	-1,380	-2,220
Total deferred tax liability	**6,869,479**	**6,628,902**

The increase in deferred tax liability was primarily due to a rise in the difference between the carrying amounts and tax carrying amounts of depreciable fixed assets, an increase in provisions, a reduction in the tax loss carryforward and a reduction in bad debt provisions; other items with an impact on deferred tax do not show significant year-on-year changes.

Long-term liabilities – as at 31 December 2025, the balance of CZK 60 million is reported as having a material impact. This liability represents a surcharge on the purchase price under the Agreement on a Future Contract for the Sale for the purchase of real estate concluded with Nové Holešovice, a. s. The surcharge relates to a project involving the renovation of the existing concourse and the construction of a new concourse at Nové Holešovice metro station, which will be structurally connected to the metro line.

4. 13. Current liabilities

4. 13. 1. AGE STRUCTURE OF TRADE PAYABLES

Ageing of trade payables
(in thousands of CZK)

Rok	Category	Before maturity	Past due				Total past due	Total
			0–180 days	181–365 days	1–5 years	5 years and over		
2025	Short-term	4,218,180	5,456	26	0	0	5,482	4,223,662
2024	Short-term	2,303,794	5,483	34	0	0	5,517	2,309,311

Short-term liabilities past due were settled immediately after 1 January 2026; therefore, as at the date of preparation of the financial statements, DPP has no liabilities past due from 2025.

4. 13. 2. SHORT-TERM PROMISSORY NOTES PAYABLE

In 2024, the bill of exchange programme, which was implemented on the basis of a Bill of Exchange Programme Agreement concluded in 2013 between DPP, Česká spořitelna a. s. and ČSOB a. s. Under this programme, a total of CZK 8 billion was gradually drawn down. Repayments began in 2015, and the final instalment of CZK 800 million was made on 19 December 2024.

On 11 December 2024, a new Amendment No. 3 was concluded to this Bill of Exchange Programme Agreement, extending the validity of the original agreement until 19 December 2029 and setting a new drawdown limit of CZK 8 billion. Pursuant to this amendment, no funds had been drawn down from the new limit as at 31 December 2025. The balance of the bill of exchange programme as at 31 December 2025 is CZK 0.

The bill of exchange programme is short-term and is intended to finance the renewal of the vehicle fleet.

4. 13. 3. LIABILITIES TO GROUP COMPANIES

Current trade payables and current advance payments received
(in thousands of CZK)

Company name	Balance as at 31 December 2025	As at 31 December 2024
HMP	97	105
Nové Holešovice, a.s.	60,000	0
Operátor ICT, a.s.	380	639
Prague City Tourism a.s.	1,894	1,551
Pražská energetika, a.s.	7	6
Pražská plynárenská Distribuce, a.s.	2	2
Pražská plynárenská, a.s.	0	35
Pražská strojírna a.s.	45,410	29,435
Pražské služby, a.s.	2,443	4,159
Pražské vodovody a kanalizace, a.s.	10,598	11,185
PREdistribuce, a.s.	295	296
PREenergo, a.s.	7	4
PREservisní	4	0
PREzákaznická, a.s.	8	9
Střední průmyslová škola dopravní, a.s.	3,494	5,897
Technická správa komunikací hl. m. Prahy, a.s.	58	11
Výstaviště Praha, a.s.	212	0
Total trade payables and advances to group companies	**124,909**	**53,334**
Total current trade payables and advances	**5,081,848**	**3,212,108**

4. 14. Current liabilities relating to social security, health insurance, supplementary pension schemes, tax liabilities and subsidies

4. 14. 1. LIABILITIES ARISING FROM SOCIAL, HEALTH AND LIFE INSURANCE, SUPPLEMENTARY PENSION INSURANCE, AND SUPPLEMENTARY PENSION SAVINGS AND LONG-TERM INVESTMENT PRODUCTS

The amount of liabilities arising from social security contributions and contributions to the state employment policy as at 31 December 2025 was CZK 285,159 thous. (as at 31 December 2024, it was CZK 234,009 thous.).

Liabilities arising from public health insurance amounted to CZK 122,592,000 as at 31 December 2025 (as at 31 December 2024, they amounted to CZK 99,782 thous.).

Liabilities arising from employees' supplementary pension insurance amounted to CZK 7,856,000 as at 31 December 2025 (as at 31 December 2024, they amounted to CZK 7,479 thous.).

Liabilities arising from employees' supplementary pension savings amounted to CZK 10,260 thous. as at 31 December 2025 (as at 31 December 2024, they amounted to CZK 7,816 thous.).

The amount of liabilities arising from the long-term employee investment scheme as at 31 December 2025 was CZK 499 thous. (as at 31 December 2024, it was CZK 66 thous.).

As at 31 December 2025, we no longer recognise any liability in respect of employees' life insurance (As at 31 December 2024, the liability amounted to CZK 70 thous.). In accordance with the collective agreement, the contribution towards employees' life insurance was discontinued as at 31 December 2025. The contribution was last paid in December as part of the payroll settlement for November.All liabilities are current.

4. 14. 2. TAX LIABILITIES WITH LOCALLY COMPETENT TAX AUTHORITIES

Tax liabilities with the relevant local tax authorities
(in CZK thous.)

	31 December 2025	31 December 2024
Personal income tax	103,051	77,822
Road tax	197	223
Electricity tax	74	64
Total	**103,322**	**78,109**

All liabilities are current.

4. 14. 3. SUBSIDIES

The balance of the subsidy item as at 31 December 2025 amounts to CZK 7,351,573 thous. and consists of:

- an approved EU subsidy application totalling CZK 6,721,525 thous. primarily for the construction of tram lines and the purchase of standard, articulated and high-capacity battery-powered trolleybuses, electric buses and low-floor trams,
- the financial settlement of subsidies for 2025 with the City of Prague amounting to CZK 615,882 thous.,
- a subsidy from the City of Prague for the acquisition of fixed assets to cover the costs of the TT Sídliště Barrandov – Slivenec investment project amounting to CZK 12,166,000 and Metro Line A (Dejvická – Motol) amounting to CZK 2,000 thous., which will be repaid to the City of Prague in 2026 as part of a financial settlement.

"THE METRO IS NOT RUNNING BECAUSE OF A DOG THAT FIRST RAN THROUGH THE TUNNEL FROM MOTOL TO PETŘINY AND IS NOW, IT SEEMS, HEADING TOWARDS THE CITY CENTRE TOWARDS BOŘISLAVKA. IT HAS JUST RUN THROUGH DEJVICE AND IS STILL HEADING TOWARDS THE CITY CENTRE. WE'RE STILL HOT ON HIS HEELS (PAWS)."

THE RESCUE OPERATION BY THE POLICE AND TRANSPORT AUTHORITY STAFF LASTED SEVERAL HOURS. THE ENTIRE SITUATION WAS DANGEROUS DUE TO THE POWER RAIL, WHICH IS LIVE WITH HIGH VOLTAGE. METRO SERVICES WERE SUSPENDED FOR ALMOST FIVE HOURS. IN THE AFTERNOON, THE GERMAN SHEPHERD PUPPY WAS SUCCESSFULLY RETURNED TO ITS OWNER.

GREETINGS TO THE METRO RIDERS!

4. 15. Accounts payable

The item ‘Accrued liabilities’ shows a balance of CZK 356,352 thous. as at the balance sheet date of 31 December 2025. As at 31 December 2024, the balance stood at 476,671 thous. CZK.

The estimated liabilities consist of uninvoiced capital works amounting to CZK 258,373 thous., uninvoiced services amounting to CZK 41,037 thous. and other estimated liabilities amounting to CZK 56,942 thous.

4. 16. Other current liabilities

The item ‘Other liabilities’ shows a balance of CZK 4,922 thous. as at 31 December 2025; as at 31 December 2024, the balance was CZK 7,490 thous. This item comprises, in particular, short-term deposits received amounting to CZK 2,854 thous.

4. 17. Accrued liabilities

This item shows a balance of CZK 1,375,647 thous. as at 31 December 2025; as at 31 December 2024, the balance was CZK 1,331,969 thous.

The balance consists primarily of the deferred income account (CZK 1,179,391 thous.), where the largest item is deferred revenue from season tickets amounting to CZK 1,064,900 thous. and deferred revenue arising mainly from easements amounting to CZK 114,491 thous. CZK.

Another significant item is accrued expenses (CZK 196,256 thous.), the largest portion of which consists of deferred costs relating to the bulk purchase of electricity and the distribution of electricity for the metro, traction power for trams, trolleybuses and electric buses, as well as deferred costs for compulsory third-party liability and accident insurance for Q4 2025, etc.

