

A MOMENT OF DPP

Annual Report

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VLTA VSKA



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Opening word of the Chairman of the Board of Directors and CEO

Ladies and gentlemen,

Last year was another non-standard year. After the 2020-2021 period, hit by the covid-19 pandemic, last year we faced further challenges and unexpected external influences, most of which emerged as a result of Russia invading Ukraine and starting a war near our borders. We have all felt them firsthand in the form of geopolitical upheaval, unprecedented energy and commodity price increases, spiraling inflation and uncertainty that have and will continue to negatively impact business relationships and affect our bottom line going forward. In addition, 2022 was a year of municipal elections. Unfortunately, as the largest municipal company, DPP has once again become a wheelbarrow and the subject of an election campaign. I regret this in view of the thousands of DPP employees who honestly work every day to keep public transport in Prague running smoothly, for which they are to be commended and thanked. The fact that this is happening and that Prague's public transport is among the best rated in the world is proven by various international surveys.

Despite the fact that we had projected a loss of almost CZK 385 million for 2022 based on the expected development, thanks to savings of almost CZK 380 million and higher revenues of almost CZK 242 million, DPP's 2022 result ended with a profit of almost CZK 237 million. This was not changed by the fact that, just as in the previous year, we did not receive any reasonable profit from our shareholder, the City of Prague, which is used to renew assets acquired from subsidies. On the other hand, I am pleased that, compared to the plan last year, revenue from the sale of fares increased by CZK 444 million, but in total volume it still does not reach the 2019 pre-pandemic level and covers only about 15% of the public transport operational costs.

2022 was marked by a gradual return of passengers to public transport after two previous years of covid and anti-epidemic measures restricting the mobility of the population. In both the metro and tram networks, we surpassed the one million passenger threshold carried on a normal working day. In 2022, we carried a total of 891.7 million passengers, almost 38% more than the year before. On the other hand, last year, we were still nearly 24% short of the record pre-covid year of 2019. Some of them did not fully return to public transport after the pandemic, as working from home has become a common tool and benefit in a number of companies. The lower number of passengers carried in 2022 compared to the pre-covid year of 2019 was also due to fewer tourists arriving in Prague. The increasing demand for public transport in 2022 went hand in hand with a slight increase in DPP's performance. Last year, we travelled

approximately 5.5% more year-on-year, i.e., our performance was approximately 178.3 million vehicle-kilometres, down approximately 2.2% compared to the record 2019 pre-covid year.

In 2022, we invested a total of nearly CZK 7 billion in the renovation or construction of transport infrastructure and fleet modernisation, almost one third (31.6%) more than a year earlier. Of this, the regular subsidy from the Prague City Budget amounted to nearly CZK 2 billion (up 60% year-on-year), while subsidies from EU funds contributed CZK 306 million (more than doubling year-on-year). However, the majority of the investments were made from DPP's own resources.

The main milestone of last year in the construction of new transport infrastructure was the start of the construction of Prague's fourth metro line, the first section of metro line D, Pankrác - Olbrachtova. I firmly believe that this Autumn we will be able to start the construction of the second section from Olbrachtova station to Nové Dvory. Last year, we used roughly the same amount of funds for the renovation and construction of new tram lines. We completed and put into operation the tram line Sídlíště Barrandov - Holyně and the new loop at Depo Hostivař. We started the construction of new tram lines Sídlíště Modřany - Libuš, Divoká Šárka - Dědina and at the beginning of this year, also Holyně - Slivenec. In addition, last year we started the construction of the new Hloubětín depot. In 2022, we either renovated or modernised more than six kilometres of tram lines, for example on the Bubeneč and Rašín embankments, and started an extensive renovation of the approximately 1.5 kilometre long section of the tram line Ohrada - Palmovka, including the Krejčířek bridge flyover. Last year we started a very demanding reconstruction of the ceiling slab above the Florenc C station, including the modernisation of the vestibule itself. We also continued the complete modernisation and construction of the lifts in the Jiřího z Poděbrad station.

In accordance with the Climate Plan of the Capital City of Prague as well as the Concept for the Use of Alternative Fuels in DPP Bus Transport, last year we built and put into operation the first real trolleybus line, 50 years after the end of trolleybus operation in Prague. This is the electrification project of bus line 140 Palmovka - Miškovice. At the same time, coming up to the close of the year, we managed to start the construction of a second trolleybus line, from Nádraží Veleslavín to the Prague Václav Havel Airport as part of the electrification of bus line 119.

Last year, we invested a total of approximately CZK 1.4 billion in the renewal and modernisation of bus and tram fleets, including the purchase of 14 electric buses or 20 large-capacity three-axle trolleybuses for the electrification of line 119.

I am extremely pleased that we were able to start last Spring and at the end of the year successfully pass the certification audit according to the international standard ISO 37001 Anti-bribery Management Systems. This year we will follow this up with a certification audit according to the international standard ISO 37301 Compliance Management Systems. Furthermore, we were the first public transport company to receive the CZECH MADE award. We successfully completed the insourcing process, i.e., the takeover of energy services and heat supply, and since December 2022 we have been running the heat management in-house. In order to reduce DPP's dependence on natural gas and reduce its consumption by approximately 50%, we managed to connect the premises with the highest natural gas consumption, i.e., the Hostivař

depot and the Kačerov depot and garage, to the central heat supply at the end of last year, thus ensuring significant annual savings.

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Within the framework of the Gracious Summer 1 and 2, we managed to terminate the foreclosures of approximately 15.5 thousand DPP debtors and at the same time recover approximately CZK 16 million in paid principal. In addition, we stopped almost 85 thousand more foreclosures in the context of terminating small claims in accordance with the amendment to the Civil Procedure and Enforcement Code. Last but not least, in 2022, we successfully ran a tender for advertising space on 150 Škoda 15 T trams and 300 SOR NB buses and increased our advertising space rental income by approximately 40% year-on-year to nearly CZK 210 million. Last year we managed to stabilise the number of bus drivers, tram drivers and workers, confirming that DPP is one of the most sought-after employers.

The preceding lines are but a small list of what we managed to complete, achieve or start last year or at the beginning of this year. If I were to evaluate 2022 purely on the basis of the results achieved, whether in terms of management, the amount of investment or the number or type of construction started and projects completed, I dare say that 2022 will have been one of the most successful years ever. When in the history of DPP has it ever happened that in one year we simultaneously started building a new metro line, several new tram lines and a trolleybus line, marking the definitive return of this type of locally emission-free transport to Prague? DPP's 2022 results finally showed that DPP's strategy is set in the right direction. Thanks to the experience, diligence and flexibility of the DPP staff, but also the support of the City Council, the strategy is on track in spite of all crises and obstacles, irrespective of the war in Ukraine or the events on the world stock exchanges and markets, we managed to modernise the transport infrastructure and the fleet, prepare, build and complete new investment projects, dispatch connections as per the city's orders, and at the same time we were one of the few to meet all PID Quality Standards all the time. We see public transport primarily as a service to the city, its citizens and visitors. A service that is reliable, safe, comfortable, modern and environmentally friendly. That is why we have achieved a historic success and Prague's public transport is currently ranked as the second best in the world. For all this, on behalf of the entire DPP management, a big thank you to all my colleagues. I would also like to thank the shareholders for all their support, other municipal companies and organisations for their cooperation and passengers for remaining loyal to public transport and using our services. We see the silver "medal" as a commitment to further improve, modernise and enhance our service so that we carry more and more satisfied passengers and make it a life-long passion for our employees.

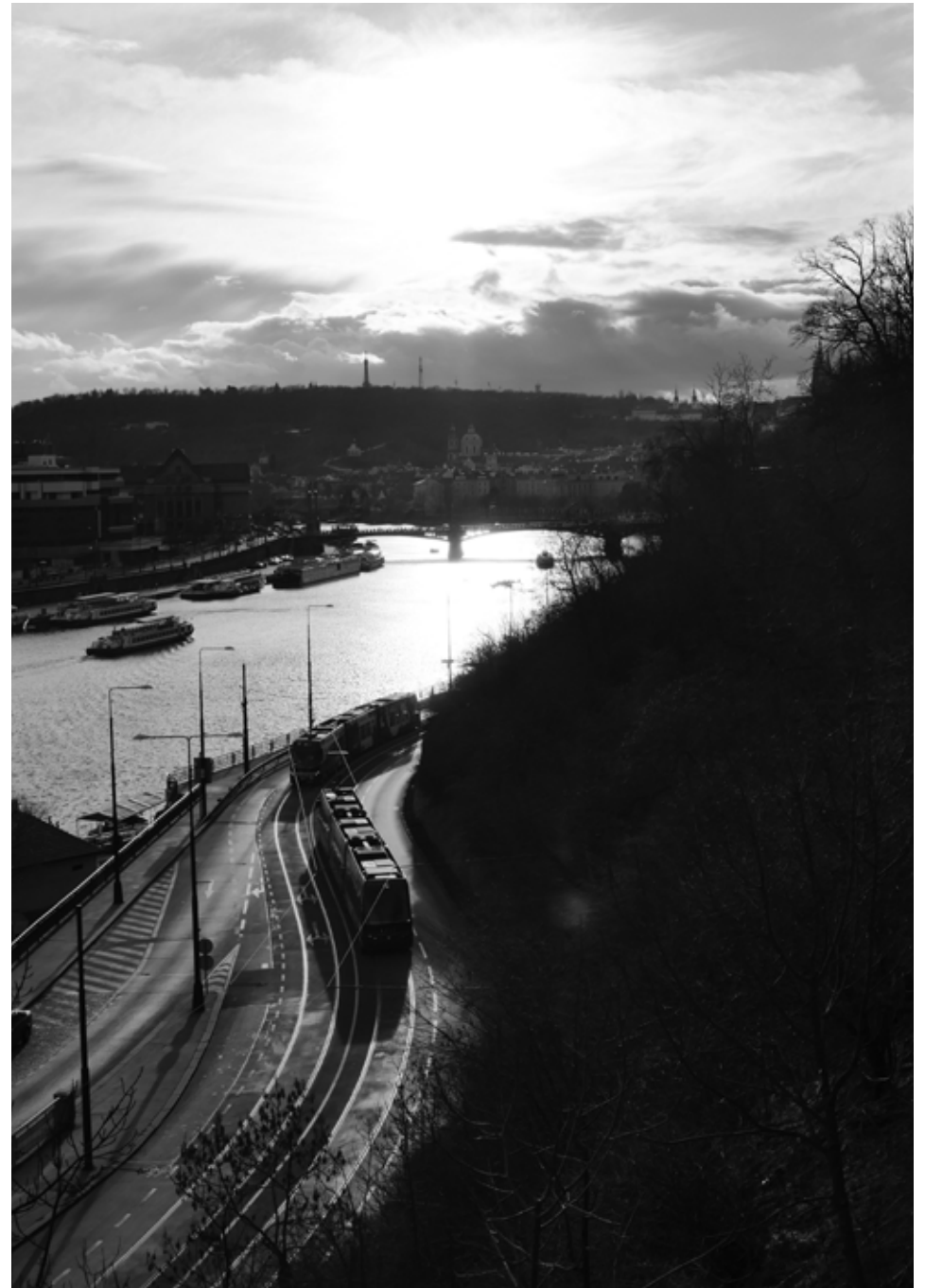
Petr Witowski

Chairman of the Board
and CEO of DPP

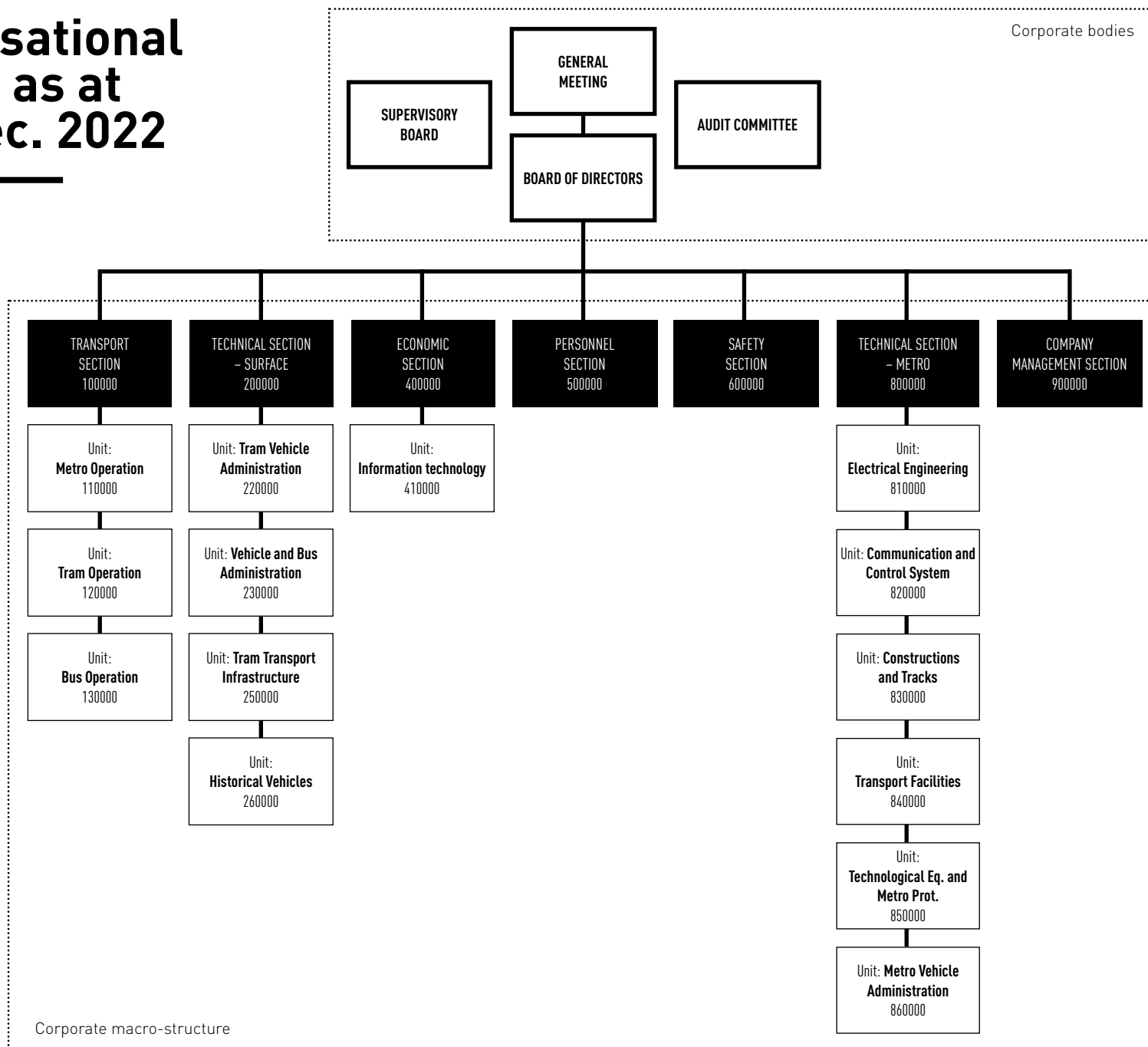


Basic identification data of the company

| | |
|--|---|
| Company name: | Dopravní podnik hl. m. Prague, akciová společnost |
| Registered office: | Sokolovská 42/217, Vysočany, 190 00 Praha 9 |
| Company ID No: | 00005886 |
| Tax ID No: | CZ00005886 |
| Date of foundation: | 19. 3. 1991 |
| Date of establishment: | 11. 7. 1991 |
| Legal form: | Joint stock company |
| Founder: | City of Prague |
| Entities involved in the share capital: | City of Prague 100 % |
| Commercial Register: | DPP was incorporated in the Commercial Register maintained by the Prague Municipal Court on 11 July 1991, File No.: B 847, (in Section B, Insert No. 847) |
| Share capital: | CZK 31,239,495,000 |



Organisational chart as at 31 Dec. 2022



Staffing of company's bodies in 2022

Board of Directors

As of 31 December 2022, the Board of Directors of the company consisted of: the Chairman of the Board of Directors Ing. Petr Witowski, Vice-Chairman of the Board of Directors Ing. Ladislav Urbánek and members of the Board of Directors PhDr. Jiří Špička, Ing. Jan Šurovský, Ph.D., and Ing. Marek Kopřiva.

On June 15, 2022, Mgr. Matej Augustín's appointment as a member of the board was revoked, and as of June 16, 2022, Ing. Marek Kopřiva was appointed as a member of the board.

As of 21 December 2022, due to the expiry of their current terms of office on 20 December 2022, Ing. Petr Witowski and Ing. Jan Šurovský were re-elected.

Supervisory Board

The Supervisory Board of the company acted in 2022 mainly in the following composition: the Chairman of the Supervisory Board Ing. Adam Scheinherr, Msc., Ph.D., Vice-Chairman of the Supervisory Board Pavel Vyhnánek, M.A., Vice-Chairman of the Supervisory Board Jan Marek, Vice-Chairman of the Supervisory Board Bc. Oldřich Schneider and members of the Supervisory Board Josef Buriánek, Ing. Michal Zděnek, M.A., Ing. Marek Doležal, Ing. Petr Hlubuček, Bc. Jan Holub, Mgr. Petra Kolínská, Ing. Tomáš Mikeska, Tomáš Novotný, Jiří Obitko, Mgr. Jakub Jiran and Ing. Jan Lička.

During 2022, there were personnel changes in the Supervisory Board:

On 15 June 2022, the Supervisory Board noted the resignation of the Supervisory Board members Ing. Michal Zděnek, M.A., and Ing. Petr Hlubuček from the position of Supervisory Board member.