4. 18. Revenue from ordinary activities by main

Revenue from ordinary activities by main activity
(in thousands of CZK)

	2025	2024
Total revenue from the sale of own products and services	**27,216,442**	**26,398,274**
of which:		
Revenue from regular transport fares	5,411,935	5,234,991
Compensation for public service obligations	20,438,950	19,908,378
Other revenue	1,365,557	1,254,905
of which:		
Rental	785,869	749,939
Revenue from fare surcharges	**258,094**	**270,545**

The most significant item under ‘Revenue from the sale of own products and services’ is compensation for public service obligations amounting to CZK 20,438,950 thous.

Another significant item is revenue from regular transport fares. Compared with 2024, revenue from regular transport fares (excluding fare surcharges) for 2025 increased by CZK 176,944 thous., i.e. by 3.38%.

Revenue from other services includes revenue from other activities, in particular the letting of land and buildings and related services, the letting of space on movable property, the supply of utilities, repairs and maintenance of vehicles, revenue from occasional transport services, other repairs, revenue from medical services, etc.

4. 18. 1. OTHER INCOME FROM RELATED PARTIES

2025
(in thousands of CZK)

Entity	Relationship to the company	Inventories*	Services	Deferred income	Other	Total
FRONTIER TECHNOLOGIES, s.r.o	other company		7			7
HMP	parent company		6,052	5,390	88,730	100,172
KORMAK Prague, a.s.	other company		18			18
Operátor ICT, a.s.	sister company		712,994	2,058,015		2,771,009
Prague City Tourism a.s.	sister company		33,837			33,837
Pražská energetika, a.s.	other company		72	641		713
Pražská plynárenská Distribuce, a.s	other company		1		2	3
Pražská plynárenská Servis distribuce, a.s., member of the PP, a.s. group	other company		1,185			1,185
Pražská strojírna a.s.	subsidiary	10	12		2	24
Pražská vodohospod. společnost a.s.	sister company		2,598			2,598
Pražské služby, a.s.	sister company		12,733	4,571		17,304
Pražské vodovody a kanalizace, a.s.	other company		265			265
PREdistribuce, a.s.	other company		1,709	713	77	2,499
PREenergo, a.s.	other company			116		116
PREservisní, s.r.o.	other company			108		108
PREzákaznická, a.s.	other company			544		544
RENCAR Praha, a.s.	subsidiary		6,709			6,709
Střední průmyslová škola dopravní, a.s.	subsidiary	24	10,108	963		11,095
Tech. správa kom. hl. m. Prahy, a.s.	sister company		5,486		13	5,499
Technologie hlavního města Prahy, a.s.	sister company		296			296
VOLTCOM, spol s r.o.	other company		120			120
Výstaviště Praha, a.s.	sister company		170			170
Total		**34**	**794,365**	**2,071,061**	**88,824**	**2,954,284**

2024
(in thousands of CZK)

Entity	Relationship to the company	Inventories *	Services	Výnosy příštích období	Other	Total
FRONTIER TECHNOLOGIES, s.r.o	other company		7			7
HMP	parent company		7,607	5,536	30,866	44,009
KORMAK Prague, a.s.	other company		57			57
Operátor ICT, a.s.	sister company		519,197	1,797,916		2,317,113
Prague City Tourism a.s.	sister company		27,919			27,919
Pražská energetika, a.s.	other company		72	689		761
Pražská plynárenská Distribuce, a.s **	other company		11		2	13
Pražská plynárenská Distribuce, a.s., member of the PP, a.s. group **	other company		46			46
Pražská plynárenská Servis distribuce, a.s., member of the PP, a.s. group	other company		497		30	527
Pražská strojírna a.s.	subsidiary	1,100	10			1,110
Pražská vodohospod. společnost a.s.	sister company		1,459			1,459
Pražské služby, a.s.	sister company		12,435	4,156	40	16,631
Pražské vodovody a kanalizace, a.s.	other company		1,820			1,820
PREdistribuce, a.s.	other company		2,910	744	133	3,787
PREenergo, a.s.	other company			115		115
PREservisní, s.r.o.	other company			122		122
PREzákaznická, a.s.	other company			567		567
RENCAR Praha, a.s.	subsidiary		7,006			7,006
Střední průmyslová škola dopravní, a.s.	subsidiary		10,522	-620		9,902
Tech. správa kom. hl. m. Prahy, a.s.	sister company		9,297		3	9,300
Technologie hlavního města Prahy, a.s.	sister company		182			182
VOLTCOM, spol s r.o.	other company		30			30
Výstaviště Praha, a.s.	sister company		140			140
Total		**1,100**	**601,224**	**1,809,225**	**31,074**	**2,442,623**

*) The term 'inventories in the tables above refers to goods, energy and other commodities
**) Pražská plynárenská Distribuce, a.s., a member of the Pražská plynárenská, a.s. group (Company ID: 27403505), ceased to exist without going into liquidation on 1 July 2024 following its merger with Pražská plynárenská Distribuce, a.s. (Company ID No.: 21031088).

4. 18. 2. PURCHASES AND SALES OF LONG-TERM INTANGIBLE, TANGIBLE AND FINANCIAL ASSETS WITH RELATED PARTIES

Purchases 2025
(in thousands of CZK)

Entity	Relationship to the company	Fixed assets
FRONTIER TECHNOLOGIES, s.r.o.	other company	82,810
HMP	parent company	588
PREdistribuce, a.s.	other company	3,597
Pražské vodovody a kanalizace, a.s.	other company	3
Pražská plynárenská Distribuce, a.s.	other company	32
Pražská plynárenská Servis distribuce, a.s., member of the Pražská plynárenská, a.s. group	other company	66
Total		**87,096**

Purchases 2024
(in thousands of CZK)

Entity	Relationship to the company	Fixed assets
HMP	parent company	9,752
Technická správa komunikací hl. m. Prahy, a.s.	other company	122
PREdistribuce, a.s.	other company	1,936
Total		**11,810**

Sales 2025
(in thousands of CZK)

Entity	Relationship to the company	Fixed assets	
		Carrying amount	Selling price
HMP	parent company	1,485	2,960
Total		**1,485**	**2,960**

Sales 2024
(in thousands of CZK)

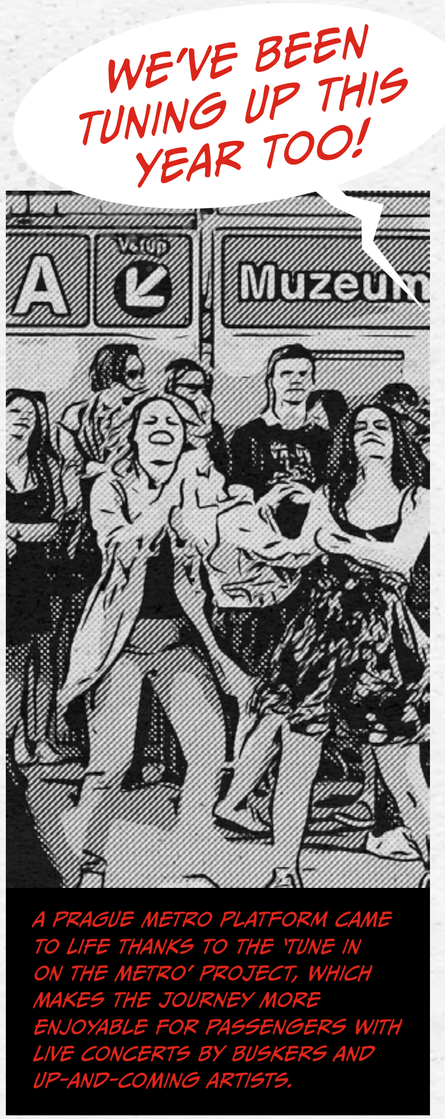
Entity	Relationship to the company	Fixed assets	
		Carrying amount	Selling price
HMP	parent company	12,407	193,245
Total		**12,407**	**193,245**

4. 19. Purchases consumed

Purchases consumed
(in thousands of CZK)

	2025	2024
Energy, gas, heating	1,755,806	2,109,800
Materials	1,702,282	1,587,936
Fuels, oils, lubricants, Fridex	768,710	830,121
Clothing and protective equipment	51,841	56,351
Small tangible assets	40,419	36,188
Other	28,610	23,357
Total	**4,347,668**	**4,643,753**

The overall reduction in consumption is primarily due to a fall in the price of the electricity tariff.