The Prague City Council in the competence of the General Meeting of the Transit Company of the capital city of Prague, joint-stock company, on 16 June 2022 took note that Ing. Petr Hlubuček resigned from the Supervisory Board on 15 June 2022 and Ing. Michal Zděnek, M.A. sent a letter of resignation as a member of the Supervisory Board on 2 June 2022.

The Prague City Council in the competence of the General Meeting of the Transit Company of the capital city of Prague, joint stock company, on 20 June 2022 removed Ing. Marek Doležal from the position of a member of the Supervisory Board.

The new members of the Supervisory Board elected by employees as of 1 December 2022 are Josef Buriánek, Vratislav Feigel, MBA, LL. M, Marcel Nový, Jiří Obitko and Roman Slanina. Replacing the previous five members of the elected staff whose four-year term of office ended on 30 November 2022; Josef Buriánek and Jiří Obitko retained their previous mandate.

The Prague City Council in the competence of the General Meeting of the Transit Company of the capital city of Prague, joint stock company, on 5 December 2022 re-elected Ing. Adam Scheinherr, Msc., Ph.D., Ing. Tomáš Mikeska, Pavel Vyhnánek, M.A., Jan Marek and elected a new member of the Supervisory Board, namely Filip Vácha, as of 6 December 2022

Audit Committee

The Audit Committee acted in 2022 in the following composition: Chairwoman of the Audit Committee Mgr. Marta Gellová, Deputy Chairwoman of the Audit Committee, Ing. Zdena Javornická and member of the Audit Committee Ing. Ladislav Langr.



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anagement staffing in 2022

CHIEF EXECUTIVE OFFICER

In 2022, the position of CEO was held by
Ing. Petr Witowski.

CHIEF ECONOMIC OFFICER

From 1 January 2022 to 15 June 2022, the position of Chief Economic Officer was held by
Mgr. Matej Augustín.

From 14 November 2022, the position of Chief Economic Officer was held by
Ing. Jiří Pařízek.

TRANSPORT DIRECTOR

In 2022, the position of Transport Director was held by
Ing. Ladislav Urbánek.

TECHNICAL DIRECTOR - SURFACE

In 2022, the position of Technical Director - Surface was held by
Ing. Jan Šurovský, Ph.D.

TECHNICAL DIRECTOR - METRO

In 2022 the position of Technical Director - Metro was held by
Ing. Marek Kopřiva.

SECURITY DIRECTOR

In 2022, the position of Security Director was held by
Mgr. Bohdan Frajt.

HR DIRECTOR

In 2022, the position of HR Director was held by
PhDr. Jiří Špička.



| | | |
|------------------------------|--|---|
| Chief Executive Officer | Ing. Petr Witowski | 01. 01. 2022 – 31. 12. 2022 |
| Chief Economic Officer | Mgr. Matej Augustín Ing. Jiří Pařízek | 01. 01. 2022 – 15. 6. 2022 14. 11. 2022 – 31. 12. 2022 |
| Technical Director - Surface | Ing. Ladislav Urbánek | 01. 01. 2022 – 31. 12. 2022 |
| Technical Director - Metro | Ing. Jan Šurovský, Ph.D. | 01. 01. 2022 – 31. 12. 2022 |
| Security Director | Ing. Marek Kopřiva | 01. 01. 2022 – 31. 12. 2022 |
| Personnel Director | Mgr. Bohdan Frajt | 01. 01. 2022 – 31. 12. 2022 |
| Security Director | PhDr. Jiří Špička | 01. 01. 2022 – 31. 12. 2022 |
| Personnel Director | PhDr. Jiří Špička | 01. 01. 2022 – 31. 12. 2022 |



Report on business activities

DPP is not only the most important carrier within the Prague Integrated Transport system (PID), but also the largest in the Czech Republic. It operates all metro and tram lines, most city and several suburban bus lines, and the funicular up Petřín and the ZOO. It is 100% owned by the Prague City Council. The Transit Company builds on the rich experience of more than 120 years of tradition of its predecessors and through gradual development it has transformed to its present form. Today, the public transport system in Prague belongs to the European and world leaders and has become a model for other systems.

The Transit Company provides transport services to the capital city and suburban areas in the PID system. The transport services in the territory of the capital city of Prague are organised by the Prague City Transport Authority. Prague, a long-term contract for public services is concluded with the Capital City of Prague represented by ROPID. The total transport performance of urban and suburban lines included in the PID system operated by DPP, including special line transport for persons with reduced mobility, will reach a total of 181,188,000 calculated vehicle kilometres in 2022. The volume of transport performance, expressed in local kilometres, is 22,786,101,000. Transport performance in vehicle kilometres increased by 5.5% compared to 2021, while the volume of local kilometres increased by 5.2%.

In the overall result, DPP made a profit of CZK 236,943,000. The comparison of total PID revenues in 2022 compared to 2021 reflects, together with the impact of partial changes to the PID Tariff as of 1 April 2022, the end of pandemic measures. Revenues within the entire PID system for the past year 2022 (excluding fare surcharges) increased by 35.7% compared to 2021 (approx. + CZK 1.1 billion). Revenues of DPP in connection with the long-term contract of the City of Prague amounted to CZK 3,429,206,000, which represents a share of 78.91% of the total fare revenues within the entire PID system. As of 31 December 2022, there were 10,987 employees on the register, of which 9,371 were male and 1,616 were female. The average monthly salary of employees for 2022 was CZK 50 164. The largest group in terms of numbers were drivers, of which there were almost 4,300.

In 2022, 3 metro lines were in operation, the number of stations was 61 and the length of metro lines totalled 65.4 km. At the end of 2021, a total of 26 daytime and 9 nighttime lines, with a total length of 569.5 km, operated on the 146 km tramway network. In the field of bus transport, at the end of 2022, DPP operated a total of 101 daily urban lines, 14 suburban lines, 18 school lines, 14 night urban lines and 1 line for people with reduced mobility on a

communication network of 860.08 km. The total length of all 148 lines was 1,852.7 km. At the end of 2021, the trolleybus network of 1.4 kilometres was operated by 1 daily line with a total length of 4.9 km. The operating fleet at the end of 2022 comprised a total of 730 metro vehicles, 769 tram vehicles, 1,192 buses (including 14 electric buses) and one trolleybus.

In 2022, the preparation and implementation of investment projects within the metro network continued systematically. These included both complex reconstructions of metro stations (Jiřího z Poděbrad, the ceiling slab at the Florenc station) and significant reconstructions of technological infrastructure or investments in the rolling stock. In March 2022, DPP obtained a final building permit for the first section of the D metro line Pankrác - Nové Dvory, and at the end of the year the first kilometre of tunnels was bored in the Pankrác - Olbrachtova section. As for tram lines, the construction of the new line Barrandov – Holyně was completed, a new tram loop Depo Hostivař was built and the construction of the new lines Sídliště Modřany – Libuš and Divoká Šárka – Dědinská was commenced. Regarding tram line renovations, work was carried out in the areas of Palackého náměstí - Výtoň, Bubenský nábreží - Komunardů, Bolzanova - Opletalova, KOMOKO, Ohrada - Palmovka. Apart from the new lines, a major milestone in 2022 was the construction of the new Hloubětín tram depot. As part of the reconstruction works, DPP continued to build barrier-free stops, resulting in a total coverage of 83% of the network by the end of the year. As for improving the environment in the city, we continued with the dynamic charging project, as well as the long-term trial operation of electric buses and trolleybuses. In accordance with the approved concept for the development of electric mobility, all 14 standard electric buses were put into operation. In the area of public transport priority, cooperation with the city authorities, the Police and other organisations continued in 2022. Thus, new sections with thresholds separating trams from individual traffic, 6 additional traffic lights with tram priority and 33 for bus priority were added, as well as more than 4 km of dedicated bus lanes.

Aware of its decisive position, the objectives of the city management in the field of public transport and the increasingly demanding requirements of the travelling public, DPP is constantly directing its activities towards further increasing the scope and quality of the services provided. The improvement of the level of service provided is facilitated by the quality standards established by DPP, which are in accordance with the requirements and recommendations of the EN 13816 standard. Within the framework of the Service Quality Programme, DPP monitors, analyses and helps to improve the level of fulfilment of individual quality standards by means of measures taken. The trends of individual quality standards demonstrate the high level of the provided service - passenger transport, and fulfil the long-term objective of the company - improving the level of provided public transport services and thus increasing passenger satisfaction. For the years 2022 and 2023, DPP has received the CZECH MADE quality award from the Czech Society for Quality, attesting to the high quality of the services provided.

In the long term and in full compliance with the city's fundamental development documents, the expansion of the city's rail transport network is one of our top priorities. The related increase in the proportion of segregated public transport routes guarantees an increase in its regularity, speed and safety. Another major benefit is the reduction of the environmental burden on the

city resulting from the increased use of electric traction. In the context of the announcement of the Climate Commitment of the Capital City of Prague and its approval in 2021, through which the city declares its approach to meeting international targets for reducing CO2 emissions, as well as with regard to the forthcoming legislation on the renewal of the bus fleet, great emphasis is placed on preparing for the wider use of alternative fuels in bus transport. On the basis of these requirements, DPP has prepared the Concept of Alternative Fuel Use in the Bus Transport, which comprehensively and systematically summarises all the existing knowledge and presents scenarios of possible developments in the field of bus fleet renewal, including financial implications, for the coming decade. In addition to the preparation of major projects aimed at the comprehensive electrification of selected bus routes, the verification of individual usable technologies and different types of vehicles, e.g., hydrogen propulsion, has been and will continue to be pursued.



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TRANSPORT

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QUALITY OF SERVICE

A well-functioning and constantly developing quality management system that takes into account the needs of customers and meets their expectations is a prerequisite for DPP's success in providing public transport in Prague and its surroundings.

Quality management in DPP is provided by the transport department.

Increasing the level of the service provided is facilitated by the quality standards introduced in DPP, aligned with the requirements and recommendations of the EN 13816 standard. Within the framework of the Service Quality Programme, DPP monitors, analyses and helps to improve the level of fulfilment of individual quality standards by means of measures taken. The trends of individual quality standards demonstrate the high level of the provided service - passenger transport and fulfil the long-term goal of the company - improving the level of provided public transport services and thus increasing passenger satisfaction.

The quality of service programme guarantees regular measurement of quality standards:

- **Operational punctuality** - punctuality and reliability of transport, adherence to timetables
- **Informing the public** - providing up-to-date and comprehensible information
- **Reception of passengers** - level of behaviour and attitude of operational staff towards passengers
- **Uniform** - employee appearance - employee neatness, uniform discipline
- **Functionality of ticket vending machines** - functionality and reliability, completeness of information elements of ticket dispensing equipment
- **Accessibility of barrier-free facilities** - operational reliability of lifts and platforms in the metro
- **Fulfilling the schedule** - fulfilling the volume of planned transport performance
- **Availability of transport in metro stations** - compliance with guaranteed passenger access to metro transport
- **Vehicle cleanliness and appearance** - monitoring the external and internal cleanliness and appearance of vehicles
- **Traffic safety** - analysis of incidents affecting passenger safety
- **Environmental impact of metro and bus operations** - environmental impact of metro and bus operations (emissions)

- **Communication via web and social networks** - monitoring the frequency and accuracy of the communicated information

Meeting quality standards in 2022

| Quality standard | Target | Result |
|---|---|--------|
| Accuracy of operation | 85% of connections were made accurately or within tolerance | 90,62 |
| Information in metro stations | 90% of stations had all information up-to-date, legible, prominently displayed and official | 99,09 |
| Information in metro cars | 95% of cars were equipped with the required information | 99,31 |
| Information at surface transport stops | 90% of stops had all information up-to-date, legible, prominently displayed and official | 99,12 |
| Exterior and interior surface transport vehicle information | 95% of cars were equipped with the required information | 99,53 |
| Passenger reception | 90% of passengers were satisfied with the behaviour of the employee | 98,48 |
| Uniform | 95% of employees wore a uniform and complied with neatness requirements | 97,63 |
| Functionality of surface ticket vending machines | 90% of the machines were functional and visually acceptable | 97,08 |
| Accessibility of wheelchair facilities in the metro | 90% of devices were accessible and visually acceptable | 96,78 |
| Fulfilling the schedule | 99.80% of planned volume was fulfilled | 99,93 |
| Availability of metro transport | 95% of stations were accessible during operating hours | 99,59 |
| Cleanliness and appearance of the vehicle | 85% of vehicles were found to be clean and well-maintained by passengers | 94,73 |
| Traffic safety | Metro, tram and bus operations were deemed safe | Done |
| Energy intensity of metro vehicle operation | The specified energy performance was not exceeded (100%) | 85,55 |
| Environmental impact of bus operations | Bus fleet with an age less than 12 years | 91,78 |
| Communication via web and social networks | Frequency of information communicated | Done |

The quality management systems were audited in 2022 by a multinational certification company in terms of compliance with the requirements of critical standards.

Overview of standalone QMS certificates in 2022

| Unit | Certified processes | Typ auditu | Norma | Certification organisations |
|------------------|--|-------------------------------|----------|-----------------------------|
| DPP | Operation of public regular and irregular passenger transport by metro, tram, trolleybus, bus and funicular, the construction and maintenance of the necessary infrastructure for the Operation of historical vehicles and the Museum of public transport. Operation of driving school in the vehicle groups B, C, D and training centre in the range of operation of C, D | certification and supervision | ISO 9001 | LRQA |
| DPP | Operation of public regular and irregular passenger transport by metro, tram, trolleybus, bus and funicular, the construction and maintenance of the necessary infrastructure for the operation | Surveillance | EN 13816 | |
| STK centre | Operation of a Technical Inspection Station | Surveillance | ISO 9001 | |
| Tram Repair Shop | Repair and modernisation of electrical machinery and equipment of traction vehicles, chassis and car bodies of trams, gearboxes and parts for rail vehicles | Surveillance | ISO 9001 | |

The auditors of the certification company (LRQA Czech Republic s. r. o.) found no serious deficiencies and confirmed compliance with the requirements of the standards. The auditors evaluated the professional competence of our employees and friendliness towards passengers, all deemed as a strong point of the audited quality management systems.

DPP was certified QMS according to ISO 9001, covering all the main processes of the company. The certificates also included compliance with the requirements of EN 13816 (Service Quality Programme - Quality Standards).

For the years 2022 and 2023, DPP received the CZECH MADE quality award from the Czech Society for Quality. This prestigious award attests to the high quality of the services provided by DPP (public passenger transport - urban and suburban public transport).

To increase the level of service provided in the territory of Prague and its surroundings, we cooperated on the evaluation of PID quality standards. DPP has always been assessed by ROPID as a "high quality carrier", which is the highest possible positive assessment.

DEVELOPMENT OF THE TRANSPORT NETWORK

Metro

In 2022, three lines A, B, C were in operation. The number of stations was 61 and the length of the metro lines 65.4 km.

There were no changes to the metro network in 2022, but metro operations were restricted until 20 March 2022 in connection with covid-19.

Trams

As of 31 December 2022, 26 daytime and 9 nighttime lines, with a total length of 569.5 km, operated on the 146.0 km tramway network.

During the tourist season from 26 March to 20 November 2022, the historic tram line 41 was also in service on Saturdays, Sundays and public holidays, and from 26 March to 31 December 2022, the semi-commercial historic tram line 42 was also in service on Saturdays, Sundays and public holidays (from 1 June to 2 September 2022, it was also in service on Thursdays and Fridays). From 1 June to 31 August 2022, the historic tram line 43 operated only on Wednesdays.

On 28 March 2022, a long-term closure of the tram track between Palmovka and Ohrada was initiated, and from 26 September to 15 December 2022, a closure on the Bubeneč Embankment took place. Since 9 April 2022, the tram line from the Sídlíště Barrandov stop to the Holyně stop has been in regular operation, where line 5 has been extended. From 1 July 2022, part of line 17 from the Výstaviště stop to the Kobylisy/ Březiněveská stop and line 24 from Kobylisy to Vozovna Kobylisy were extended. Since 13 August 2022, a new loop (terminal) Depo Hostivař has been in operation, where line 7 has been extended and line 16 passes through this terminal. Until 20 March 2022, tram operation had been limited in connection with covid-19, during which the operation of nostalgic line 23 was temporarily suspended until 15 May 2022.

Buses

By the end of 2022, DPP operated 101 daily urban lines, 14 suburban lines, 18 school lines, 14 night urban lines and 1 line for people with reduced mobility in the Prague Integrated Transport system on a communication network of 860.08 km. The total length of all 148 lines was 1,852.7 km.

Until 20 March 2022, bus operations were restricted in connection with covid-19.

On 3 January 2022, line 357 was established on the route Opatov - Čestlice - Nupaky, kindergarten, the operation of line 122 was extended, from 1 March 2022, line 173 was temporarily established on the route Depo Hostivař - Kardausova (from 2 May 2022 permanently), from 1 September 2022, line 173 was permanently established. From 28 September 2022, the school lines 253 and 277 were established and line 907 was transferred to the route Terminal 1/ Airport - Baně,



line 112 was shortened to the route Nádraží Holešovice - Zoo Praha-Troja and line 234 was established on the route Nádraží Holešovice - Podhoří.

Trolleybuses

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As of 31 December 2022, the day line 58, with a total length of 11.5 km, operated on the trolleybus line network of 6.0 km. Battery power was used for the part of the route outside the trolley line. The operation of line 58 was significantly affected by the closure in Prosecká Street.

On 15 October 2022, service on line 58 was resumed on the temporary route Letňany - Čakovice, as of 3 December 2022 line 58 is extended to the permanent route Palmovka - Letňany - Čakovice - Miškovice.

TRANSPORT PERFORMANCE

The total transport performance of urban and suburban lines included in the Prague Integrated Transport system operated by DPP, including special regular transport for people with reduced mobility and orientation, reached 181,188 thousand calculated vehicle kilometres (kms). The volume of transport performance expressed in local kilometres (mkm) amounts to 22,786,101 thousand mkm (see the tabular part).