A PRAGUE METRO PLATFORM CAME TO LIFE THANKS TO THE 'TUNE IN ON THE METRO' PROJECT, WHICH MAKES THE JOURNEY MORE ENJOYABLE FOR PASSENGERS WITH LIVE CONCERTS BY BUSKERS AND UP-AND-COMING ARTISTS.

4. 19. 1. Purchases made with affiliated entities

2025
(in thousands of CZK)

Entity	Relationship to the company	Inventories *	Services	Expenditure for the 2024 period	Other	Total
HMP	parent company	887	488			1,375
Kolektory Praha, a.s.	sister company		508			508
Operátor ICT, a.s.	sister company		3,814			3,814
PPF banka, a.s.	sister company		2			2
Prague City Tourism a.s.	sister company		15,800			15,800
Pražská energetika, a.s.	other company	1,087,254		144,068	296	1,231,618
Pražská plynárenská Distribuce, a.s.	other company		24			24
Pražská plynárenská Servis distribuce, a.s, member of the Pražská plynárenská, a.s. group	other company		1,199			1,199
Pražská plynárenská, a.s.	other company	52,255		13,435	85	65,775
Pražská strojírna a.s.	subsidiary	162,845	113,426			276,271
Pražské služby, a.s.	sister company		21,586			21,586
Pražská vodohospodářská společnost a.s.	sister company		352			352
Pražské vodovody a kanalizace, a.s.	other company	27,950	134,498	14,155	1,949	178,552
PREdistribuce, a.s.	other company	300,608	976	30,498		332,082
RENCAR PRAHA, a.s.	subsidiary				64	64
Střední průmyslová škola dopravní, a.s.	subsidiary		35,118			35,118
Technická správa kom. hl. m. Prahy, a.s.	sister company	157	36			193
Technologie hlavního města Prahy, a.s.	sister company		9			9
VOLTCOM, spol. s r.o.	other company		15			15
Výstaviště Praha, a.s.	sister company		434			434
Total		**1,631,956**	**328,285**	**202,156**	**2,394**	**2,164,791**

2024
(in thousands of CZK)

Entity	Relationship to the company	Inventories *	Services	Expenses for the 2023 period	Other	Total
HMP	parent company	999	206		11	1,216
Kolektory Praha, a.s.	sister company		508			508
Operátor ICT, a.s.	sister company		3,709			3,709
Prague City Tourism a.s.	sister company		12,335			12,335
Pražská energetika, a.s.	other company	1,395,309			321	1,395,630
Pražská plynárenská Distribuce, a.s. **	other company		14			14
Pražská plynárenská Distribuce, a.s., member of the Pražská plynárenská, a.s. group **	other company		10			10
Pražská plynárenská Servis distribuce, a.s, member of the Pražská plynárenská, a.s. group	other company		23			23
Pražská plynárenská, a.s.	other company	61,700		599	167	62,466
Pražská strojírna a.s.	subsidiary	177,693	89,123		307	267,123
Pražské služby, a.s.	sister company	93	23,858			23,951
Pražské vodovody a kanalizace, a.s.	other company	26,934	123,326	407	1,400	152,067
PREdistribuce, a.s.	other company	299,055	946			300,001
Střední průmyslová škola dopravní, a.s.	subsidiary		38,109			38,109
Technická správa kom. hl. m. Prahy, a.s.	sister company		36			36
Výstaviště Praha, a.s.	sister company		18			18
Total		**1,961,783**	**292,221**	**1,006**	**2,206**	**2,257,216**

*) The term 'inventories' in the tables above refers to goods, energy and other commodities.

**) Pražská plynárenská Distribuce, a.s., a member of the Pražská plynárenská, a.s. group (Company ID: 27403505), ceased to exist without going into liquidation on 1 July 2024 following a merger with Pražská plynárenská Distribuce, a.s. (Company ID: 21031088).

4. 20. Services

Services
(in thousands of CZK)

	2025	2024
Repairs and maintenance	3,214,658	3,184,414
Services related to transport operations	1,281,888	1,129,346
Support services	405,889	371,875
Data system services	228,526	227,612
Other services related to public transport	675,505	702,289
Consultancy and legal services	96,580	107,713
Advertising-related services	30,546	38,038
Other services	266,602	260,162
Total	**6,200,194**	**6,021,449**

4. 20. 1. TOTAL COSTS OF AUDIT FIRM FEES

Statutory auditor
(in thousands of CZK)

NEXIA AP a.s.	2025	2024
Statutory audit of the financial statements	865	812
Other non-audit services	1,387	20
Total	**2,252**	**832**

Other companies in the auditor's economically linked group
(in thousands of CZK)

PRAGUE TAX SERVICES, a.s.	2025	2024
Tax consultancy	489	479
Total	**489**	**479**

4. 21. Depreciation of intangible and tangible fixed assets

Comparison of depreciation by asset class
(in thousands of CZK)

Class		2025	2024
1310	Software	45,822	70,896
1311	PC software	65	65
1400	Valuable rights	2,424	1,351
1900	Other intangible fixed assets	321	321
2110	Routes	372,547	401,050
2111	Power supply system	151,085	148,178
2112	Metro tunnels	349,547	344,359
2113	Metro technical equipment	16,757	15,098
2114	Station pillars, waiting rooms, shelters	1,897	2,342
2115	Service buildings	41,072	41,399
2116	Overhead buildings and halls	154,268	151,309
2117	Overhead structures	67,425	69,402
2118	Communication and security equipment	29,108	36,136
2119	Technical improvements to leased assets	75	75
2210	Check-in system – MYPOL	6,909	6,962
2211	IT equipment – computers	90,982	84,711
2212	Communication and security equipment – machinery	480,435	408,140
2213	Technical equipment for the metro	43,820	50,368
2214	Overhead machinery and equipment	124,941	136,606
2215	Power supply system – machinery	51,179	45,972
2216	Cableway	648	648
2217	ČT facilities	4,695	4,695
2221	Metro cars	350,953	399,009
2223	Midi buses – N	19,384	24,128
2224	Standard buses	431	368
2226	Standard low-floor buses	252,785	230,595
2227	Low-floor articulated buses	236,127	254,871
2228	Escalators, underground lifts	33,823	26,026
2229	Passenger cars	431	431
2230	Other vehicles	75,542	88,046
2231	Other means of transport	22,099	22,228
2232	T3 trams	389	1,496

Class		2025	2024
2233	T3RP trams	53,398	22,418
2235	KT8 trams	46,922	48,200
2236	14T trams	4,466	4,255
2237	15T trams	597,138	597,357
2238	Trams – other	692	646
2240	Inventory	275	239
2251	MD+ buses	22,107	21,999
2252	Electric buses – SE	2,657	2,657
2253	KBNT articulated trolleybuses	6,955	6,057
2900	Other tangible fixed assets – easements	2,005	1,963
2910	Tangible fixed assets – real encumbrances	3	3
	Temporarily capitalised assets – year-end adjustments	62,783	51,587
	Net book value of fixed assets being disposed of	31,779	42,090
Total		**3,859,166**	**3,866,752**

Depreciation of fixed assets acquired through a subsidy, which are recorded in off-balance-sheet accounts, would amount to CZK 1,208,143 thous. in 2025 (CZK 1,343,003 thous. in 2024).



4. 22. Change in provisions and adjustments to values in the operating segment, excluding depreciation

Change in provisions and value adjustments in the operating segment excluding depreciation
(in thousands of CZK)

	2025	2024
Change in balance – other provisions	98,610	-41,839
Change in balance – accounting provisions – for receivables	-43,948	65,109
Change in balance – tax provisions – on receivables	571	632
Change in balance – provisions for inventories	2,724	3,624
Change in balance – provisions for assets	-16,155	7,657
Total change	**41,802**	**35,183**

The change in the balance of provisions is mainly influenced by the creation of a provision for employee benefits, which are established on the basis of service anniversaries and upon retirement old-age pension. In 2025, the calculation was based on a new calculation model in accordance with Interpretation NUR I-52 Employee Benefits. See point 3.10.

Furthermore, there was a significant adjustment to the values of accounting provisions for receivables, particularly in connection with the release of provisions for receivables arising as a result of contractual penalties for undelivered trolleybuses.

Another significant change occurred in the adjustment of values relating to provisions for assets, where work continued on the gradual repair of defective floors on 15T trams and the subsequent adjustment of provisions for these repairs.

4. 23. Fixed assets sold and Revenue from the sale of fixed assets

As at 31 December 2025, the item 'Net book value of fixed assets sold' amounts to CZK 11,214 thous. (CZK 12,579 thous. in 2024), the item 'Proceeds from the sale of fixed assets' amounts to CZK 42,775 thous. (CZK 199,007 thous. in 2024).

The item 'Revenue from the sale of fixed assets' includes revenue:

- from the sale of land totalling CZK 40,186 thous., in particular from the sale of land in the cadastral area of Třebonice amounting to CZK 35,011 thous.,
- from the sale of tangible fixed assets amounting to CZK 2,589 thous., primarily from the sale of vehicles and other tangible assets.

4. 24. Materials and goods sold and Revenue from materials and goods sold

Materials and goods sold and Revenue from materials and goods sold
(in CZK thous.)

	2025	2024
Materials sold	66,328	70,628
Revenue from materials sold	68,190	75,175
Goods sold	18,699	25,663
Revenue from the sale of goods	20,252	27,233

4. 25. Other operating income

Other operating income
(in thousands of CZK)

	2025	2024
Subsidies to cover costs	19,538	134,102
Revenue – fare surcharges	258,884	270,545
Revenue – assignment of receivables for SMS tickets	249,953	292,703
Insurance claims	124,124	91,265
Contractual penalties, fines, interest on arrears	115,858	191,169
Other operating income	104,225	84,354
Total	**872,582**	**1,064,138**

The overall decline in other operating income is mainly due to a reduction in the item 'subsidies to cover costs', resulting from the conclusion of a new public service contract for passenger transport in public scheduled passenger bus transport within the PID system in the City of Prague and the Central Bohemian Region, effective from 1 December 2024. Performance under this new contract is recorded in the accounts as compensation, in contrast to the original contract, which was concluded under a subsidy scheme to cover demonstrable losses.

4. 26. Other operating costs

Other operating costs
(in thousands of CZK)

	2025	2024
Insurance premiums	421,501	411,594
Write-offs of receivables	33,483	53,493
Write-off of assigned receivables from SMS tickets	249,953	292,703
Contractual penalties, interest on late payments	239	247
Other operating expenses	65,773	57,483
Total	**770,949**	**815,520**

4. 27. Interest income and similar

Interest income and similar income
(in thousands of CZK)

	2025	2024
Interest on current bank accounts	37	51,286
Total	**37**	**51,286**

Financial income for 2025 amounting to CZK 436,108 thous. is recorded in the operating section of the income statement; see point 3.14.

4. 28. Interest expense and similar costs

Interest expense and similar costs
(in thousands of CZK)

	2025	2024
Interest on bill of exchange programme	0	48,091
Total	**0**	**48,091**

4. 29. Other financial income

Other financial income
(in thousands of CZK)

	2025	2024
Exchange rate differences	24	42
Income from derivative transactions	0	29,426
Other financial income	28	6,254
Financial donations received	1	0
Total	**53**	**35,722**

In 2024, the total amount of other financial income, amounting to CZK 35,722 thous., was influenced primarily by income from derivative transactions totalling CZK 29,426 thous., which have ceased due to the repayment of the bill of exchange programme in 2024, as well as exchange rate differences and other financial income amounting to CZK 6,296 thous.

4. 30. Other financial expenses

Other financial expenses
(in thousands of CZK)

	2025	2024
Fees to banking institutions	12,701	13,521
Exchange rate differences	46	68
Other financial expenses	1,548	2,248
Financial donations made	2,322	2,290
Total	**16,617**	**18,127**

4. 31. Derivative financial instruments

The company previously entered into several interest rate hedging swaps with ČS and ČSOB to hedge the interest rate risk of the bill programme, due to its gradual drawdown.

Hedge accounting was maintained for individual transactions, which was 100% effective. To simplify record-keeping, an agreement was reached with ČS and ČSOB to consolidate individual separate transactions into a new transaction by merging the original derivative transactions under identical overall terms.

The company has therefore designated the following interest rate swaps as hedging derivatives:

ČS derivative

- Counterparty: Česká spořitelna, a.s.
- Trade date: 23 November 2016
- Nominal value: 0 as at 31 December 2024
- Interest rate paid: 1.346%, quarterly
- Interest received: 3M Pribor, quarterly
- Maturity date: 19 December 2024

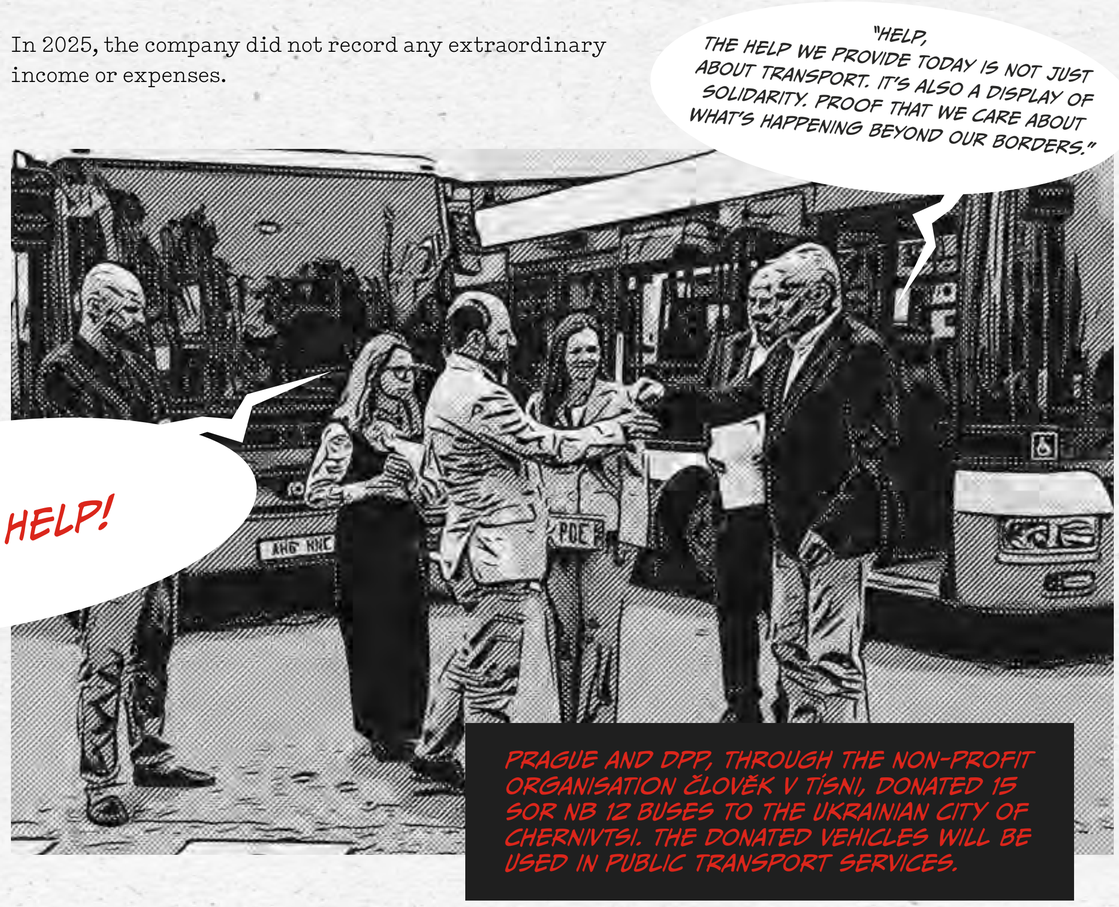
ČSOB derivative

- Counterparty: ČSOB, a.s.
- Trade date: 23 November 2016
- Nominal value: 0 as at 31 December 2024
- Interest rate paid: 1.727%, quarterly
- Interest payment received: 3M Pribor quarterly
- Maturity date: 19 December 2024

For both derivatives, the hedged item was the interest payments on bills of exchange issued under the bill of exchange programme entered into with ČS and ČSOB on 28 June 2013, up to the maximum limit for the relevant period, maturing on 19 December 2024 and linked to PRIBOR. The Company has therefore classified the above transactions as hedges of future cash flows, where the hedging interest rate derivatives were always measured at fair value as at the balance sheet date and the fair value was recognised in the revaluation reserve in the company's equity. As at 19 December 2024, the entire bill of exchange programme had been repaid and the hedging derivatives thus expired.

4. 32. Extraordinary income and expenses

In 2025, the company did not record any extraordinary income or expenses.