Vehicle-km traffic performance increased by 5.49% compared to 2021, while local kilometres increased by 5.20%.

SERVICES FOR DISABLED PEOPLE

Metro

By the end of 2022, 46 of the 61 metro stations were accessible by public passenger lifts, inclined stair platforms or direct wheelchair access. These include 10 stations on line A (Hospital Motol, Petřiny, Nádraží Veleslavín, Bořislavka, Dejvická, Můstek, Muzeum, Strašnická, Skalka, Depo Hostivař), 18 stations on line B (Žličín, Stodůlky, Luka, Lužiny, Hůrka, Nové Butovice, 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

In the tram network, guaranteed low-floor connections are provided in all sections (except the nostalgic line 23). The deployment of low-floor trams in full service in 2022 was comparable to 2021.

Buses and trolleybuses

All bus and trolleybus services, served by DPP vehicles, are low-floor. The exception is the two weekend runs when nostalgia vehicles are deployed on selected sequences of lines 180 and 213.

PUBLIC TRANSPORT PRIORITY

In the past year, work continued on the "Prague Public Transport Priority Project" in cooperation with the city authorities, the transport unit of the Police of the Czech Republic and other organisations.

During 2022, 6 traffic lights were equipped with tram priority. The number of tram-preferential SSZs reached 229 out of a total of 253 by the end of 2022.

In bus operations, the extent of dedicated bus lanes was increased by more than 4 km, for example in Strakonická, Tupolevova, and K Žižkovu streets, with their length reaching almost 66 km by the end of 2022. There were also 33 signals equipped for priority, bringing the total number to 274 out of a total of 532.

TIMETABLES

To ensure the operation of DPP lines, a total of 11,953 records were processed in the Timetable Database during 2022. After three years of a relatively similar volume of changes, the number of processed timetables increased again this year by approximately 1,000. The increase is mainly a result of traffic diversion activities.

For each timetable change, it is necessary to prepare timetables for all affected operating days and to prepare complete documents for the operation of DPP lines. This includes, in particular, car timetables, updating mileage runs, drivers' working time and providing information to passengers via stop timetables, as well as connection search engines on the DPP website and mobile applications.

TICKET INSPECTION

The year 2022 was characterised by a massive onset of digitalisation of all processes. This entails an expansion of the possibilities for purchasing travel documents, payment of fare surcharges and an overall more passenger-friendly approach.

The ticket inspectors already fully switched to record work performance on all traction lines electronically and therefore the need for entries in the drivers' operating documents was completely abolished. This was followed by the development of a digital activity report implemented in the MCDPP application. Towards the end of the year, the inspecting devices of ticket inspectors were replaced. This new generation of compact inspection equipment is capable not only of processing the full range of travel documents, including all MOS applications and other check-in channels, but also of accepting cashless surcharge payments at the point of inspection.

In 2022, the functionality of the e-shop was fine-tuned, which now enables online surcharge payment as well as retroactive submission of an omitted travel document, thus providing our sometimes-distracted customers with greater convenience. We are also in the process of integrating the payment of surcharges via 3rd party e-shops into our system. The PID Lítačka e-shop was the first to be implemented.

Thanks to our improved efficiency, we collected 52% more surcharges at the point of inspection than in 2021, eliminating the need to pursue a significant number of claims through the courts. This has also helped us to ensure that 76% of surcharges are paid by passengers within 30 days of being imposed. The number of checks carried out increased by 15,000 compared to the previous year.

In the personnel area, frequent OSH training has reduced the number of occupational accidents caused by passengers by more than 80% compared to the previous year.

In line with society-wide demand and the public nature of our company, the number of receivables recovered by execution was significantly reduced, which was mainly due to the termination of small executions and the successful handling of the Gracious Summer event. A large number of debtors thus gained a chance for a new life without debts.

| Number of surcharges imposed | Net income from surcharges in mill. CZK |
|-------------------------------|---|
| 255,115 | 213,7 |
| 16% increase compared to 2021 | an increase of 40.8% compared to 2021 |

TRANSPORT AND TRAFFIC SURVEYS

In 2022, depending on the current restrictions imposed in connection with the spread of covid-19, periodic and operational physical transport surveys were conducted in the metro, in surface PID vehicles, and on selected profiles of the tram and bus PID network, in particular:

- regular profile surveys in selected metro stations
- monitoring of the extent to which regular above-ground transport lines were affected by the closure activities, e.g., when traffic was restricted on the Barrandov Bridge at the Podolská vodárna and Dvorce stops
- profile surveys during closures in the Anděl area, e.g., line 32 and monitoring of regular lines at the Anděl, Újezd and Zborovská stops
- profile surveys of tram line XC at the Hlavní nádraží stop during the ceiling slab closure in Florenc
- surveys in connection with the start of operation on the new TT to Holyně
- survey at the stop of line 19 Pankrác
- survey in connection with the start of operation of the new line 235 (at the Řepínská stop)
- weekend profile surveys in the holiday operation of tram lines at the Malostranská stop
- survey during the first operating day of the newly introduced trolleybus line 58
- verification of automatic passenger counting in 15T cars in cooperation with ROPID

- operational vehicle surveys on lines 128, 148, 230 and on school line 255

Thanks to the successful introduction of additional Automatic Passenger Counting (APC) systems in DPP vehicles, it was possible to use continuously acquired data on the number of carried passengers for further transport planning:

- all 78 subway lobbies
- 75 trams of type 15T
- 555 buses
- Petřín funicular

The operation of APC systems implemented in the DPP environment required many continuous support activities this year.

Detailed analysis of passenger data, regularly imported from APC systems, was carried out daily.

During the detection and selection of inaccurate or erroneous data, the concerned DPP units were provided with documents for continuous adjustments or repairs of defective APC sensors.

There was intensive cooperation with individual APC system suppliers in improving the processes of importing data into the DPP databases.

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

The huge amount of data on the number of passengers carried, continuously obtained from the above-mentioned APC systems, enabled the cooperating DPP departments and the organisations of the capital city to evaluate and analyse the data daily. In addition, the number of passengers transported by metro, trams and buses was regularly evaluated in tables and graphs.

In 2022, according to data from APC systems, a total of 891,697 thousand passengers were transported by DPP vehicles, of which:

338,136 thousand passengers by metro,
317,144 thousand passengers by tram and the Petřín funicular,
231,673 thousand passengers by urban bus lines including ZLD and AE,
16,000 by trolley bus,
and 4,728 thousand passengers on suburban lines, including outer zones.

The total number of passengers carried this year increased by 37.53% year-on-year due to the significant reduction in pandemic restrictions

ACCIDENT RATE

The accident rate increased by 14.84% in 2022, with an annual increase of 436 accidents (3374/2938).

The number of accidents increased by 6 (17/11) in metro operations, 322 (1,467/1,145) in tram operations, 107 (1,889/1,782) in bus operations, and 1 (1/0) in trolleybus operations.

The number of accidents caused by DPP employees increased by 3.09% year-on-year; the increase amounted to 39 accidents (1,301/1,262); of which there was no change in metro operations (0/0), tram operations saw an increase of 34 accidents (213/179), bus operations 4 accidents (1,087/1,083) whereas trolleybus operations had an increase of 1 accident (1/0).

In 2022, 6 people lost their lives in accidents involving DPP vehicles, which was 1 person more than in 2021 (2/3 in metro operation, 4/0 in tram operation, 0/2 in bus operation, 0/0 in trolleybus operation).

INFORMATION FOR PASSENGERS

The year 2022 saw several significant events affecting public transport and passenger information. Thus, an important part of the services offered to passengers by DPP that year was not only information about the line management, timetables and the scope of permanent operation, but also information about current changes, closures and traffic measures. Passengers could encounter operational and other information in printed, electronic and acoustic form, e.g., in metro stations, at surface transport stops and directly in the carriages.

The most important information events in 2022 included, for example, the first part of a series of weekend metro closures relating to the reconstruction of the ceiling slab at Florenc station (5 closures in 2022), bridge repairs and renovation of the tram line in the Ohrada - Palmovka section from the end of March, which was planned until the end of May 2023, and the opening of a new section of the tram line Sídliště Barrandov - Holyně in April, the commissioning of the new bus and tram loop at Depo Hostivař in August, the renovation of the Anděl rail junction in several stages, the modernisation of the tram line in Modřany, which is also connected with work on the connection of the new section of the tram line to Libuše during the Summer holidays, or actions related to the repair of the Barrandov Bridge.

Closure events severely impacting traffic must not be omitted. Namely those that affected the lines in the central part of the city (e.g., renovation of the tram line on the Rašínovo Embankment, renovation of the tram line, sewerage, water supply, roadways and pavements on the Bubenský Embankment related to the construction of a new footbridge, or for example a diversion in the Karlovo náměstí - Myslíkova section due to the repair of the tram line), or closures of sections of the metro on lines A and C due to necessary repairs or information on more serious closures in bus operations such as renovations and repairs in the areas of Čakovice, Satalice, closure of a part of Na Strži street due to works on the construction of metro line D or in the area of Vlastina street in connection with the construction of a new section of the tram line Divoká Šárka - Dědina.

For these and other planned and extraordinary events impacting the line, permanent and temporary changes (e.g., additional closures in tram and bus operations or adjustments

to operations at Christmas), in addition to the text boards at the affected surface transport stops, boards with a current-situation map of the area were prepared for 74 major events (this represents an increase of more than 70% compared to 2021, when they were prepared for 43 events). Several different types of leaflets were issued for a total of 34 events (the number of leaflets per event varies according to the severity and impact on the line). Large information boards directly managed by DPP were also used for 37 events to inform about major changes in PID operations (and for another 23 events information boards were provided by the investor), placed in the affected areas.

At 38 major transport hubs and locations affected by the changes, informers were again deployed at 38 major events to brief passengers (in both Czech and English) on the details of the change on the spot (16 events in 2021).

During the year, 170 messages were prepared (mostly on the topic of temporary or permanent changes in PID operation) for the DPP website and for possible further use in the press (i.e., approximately 15% more than in 2021) and 235 announcements to metro stations, of which 122 were in Czech and 113 in foreign language (mainly English; also an increase compared to 2021 by approximately 40%).

To update and maintain information at surface transport stops, a total of 3,523 trips was made to all DPP-owned tram and bus stops equipped with stop signs in 2022, both in Prague as well as in the adjacent region served by PID lines (placement and removal of portable stop markers during temporary traffic measures, modifications and changes to stop information elements, replacement of individual stop timetables - that year in the total amount of 139,254 pieces, which represents an increase compared to the prior year by 3,300 pieces, as well as distribution, installation and following removal of information boards, changes and minor maintenance of signboard accessories of stop markers, etc.) It is also worth noting that the number of smaller events requiring the rehanging of stop timetables increased significantly. Taking into account the total number of timetable change notices, this increased by approximately 10% year-on-year (448 notices in 2021 and 488 notices in 2022).

For all implemented traffic measures, closures and regular conditions, 7,331 pieces of passenger information system elements were produced for 2022 for bus stop posts with the current status of information for any given bus stop (an increase of more than 1,100 pieces). In 2022, DPP accounted for approximately 88% of all transport measures implemented in Prague, specifically in providing information at surface transport stops. The rise in statistical values compared to 2021 is mainly due to construction activity in surface transport stops related to the overall replacement of urban furniture.

In an updated form, especially related to permanent changes to the line routing, some other information materials for passengers were also published, such as maps of Prague with the PID network (in a version for display cases in metro stations and selected shelters at surface transport stops), diagrams of metro and tram line routing in tram and metro cars, or diagrams of tram and night bus line routing in surface transport cars and information display cases in metro stations.

TRANSPORT INFORMATION CENTRES AND DPP FANSHOP

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In 2022, the branches of the Transport Information Centres (TICs) offered a standard range of services to DPP clients: comprehensive information and advice on PID operations and tariffs in Czech and foreign languages, sale of single and long-term travel documents and duplicates, receipt of public suggestions, distribution of transport and tourist information materials and sale of transport- and Prague-themed souvenirs. TCI employees also arranged the Fanshop stands at marketing events and fairs, including the DP Open Days, PID Day and the Czechbus and e-SALON fairs.

In line with the strengthening of the role of the online environment, a service of communication with clients via a chat window located across the DPP website was introduced into routine operation. Customers who do not find an answer to their query in the automated chatbot have the option of being transferred to an informant or leaving their query to be answered via a specified e-mail. In 2022, the informants handled 16,687 requests, with thousands more resolved by the chatbot. The service is included in the DPP smart city project database.

Following the release of covid-19 measures, the number of customers in the Infocentres increased again. However, their numbers were negatively affected, especially in the Spring months, by the Russian invasion of Ukraine. The annual number of customers reached 1,096,680, with the proportion of foreign-speaking clients again reaching 40%.

TIC sales exceeded CZK 455 million incl. VAT, while in connection with the recovery of tourism, sales of single tickets increased by 135% and sales of long-term coupons increased by 8%. The two information offices at the Hlavní nádraží station remained the busiest branches, followed by the popular branches at Anděl and Můstek. Most customers headed to TIC Můstek for a pickup from the Fanshop.

The DPP Fanshop saw a further increase in customer interest in 2022, with more than 165,000 customers visiting the store. Sales of fan merchandise, publications and souvenirs increased by 3% year-on-year to a total of 12,449 items. Tickets and passes for DPP events were sold at 3,779 units, almost doubling year-on-year. 2022 sales were up 42% year-on-year and exceeded CZK 3.2 mill, including VAT.



02

TECHNOLOGY



T echnology

A number of operational and investment actions took place in 2022.

In the metro, the comprehensive modernisation of the Jiřího z Poděbrad station continued, where, in addition to the necessary structural renovation of public areas and replacement of escalators, a new barrier-free access to the station will be built and technology will be modernised as part of one project. In addition, this project is also coordinated with the project of Prague 3 and HMP for the renovation of Jiřího z Poděbrad Square itself on the ground. Work also continued on the extensive reconstruction of the ceiling slab in the Florenc station. The implementation will last until 2025, with the first five weekend closures on line C taking place in 2022. Certification to ISO 9001 Quality Management System standards was completed throughout the Technical Section - Metro.

On the ground, it was in the area of the new construction of the Hostivař depot terminal, which was successfully launched and fully built in 2022. Furthermore, the first stage of Barrandov-Slivenec (i.e., the section to Holyně) was completed and the new constructions of TT Modřany-Libuš, Divoká Šárka-Dědina and Dvorecký Most (DPP was not the investor) commenced. In terms of new infrastructure, this is also the first modern trolleybus line; the most important reconstruction being the Ohrada - Palmovka line. As part of the reconstructions, we continued to build barrier-free stops, and by the end of the year more than 83% of them had been built.

For the metro fleet, the number of operating vehicles remained unchanged in 2022 as in previous years, and the average age of the vehicles had thus been rising steadily by one year for several years in a straight line, having reached over 17 years. For buses, the average age of the fleet is reaching 7 years and for trams, the average age of the fleet is 13.5 years. With the approval of the Prague 2021 Climate Plan, a great emphasis is being placed on electromobility and the preparation of a wider use of alternative fuels in bus transport. In 2022, 14 standard length electric buses were put into service.

VEHICLE PARK

Metro

As of 31 December 2022, the metro's operating fleet consisted of 730 vehicles in total, of which:

- **renovated vehicles type 81-71M** 465 pcs
- **vehicles type M1** 265 pcs

This is a stable number for the near future and no increase is forecast. The operational status of metro vehicles does not include 2 historic trainsets, which consist of 3 Ecs and 5 81-71 cars. These trains are intended for the implementation of the Tourist Experience programme.

The overall management percentage for 2022 was 11.82%. The average age of the operating cars was 17.35 years.

Trams

The operating fleet of trams consisted of a total of 769 vehicles as of 31 December 2022, of which:

- **Modernised low-floor KT8D5.RN2P** 54 pcs
- **Low-floor 14T trams** 55 pcs
- **Low-floor 15T trams** 250 pcs
- **T3M2 DVC** 18 pcs
- **T3R.P cars** 337 pcs
- **Semi low-floor T3R.PLF** 35 pcs
- **T3 + T3SU, T3M and T6A5 vehicles** 20 pcs (used only to a limited extent)

(Historic cars are not included in the total of 769 vehicles)

In 2022, the modernisation of KT8D5 cars (originally from Miškolce) continued. By the end of the year, car 9104 had been placed in regular service. Small upgrades to the 14T cars continued to be carried out as part of the regular maintenance inspections. Small upgrades were carried out on cars 9113, 9123, 9150 and 9158. In spite of considerable problems with securing the necessary materials, the project of upgrading 65 T3R.P cars to the low-floor variant T3R.PLF, which was carried out in OT Hostivař and at the same time in cooperation with the company Pragoimex in Krnov, was launched. By the end of the year, the first two cars (8286 - OT and 8293 - Krnov) had been completed and their commissioning and subsequent legislative process underway.

The overall management percentage for 2022 was 16.06%. Compared to 2021, there was an improvement for all vehicle types, but the rate was still negatively affected by the more time-consuming repair times for 14T and 15T vehicles, including longer repairs after emergencies. In 2022, 20 decommissioned cars (15xT6A5, 5xT3SU) were removed as part of the assistance to Ukraine. The average age of the operational cars (excluding retro cars) reached 13.54 years, with a view to phasing out older trams and including upgraded KT8N2 and T3R.PLF cars.

Buses

The operating fleet of buses and trolleybuses consisted of a total of 1,192 buses and one trolleybus as of 31 December 2022. There were 502 articulated buses (of which 500 low-floor), 577 standard length buses (of which 575 low-floor), 59 midibuses, 40 midibuses+ and

14 electric buses.

The remaining high-floor buses (2 category S and 2 category K) are intended for the operation of "Retro lines" (lines 180 and 213).

At the beginning of the year, 14 standard-length Škoda E'City 36BB electric buses were purchased. In May and June, a standard Iveco Streetway 12 diesel bus was loaned by the manufacturer for verification purposes prior to the delivery of production Iveco vehicles. A leased SOR NS18 articulated bus was also operated during the year. The own Škoda 24Tr trolleybus, used for training drivers and workshop staff, was operated on a very limited basis on the test line with the line designation 58, as well as a Škoda 30Tr trolleybus leased on a short-term basis by DPHK, a. s.

A total of 24 buses were taken out of service, 20 of them were SOR NB 12 buses from 2009, 2 special Iveco Crossway LE buses from 2008 for the AE line and 2 SOR BN 8.5 minibuses from 2010 and 2011.

The overall management percentage for 2022 was 9.13% and the average age of operating buses was 6.86 years as of December 31, 2022.

Intra-company transport

The fleet of the Intra-Company Transport Department had a total of 421 vehicles at the end of 2022. Compared to 2021, we had reduced the total number by 21, although we acquired a total of 9 new vehicles in 2022 as part of the planned replacement of the Transit Company's existing fleet. 4 MB Unimog vehicles (box body - two-way), 1 MB Econic vehicle (switch cleaning vehicle and ADR sludge extraction), 1 MB Actros vehicle (track cleaning), 1 VW Multivan vehicle (dispatcher), 1 Škoda Superb vehicle, 1 Hako City Master vehicle (multifunctional cleaning machine) were acquired. The newly acquired vehicles meet the current Euro 6 emission standard.

In 2022, the "Strategy for Internal Transport" was adopted. As part of the measures taken, there was a reduction in the number of administrative vehicles and breakdown insurance and an expansion of the capacity of the internal car rental. The internal car rental was expanded to include the locations of ÚD Hostivař and Depot Kačerov, where vehicles are available 24/7.

The average age of in-company transport vehicles as of 31 December 2022 was 7.7 years.

Electromobility

Following the Prague 2019 announcement of the Climate Commitment and its consequential approval in 2021, which declares the City's approach to meeting international targets for reducing CO2 emissions, as well as with regard to related legislation in the area of bus fleet renewal, great emphasis is placed on preparing for the wider use of alternative fuels in bus transport. On the basis of these requirements, the Transit Company has prepared the Concept of Alternative Fuel Use in the Bus Transport of DPP, which comprehensively and systematically

summarises all the existing knowledge and presents scenarios of possible developments in the field of bus fleet renewal, including financial implications, for the coming decade. The concept was also positively discussed and approved by the Prague City Council in 2020.

In addition to the preparation of major projects aimed at the comprehensive electrification of selected bus lines, the verification of individual usable technologies and different types of vehicles (e.g., hydrogen propulsion) was and will continue to be carried out.

As part of the development projects of electrification of bus lines, the electrification of bus line 140 (future trolleybus line 58) was successfully implemented in 2022. On 15 October 2022, a ceremonial start of operation in the section Letňany - Čakovice took place and at the same time the 50th anniversary of the end of trolleybus operation in Prague was commemorated (15 October 1972). The delivery of 15 new SOR TNS 18 battery-powered, electric-equipped articulated trolleybuses by Cegelec, which will replace the existing diesel buses deployed on this line, should take place in the first half of 2023.

In 2022, the preparation of the electrification of line 119 (Nádraží Veveřslavín - Airport), which will also be electrified by means of the so-called dynamic charging method, also significantly advanced. It is planned to install charging trolleys on approximately half of the line's route. To ensure operation on line 119 (future trolleybus line 59), the supply of 20 three-cell high-capacity battery trolleybuses from ŠKODA-SOLARIS with a length of up to 25 m was tendered, which will also increase the long-term required transport capacity on the line. The actual construction work began at the end of 2022, with the first trolleybuses expected to run on the new trolleybus line in early 2024.

At the beginning of 2022, all 14 standard electric buses using the principle of stationary charging, based on the two-pole technology, were put into operation. The electric buses are mainly deployed on selected lines 154 and 213, and on other lines at weekends, using the charging trolleys installed at the Želivského terminal, at the Strašnická metro station and in the Vršovice garage.

Furthermore, the 2020- and 2021 project approved by the Prague City Council on the preparation for the electrification of bus lines 131 [51], 137 [52], 176 [53] and 191 [56], serving mainly the left-bank part of the city, and the electrification of line 201, providing tangential connections in the north-eastern part of the city, continued. On these lines, it is planned to implement trolley lines for dynamic charging via battery trolleybuses. In 2022, the preparation of lines 137 and 176 in particular, progressed considerably, with the submission of the application for a joint permit and the finalisation of the documentation for the joint permit and its distribution to the relevant state and municipal authorities. The documentation for the joint authorisation was also developed for the other two lines, namely 131 and 191. Unfortunately, in the case of the efforts to secure project preparation for the line 201 project, the fully exhausted design capacities fully manifested, which may cause more significant time delays in the preparation of electrification projects.

In order to ensure the continuous renewal of the bus fleet beyond 2024 and taking into account the procedural complexity of the preparation of charging infrastructure plans, in 2022 the Prague

City Council approved the plans listed below. The preparation of which should continuously build on the already prepared projects. These projects are as follows:

- Electrification of bus lines 142 and 225
- Electrification of bus lines 174 and 184
- Electrification of bus lines 136 and 150
- Electrification of bus line 112

The next stage of electrification of lines in the South-Western part of the city is at the same time a suitable continuation and synergistic complement to the currently prepared 1st stage of electrification in this part of the city, which will create a comprehensive network of charging infrastructure in the future, which will enable to ensure a mostly ecological, quieter and more energy-friendly operation of bus lines in the left-bank part of the city.

In the case of the proposed bus lines 136 and 150, this is the transport development of Sídliště Čakovice - Vysočany - Flora - Michle - Kačerov - Lhotka - Modřany, which represents one of the busiest and most important tangential transport links within the public transport system in Prague. This link will not be replaced by another, e.g., rail solution in the long term, due to technical and geographical conditions. For this reason, it is advisable to convert the bus route to battery trolleybus mode, which will, among other things, create the conditions for the deployment of higher-capacity three-axle vehicles. Simultaneously, the plan to electrify line 112 (connection to the Prague Zoo), which, especially in the Summer season, faces frequent capacity problems, will create this prerequisite.

In 2022, the preparation of the charging infrastructure for double-pole electric buses was also approved, meaning the project preparation and subsequent implementation of charging tracks in selected bus turnarounds within the territory of the capital city should take place, so that up to 100 double-pole electric buses can be gradually acquired by 2026.

The Transit Company also continued to actively test new technologies in the field of electromobility in bus transport. In 2022, in cooperation with the Capital City of Prague and external partners, the preparation of a hydrogen bus test project on line 170 using the projected public hydrogen filling station in the Barrandov area advanced. Testing of the hydrogen bus is expected to start in 2023.

In addition to the above-mentioned battery trolleybuses and electric buses, diesel-electric buses will also be part of the implementation of the emission and energy targets within the renewal of the bus fleet, allowing for a reduction in fuel consumption and thus emissions by up to 25%.

TRANSPORT ROUTES

Metro

Certification of the remaining units and departments was completed in 2022. The Metro

technical department is now fully certified according to the ISO 9001 Quality Management System standards.

The Technical-Metro section provided operation, maintenance and repair of technological units:

The backbone power supply system, which is based on 22 kV feeder cables with a total cable length of 493 km from 16 110/22 kV PRE substations to 19 power stations and 22 kV distribution cables with a total length of 495 km. Seventy electrical substations, including 25 distribution transformers (DT), 1 substation (M) and 44 substations and distribution transformers (MDT), with 342 transformers, including 97 traction transformers and 245 distribution transformers. The traction power network with a cable network of 302 km, 161 units of UPS, automated dispatching systems for controlling electric power equipment and lighting. The lighting system, which consists of 42,000 luminaires in public areas, 44,700 luminaires in service areas and 24,300 luminaires in line tunnels, coupling points, ventilation shafts, etc., i.e., a total of about 111,000 luminaires.

Signalling and automation equipment consisting of station and line signalling equipment, stationary part of train signalling systems on all metro lines, automated traffic control system (ASDR-D).

Communication equipment, i.e., telephone equipment, including the telephone network of the DPP ground facilities, electrical fire alarm systems (EPS), electronic security alarm systems (EVS), industrial television system (PTv), clock equipment, radio equipment, check-in system, information systems (AIS, VIP), technological network, systems for guiding the blind, radio communication equipment (VHF), electronic access control system (EKV), information panels above the check-in line (IPOČ), etc.

Underground stations, tunnels and operational buildings, representing 61 underground stations, 169 km of single tracks and 108 km of tunnels. Of this length of track, 139 km are line tracks (including connections between lines and connections to depots), 5 km of test tracks, 23 km of tracks in depots and about 2 km of siding from the Kačerov depot to the SŽ line. Of the 108 km of tunnels, 88 are single-track and 20 km are double-track.

Independent traction rail vehicles for maintenance and repair on metro lines: 37 traction vehicles, 3 special traction vehicles, 115 traction vehicles and one historic locomotive of the 703 series, on which reconstruction started.

The transport facilities in the metro stations are represented by 268 escalators, 161 lifts and 5 platforms.

Mechanical and technological equipment is represented by 177 main ventilation fans, 3,667 station HVAC fans, 6,924 fire dampers and fire wall closures, 435 ASDR-T control system devices, 518 fecal and non-fecal pumping stations, 25 heat exchange stations and 16 boiler rooms. All of these facilities are fed by 2,140 power distribution boards.

In addition to the basic mechanical and technological equipment, the metro protection system (OSM) consists of special components for filter-ventilation, pressure protection, facilities to provide an independent source of energy and water. The protection system of the metro also includes an anti-chemical warning system built in some stations.

During the year, the units of the Technical Section - Metro were involved in various stages of preparation or implementation of large-scale investment projects within their competence.

In May, the first of a series of weekend closures was successfully implemented as part of the reconstruction of the ceiling slab in Florenc C station. In 2022, a total of 5 weekend closures were carried out and at the same time the handling of the girders was tested during night transport closures without the traffic closures. Work continued on the construction of barrier-free access to the Jiřího z Poděbrad station, as well as in the station itself, including the Autumn excavations in the station underpass. At the Kačerov station, the shelter at the bus stop on Michelská Street towards the centre was repaired. In the Autumn of the year, the reconstruction of the underground garages at the Vltavská station was also completed with a full replacement of the technological equipment.

In the metro tunnel between stations Dejvická and Bořislavka, a pilot installation of LED multimedia system (LMS) advertising panels was launched to project advertising spots through the windows of passing metro trains.

On line C in the section Kačerov - Háje, the reconstruction of power distribution and tunnel lighting using modern LED luminaires was completed in December and the reconstruction of tunnel lighting on the A line in the section Náměstí Míru - Jiřího z Poděbrad, including the A/C and C/A track couplings, continued. A complete reconstruction of the DT was carried out in the Kačerov depot and the reconstruction of the Želivského MDT continued throughout the year with a new 12-pulse technology, used for the first time in the metro. In 2022, the project called "Modernisation of the 22 kV cable line in the section Vltavská - Nádraží Holešovice" was executed. The problems with the glare of drivers at the entrance to the Motol station were solved by modifying the lighting in the adaptation zone, and at the same time the lighting on the layover and turnaround tracks was also modified. The implementation of the construction "Modernisation of the electrical exchange heating (EOV) at the Kačerov depot" was started and will be completed in Spring 2023.

During the year, the installation of information panels above the check-in line was completed at seven other stations (PA, HA, RO, OP, KC, BD, IP) and at the Depo Hostivař tram loop. Within two weekend closures, the replacement of station computers of the LZA train signalling system on line A, namely at metro stations Skalka and Depo Hostivař, including the head end, started. In cooperation with the Electrical Unit and the Communication and Security Unit, the process of replacing backup power sources (UPS) continued.

Taking advantage of extended weekend closures in the central part of the city, the replacement of worn-out original wooden sleepers with new concrete ones continued in the 1st station track in the Muzeum and Vyšehrad stations, in the sections Muzeum - I. P. Pavlova and I. P.

Pavlova - Vyšehrad, thus a total of 1,268 sleepers were replaced in 2022. Rail grinding was also carried out according to the approved plan, especially on lines A and C. The above activities are aimed at reducing noise and vibration from metro operation and also at increasing the comfort of travelling. It was possible to replace sleepers in tracks 91 and 92 at the Kačerov depot. Furthermore, we also managed to replace sleepers, to shore up and grind the entire head at the Hostivař depot and to replace sleepers on part of the test track at the Hostivař depot.

In the ongoing implementation of the pilot project of predictive maintenance, test monitoring of individual parts of selected escalators was carried out using accelerometers and piezo sensors in order to obtain data for future evaluation of their operational condition and wear rate. In the Zličín station, a change in the layout of passenger lift No. 377 was implemented. By turning the shaft doors at the exit level and converting the lift cabin to a through-cabin, the access route was significantly improved, especially for wheelchair users. As part of the investment project "Revitalisation of Wenceslas Square", the freight lift No 060 in station MS-A was completely renovated.

As part of the investment project "Modernisation of station HVAC in 12 metro stations", the Jinonice, Malostranská and Pankrác stations was completed in 2022. The modernisation of the pumps is underway, with 4 pumps on line B in the section Vysočanská - Náměstí Republiky having been completed in 2022. At the end of the year, the renovation of service restrooms at the Nádraží Holešovice metro station was successfully completed. As part of the repairs of technological equipment, water distribution systems were replaced at the Invalidovna and Hradčanská stations and the tunnel water pipeline in the Flóra - Želivského section was repaired.

Trams

The Tram Transport Unit provided operation, maintenance, reconstruction and repair of technological units under its management. In 2022, the process of modernisation of tram lines continued with the aim of increasing ride comfort, reducing journey times, extending service life by using modern structures and, last but not least, reducing noise pollution.

The year started with the ongoing construction of the 1st stage of the Barrandov - Slivenec extension. The tramway line now runs from the loop of the Barrandov housing estate on its own trackbed along Werichova Street to the future Gollova Street and is terminated by a switch behind the Holyně stop with two single dead-end tracks. The construction of the tramway is designed with a grooveless 49E1 rail on concrete sleepers in a gravel bed throughout its full length. Anti-vibration mats and concrete sleepers with sub-ballast are installed along Werichova Street up to the Náměstí Olgy Scheinpflugové stop, the superstructure is grassed, irrigation-free and hydrogel enriched. A safety rail and an additional KRUG profile are installed along the entire length of the curve to the Náměstí Olgy Scheinpflugové stop at Werichova Street to improve safety. Two stationary lubrication devices have also been installed in the aforementioned curve to reduce rail wear and tram operation noise. In the section from Náměstí Olgy Scheinpflugová to Holyně, the tramway track structure is an open-rail top. In the area of the Náměstí Olgy Scheinpflugové stop, the ground consists of granite paving with asphalt topping. At crossings and pedestrian crossings, the grounds are made of

poured asphalt. The two built bus stops, i.e., Náměstí Olgy Scheinpflugové and Holyně, are barrier-free and equipped with new urban furniture and electronic information panels. The construction was carried out by an external contractor.

Another ongoing project was the reconstruction of the 3rd and 4th inspection pits in the Strašnice depot. The original rails on outdated supports will be replaced by grooveless 49E1 rails on prefabricated reinforced concrete supports. An additional KRUG profile will be installed on track 8 to allow handling of damaged bogies. The construction is being carried out by an external contractor.

In mid-January, a temporary single-track section was built on the Bubeneč embankment, the implementation of which was triggered by the construction of a new bridge between Holešovice and Karlín, nicknamed the "HolKa" footbridge. At the beginning and end of the single-track section, the large BKV panels were excavated and replaced by two track structures, enabling single-track two-way traffic on the northern track. The construction was financed by the capital city. The construction was financed by the City of Prague and carried out by an external contractor.

In mid-February, the first stage of the reconstruction on Rašínovo nábřeží, specifically in the section between Palackého náměstí and Výtoň, began. The original tram track, consisting of large BKV panels, was replaced by a fixed W-tram track with a cast asphalt cover. In part of the section near Výtoň, the superstructure is made up of NT1 rail on concrete sleepers in a gravel bed due to possible future track shifts. In the area of the Palackého náměstí and Výtoň to the centre stops, the spatial conditions of the platforms were improved and the Palackého náměstí stops were equipped with new urban furniture. As part of the reconstruction, the connecting double-track forks at the crossroads of Palackého náměstí and Výtoň were also replaced. The reconstruction was carried out by DPP.

At the end of February, an emergency repair of the tram line Radlická near the Braunova stop in both directions was carried out. A cavern was found under the tram line, which caused a drop in the level of the tracks. As part of the repair work, the original structure was demolished, the cavern was rehabilitated and a new track structure was built, which now consists of the original NT1 rail on a new concrete slab with a W-tram fixing system. The construction was carried out by an external contractor.

In March, the construction of a new Depo Hostivař loop was launched at the site of the existing bus terminal between the metro station, Černokostelecká and Sazečská streets. The bus terminal is newly located inside the tram loop, including a place for a bus stop and a platform. The trams can enter and exit the roundabout in both directions, i.e., both from the Central Workshops of DPP and from Strašnice, via three double-track branches. The construction of the loop is designed with NT1 grooved rail on wooden sleepers in a gravel bed. The loop has three platforms, one each for connections terminating here, for connections going to the centre and connections going from the centre. The ground is combined - the area of the stops is paved with granite paving, the crossings for buses are made of poured asphalt, the areas for stopping tram vehicles are formed by a cover of compacted gravel and the remaining parts of

the tracks are grassed. The implementation was carried out by an external contractor.