5. Employees, company management and statutory bodies

5. 1. Staff costs and number of employees

2025

(in thousands of CZK)

	Number *	Payroll costs	Social security and health insurance costs	Other costs	Total personnel costs
Employees	11,298	9,161,781	3,276,044	369,159	12,806,984
Company management	17	40,450	13,999	489	54,938
Board of Directors		25,229	5,409		30,638
Supervisory Board		4,676	1,575		6,251
Audit Committee		647	218		865
Members of corporate bodies**		30,552	7,202		37,754
Total	**11,315**	**9,232,783**	**3,297,245**	**369,648**	**12,899,676**

2024

(in thousands of CZK)

	Number *	Payroll costs	Social security and health insurance costs	Other costs	Total staff costs
Staff	11,238	8,432,243	3,013,028	346,881	11,792,152
Company management	16	38,716	13,595	533	52,844
Board of Directors		27,443	5,584		33,027
Supervisory Board		3,608	1,220		4,828
Audit Committee		409	139		548
Members of corporate bodies**		31,460	6,943		38,403
Total	**11,254**	**8,502,419**	**3,033,566**	**347,414**	**11,883,399**

Total equivalent number of employees during the financial year

Period	Number *	Company management as a percentage of total employees
1 January 2025 – 31 March 2025	11,271	16
1 January 2025 – 30 June 2025	11,277	17
1 January 2025 – 30 September 2025	11,289	17
1 January 2025 – 31 December 2025	11,315	17

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

**) The Board of Directors, the Supervisory Board, and the Audit Committee.

The term ‘company management’ refers to specialist directors (with the exception of specialist directors who are also members of the Board of Directors) and heads of units. As at the date of preparation of the financial statements, members of the Board of Directors, including the Managing Director, perform their duties as per a service agreement.

Payroll costs are stated inclusive of estimated accruals.

5. 2. Loans, credits or other benefits provided

Non-residential premises and minor assets were provided to trade unions free of charge.

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

Contributions to supplementary pension schemes, supplementary pension savings and life insurance were provided to members of the statutory, supervisory and management bodies who are also employees of the company, and to members of the board of directors who have an entitlement to draw down benefits as stipulated in their contract regarding the performance of their duties.

6. Receivables and liabilities not disclosed in the accounts

The company has no liabilities not disclosed in the balance sheet within the meaning of the Accounting Act. The most significant future contractual obligations are set out below.

Contractual liabilities for the renewal and development of the vehicle fleet, and investments in buildings and machinery, amount to CZK 38,629,162 thous.

Contractual commitments relating to the construction of Metro Line I.D. total CZK 4,914,000 thous.

For the Metro Investments Department, contractual commitments total CZK 4,647,943 thous., with the most significant items being:

- renovation of Flora metro station and replacement of escalators amounting to CZK 1, 245,408 thous.,
- modernisation of signalling equipment – electronic signal boxes on Line C, amounting to CZK 800 thous.,
- renovation of the main ventilation system on lines B and C, amounting to CZK 574,800 thous.

For the Surface Investments Department, contractual commitments total CZK 28,993,018 thous. and relate primarily to the following projects:

- the purchase of up to 200 low-floor single-direction trams at a cost of CZK 14,942,149,
- the renovation of outdoor lighting at the Řepy garages, amounting to CZK 8,867,807 thous.,
- the purchase of buses, electric buses and trolleybuses amounting to CZK 1, 547,139 thous.,
- construction of the Počernická tram line at a cost of CZK 1, 377,277 thous.

For the Strategy and Project Office department, contractual commitments total CZK 74,201 thous., with the most significant items being:

- converting the Jinonice, Malostranská and Hradčanská metro stations into accessible to people with disabilities, amounting to CZK 61,307 thous.

These commitments will be financed primarily from the company's own resources. For the renewal and development of construction investments and the acquisition of machinery, funding is also expected from subsidies for the acquisition of fixed assets.

Another area of liabilities not recognised in the accounts comprises potential liabilities arising from legal disputes that have a significant impact on the company but do not meet the criteria for recognition in the balance sheet.

Summary information on these disputes:

- Total: 16 legal disputes
- total amount: CZK 2,486 thous.

1)related to employment: 10 legal disputes

2) damages: 4 legal disputes

3) claim for compensation for injury resulting from an accident at work: 1 legal dispute

4) Other claims: 1 legal dispute

The company has no receivables not disclosed in the balance sheet within the meaning of the Accounting Act and does not record any significant future contractual receivables or potential receivables arising from legal disputes.

7. Approval of the 2024 financial statements, allocation of the 2025 profit

7. 1. Approval of the 2024 financial statements

By Resolution No. 1370 of the Prague City Council, acting in the capacity of the DPP General Meeting, dated 23 June 2025, the financial statements for the year 2024 were approved in their entirety, with the following profit or loss in the form of a profit of CZK 998,151 thous. At the same time, it was decided to transfer the profit of CZK 998,151 thous. and other net profit or loss in the form of a loss of CZK 11,669 thous. to account 428 – Retained earnings from previous years.

7. 2. Proposal for the distribution of profit for 2025

The Board of Directors proposes to the DPP General Meeting that the profit of CZK 686,129 thous. achieved for the 2025 financial year be allocated by transferring it to account 428 – Retained earnings.





8. Events occurring after the balance sheet date and other major events in 2025

The company's owner, the City of Prague, commenced business negotiations with the EIB in October 2021 regarding the financing of investment expenditure for the large-scale 'Metro Construction I.D' project in section I.D.1. The total amount of the loan under consideration by the City of Prague amounts to a maximum of CZK 22 billion and will vary, in accordance with the approved investment expenditure budget, up to a maximum of 50% of the budgeted expenditure for the approved scope of the investment project. This portion of the financing will then be regarded by DPP as a subsidy from the owner. Subsequently, DPP will commence negotiations on further financing, specifically at the level of commercial banks, up to a maximum of CZK 20 billion. These negotiations took place in 2025 and will continue.



9. The City of Prague's Climate Commitment

By Resolution No. 8/42 of 20 June 2019 of the Prague City Council and Resolution No. 1334 of 17 June 2019 of the Prague City Council on the declaration of the City of Prague's climate commitment, all limited companies in the City of Prague's investment portfolio have been asked to cooperate in meeting the targets of the climate commitment. All investment decisions should continue to be assessed in the light of the greenhouse gas emission reduction targets (the target is to reduce CO_2 emissions in the City of Prague by at least 45% by 2030 [compared to 2010] and to achieve net-zero CO_2 emissions by 2050 at the latest), and climate priorities should be incorporated into conceptual and strategic documents.



10. Statements of cash flows

Cash flow statement
(in thousands of CZK)

		Period until 31 December 2025	Period until 31 December 2024
P.	**Opening balance of cash and cash equivalents**	**11,302,741**	**11,723,033**
	Cash flows from core business activities operating activities		
Z.	Profit or loss from ordinary activities before tax	926,706	1,245,596
A.1.	Adjustments for non-cash transactions	3,902,341	3,765,080
A.1.1.	Depreciation of fixed assets	3,859,166	3,866,752
A.1.2.	Change in provisions and reserves	41,802	35,183
A.1.3.	Gain loss on disposal of non current assets	-31,561	-186,428
A.1.5.	Interest expense and income	-37	-3,195
A.1.6.	Adjustments for other non cash transactions	32,971	52,768
A. *	**Net operating cash flow before changes in working capital**	**4,829,047**	**5,010 676**
A.2.	Change in working capital	-2,711,482	-1,276,544
A.2.1.	Change in receivables and deferred assets	-7,515,720	-1,919,378
A.2.2.	Change in liabilities and accruals	4,830,227	627,437
A.2.3.	Change in inventories	-25,989	15,397
A. **	**Net operating cash flow before tax and extraordinary items**	**2,117,565**	**3,734,132**
A.3.	Interest paid	0	-48,091
A.4.	Interest received	37	51,286
A.5.	Income tax paid on ordinary activities	0	5,852
A. ***	**Net cash flow from operating activities**	**2,117,602**	**3,743,179**
	Cash flows from investing activities		
B.1.	Expenditure related to the acquisition of fixed assets	-2,717,175	-3,748,245
B.2.	Proceeds from the sale of fixed assets	42,775	199,007
B. ***	**Net cash flow from investing activities**	**-2,674,400**	**-3,549,238**
	Cash flows from financing activities		
C.1.	Change in financing liabilities	191,936	-614,233
C. ***	**Net cash flow from financing activities**	**191,936**	**-614,233**
F.	**Net change in cash and cash equivalents**	**-364,862**	**-420,292**
R.	**Closing balance of cash and cash equivalents**	**10,937,879**	**11,302,741**

11. Approval of the Notes to the Financial Statements as at 31 December 2025 in their entirety

Approval of

The Notes to
The Financial Statements as at 31 December 2025

in full

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

.....

Ing. Jan Šurovský, Ph.D.
Vice-Chairman of the Board of Directors
Dopravní podnik hl. m. Prahy,
akciová společnost

.....