At the turn of March and April, the reconstruction of the tram line Ohrada - Palmovka started, including the reconstruction of the flyover itself. The new superstructure of the tram line will consist of 49E1 rails and partly, in the curve near the Krejčířek stop, also NT1 gutter rails. The construction is being carried out by an external contractor; the sections adjacent to the flyover are being upgraded by DPP.

April was marked by a complete stage replacement of the track structure of the Anděl junction. As part of the last stage of the replacement of the two-way branching from the side of Štefánikova Street, the two-way branching from the side of Anděl in the track structure of the Újezd junction was also replaced. The replacement was carried out by DPP.

In April, the new construction of the tram line extension Modřany - Libuš started. The tram line will run from the Levského loop along Generála Šiška Street with a subsequent entrance to the axis of Novodvorská Street at the junction of these two streets. A single termination track will be laid at the junction Novodvorská x Freiwaldova, from where the continuation of the tram line to the future metro D station Nové Dvory is being prepared. The top of the tram tracks in the entire section of Generála Šiška Street will comprise of a grooveless 49E1 rail on concrete sleepers in a gravel bed, from Novodvorská Street onwards a grooveless 49E1 rail on concrete sleepers in a gravel bed and grassed ground. In the section behind the headland, a B3 block rail in large BKV panels will be installed. Except for the crossing sections and the junction of Generála Šišky x Novodvorská Streets, which will be grounded with poured asphalt, the entire section in Generála Šišky Street will have an open track superstructure. Four new bus stops will be built as part of the construction, all of which will be barrier-free. The construction was carried out by an external contractor. In May, the arches in Milady Horákové Street were replaced, specifically in the section between the Špejchar and Prašný most junctions. The adjacent two-way forks were replaced at these junctions and the connecting arches to Svatovítská Street were also replaced in the track structure of Prašný Most. The construction was carried out by DPP. In May, the double-track branching at the Újezd crossing from Vítězná Street was also replaced. The construction was carried out by DPP.

Two major events were launched in July. The first was the new construction of the tram line Divoká Šárka - Dědina. The tram line will run from the Divoká Šárka turnaround to Vlastina Street, whereas from the Vlastina x Drnovská Street crossing the line will run with an increased axial distance of the tracks and a tree line in the axis of the line. From the junction of Vlastina x Drnovská streets, the line will run separately along Drnovská street to the level with the junction of Drnovská x Dědinská streets, where a tram loop with one passing track will be built. The construction of the loop will be designed with an NT1 gutter track on wooden sleepers in a gravel bed with a ground of poured asphalt. The tramway track from the Divoká Šárka loop is formed by an NT1 gutter track on a concrete slab with W-tram fixing up to the junction of Vlastina x U Silnice streets with a ground of cast asphalt. In the section of Vlastina Street, from the junction of Ke Džbánů Street to the junction of U Silnice Street, a double anti-vibration measure of the concrete slab will be used to maximise vibration attenuation. From the junction of Vlastina x U Silnice Street to the junction with Hodčína Street, the tram

superstructure will consist of a gravel bed with concrete sleepers; the rails and grounds differ on both tracks. In the direction to the centre, the 49E1 track will be used and the ground will be partially grassed, only the edge of the roadway will be made of poured asphalt. In the direction toward the city centre, NT1 will be used and the ground will be large pavement with asphalt topping. From the junction with Hodčina Street to the junction with Žukovského Street, the track is made up of NT1 rail on concrete sleepers in a gravel bed with a ground of poured asphalt. From the junction with Zhukovský Street to the junction with Ciolkovský Street, the groove-less 49E1 track on concrete sleepers in a gravel bed will be reused, the ground will be partially grassed, the edge of the roadway will consist of large pavement with asphalt topping. The curve at the junction of Vlastina x Drnovská streets will be formed by NT1 gutter rail on concrete sleepers in a gravel bed. After the crossing, the line will be laid with an open track superstructure up to the loop with groove-less rails 49E1 on concrete sleepers in a gravel bed. In the whole section of the new construction there will be a total of four level crossing stops, i.e., Divoká Šárka (behind the loop), Vlastina, Sídlíště Dědina and Ciolkovského, three of which will have precast concrete platforms. The construction was carried out by an external contractor.

The second event in July was the opening of the 1st stage of the modernisation of the tram line in Generála Šiška Street, which was carried out in coordination with the insertion of the track structure on the extension of the tram line to Libuše. The original obsolete grooved rails on the obsolete type of concrete sleepers TB in gravel bed were replaced in most of the section by grooveless rails 49E1, only in the curves at Modřanská rokle and at Sídlíště Modřany grooved rails NT1 on concrete sleepers in gravel bed were used. In the curve at Modřanská rokle, a stationary lubrication device was newly built, which aims to reduce the noise from tram traffic in the section and, last but not least, to reduce the wear of the rails. As part of the modernisation, the stops were also repaired, including the boarding edges and the installation of new urban furniture. In addition, special structures were also repaired: the staircase at Libušský potok including the retaining wall and the repair of the retaining wall including both staircases at the boarding stop at the Levský loop, where the insulation was renewed and the drainage was reconnected to the drainage system. A new barrier-free access to the Levského stop was built. During the closure, the reversible bend at the Sídlíště Modřany loop was also replaced, along with the repair of the large pavement ground. The modernisation of the tramway line was carried out by DPP, while repairs of stops and special structures were carried out by an external contractor.

In August, the tram line Kbelská was modernised in the section between the track structure in front of the Hloubětín depot and the junction of Poděbradská x Na Obrátce streets. The original, generally aged track superstructure consisting of grooved rails on wooden sleepers in a gravel bed was replaced by a grooveless 49E1 rail on concrete sleepers in a gravel bed. The Old Hloubětín stop was also modified. The occasional stop Vozovna Hloubětín from Poděbradská Street was removed. In coordination with the modernisation, the adjacent track structures were also replaced. In front of the Hloubětín depot the two-way branching was replaced and at the Poděbradská x Na Obrátce crossing the three-way branching was replaced. The modernisation and replacement of the branch line was carried out by DPP.

At the end of September, the second stage of the reconstruction of Bubenské nábřeží in the section between the junction with Argentinská Street and the arch to Komunardů Street was launched. The original tram track, made of large BKV panels, was replaced by a fixed W-tram track with a cast asphalt cover, only in the section of the future "HolKa" footbridge outlet the ground is made of large pavement with asphalt topping. The single-track section, established in Winter 2022, was dismantled as part of the renovation of the tram line. In coordination with the renovation, the sewer and roadways were also renovated. The reconstruction of the TT was carried out by DPP.

In addition to the mentioned actions, several minor actions took place during the year, such as replacing switch points, curves, rail cut-outs, welding of curves, grinding of corrugation or waves, and partial above-ground repairs. The repairs and reconstruction of tram lines were traditionally accompanied by the modernisation of the overhead lines. Among the major events was the new construction of the Depo Hostivař loop with the construction of 45 poles and the installation of 1,300 metres of new overhead wire. In the last quarter of the year, the second stage of the reconstruction of Bubenské nábřeží in the area around the Holešovice Market Hall was implemented. Here, 35 masts were erected and 1,300 metres of overhead wire were replaced. Work is also underway on the complete renovation of the Palmovka - Ohrada tram line, including the renovation of the tram trestle. Also, within the framework of the MTT (modernisation of the tram track) and OTV (repair of the overhead line) Modřany projects, preparations were made for changing the type of overhead line from a catenary line to a simple line between the Poliklinika Modřany stops and the Levského loop. These actions will be completed in 2023.

As part of overhead line maintenance, or due to utility failures and traffic accidents, several emergency replacements of individual overhead poles were carried out in 2022, for example in Kolbenova Street and in the area of tram stops at the Vltavská metro station. Throughout the year, minor modifications and interventions were carried out on the overhead lines. Worthy of note is the demanding repair of the historic mast, woven into the pillar of the Legion Bridge, which carries the supporting structure of the overhead line.

Cable lines are also an integral part of overhead lines, which, like overhead lines, undergo construction and reconstruction during their life cycle. Within the framework of the Kbelská, RTT Bubenské nábřeží and RTT Rašínovo nábřeží constructions, partial modifications of the extraction cables and replacement of the sheet metal division boxes with plastic ones were carried out. In Bubenské nábřeží, the necessary relocations of parts of cable routes were also carried out in coordination with the construction of the "HolKa" footbridge and road modifications in the area. The construction of the first stage of the extension of the TT Barrandov - Slivenec was completed. Approximately 9.5 km of traction cables from the Barrandov substation, including cables for the 2nd stage, were laid to supply the line. In connection with the construction of the Depo Hostivař loop, only the existing traction cables were reconnected relative to the shift of the new masts. However, completely new wiring for the power supply of lighting, stop markers and the information system was implemented. The construction of TT Modřany-Libuš, TT Dědina and RTT Ohrada-Palmovka was started. Within the framework of the extension of the line to Libuš, about half of the future 25 km of



cables were laid; furthermore, in coordination with this construction, a part of the existing 700 m long cable route was upgraded and strengthened in the construction of the MTT and OTV Modřany, where 6.5 km of cables were replaced and attached to ensure a full-fledged connection between the existing Modřany substation and the new Libuš substation. During the reconstruction of tram lines, new electrically operated switches (EOV) were also reconstructed or built. In total, 12 EOV systems were built.

The traffic lights at the junctions were supplemented by tram detection using priority inputs, of which 4 were installed.

As part of TSK's "Prague without Barriers" project, construction works were carried out on Smetana Embankment in Spring.

The stops Karlovy lázně DC and the National Theatre in the direction of Jirásek Square were modified as part of the project. During this action, the National Theatre stop at the Slavia café was closed and a new stop was built at the National Theatre in Divadelní Street. A new stop Karlovy lázně ZC was also created. In the Autumn, TSK completed the construction of the access ramp at stop I. P. Pavlova towards Muzeum. During the reconstruction of the SSZ, the Chmelnice stop was modified in the Summer. In the second half of 2022, the Starý Hloubětín DC stop on Poděbradská Street was built and in the direction of ZC it will be completed in early January 2023. Another stop that TSK started to modify in 2022 was the Pražská tržnice stop. This is currently in the direction of Vltavská with a temporary ground and will be completed in 2023. All these actions were carried out by external contractors.

As part of the reconstruction of the water supply line in Vinohradská Street, the Vinohradské hřbitovy DC stop was dismantled and then reassembled in the Spring.

An external contractor carried out the repair of the footbridge above the K Barrandovu bus stop for DPP. Here, the corrosion protection of the bridge was restored, including the walkable insulation on the bridge. We also repaired part of the insulation on the bridge in front of the Hostivař loop as part of the replacement of the track arch. In the Hostivař OZT, part of the supports on the 15th track was repaired.

As part of the Electrification of BUS line 140, new bus stops were built along Na Žertvách Street in the Palmovka area.

To improve safety at the bus stops, a non-slip spraying of the warning strip was carried out at the Přístaviště ZC bus stop and in both directions at the Čechova čtvrť and Poliklinika Modřany bus stops.

In 2022, two construction projects were started in the DPP facilities. The first is the reconstruction of supports in the Strašnice depot and the second is the construction of a new depot hall in the Hloubětín depot. Both of these projects are provided by external contractors.

The reconstruction of the bridge on the TT Ohrada - Palmovka includes repair of the bridge

insulation, modification of the bridgehead with a short relocation of the TT, new drainage of the bridge, change of position and barrier-free access to the Krejčířek stop. Other changes will be in the fixing of the TV gates into the bridge structure, on the ledges and on the walking parts of the bridge. The action is being carried out by external contractors.

The existing JCDecaux shelters are currently being replaced with THMP shelters. At the Modřanská rokle stop, a unique replacement of the K-type shelter with a new THMP shelter was carried out.

During the construction and development of bus stops, the foundations for electronic information panels (EIP) were built. These are currently in operation at the bus stops Nádraží Zahradní město (from 2021), Holyně, Náměstí Olgy Scheinplugové, Depo Hostivař, Karlovy lázně and Palackého náměstí.

The construction of the Libuš substation as part of the TT Modřany - Libuš started last year. The construction of the Dědina substation started within the Divoká Šárka - Dědinská TT, which will later also serve to supply line 119. Last but not least, the Zlíchov substation was partially reconstructed. Here, a structural modification was carried out in the premises of the R22 kV substation and the old R22 kV switchboard was replaced by a new compact one.

As part of the development of the trolleybus and electric bus network, the construction of a new trolleybus track was carried out in the footprint of the bus line 140 Palmovka - Letňany - Čakovice, which was inaugurated on 10 January 2022. As part of this project, 233 poles were erected and 11,500 metres of overhead line were laid, a container substation and charging station were built in the premises of the Klíčov bus garage, and the Letňany substation, which was used as a workshop after the trolleybus service to Letňany was terminated in 1965, was reconstructed. In addition, a transformer was replaced and a new switchboard for return cables was installed in the Prosecká container substation and a charging station was built, powered by a newly installed battery station in Čakovice. A large number of cables, nearly 52 km, were also laid and put into operation to provide power to the infrastructure. Approximately 21 km of cables were laid in the Prosecká substation area and 30 km in the Letňany substation area. Approximately 700 m of cables were laid from the container substation located in the garage area to supply the parking spaces in the Klíčov garage.

INVESTMENT

Investment - metro

In 2022, the preparation and implementation of investment projects within the metro network continued systematically. These included comprehensive reconstruction of metro stations, as well as significant reconstruction of technological infrastructure and investments in the rolling stock.

On 21 December 2022, the opening of the vestibule of the Anděl / Na Knížecí station was approved, and the implementation of the investment project "Replacement of escalators,

revitalisation of the station and building barrier-free access at the Jiřího z Poděbrad station” continued. Design work was also underway for the reconstruction, replacement of escalators and barrier-free access to the Flora and Českomoravská stations. For the implementation of the investment project “Reconstruction of the ceiling slab above the underpass and vestibule of the Florenc C metro station, modernisation of the underpass and vestibule, construction of escalators at the exit to the bus station”, the contractor was selected and the construction site was handed over to the general contractor on 1 March 2022. The design work for the repair of the waterproofing of the ceiling slab and walls in the Smíchovské nádraží station also started. This project is coordinated with the construction of the new Smíchov Terminal, where the investors are MHMP and SŽ. For the project “Modernisation of the Zličín depot including the construction of a new four-track hall and metro station”, an architectural competition for the design of the new Zličín depot station was held and project documentation for the DUR stage was prepared. Furthermore, the selection of a designer for barrier-free access to the Kačerov station began, where the concept of the station entrance will be changed in cooperation with the developer.

Among the most significant reconstructions of the technological infrastructure, we can certainly mention the completion of design works for the reconstruction of further sections of the main ventilation of the metro line I.C and the completion of design works for further reconstruction of the main ventilation on line B. Other significant projects include the completed reconstruction of station air handling systems at the Malostranská and Jinonice stations, and in its final phase at Pankrác and Karlovo náměstí, some of which are co-financed by EU and MHMP subsidies. We also cannot forget the practically continuous reconstruction of underground and fecal water pumping stations within the metro, of which more than 500 are in operation. The project “Reconstruction of power distribution lines and reconstruction of lighting Kačerov - Háje” was completed, and the 2nd and 3rd stage of the same works in the section Náměstí míru - Želivského continued. In the Spring of 2022, the reconstructed MDT Pankrác and the 22 kV feeder cable from PRE Pankrác to MDT Pankrác were approved to reinforce the power supply of the metro line IC. In Summer 2022, the reconstructed DT Budějovická station was approved. In Spring and Summer, the reconstruction of the DT at the Kačerov depot was carried out and trial operation started. Since January 2022, the Reconstruction of the Želivského MDT was underway, in the Summer months, the Modernisation of 22 kV cable lines in the section Nádr. Holešovice - Vltavská was carried out and later preparations were underway to start work in the section Náměstí Míru - Central Dispatching Centre (Centrální dispečink). At the end of the year, a contractor was selected for the Reconstruction of HV switchgear at PP, implementation will start in Spring 2023. In Autumn 2022, the financing of metro V.A from the MHMP funds concluded. A comprehensive reconstruction of the electrical heating of the exchanges in the Kačerov depot started.

The design work for the reconstruction of the EPS of another 9 selected stations and the construction of a hierarchical system was completed. In addition, the second phase of the implementation of the information panels above the platform edge (IPOC) was started. As part of the second stage, the panels were installed in 2022 at stations Palmovka, Háje, I. P. Pavlova, Opatov, Roztyly and Budějovická.

Modernisation of the stationary part of the LZA train signalling on line A in the section Hradčanská - Hostivař Depot including the Hostivař Depot test tracks. The Hostivař depot without the test track and the Skalka station were completed.

A number of technologies were continuously upgraded and expanded as part of the Comprehensive Metro Security System project. Currently, the CCTV system was completed at all stations including depots. However, within the framework of the camera system, a project for the replacement of analogue cameras with IP cameras including track access security (PZS) was also implemented. Within the framework of this replacement, the stations of route A and certain stations of routes B and C were implemented. At this time, all 14 ordered ground locations are also covered by the TETRA system. As part of the reconstruction of the access control system EKV (electronic access control) in metro stations and depots, all routes A, B, C and CD (Central Control Room) and the depots Hostivař, Kačerov and Zličín were implemented. Electronic security systems are installed on the perimeters of ground areas, at the entrances of individual buildings or on the sidings where the movement of unauthorised persons is not desirable. These systems cooperate with the CCTV system and ensure a quick and adequate response of the security services or the Police of the Czech Republic in case of a breach. Unified Integration Platform (UIP) - this is a very important part of the KBS project, where the display and control of all installed technologies will be integrated into a single user environment and reflect the alarm status of access points.

Among the investments in the rolling stock, we can certainly mention the launch of a unique suction car, used mainly for suction of gravel bed, which will significantly facilitate and shorten the reconstruction of rail uppers with gravel bed, e.g., in switches or on bridges. The purchase and replacement of bogies on M1 vehicles continued. The upgrade of tachograph displays on 81-71M and M1 vehicles was completed.

The installation of the mobile part of the LZA train signalling system on the B line trains proceeded as planned.

Surface investments

In 2022, the preparation of investment actions for the renewal and development of tram and bus infrastructure continued systematically, including many actions ensuring technical security, adaptation and modernisation of not only the maintenance of transport means, but also reconstruction and adaptation of properties owned by DPP. Both actions are either a carry-over from the year prior, or the commencing of new investments. As far as the tram lines are concerned, as instructed by the Prague City Council, expressed by means of a resolution of the Prague City Council, the preparation of several new investment projects commenced. The preparation of the new tram lines and other tram transport infrastructure is permanently in line with the 2030 Tram Line Development Strategy document, approved by the city management in 2017, and will also contribute significantly to the implementation of the Climate Commitment of the Capital City of Prague, by which the capital city declared its responsible approach to meeting international CO2 emission reduction targets.

In April 2022, the construction of the new tram line Barrandov - Holyně - Slivenec was completed, the first stage of which included the construction of a 1 km long section to the Holyně stop. Further continuation to the Slivenec loop will be the subject of the following 2nd stage in 2023.

In 2022, the construction of the tram lines Sídliště Modřany - Libuš (04/2022) and Divoká Šárka - Dědinská (07/2022) started, for which EU co-financing was approved. Another key project, for which the implementation also started, is the reconstruction of the tram line Ohrada - Palmovka. During 2022, a new tramway loop Depo Hostivař near the metro station and the public transport terminal was fully implemented.

Among the Prague City Council's priorities is the fundamental development of the tram network, not only in the outlying sections but also in the city centre. During the year, intensive work was carried out on a set of projects, Tramway line Wenceslas Square and Tramway line Museum, whose common goal is to restore the long missing tram connection between Vinohradská Street and half of Wenceslas Square. A building permit was issued for the Wenceslas Square section. In the perspective of the next few years, the tramway link Muzeum - Hlavní nádraží - Bolzanova is also being prepared, for which DPP, as a future investor of the tramway line, is involved in the preparation of architectural competitions conducted by IPR Prague to determine the form of the route locations.

Other projects in the pipeline include the Kobylisy - Zdiby tramway line, which is being built in cooperation with the Central Bohemia Region, for which a pre-concept documentation was prepared for the planning procedure. Preparation of the new tram lines Pankrác (extension of the construction from 2020), Počernická, Libuš - Nové Dvory and Malovanka - Strahov Olšanská - Habrová, Kobylisy - Bohnice and TT Vozovna Kobylisy - Zdiby (section in the capital city of Prague) continued. Newly launched are TT Nádraží Podbaba - Suchdol, TT Motol - Vypich.

Apart from the new lines, the construction of a new tram depot in Hloubětín is a major investment that has already started. The original depot has had to be demolished on the basis of technical defects of the depot hall, and work on the project preparation of the new depot was secured in advance. After the completion of the first stage in 2021, which is the energy centre of the site, it was possible to proceed to the next stages in September 2022, which include the new depot hall itself and new operational buildings on the site. The tender for the selection of the construction contractor for these phases was completed in the first half of the year. The construction of the new depot is a challenge to enable the establishment of facilities for the maintenance of low-floor trams in a layout appropriate to the modern fleet of today. The new Hloubětín depot should be back in service within three years at the latest. Another important upcoming project is the construction of a new three-stage pass-through paint booth for 15T, 14T and KT8D5.RN2P vehicles, including technology and related construction modifications, where all necessary permits were obtained in 2022 and, most importantly, the public tender for the contractor of this large-scale construction was completed. The actual implementation is expected to start at the end of the 1st and beginning of the 2nd quarter.

At the end of the year, a public tender was announced for the purchase of up to 200 low-floor, single-deck trams with a length of 32 metres, of which 40 are binding. It is expected that 20 units

will be delivered in 2025 and 20 units in 2026, with the first 20 units being applied for co-financing from the National Renewal Plan. The administration of this procurement will be carried over to 2023, when the tram supplier should be selected and the framework agreement for the delivery of the trams should be concluded.

INSPECTION

Technical supervision

The main activity is the guarantee for the legally correct operation of the UTZ and VTZ equipment according to Decree No. 100/1995 and No. 250/2021 of the Collection and Decree for the whole company. In 2022, the technical supervision activity was focused on carrying out the prescribed inspections on designated and reserved equipment, namely gas and pressure equipment, by Act No. 266/1994 Coll. and Decree No. 100/1995 Coll.

In 2022, inspections were carried out on electrical, lifting and transport equipment falling under the competence of the Railway Authority and TIČR. Technical inspections and tests were also carried out for the issue of the so-called Certificate of Competence under the conditions set out in Act No. 266/1994 Coll. and Decree No. 100/1995 Coll.

In 2022, a total of 1,951 regular inspections, 73 extraordinary inspections, 1,829 operational inspections were carried out: of which electrical equipment 1,002 inspections, 352 inspections and tests, UTZ inspections including the issuance of reports, machinery: transport equipment (escalators, lifts, platforms for the disabled) 1,724, pressure equipment 717, gas equipment 174 and welding supervision 84. In addition, 365 tests and trainings, 375 inspections and inspections of technical equipment, 1,672 outsourced revisions, inspections, etc. were carried out, including their administration and entry into database programs.

As part of the legislative activities of the Department, comment procedures were held on draft ČSN and project documentation for lifting, transport and electrical equipment in the count of approximately 218. At the end of the year, an application for the extension of the authorisation to conduct technical inspections and tests of electrical equipment, as well as for the performance of TBZ for railway vehicles, was prepared and submitted.

Testing room and corrosion protection

The High Voltage Testing Laboratory E-09 has a valid Certificate of Competence No. 250/2019 issued by the Association of High Voltage Testing Laboratories and can perform selected tests of protective equipment for electrical engineering with national scope. The testing and corrosion protection is divided into two basic types of work. Arranging and conducting periodic tests of electrical equipment such as dielectric gloves, high voltage testers, rescue hooks, etc. In 2022, the HV Testing Department tested 631 pairs of dielectric gloves, 153 pairs of high-voltage testers, 9 pairs of lightning arresters, 81 pairs of rescue hooks, 63 pairs of handling rods, 49 pairs of short-circuit rods, 15 pairs of traction short-circuit sets, 161 pairs of IZM 32 circuit breakers and 25 pairs of electrically insulating sleeves (galoshes). In addition, there are works

and measurements to ensure control and monitoring of possible stray current leakage from operating metro lines powered by DC traction. In the area of stray current monitoring, a number of measurements of the insulation resistance of the metro tracks were carried out in 2022, in particular on the line sections at III.C and IV.C1 and C2, at selected stations on lines A and B and in all depots (DK, DZ and DH). In addition to these measurements, the electric fields in the vicinity of the metro stations are monitored using special probes placed in the ground at defined locations around the stations. With regard to the possible occurrence of stray current potentials, the states and magnitudes of stray current potentials of the Nusle Bridge and its surroundings and the bridges on the B line (bridge between HU and LZ stations and bridge between RZ and CM stations) are measured periodically (twice a year). Measurements of stray current potentials in the subway tunnels at night PV are also carried out using control measuring objects and central monitoring of stray currents in measuring centres located in the subway distribution transformers.

TECHNICAL FACILITY MANAGEMENT

It is comprehensive technical management of individual metro depot complexes, tram depots, bus garages, the Sokolovská administrative building, the Central Dispatch Centre building, the network of social facilities at the terminus, recreation centres, land and other facilities. It also provides a public works project. Collaborates in the preparation of long-term and annual technical management plans and building maintenance plans. It also provides activities related to dislocation and record keeping processes. In 2022, a total of 4,143 cases were resolved through the ServisDesk application and upon direct staff notification or public sector request within the operational and technical maintenance of the entrusted immovable assets. The response to the effects of the covid-19 pandemic continued. The TSO, using specialist companies, provided preventive disinfection of confined spaces, mainly dispensaries, dormitories, offices, workshops and other areas on the premises, and ensured that the areas designated for such means were equipped and replenished with reservoirs.

In the course of the year, the insourcing of České teplo's activities was dealt with, which resulted in the creation of a new department 200500 and the transfer of employees from České teplo to DPP.

Throughout the year, the working environment of DPP's operational employees was continuously improved, especially in the area of interior painting and laying new floor coverings as well as repairing sanitary facilities. At some premises, the parking problem for employees was solved by establishing several parking areas. A comprehensive repair of the drainage trough of the parking area at the Vršovice garage was carried out, and preparations are underway at the Klíčov and Řepy garages to ensure the deposit of new types of trolleybuses and electric buses.

ENVIRONMENT

In the area of the environment, new emergency plans were prepared and approved by the Prague City Council in accordance with the Water Act (254/2001 Coll.) for the Motol depot,

Žižkov depot, Zličín depot, Hostivař depot, ÚD-ED Hostivař depot and the buildings of LD ZOO, LD Petřín, Braník workshop, Červený Vrch workshop, Libeň substation and Smíchov substation. Throughout the year, staff carried out regular inspections of premises, stations and underground routes, focusing on compliance with applicable legislation in all areas of the environment (waste, air, climate, water, nature and landscape, chemicals, etc.). Within the scope of their mandate, they represented the company in inspections and negotiations with state administration authorities related to environmental issues. As a precautionary measure, monitoring of the hot water distribution system continued, focusing primarily on monitoring the pathogenic bacterium Legionella. As part of the monitoring, 134 control samples were taken at the company's premises. In the area of wastewater management, more than 250 control samplings were carried out to determine the quality of discharged wastewater. In accordance with the plan and the Air Protection Act (201/2012 Coll.), measurements of emissions were carried out at six stationary sources of air pollution, which showed that the controlled sources met the prescribed emission limits with a margin. In the area of metal waste management, DPP tenders each month for the most financially advantageous purchasers - authorised persons - in order to maximise the financial effect for compliance with all legal standards in the area of waste management.

ENERGY

Electricity

DPP is the city's largest electricity consumer. In 2022, the total electricity consumption was 355 million kWh. The financial cost of electricity was CZK 1,272 million. A total of 238 million kWh was consumed for the traction operation of the metro and trams. The cost of this energy was CZK 837 million.

Heat

České teplo, s. r. o. remained the main and largest supplier of heat for DPP in 2022, which until 1 November 2022 provided heating and maintenance of the premises' heat networks and water distribution systems in the Hostivař, Kačerov and Pankrác depots (1st stage), Zličín depot, Motol depot, Řepy garage, Klíčov garage and Vršovice garage (2nd stage), Žižkov, Vokovice, Strašnice, Střešovice, Hlubětín, Kobylisy depots (3rd stage). After this date, heating and maintenance of the heat networks in the above-mentioned premises was already provided by the newly established Department 200500 Energy Service. In 2022, we purchased 146 thousand GJ of heat from České teplo, s.r.o., for which we paid CZK 194 million. Heat supplies from other suppliers amounted to 53 thousand GJ, for which we paid CZK 36 million.

Natural gas

We used our own sources (gas boilers) to provide heat in the Florenc metro station, the Radlice technical centre, the Central Control Room and the Orionek and Švábka premises. Gas consumption was 2,105 thousand m³ at a cost of CZK 61 million.

Water and sewerage charges

The supplier of water is Pražské vodovody a kanalizace, a. s. We consumed 519 thousand m³ at a cost of CZK 24 mill. The sewerage fee includes not only water supply, but also water leakage in the metro as well as rainwater. For 2022, we paid sewerage for 2,109 thousand m³ at a cost of CZK 98 mill.

The total cost of all types of energy (electricity, heat, gas, water, sewerage) in 2022 was CZK 1,685 million.

HISTORIC VEHICLES

The year 2022 marked the beginning of a return to pre-pandemic times in the Historic Vehicles unit, i.e., before March 2020. Until 15 May, we ran retro tramcars, usually on two orders of Line 2. Exactly two years and two months later, Line 23 started up again on 16 May. The experience of dispatching pairs of retro trams was negative, so for this reason, retro cars are now being deployed solo, which has led to reduction in vandalism. From the Střešovice depot, there are three runs of line 23 on weekdays and four runs on Saturdays, Sundays and holidays.

On average once a week, Střešovice performs a higher level of check-ups, i.e., an extended day treatment or a check-up. Due to emergencies, one of the retro cars was out of service for most of the year. The accident in December put car 7122 out of action for an extended period and it will only be decided during 2023 what level of repair the car needs to undergo. The new addition will be car K2, which was repaired by the Brno City Transit Company during the year and will start running on the historic line in the first quarter of 2023.

Repairs of the cars for retro or historical operation were carried out directly in Střešovice or in cooperation with the Tram Repair Shop in Hostivař. The interior of car 3062 (Ponorka) is seeing some significant changes and will be completed in 2023. The sightseeing car 5602 (Měsíček) was given a more child-friendly interior. Four double-axle cars had their headers replaced, and the accident repair of car 7001 also included a deferred roof repair. It was possible to deliver all repaired components for the repaired car 3098 (Mevro).

For the second year, the historic line 42, which is operated in cooperation with Prague City Tourism, was on the streets of Prague. Thanks to good marketing by Prague City Tourism, more than 100 tickets were sold on the line every operating day. Tramcars representing two historically different periods of Prague's urban transport attract both domestic and foreign tourists. Line 41, which connects the Střešovice Museum with the National Technical Museum and the Prague Planetarium, remains a good complement to a visit to the Museum of Public Transport. A Summer highlight was line 43, which went to the newly opened crossing in Opletalova Street.

Throughout the year the number of commercial orders started to increase, in the first quarter the reverberations of the pandemic were still visible, but since May we were able

to carry out more than 100 orders per month, but the absence of tourists from Asia is still evident. We expect a further increase in commercial travel in 2023.

A significant step towards the return to normal operation of the unit is to fill vacancies, particularly in the positions of drivers and conductors. The number of conductor roles was successfully filled by 1 November, the number of drivers will have been filled in agreement with the Tram Operations Unit by 1 March 2023. Further staffing issues will be addressed in 2023.

The MHD Museum was open for a total of 125 days in 2022, the highest number ever. Total attendance exceeded 28,000 visitors, making the past year one of the most successful in its 30-year existence. It was possible to carry out several dozen events where museum exhibits were actively or passively presented. These include road vehicles that are still in the depository.

The preparation of the new Road Vehicle Hall is progressing pleasingly, and if all goes to plan, construction of a solid road vehicle museum facility should begin in the second half of 2023. The new hall will significantly change the operation of the entire Střešovice depot, so a project for a new Museum exhibition has been in preparation since mid-2022. The project addresses not only the form of the exhibition, but also the interconnection of the two parts, the creation of a new and dignified entrance building and other aspects that are necessary for smooth operation. The new entrance building should also greatly improve the comfort of commercial ride customers who either board or alight at Střešovice.

Work continues on obtaining licences for museum vehicles, the Praga T0T trolleybus is being introduced to visitors, and the Škoda 506 N bus was sent to an external supplier for commissioning. Work started on the preparation of the sprinkler tram 2505.

The Christmas fleet of the Prague City Transit Company met with a very good response from Prague residents and visitors to the metropolis. In Střešovice, two retro T3 cars and one two-axle car were given a Christmas look. Since the end of November, a statue of St. Christopher, the patron saint of drivers and passengers, was decorating the depot area.



03

ECONOMICS



INTRODUCTION

DPP provides transport services to the Capital City of Prague and suburban areas in the Prague Integrated Transport (PID) system.

To ensure the provision of transport services in Prague, DPP has a long-term Contract for public services with HMP represented by the ROPID organisation (hereinafter referred to as the HMP Contract).

Public service contracts for the operation of PID suburban lines are concluded with several customers, namely:

- basic transport services in the territory of the Capital City Prague - contract with HMP represented by ROPID,
- basic and other transport services in Central Bohemia - contract with the Central Bohemian Region represented by IDSK.

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

CAPITAL CITY OF PRAGUE

The preliminary estimate of the compensation for 2022 was set at CZK 16,941,489 thousand, including all interim additions of CZK 177,765 thousand, CZK 180 229 thousand, with a transport performance order of 180,229 thousand vehicle kilometres. The carrier's reasonable profit was calculated at CZK 1,797,558 thousand. The customer set the amount at CZK 0.

The evaluation of shared risks for the year 2022 amounts to a refund of CZK 774,447 thousand. Out of the aforementioned amount of CZK 774,447 thousand, cost savings in the amount of CZK 104,884 thousand for unrealised transport performances will be transferred to potential adjustments in the volume of transport performances for the year 2023, in accordance with the Contract. The remaining amount of CZK 669,563 thousand will be refunded to the client. The Public Transit Company (DPP) proposes to transfer it to the HMP reserve for ongoing financing for the year 2023 based on the actual consumption of costs

and revenue development (the approved HMP budget does not cover inflation of CZK 806,339 thousand, and a saving of CZK 76,516 thousand is required).

The balance sheet of the public service obligation for HMP consists, among other things, of the following essential items:

- reimbursement of variable costs for unrealised transport performance CZK 104,884 thousand
- reimbursement of higher revenue from fares CZK 451,619 thousand
- reimbursement of higher other revenue related to the liability of CZK 445,953 thousand, mainly financial income
- claiming unpaid personnel costs of CZK 204,953 thousand from the HMP budget

The compensation paid, including a reasonable profit for 2022, therefore totals CZK 16,167,042 thousand.