Prague, 23 February 2026
Prepared by: Ing. Marek Polický



Balance sheet in full

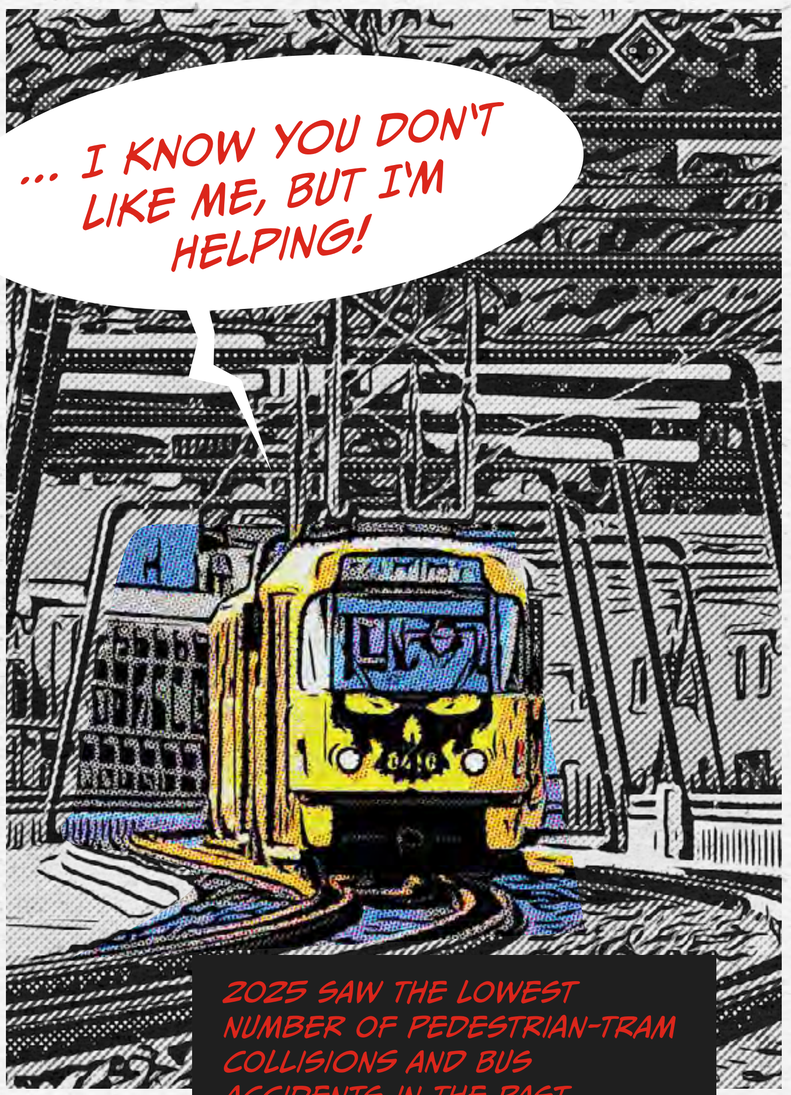
As at 31 December 2025 (in thousands of CZK)
Dopravní podnik hl. m. Prahy, a. s.,
Sokolovská 42/217, Vysočany, 190 00 Prague 9
Company ID: 00005886

- Dated: 23 February 2026
- Legal form of the entity – **joint-stock company**
- Business activity – **Operation of public transport and other activities**
- Signature record of the accounting entity's statutory body

Sestaveno dne:	Podpisový záznam statutárního orgánu účetní jednotky
23. února 2026	
Právní forma účetní jednotky	Předmět podnikání
akciová společnost	**Provozování městské hromadné dopravy a ostatní činnosti**
Pozn.:	

ASSETS

Designation	Text	31 December 2025			31 December 2024
		Gross	Adjustment	Net	Net
	TOTAL ASSETS	**169,626,801**	**74,852,963**	**94,773,838**	**87,060,563**
B.	**Fixed assets**	**145,988,246**	**73,816,152**	**72,172,094**	**71,643,348**
B.I.	**Intangible fixed assets**	**1,595,169**	**1,505,164**	**90,005**	**100,747**
B.I.2.	Valuable rights	**1,430,080**	**1,381,479**	**48,601**	**42,011**
B.I.2.1.	Software	1,414,124	1,368,155	45,969	40,165
B.I.2.2.	Other quantifiable rights	15,956	13,324	2,632	1,846
B.I.4.	Other intangible fixed assets	136,229	123,685	12,544	12,865
B.I.5.	Advances paid for intangible fixed assets and intangible fixed assets under construction	**28,860**	**0**	**28,860**	**45,871**
B.I.5.2.	Intangible fixed assets in progress	28,860	0	28,860	45,871
B.II.	**Tangible fixed assets**	**143,863,172**	**72,310,988**	**71,552,184**	**71,061,823**
B.II.1.	Land and buildings	**69,291,740**	**28,942,741**	**40,348,999**	**39,825,062**
B.II.1.1.	Land	3,370,184	0	3,370,184	3,378,013
B.II.1.2.	Buildings	65,921,556	28,942,741	36,978,815	36,447,049
B.II.2.	Tangible movable assets and their collections	69,495,858	43,315,501	26,180,357	26,546,790
B.II.4.	Other tangible fixed assets	**114,307**	**52,746**	**61,561**	**60,805**
B.II.4.3.	Other tangible fixed assets	114,307	52,746	61,561	60,805
B.II.5.	Advances paid for tangible fixed assets and tangible fixed assets under construction	**4,961,267**	**0**	**4,961,267**	**4,629,166**
B.II.5.1.	Advances paid for tangible fixed assets	471	0	471	1,550
B.II.5.2.	Fixed assets under construction	4,960,796	0	4,960,796	4,627,616
B.III.	**Long-term financial assets**	**529,905**	**0**	**529,905**	**480,778**
B.III.1.	Shares controlled or controlling entity	495,762	0	495,762	462,034
B.III.3.	Investments with significant influence	34,143	0	34,143	18,744



Designation	Text	31 December 2025			31 December 2024
		Gross	Adjustment	Net	Net
C.	**Current assets**	**23,421,802**	**1,036,811**	**22,384,991**	**15,235,383**
C.I.	**Inventories**	**614,446**	**12,933**	**601,513**	**579,222**
C.I.1.	Material	601,484	12,933	588,551	569,801
C.I.2.	Work in progress and semi-finished products	10,176	0	10,176	7,698
C.I.3.	Products and goods	**2,786**	**0**	**2,786**	**1,723**
C.I.3.2.	Goods	2,786	0	2,786	1,723
C.II.	**Receivables**	**11,869,477**	**1,023,878**	**10,845,599**	**3,353,420**
C.II.1.	Long-term receivables	**5,715,623**	**0**	**5,715,623**	**1,642,642**
C.II.1.1.	Trade receivables	24,848	0	24,848	41,595
C.II.1.5.	Receivables other	5,690,775	0	5,690,775	1,601,047
C.II.1.5.2.	Long-term advances subsidised	9,797	0	9,797	10,067
C.II.1.5.4.	Other receivables	5,680,978	0	5,680,978	1,590,980
C.II.2.	Current receivables	**6,153,854**	**1,023,878**	**5,129,976**	**1,710,778**
C.II.2.1.	Trade receivables	1,040,372	603,243	437,129	440,722
C.II.2.4.	Receivables other	**5,113,482**	**420,635**	**4,692,847**	**1,270,056**
C.II.2.4.3.	State tax receivables	628,274	0	628,274	287,977
C.II.2.4.4.	Short-term advances subsidised	71,664	0	71,664	100,824
C.II.2.4.5.	Accounts receivable	99,027	0	99,027	141,870
C.II.2.4.6.	Other receivables	4,314,517	420,635	3,893,882	739,385
C.III.	**Current financial assets**	**0**	**0**	**0**	**0**
C.IV.	**Cash**	**10,937,879**	**0**	**10,937,879**	**11,302,741**
C.IV.1.	Cash on hand	24,332	0	24,332	29,341
C.IV.2.	Cash in accounts	10,913,547	0	10,913,547	11,273,400
D.	**Accruals**	**216,753**	**0**	**216,753**	**181,832**
D.1.	Deferred expenses	89,791	0	89,791	87,138
D.3.	Deferred income	126,962	0	126,962	94,694