SUBURBAN TRANSPORT

In addition, a subsidy of CZK 85,786 thousand is provided for bus transport for the whole year for suburban lines:

- for lines operating in Prague in zone 0 (CZK 56,560 thousand)
- for lines in the outer zones 1, 2 (CZK 29,226 thousand from the Regional Authority of Central Bohemia).

With the introduction of nationwide fare discounts from 1 September 2018 on suburban lines, DPP was compensated for the loss of fares from the Ministry of Transport in the amount of CZK 14,299 thousand for the year 2022 including VAT (CZK 12,999 thousand excluding VAT).

OTHER ACTIVITIES AND ACCOUNTING ENTRIES

For other activities not covered by individual public service obligations, DPP proceeds in the planning process to determine their amount in such a way as to ensure that they are cost-effective, efficient in terms of capacity utilisation and productivity.

The accounting items that DPP must record in terms of its establishment as a company are allocated to individual activities according to their purpose. These include, for example, provisioning, estimates, valuation allowances and deferred tax.

ECONOMIC RESULT

The balance of the public service obligation for HMP, i.e., the main activity of DPP, for 2022 is CZK 774,447 thousand. **In the overall result, DPP made a profit of CZK 236,943 thousand.**

FARE REVENUE

Within the entire PID system, revenues (without fare surcharges) for 2022 are 35.7% (approx. CZK +1.1 billion) higher than in 2021. This is due to the end of pandemic measures during the first quarter of 2022, and thus the return of passengers, as well as the impact of partial changes to the PID Tariff as of 1 April 2022.

Total revenues from the sale of time tickets (including employee, transferable and claims tickets) are 22.0% higher than in the comparable period in 2021 (approx. CZK +0.5 billion).

The situation is similar with regard to revenue from the sale of individual tickets; we are also seeing a significant increase here, which is due, among other things, to the return of tourists. Compared to 2021, revenue from single tickets is 41.9% higher (approx. + CZK 0.4 billion). Including short-term time tickets, total revenue for this type of ticket is 60.6% higher (approx. CZK +0.7 billion). The total fare revenues for 2022 are contained in the addendum to the Annual Report.

DPP's revenues in connection with the long-term HMP contract amount to CZK 3,429,206 thousand. This represents a share of 78.91% of the total fare revenues within the entire PID system.

INFORMATION TECHNOLOGY UNIT

Applications Department

In 2022, activities were initiated in the Applications Department that will result in a major impact on the operation of DPP in the following year, 2023. This will have a significant impact on DPP, both for employees and the public.

After lengthy negotiations, a proposal was finalised that will provide Microsoft licenses for all DPP employees. This is a major milestone that will allow us to start digitalisation in our company. All employees will now technically have access to selected applications and documents in electronic form, which was up until now impossible due to the licensing. This is also linked to the new contractual provision of the HR and payroll system, which will enable the electronic collection of forms from all employees or, conversely, the electronic distribution of selected documents from, for example, the HR department.

Furthermore, we prepared a technical solution in cooperation with the city organisations OICT and ROPID, which enables the sale of single fares using any third-party mobile application. This will enable the launch of a new sales channel in the future, which is expected to impact DPP costs positively. A pilot run of this solution is being launched with ŠKODA AUTO DigiLab, s.r.o. in the CityMove mobile application. This app will now allow single-fare in-app purchases as of the beginning of March 2023. During the six-month pilot operation, we will observe the benefits or possible technical shortcomings for DPP. After evaluation of this pilot, it will then be possible to launch this functionality in any third-party mobile app.

Department of Infrastructure

The Infrastructure Department was successful in developing and delivering a GAP Analysis of the compliance of processes, IT tools and licenses with the Information Security and Cyber Security Management System (ISMS), which involved internal staff across DPP in collaboration with the contractor KPMG, a. s. In addition, the follow-up phase of the Risk Analysis and Policy Update of the ISMS within the framework of cyber security management was initiated.

As part of the renewal of the HW infrastructure, a framework contract for the supply of x86 servers was successfully tendered.

Preparations are currently underway to award a public contract for the Metro Passenger Information System - infopanel with above-ground transport departure times - in the metro lobbies.

As part of the insourcing of the heating energy service, it was possible to take over, prepare and ensure the smooth operation of the IT environment for the provision of heating during the 2022/2023 heating season from the previous supplier. All departments of the IT unit (Infrastructure, User Support, Applications, Reporting Service) were included in this project. The handover was completed ahead of the set contract expiry dates.

The Server Administration Department renewed the SAN backbone switches in the Sokolovská and Depo Kačerov buildings. It also expanded the backup capacity by acquiring a new tape library and expansion modules for disk arrays. Project work for the reconstruction of the Depo Kačerov data centre was also successfully completed.

The Network Management Department completed the connectivity rewiring to the new hardware and thus became the owner of a stand-alone system that is a fully-fledged part of the Internet. In addition, several backup microwave connections to remote sites that cannot be connected by their own fiber optic were completed. In terms of security, after much preparation, the SIEM project was launched, which brings the possibility of logging and evaluating security incidents on the various networks owned by the professional services. At the end of the year, the necessary hardware was purchased for the annual renewal of the active elements through a Ministry of the Interior contract. The actual replacement will take place in 2023. The procurement of data circuit support, Cisco device support, Checkpoint and F5 firewall support was also secured in 2022. This contract is scheduled for completion in 2023.

Department of Records and Archives

The DPP archive received a total of 669.7 bm of documents from internal departments, of which 455.9 bm were intended for short-term storage in the central filing room, 185.9 bm for direct disposal and 27.8 bm for permanent storage in the archive. In one block of the shredding procedure, a total of 22.5 tonnes of documents were disposed of which had passed their shredding deadlines and were no longer needed for the further operation of the company. In 2022, a total of 480 internal and external requests for archives were processed

within the ServiceDesk application, of which the largest share was made up of personnel agendas, receipts to the central filing cabinet and searches, retrievals and digitisation of technical documentation. Visits by researchers totalled 16 in 2022.

Throughout 2022, after several years of negotiations, a contract between DPP and the City of Prague was prepared to be signed. The agreement, which is a fundamental step to ensure the further functioning of the DPP archive in accordance with the legislation in force, was signed between the City of Prague and the Prague City Archives. Input documents were prepared for the introduction of a standardised archival information system approved by the Archive Administration of the Ministry of the Interior of the Czech Republic. In the area of archival aids, a detailed genesis of the development of archives and filing services in DPP of the Capital City of Prague was prepared. This significantly improves the orientation in the individual parts of the archival collection. In the area of technical facilities, active participation was carried out in the preparation of documents for an investment project for the insulation of the building shell and replacement of windows, and the reconstruction of depository 08 into a facility for employee payroll started. In the area of expanding the archive collection, particularly noteworthy are the initial negotiations on the methodology for archiving documents from the construction of the fourth metro line D. As in previous years, professional cooperation with other municipal organisations and memory institutions and awareness-raising activities in the form of lectures, publications, articles and interviews for the media were carried out beyond the scope of services for in-house departments. The programme of up-to-date documentation of major DPP construction and engineering projects continued successfully.

User Support Department

IT user support projects and changes:

- Integration of Česká teplot's computer technology under our management
- Unification of Windows 10 operating system versions in the IT unit administration across the entire DPP
- Deployment of MS Intune, providing management and security for mobile devices
- Introduction of a system of automatic generation of unique local administrator passwords for end stations managed by the IT unit
- Cooperation with the Bus Operations Unit and the Tram Operations Unit, starting a testing of the operation of the mobile dispatcher's workstation vehicles
- Migration of print services to the new version of SafeQ 6
- Ensuring that sufficient computer technology was available for off-site work during the coronavirus crisis
- Deployment of the new MS Defender antivirus solution on all endpoints
- Generational renewal of a large amount of computer technology.

REAL ESTATE DEPARTMENT

The Real Estate Department, in cooperation with the professional departments, ensures the registration of real estate owned by DPP recorded in the public register and ensures the recording of any changes related to real estate in the aforementioned register. In addition

to the comprehensive registration of immovable property in the public register, it also deals with the registration of immovable property not subject to registration in the public register, including its possible contractual protection.

DPP's immovable property is registered in 119 cadastral territories, 105 of which are within the territorial unit of the capital city of Prague and 14 outside of Prague cadastral territories.

The methodological activities of the Real Estate Department are aimed at achieving consistency between the records of immovable property in the public register and the actual situation on the ground, and at the same time at ensuring consistency between the accounting records of DPP and the records of the public register.

The methodological activities of the Real Estate Department have been expanded in connection with the introduction of the SAP S4/HANA system. The Flexible Property Management module, which, in addition to the registration of immovable property, customer lease contracts and their invoicing and cost allocation to internal tenants in relation to the reporting of costs provable for public service, also gives the possibility to register all contractual documentation related to immovable property.

Another activity is to ensure all contractual relations in the area of disposal of immovable property and at the same time to contractually protect the interests of DPP in the event that the interests of DPP are affected by the immovable property of another entity. At the same time, it deals with contractual documentation for the property rights for the implementation of DPP's constructions. In 2021, the Department of Immovable Property concluded 329 new contracts relating to immovable property and 46 amendments to previously concluded contracts. The agenda of the Real Estate Department includes the representation of DPP in litigation and administrative proceedings relating to immovable property.

It also processes economically concluded contracts concerning real estate assets, including invoicing, securing payments, setting up investment projects and their processing, including the completion of documents for activation, issuing purchase orders to the liquidation of incoming invoices. Under the concluded lease agreements, rents totalling CZK 356,178,653 were invoiced in 2022. An amount of CZK 8,480,601 was paid as payments related to the establishment of easements. In connection with the charging of contractual penalties and default interest, CZK 1,416,343 was invoiced. A total of CZK 3,616,471 was paid to DPP on the basis of the purchase contracts concluded.

DEPARTMENT OF WAREHOUSE MANAGEMENT

Over the course of 2022, the Warehouse Management Department methodically managed and comprehensively coordinated the quality management system implemented in the Central Purchasing and Warehouse Management departments. During the year, the QMS was successfully implemented in the operational warehouses managed by the Warehouse Management Department and the extension of certification was confirmed by a subsequent audit conducted by a multinational certification authority, which also confirmed the effective

functioning of the implemented quality system, the fulfilment of the requirements of the criterion standard and the achievement of the set objectives. Full compliance with the certification requirements, a properly implemented and maintained quality management system and its continuous improvement were demonstrated.

Employees of the unit were actively involved in the development of the applications used, especially in the development and implementation of MTZ functionalities into the SAP environment, which were put into productive operation at the end of 2022, and applications related to the equipping of employees. In this area, a version of the electronic book for PPE was put into productive operation, which complemented the already established electronic book for the allocation and issue of equipment components. Thanks to this step, it is possible to analyse the consumption and requirements of individual departments and, on the basis of this analysis, to better plan the supply of materials and thus gradually optimise stock levels. Another advantage and benefit is the introduction of a contactless form of approval of employee entitlements in the context of PPE allocation for the year. The system will automatically suggest protective equipment for a given work assignment as per the time of delivery.

INVESTMENT

During 2021, the following funds were spent on investment acquisitions:

| | |
|---|-----------------------------|
| own resources DPP | CZK 4,338.471 mill |
| free funds (see note) | CZK 311,562 mill |
| compensation 2022 (reasonable profit) | CZK 0,000 mill |
| ordinary subsidy from the budget of the Capital City of Prague | CZK 1,970,588 mill/* |
| EU subsidies (OPD) | CZK 306.066 mil |
| Total | CZK 6,926.687 mill |

Note: The Board of Directors of DPP, by its Resolution No. 251/2021/7 of 21 December 2021 on the draft investment plan for 2022 (Print No. 465/2021/P), approved the use of DPP's available funds to finance development investments in infrastructure until the allocation of earmarked investment subsidies by the company's owner.

/*

Current subsidy from the budget of the Capital City of Prague total ... CZK 1,970.588 mill

- Accessibility measures CZK 0.066 mill
- OPD2 - TT Sídliště Barrandov - Holyně - Slivenec CZK 16,820 mill
- OPD2 - TT Divoká Šárka - Dědinská CZK 46,993 mill
- I. operational section of metro line D CZK 1,288.020 mill
- Construction of the new Hloubětín depot CZK 55,261 mill
- The Jiřího z Poděbrad metro station barrier-free access CZK 168,263 mill
- RTT Bubenské nábř. - Komunardů (Vltavská - Dělnická) CZK 44,111 mill
- The Depo Hostivař tramway loop CZK 129,779 mill
- LD Podbaba - Troja - Bohnice CZK 6,672 mill
- Electrification of infrastructure, e-BUS line No. 140 CZK 103,655 mill

- RTT Ohrada - Palmovka CZK 73,750 mill
- TT Wenceslas Square (Jindřišská - Museum) CZK 1,675 mill
- OPD2 - The Zahradní Město tramway loop CZK 0.685 mill
- Reconstruction of the Invalidovna metro station, including barrier-free access CZK 0.058 mill
- OPD2 - TT Modřany - Libuš CZK 34,769 mill
- Operating section of metro V.A Dejvická - Motol (retained subsidy from previous years) CZK 0.011 mill

A large part of the funds was used for the renewal and modernisation of fleets:

purchase of 14 Standard electric buses for line 154 for CZK 171.808 million and the purchase of 20 large-capacity three-cell battery trolleybuses for line No. 119 for CZK 310.143 million.

We also made a repayment of the promissory note program used to pay for the 15 T trams in the amount of CZK 800 million.

In 2022, the construction of the metro line D in the section Pankrác - Olbrachtova started.

A significant part of the funds was used for the construction and reconstruction of tram lines (RTT), with CZK 1,136.020 million spent for this purpose. In 2022, the investment projects of the 1st stage of the construction of the new tram line Sídliště Barrandov-Holyně, the new loop of the Hostivař Depot, RTT Rašínovo nábřeží (section Palackého nám. - Výtoň) and RTT Bubenské nábřeží 2nd stage (section Argentinská - Komunardů) were completed.



04

HUMAN RESOURCES



H Human Resources

PERSONNEL DEVELOPMENT

As of 31 December 2022, there were 10,987 employees on the register, of whom 9,371 were male and 1,616 were female. The number and mix of employees is based on the employment needs and opportunities within our company. The numerically strongest group is public transport drivers (39.07%), followed by blue-collar employees (32.26%) and then TH employees (28.67%).

The educational and age structure of the company's employees did not change significantly in 2022. Employees of the middle generation with a high school diploma and no high school diploma are still significantly predominant.

The structure of education corresponds to the composition of professions in the transport-technical field.

WAGE POLICY

The company's pay policy was implemented in terms of a single KS, including common rules for remuneration of all company employees.

The average monthly salary of employees in 2022 was CZK 50,164, and salary expenses were drawn in the total amount of CZK 6,838,166 thousand. The amount of wage expenses was affected by the payment of severance pay for organisational and health reasons.

There was an increase of 290,565 hours in overtime in 2022 compared to 2021, mainly due to the decrease in the number of public transport drivers in 2022 and also due to the decrease in transport performance in 2021 due to the pandemic situation caused by the covid-19 disease.

The share of overtime work to hours worked in 2022 was 6.76%.

SOCIAL POLICY

Social policy is a set of measures in the social sphere of society aimed at meeting the needs of employees and their job satisfaction. Through the social policy, the Transit Company of

the Capital City of Prague provides social services to its employees in order to increase their motivation, performance and overall satisfaction. The social policy is implemented in the form of benefits and advantages enshrined in the Collective Agreement of DPP concluded for the period 2022-2026 as amended by Appendix No. 1 and Appendix No. 2.

In 2022, DPP provided employees with, for example, contributions to supplementary pension savings, supplementary pension insurance with state contribution and life insurance, leisure coupons, contribution to children's recreation, contribution on work anniversaries and on the first termination of employment in connection with retirement or disability pension, assistance in social distress, employee fares for employees, family members and pensioners (former employees) or rehabilitation stays for selected professions or functions.

DPP continued to contribute to the payment of a portion of the employer's liability and accident insurance for selected professions or functions listed in the DPP Collective Agreement for the period 2022-2026 as amended by Amendment No. 1 and Amendment No. 2.

DPP allowed all employees to take one day of unpaid leave per month on request and an additional three working days per year with pay in the event of sudden illness. If this leave is not taken, the benefit is provided in the form of a contribution to a supplementary pension scheme or a supplementary pension scheme, or in the form of leisure coupons in an amount equivalent to the wage replacement.

DPP also provided accommodation for employees in its own hostel in the Řepy garages and discounted accommodation in a contracted hostel. This accommodation has long been provided with a monthly allowance of CZK 1,500.

It is also possible to draw on the catering allowance in the form of a non-monetary benefit in the form of two types of meal coupons - paper or electronic, or in the form of a cash meal allowance. In 2022, employees were provided with meal coupons worth CZK 110, of which CZK 55 was provided by the employer and CZK 55 was paid by the employee, and a cash meal allowance of CZK 55 if the employee was present at work for at least 3 hours during the defined shift. In order to improve and make the working environment more pleasant, DPP provides the possibility of placing drink and food vending machines at selected locations, including chilled food. External canteens and diners on DPP premises provide meals at a discounted rate.

STAFF TRAINING AND DEVELOPMENT

Despite the constraints that emerged in the first quarter of 2022 due to the persistent unfavourable development of the covid-19 pandemic, thanks to the experience with the organisation of training from the previous two years, it was possible to provide conditions for the professional development of employees and to implement planned training events to the required extent.

This year, the annual Staff Training and Development Plan also included periodic training and reassessments necessary to acquire the knowledge and skills required to qualify employees

to perform the agreed type of work or work activity, which was attended by 3,698 employees, as well as courses and seminars to enhance professional knowledge provided by external agencies or IT courses. The Professional Competence Development Programme also reflected the requirements of DPP's departments and a total of 17 topics informing 362 staff members about changes in legislation.