TOTAL LIABILITIES

Label	Text	31 December 2025	31 December 2024
	TOTAL LIABILITIES	**94,773,838**	**87,060,563**
A.	**Equity**	**71,519,121**	**70,783,864**
A.I.	**Share capital**	**31,239,495**	**31,239,495**
A.I.1.	Share capital	31,239,495	31,239,495
A.II.	**Share premium and capital reserves**	**31,243,863**	**31,194,736**
A.II.2.	Capital funds	**31,243,863**	**31,194,736**
A.II.2.1.	Other equity funds	30,914,234	30,914,234
A.II.2.2.	Valuation differences arising from the revaluation of assets and liabilities	329,629	280,502
A.IV.	**Retained earnings from previous years**	**8,349,634**	**7,351,482**
A.IV.1.	Retained earnings from previous years accumulated losses from previous years	8,349,634	7,363,151
A.IV.2.	Other profit or loss from previous years	0	-11,669
A.V.	**Profit or loss for the current financial year**	**686,129**	**998,151**
B.+C.	**External sources**	**21,879,070**	**14,944,730**
B.	**Reserves**	**273,245**	**174,635**
B.IV.	Other reserves	273,245	174,635
C.	**Liabilities**	**21,605,825**	**14,770,095**
C.I.	**Long-term liabilities**	**7,563,040**	**7,228,782**
C.I.3.	Long-term advances received	142,903	135,978
C.I.4.	Trade payables	490,658	463,902
C.I.7.	Liabilities significant influence	60,000	0
C.I.8.	Deferred tax liability	6,869,479	6,628,902

Label	Text	31 December 2025	31 December 2024
C.II.	**Current liabilities**	**14,042,785**	**7,541,313**
C.II.3.	Current advance payments received	858,186	902,797
C.II.4.	Trade payables	4,223,662	2,309,311
C.II.8.	Other liabilities	**8,960,937**	**4,329,205**
C.II.8.3.	Liabilities to employees	718,402	585,153
C.II.8.4.	Liabilities arising from social security and health insurance	426,366	349,222
C.II.8.5.	Government tax liabilities and subsidies	7,454,895	2,910,669
C.II.8.6.	Accrued liabilities	356,352	476,671
C.II.8.7.	Other liabilities	4,922	7,490
D.	**Accrued liabilities**	**1,375,647**	**1,331,969**
D.1.	Prepaid expenses	196,256	231,385
D.2.	Deferred income	1,179,391	1,100,584

Full income statement

As at 31 December 2025 (in thousands of CZK)
Dopravní podnik hl. m. Prahy, akciová společnost,
Sokolovská 42/217, Vysočany, 190 00 Prague 9
Company ID: 00005886

- Prepared on: 23 February 2026
- Legal form of the accounting entity – **joint-stock company**
- Business activity – **Operation of public transport and other activities**
- Signature record of the statutory body of the accounting entity

Sestaveno dne:	Podpisový záznam statutárního orgánu účetní jednotky
23. února 2026	
Právní forma účetní jednotky	Předmět podnikání
akciová společnost	**Provozování městské hromadné dopravy a ostatní činnosti**
Pozn.:	

Designation	Text	Period until 31 December 2025	Period until 31 December 2024
I.	**Revenue from the sale of goods and services**	**27,216,442**	**26,398,274**
I.1.	**Revenue from the sale of own products and services**	**27,216,442**	**26,398,274**
I.1.1.	Revenue from fares	5,411,935	5,234,991
I.1.2.	Compensation for public service obligations	20,438,950	19,908,378
I.1.3.	Other revenue	1,365,557	1,254,905
II.	**Revenue from the sale of goods**	**20,252**	**27,233**
A.	**Operating consumption**	**10,566,561**	**10,690,865**
A.1.	Cost of goods sold	18,699	25,663
A.2.	Consumption of materials and energy	4,347,668	4,643,753
A.3.	Services	6,200,194	6,021,449
B.	**Change in inventories of own production**	**-2,478**	**-222**
C.	**Capitalisation**	**-941,789**	**-840,676**
D.	**Staff costs**	**12,899,676**	**11,883,399**
D.1.	Wage costs	9,232,783	8,502,419
D.2.	Social security, health insurance and other costs	3,666,893	3,380,980
D.2.1.	Social security and health insurance costs	3,297,245	3,033,566
D.2.2.	Other costs	369,648	347,414
E.	**Adjustments to operating figures**	**3,802,358**	**3,943,774**
E.1.	Adjustments to the value of intangible and tangible fixed assets	3,843,011	3,874,409
E.1.1.	Permanent adjustments to the value of intangible and tangible fixed assets	3,859,166	3,866,752
E.1.2.	Temporary adjustments to the value of intangible and tangible fixed assets	-16,155	7,657
E.2.	Adjustments to the value of inventories	2,724	3,624
E.3.	Adjustments to receivables	-43,377	65,741



ALL-DOOR BOARDING ON ALL PID SUBURBAN AND REGIONAL BUS ROUTES WAS INTRODUCED ON 1 AUGUST 2025.

Designation	Text	Period until 31 December 2025	Period until 31 December 2024
III.	**Other operating income**	**983,547**	**1,338,320**
III.1.	Proceeds from the sale of fixed assets	42,775	199,007
III.2.	Revenue from the sale of materials	68,190	75,175
III.3.	Other operating income	872,582	1,064,138
F.	**Other operating expenses**	**952,680**	**861,881**
F.1.	Net book value of fixed assets sold	11,214	12,579
F.2.	Materials sold	66,328	70,628
F.3.	Taxes and charges	5,579	4,993
F.4.	Operating provisions and accrued expenses	98,610	-41,839
F.5.	Other operating expenses	770,949	815,520
*****	**Operating profit or loss**	**943,233**	**1,224,806**
VI.	**Interest income and similar income**	**37**	**51,286**
VI.2.	Other interest income and similar income	37	51,286
J.	**Interest expense and similar expenses**	**0**	**48,091**
J.2.	Other interest expense and similar costs	0	48,091
VII.	**Other financial income**	**53**	**35,722**
K.	**Other financial expenses**	**16,617**	**18,127**
*****	**Net financial result**	**-16,527**	**20,790**
******	**Profit or loss before tax**	**926,706**	**1,245,596**
L.	**Income tax**	**240,577**	**247,445**
L.1.	Income tax payable	0	-5,852
L.2.	Deferred income tax	240,577	253,297
******	**Profit or loss after tax**	**686,129**	**998,151**
*******	**Profit or loss for the financial year**	**686,129**	**998,151**
*****	**Net turnover for the financial year**	**27,330,563**	**26,551,085**

Statement of Changes in Equity

As at 31 December 2025 (in thousands of CZK)
Dopravní podnik hl. m. Prahy, akciová společnost,
Sokolovská 42/217, Vysočany, 190 00 Prague 9
Company ID: 00005886

- Prepared on: 23 February 2026
- Legal form of the accounting entity – **joint-stock company**
- Business activity – **Operation of public transport and other activities**
- Signature record of the statutory body of the accounting entity

Sestaveno dne:	Podpisový záznam statutárního orgánu účetní jednotky
23. února 2026	
Právní forma účetní jednotky	Předmět podnikání
akciová společnost	**Provozování městské hromadné dopravy a ostatní činnosti**
Pozn.:	

Account	Share capital	Changes in share capital	Other capital funds	Valuation differences from the revaluation of assets and liabilities	Retained earnings	Total equity
Balance sheet as at 1 January 2024	**31,239,495**	**0**	**30,914,234**	**255,156**	**7,351,482**	**69,760,367**
Equity transactions with owners						0
Allocation to the reserve fund						0
Dividends paid						0
Subscription of share capital						0
Change in share capital non cash contribution						0
Subsidy to increase equity						0
Other transactions						0
Profit for the current year					998,151	998,151
Valuation of land and buildings						0
Increase in valuation resulting from revaluation of securities and similar items				47,019		47,019
Revaluation of derivatives				-27,434		-27,434
Deferred tax on derivatives				5,761		5,761
Settlement of loss from the reserve fund						0
Unrecovered losses from previous years					11,669	11,669
Other profit or loss from previous years					-11,669	-11,669
Balance sheet as at 31 December 2024	**31,239,495**	**0**	**30,914,234**	**280,502**	**8,349,633**	**70,783,864**
Equity transactions with owners						0
Allocation to the reserve fund						0
Dividends paid						0
Subscription of share capital						0
Change in share capital non cash contribution						0
Subsidy to increase equity						0
Other transactions						0
Profit for the current year					686,129	686,129
Valuation of land and buildings						0
Adjustment to valuation arising from the revaluation of securities and similar items				49,127		49,127
Revaluation of derivatives						0
Deferred tax on derivatives						0
Settlement of loss from the reserve fund						0
Unrecovered losses from previous years						0
Other profit or loss from previous years						0
KZ k 31 December 2025	**31,239,495**	**0**	**30,914,234**	**329,629**	**9,035,763**	**71,519,121**

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Zpráva nezávislého auditora

jedinému akcionáři obchodní korporace

Výrok auditora

Provedli jsme audit přiložené účetní závěrky společnosti **Dopravní podnik hl. m. Prahy, akciová společnost** (dále také „účetní jednotka"), IČO: 000 05 886, sestavené na základě českých účetních předpisů, která se skládá z rozvahy k 31.12.2025, výkazu zisku a ztráty, přehledu o změnách vlastního kapitálu a přehledu o peněžních tocích za rok končící 31.12.2025 a přílohy této účetní závěrky, včetně významných (materiálních) informací o použitých účetních metodách. Údaje o společnosti jsou uvedeny v příloze k účetní závěrce.

Podle našeho názoru účetní závěrka podává věrný a poctivý obraz aktiv a pasiv společnosti **Dopravní podnik hl. m. Prahy, akciová společnost** k 31.12.2025 a nákladů a výnosů a výsledku jejího hospodaření a peněžních toků za rok končící 31.12.2025 v souladu s českými účetními předpisy.

Základ pro výrok

Audit jsme provedli v souladu se zákonem o auditorech a standardy Komory auditorů České republiky pro audit, kterými jsou mezinárodní standardy pro audit (ISA), případně doplněné a upravené souvisejícími aplikačními doložkami. Naše odpovědnost stanovená těmito předpisy je podrobněji popsána v oddílu Odpovědnost auditora za audit účetní závěrky. V souladu se zákonem o auditorech a Etickým kodexem přijatým Komorou auditorů České republiky jsme na účetní jednotce nezávislí a splnili jsme i další etické povinnosti vyplývající z uvedených předpisů. Domníváme se, že důkazní informace, které jsme shromáždili, poskytují dostatečný a vhodný základ pro vyjádření našeho výroku.

Ostatní informace uvedené ve výroční zprávě

Ostatními informacemi jsou v souladu s § 2 písm. b) zákona o auditorech informace uvedené ve výroční zprávě mimo účetní závěrku a naši zprávu auditora. Za ostatní informace odpovídá statutární orgán účetní jednotky.

Náš výrok k účetní závěrce se k ostatním informacím nevztahuje. Přesto je však součástí našich povinností souvisejících s ověřením účetní závěrky seznámení se s ostatními informacemi a posouzení, zda ostatní informace nejsou ve významném (materiálním) nesouladu s účetní závěrkou či s našimi znalostmi o účetní jednotce získanými během ověřování účetní závěrky nebo zda se jinak tyto informace nejeví jako významně (materiálně) nesprávné. Také posuzujeme, zda ostatní informace byly ve všech významných (materiálních) ohledech vypracovány v souladu s příslušnými právními předpisy. Tímto posouzením se rozumí, zda ostatní informace splňují požadavky právních předpisů na formální náležitosti a postup vypracování ostatních informací v kontextu významnosti (materiality), tj. zda případné nedodržení uvedených požadavků by bylo způsobilé ovlivnit úsudek činěný na základě ostatních informací.

Na základě provedených postupů, do míry, jíž dokážeme posoudit, uvádíme, že:

- ostatní informace, které popisují skutečnosti, jež jsou též předmětem zobrazení v účetní závěrce, jsou ve všech významných (materiálních) ohledech v souladu s účetní závěrkou a
- ostatní informace byly vypracovány v souladu s právními předpisy.

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Dále jsme povinni uvést, zda na základě poznatků a povědomí o účetní jednotce, k nimž jsme dospěli při provádění auditu, ostatní informace neobsahují významné (materiální) věcné nesprávnosti. V rámci uvedených postupů jsme v obdržených ostatních informacích žádné významné (materiální) věcné nesprávnosti nezjistili.

Odpovědnost představenstva, dozorčí rady a výboru pro audit za účetní závěrku

Statutární orgán účetní jednotky odpovídá za sestavení účetní závěrky podávající věrný a poctivý obraz v souladu s českými účetními předpisy, a za takový vnitřní kontrolní systém, který považuje za nezbytný pro sestavení účetní závěrky tak, aby neobsahovala významné (materiální) nesprávnosti způsobené podvodem nebo chybou.

Při sestavování účetní závěrky je statutární orgán účetní jednotky povinen posoudit, zda je účetní jednotka schopna nepřetržitě trvat, a pokud je to relevantní, popsat v příloze účetní závěrky záležitosti týkající se jejího nepřetržitého trvání a použití předpokladu nepřetržitého trvání při sestavení účetní závěrky, s výjimkou případů, kdy statutární orgán plánuje zrušení účetní jednotky nebo ukončení její činnosti, resp. kdy nemá jinou reálnou možnost než tak učinit.

Za dohled nad procesem účetního výkaznictví odpovídá dozorčí rada ve spolupráci s výborem pro audit.

Odpovědnost auditora za audit účetní závěrky

Naším cílem je získat přiměřenou jistotu, že účetní závěrka jako celek neobsahuje významnou (materiální) nesprávnost způsobenou podvodem nebo chybou a vydat zprávu auditora obsahující náš výrok. Přiměřená míra jistoty je velká míra jistoty, nicméně není zárukou, že audit provedený v souladu s výše uvedenými předpisy ve všech případech v účetní závěrce odhalí případnou existující významnou (materiální) nesprávnost. Nesprávnosti mohou vzniknout v důsledku podvodů nebo chyb a považují se za významné (materiální), pokud lze reálně předpokládat, že by jednotlivě nebo v souhrnu mohly ovlivnit ekonomická rozhodnutí, která uživatelé účetní závěrky na jejím základě přijmou.

Při provádění auditu v souladu s výše uvedenými předpisy je naší povinností uplatňovat během celého auditu odborný úsudek a zachovávat profesní skepticismus. Dále je naší povinností:

- Identifikovat a vyhodnotit rizika významné (materiální) nesprávnosti účetní závěrky způsobené podvodem nebo chybou, navrhnout a provést auditorské postupy reagující na tato rizika a získat dostatečné a vhodné důkazní informace, abychom na jejich základě mohli vyjádřit výrok. Riziko, že neodhalíme významnou (materiální) nesprávnost, k níž došlo v důsledku podvodu, je větší než riziko neodhalení významné (materiální) nesprávnosti způsobené chybou, protože součástí podvodu mohou být tajné dohody (koluze), falšování, úmyslná opomenutí, nepravdivá prohlášení nebo obcházení vnitřních kontrol.
- Seznámit se s vnitřním kontrolním systémem účetní jednotky relevantním pro audit v takovém rozsahu, abychom mohli navrhnout auditorské postupy vhodné s ohledem na dané okolnosti, nikoli abychom mohli vyjádřit název na účinnost jejího vnitřního kontrolního systému.
- Posoudit vhodnost použitých účetních pravidel, přiměřenost provedených účetních odhadů a informace, které v této souvislosti statutární orgán účetní jednotky uvedl v příloze účetní závěrky.
- Posoudit vhodnost použití předpokladu nepřetržitého trvání při sestavení účetní závěrky statutárním orgánem a to, zda s ohledem na shromážděné důkazní informace existuje významná

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(materiální) nejistota vyplývající z událostí nebo podmínek, které mohou významně zpochybnit schopnost účetní jednotky nepřetržitě trvat. Jestliže dojdeme k závěru, že taková významná (materiální) nejistota existuje, je naší povinností upozornit v naší zprávě na informace uvedené v této souvislosti v příloze účetní závěrky, a pokud tyto informace nejsou dostatečné, vyjádřit modifikovaný výrok. Naše závěry týkající se schopnosti účetní jednotky nepřetržitě trvat vycházejí z důkazních informací, které jsme získali do data naší zprávy. Nicméně budoucí události nebo podmínky mohou vést k tomu, že účetní jednotka ztratí schopnost nepřetržitě trvat.

- Vyhodnotit celkovou prezentaci, členění a obsah účetní závěrky, včetně přílohy, a dále to, zda účetní závěrka zobrazuje podkladové transakce a události způsobem, který vede k věrnému zobrazení.

Naší povinností je informovat statutární orgán účetní jednotky, dozorčí radu a výbor pro audit mimo jiné o plánovaném rozsahu a načasování auditu a o významných zjištěních, která jsme v jeho průběhu učinily, včetně zjištěných významných nedostatků ve vnitřním kontrolním systému.

V Praze dne 7.4 2026

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NEXIA AP a.s.
Sokolovská 5/49, 186 00 Praha 8
evidenční číslo auditorské společnosti 096

Ing. Michal Kupsa
auditor určený auditorskou společností jako odpovědný za provedení auditu jménem auditorské společnosti
evidenční číslo auditora 2599

Dopravní podnik
hlavního města Prahy

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