The most popular educational activities include e-courses created by administrators and expert guarantors from among DPP employees in the LMS Moodle system. For the year 2022, we have a total of 2,277 records of the use of this form of education.

Within the framework of the established standardised adaptation process, 746 new employees completed the mandatory Initial Training of the Human Resources Department, an integral part of which is the long-term training in the Crime Prevention and Risk Prevention Programme.

Strengthening the reputation of DPP was helped by enhancing the staff's language skills. In 2022, 137 staff members were enrolled in the 7th year of long-term language courses and have been shown to use English or German in the performance of their agreed type of work. On top of that, a one-off conversation course was provided for Transport Information Centres staff in November/December 2022.

The cooperation with the subsidiary company, the Secondary Industrial School of Transport, a. s. (SPŠD), brought further experience in placing students at DPP workplaces for vocational training and professional practice, and the 18th year of the accredited Management training programme was launched, designed especially for employees who are in charge of work groups in operations or are preparing for these positions. Professional internships for SPŠD teachers were also provided to enable the transfer of the latest professional knowledge from DPP workplaces to the theoretical teaching of pupils, thus helping to improve the quality of pupils' vocational training in preferred fields applicable to our company.

The Graduate Incentive Programme for pupils and students at secondary schools, universities and universities continued, with the constant aim of recruiting qualified employees from among graduates of technical fields and contributing to filling jobs for retiring employees.

A similar objective was fulfilled by the established Scholarship Programme for students at technical secondary schools linked to specific manual professions at DPP. In 2022, 11 graduates from this programme entered the workforce.

A strategically important area of performance improvement and an important means of providing mutual feedback between managers and employees was the regular annual competency assessment of TH employees. The competencies assessed are linked to employee development, career development and the HR Reserve System. Following the requirements of the evaluators, 440 employees received soft skills training on competency development.

The staffing reserve system continued to be implemented to ensure succession to key positions and to create a staff base of employees with high performance, desirable work attitudes and personal qualities for vertical and horizontal career growth. As of December 31, 2022, a total of 214 employees were placed under this scheme. Personal Development Plans were drawn up for the newly inducted Reserve Staff for a period of 2 years.

In line with the company's needs, employees also took the opportunity to improve their qualifications by studying at a high school, higher vocational school or university. In 2022, a total of 83 employees studied with a qualification agreement in place, of which 12 employees studied at higher vocational school and 71 employees studied at high school. This was mainly a continuation of the trend of increasing qualifications to support electromobility by studying the Electrician course in a shortened 1.5-year form for another group of employees of the Vehicle and Bus Administration unit.

Individual needs in the area of career development of employees were addressed through advice and consultation under the Career Counselling for Universities development programme, which aims to make more effective use of employees' university education, and the Career Counselling for Secondary Schools programme, which focuses on harnessing the potential of experienced employees with operational experience and supporting their career growth, particularly into senior operational roles.

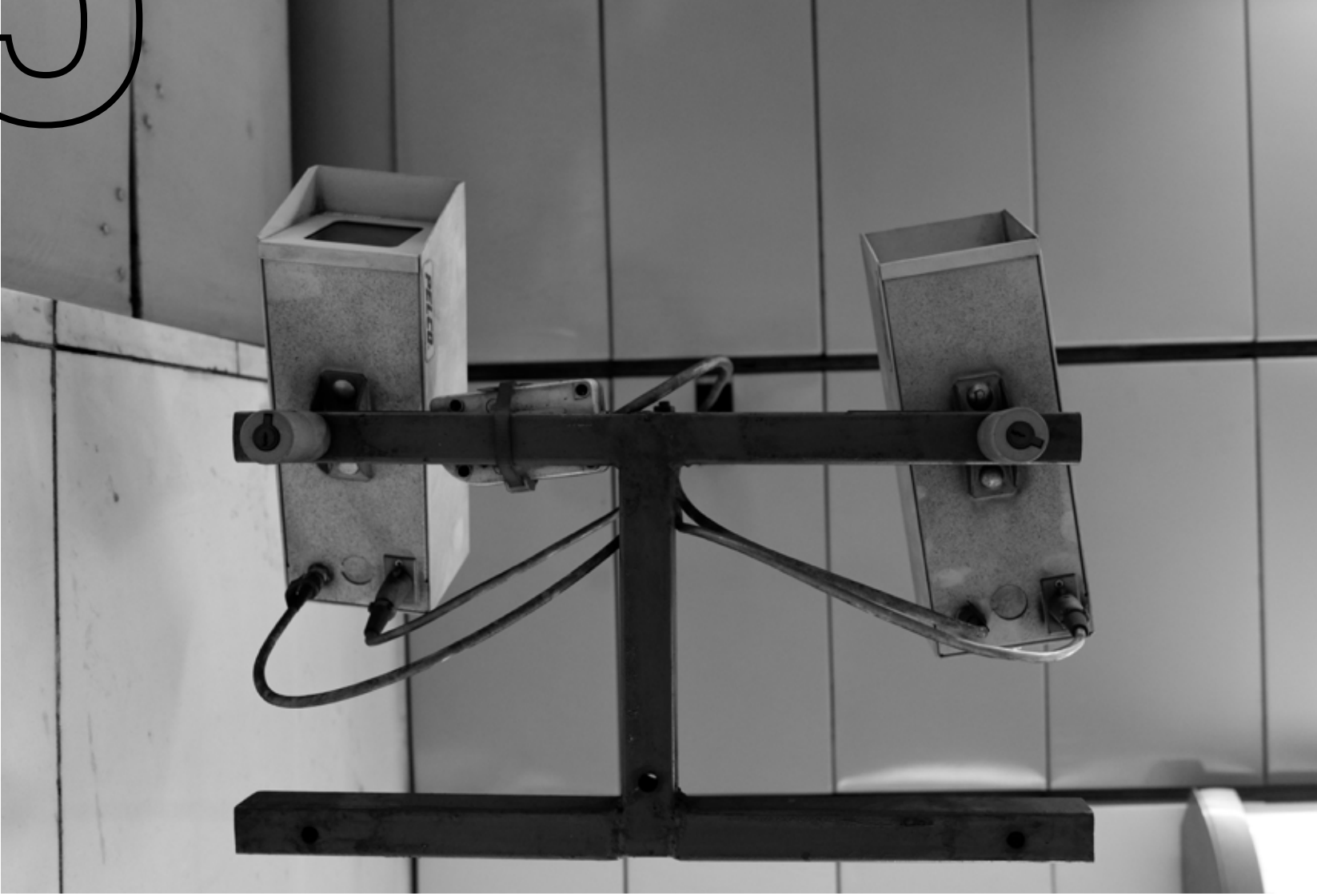
The Personnel Academy development programme also received a positive response, offering to facilitate the orientation in personnel processes for specific groups of employees in Module 1 and to deepen the knowledge in the area of soft skills of selected employees who lead a work group and are not part of a standardised evaluation system with a link to competence development in Module 2.

The number of training days implemented in 2022 reached 2,129, which, when comparing the data for the previous three years, is already close to the level of 2019. Overall, this year can be considered a success in terms of meeting strategic objectives in the area of training and employee development.



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HEALTH AND SAFETY



RISK MANAGEMENT SYSTEM AT DPP

The integrated risk management system at DPP is operated by the security department. DPP identifies, analyses, monitors and controls all major strategic risks on a continuous and systematic basis. An integrated risk management system is in place at DPP, with an appropriate set of risk management methods and processes in place to provide adequate assurance to achieve the established strategic priorities and key objectives as set out in the "2019-2024 DPP Strategy". The totality of the formalised risk management tools and measures that are in place at DPP at all levels of management in order to operate and deliver the mission of the whole DPP is described in the "Risk Management System".

DPP implemented a software tool for the risk management system, where all risks are identified in the Risk Register, which is regularly reviewed and updated. DPP staff are primarily responsible for identifying, assessing and responding to risks in their area of responsibility on an ongoing basis. The risk management system software tool is linked to DPP's electronic register of organisational and management standards. The introduction of this new functionality consists in providing the possibility to check the validity and effectiveness of a selected DPP organisational and management standard specified by the risk owner/ risk management action manager as part of those measures to manage the identified risk. At the same time, this ensures one of the core activities of the compliance function, which consists in assessing and regularly checking the compliance of the activities of DPP with generally binding legal regulations and applicable organisational and management standards of DPP.

The Risk Manager manages the identified risks and provides methodological guidance to the individual risk owners in their management.

Risk management at DPP is an integral part of DPP's management and control system. The risk management system set up takes into account all internal and external factors and changes in legislation affecting the activities of DPP.

A Risk Management Committee was established to ensure and support the achievement of DPP's strategic priorities and key objectives, the design and implementation of risk management measures and approaches, and the coordination of DPP organisational units.

The Risk Management Committee acts as an advisory body to the Board of Directors on risk management. According to the Articles of Association of DPP, the Audit Committee evaluates the effectiveness of the risk management system and makes recommendations on matters to the Supervisory Board and the Management Board of DPP relating to the risk management system.

DEVELOPMENT OF CORPORATE SECURITY

OSH

It is the permanent mission of the OSH department to ensure that all employees pay sufficient attention to OSH issues, and the OSH department at DPP provides methodological support in this area.

Regular checks and inspections were carried out at all levels of management and compliance with applicable legal legislation and, in DPP's context, internal standards were required. In the area of investment and other construction projects, of which there were a considerable number within DPP, the OSH department participated in commenting on project documentation and took part in inspection days of individual constructions. Regular annual H&S inspections of all DPP above-and-below ground facilities and inspections of metro tunnels were carried out. Cooperation with all DPP departments and unions is necessary for these H&S inspections.

The OSH Department was also involved in the investigation and compensation of workplace accidents, which occurred 271 in 2022, eighteen fewer than in the previous year. There were no fatal workplace injuries.

Another activity of the OSH Department was participation in external inspections carried out at DPP workplaces by public health authorities, labour inspectorates and unions. As a result of these inspections, no deficiencies were found in the area of hygiene and working conditions of employees at DPP. The area of occupational health and safety, work culture, assessment of the impact of working conditions and working environment has a direct impact on the health of employees, but also on their reliability and productivity

Security dispatching

The Security Dispatching Department specialises in working with security and technical means, especially alarm and emergency security systems, as well as camera systems and other detection or analytical tools. Responding to the outputs from these systems requires coordination with other departments of DPP, as well as with the Police of the Czech Republic and the Prague City Police.

Technological means and their outputs must of course be complemented by physical security, which is organised by the Security Dispatch Centre staff on the basis of these outputs and ensures an immediate response to security incidents or fault conditions. The

Security Dispatching Centre organises in particular the activities of the Emergency Response Groups, which are used not only in response to security incidents, but also as a preventive control of public and non-public areas of DPP. In addition to organising the activities of the Call-out Groups, the Security Dispatching Centre is involved in the organisation of local security, which helps to manage not only crisis situations but also less common ones.

The year 2022 was marked by a significant increase in spraying, which necessarily led to the adoption of measures aimed at preventing such damage and the penetration of these people into non-public areas of DPP. Another problematic phenomenon of last year on which the activities of the Security Dispatch Centre had to focus was the issue of homelessness, whereby it was necessary to organise the displacement of the homeless from the DPP premises whilst preventing such individuals from restricting other passengers by deploying the Dispatch Groups.

In 2022, a new PCO RADOMNET II backup system was installed at the Security Control Room; this system allows, to a limited extent, the transmission of information on the security status of connected properties even in the event of a data transmission failure of the main system.

Security projects

Due to the large number of investment projects of other DPP units, the Security Projects Department devoted considerable capacity to commenting on project documentation and also participating in inspection days of these projects and acceptance of the finished work, including acceptance tests of the functionality of security equipment.

The unit's activities include the administration, maintenance and servicing of security technologies. In addition to other activities of a daily nature, in 2022 we repaired and set up the camera system at selected petrol stations in our own capacity. In addition, morally and technically obsolete IP camera system end stations were replaced at all tram depots and bus garages. The end monitoring stations were replaced with more user-friendly and more secure ones in terms of protection and processing of personal data.

FIRE PROTECTION

The aim of fire protection activities is to prevent fires, create conditions for their successful liquidation and minimise their impact on life, health and property.

The guarantor of the fire protection of DPP and partner for the state administration authorities in the field of fire protection is the DPP Fire Brigade (hereinafter referred to as the Fire Brigade or HZS). It is responsible for fire prevention, taking care of fire protection equipment and ensuring the continuous availability of the Fire Brigade units for the liquidation of fires and dealing with other emergencies in DPP buildings and in the operation of public transport. The Fire Department is stationed at 3 fire stations (Hostivař, Kačerov, Zličín), which have established firefighting districts whose size is proportional to the units' arrival times.

In 2022, we recorded a total of 663 calls by Fire and Rescue units to emergencies. Of this number, there were 55 fires, 150 interventions in road and rail vehicle accidents, 330 technical assistance, 19 hazardous substance spill clean-ups, 6 exercises, 92 false alarms and 11 other emergencies. During the interventions of the Fire Brigade units, 194 persons were rescued and 551 persons were evacuated.

In accordance with the 2022 Fire Protection Units Training Plan, consistent and systematic professional and physical training of Fire Brigade employees was carried out. Regular training on emergency procedures for different types of metro, tram and bus rolling stock continued. Training of climbing group members (e.g., Zoo LD), chainsaw operators and chemical service technicians was carried out. In connection with the newly introduced equipment, we conducted training for crane operators and binders. We provided regular training for members of the company's volunteer fire brigade units providing fire protection for bus garages. As part of the renewal and development of firefighting equipment, special mobile firefighting, vehicles were delivered to the Fire Brigade during the year, namely: an ANK-13 Scania container carrier with KRO oil spill containers, a KC-6000 tanker with a PH Alfa pump and a KN freight container. The container carrier is equipped with a hydraulic loading crane including a special platform superstructure for dealing with technical interventions. In February, a new technical vehicle, chemical TA-M1CH - Iveco, was put into service.

Within the integrated rescue system, cooperation with the Health Rescue Service of the Capital City of Prague continued in training ambulance crews to deal with emergencies in the metro. We introduced the members of the Fire Brigade of the Capital City of Prague to the emergency medical services. We also provided training for the operators of oxygen breathing devices. We also provided professional training for special units of the Police of the Czech Republic. We carried out inspections of all overhead, underground and wall hydrants and dry pipes in DPP, we coordinated inspections and revisions of portable and mobile fire extinguishers.

The Fire Prevention Department is also part of the Fire Brigade, whose activities consist mainly in preventing fires and dangerous situations. The performance of fire prevention tasks results from the applicable legislation, in particular Act No. 133/1985 Coll., on Fire Protection, as amended, and the directives of DPP, which aim to ensure the fire safety of employees and the travelling public. The Fire Prevention Department shall establish measures to ensure a minimum risk of fire within the framework of inspections or the preparation of fire protection documentation. In connection with this task, cooperation with all DPP departments and, to a large extent, with external organisations is a priority.

The Fire Prevention Department also comments on contracts regarding to contractual relations and carries out checks on compliance with the obligations laid down in the fire protection regulations in DPP buildings and facilities. Around 1,000 of such inspections were carried out last year.



INSPECTION

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Inspection is one of the basic functions of management, with the aim of obtaining reliable information with feedback on ongoing processes, revealing undesirable deviations from the established rules of certain activities. It is primarily a comparison of the actual state of affairs with the expected state of affairs, regulated according to the relevant rules. Knowledge and timely use of complete and reliable control information is a prerequisite for purposeful and effective management. The implementation of controls (not internal audits, ticket inspection etc.) within the company is carried out by specialist departments reporting directly to the Security Director.

Within the scope of their competence, the control staff was engaged in the continuous performance of planned and extraordinary inspections aimed at compliance with legislation, internal standards and operating regulations, with an emphasis on maintaining the quality and safety of operations. In addition to regular control activities, they also provided analyses of the forms and methods of management used for the needs of top management and other senior DPP employees.

An integral part of the activity was also dealing with requests from the Police of the Czech Republic and related cooperation in providing documents for other law enforcement agencies. In the area of prevention, orientation testing of employees for alcohol consumption, orientation testing for other addictive substances using the Dräger DrugTest 5000 analyser and checking of temporarily unfit employees based on the requirements of managers of employees according to the legislation in force were continuously carried out.

A surveillance audit was conducted at the inspection station in the Autumn of 2022 with a re-certification audit planned. The established quality management system of STK continued to meet the relevant requirements of the ISO 9001:2015 standard. The established KPI parameters were met as standard. Due to changes in legislation that combined emission measurement with technical inspection, the site was retrofitted with the necessary measuring equipment and the operators were properly trained. Currently, new air handling equipment with filters was installed at the emission measurement workplace to prevent any leakage of gases into the workplace. Vehicle noise measurements were prepared in advance.

Despite these changes, STK provided its services to more external customers than in the previous period, while maintaining high standards and customer satisfaction. This demonstrates that the required implementation of changes has been managed effectively.

Certification was carried out by LRQA (Lloyd's Register Quality Assurance).

SECURITY SERVICES

At the beginning of 2022, an inspection was carried out by the state supervisory authority, the National Office for Cyber and Information Security, at DPP, focusing on the information system of the basic service on which the service "Operation of the railway" depends and

the information system of the basic service on which the service "Operation of the railway transport or service facilities" depends. A total of 35 audit findings were made.

Of these, 17 findings were identified as "non-compliance", i.e., failure to meet a requirement under the Cybersecurity Act criteria or deviation of practice from documented procedures in DPP, and remediation was required for these findings. The remaining findings were noted to have been resolved during the course of the audit or represented only an "opportunity for improvement". As part of the remediation, the concept of DPP's 'Information Security Management System' was thus completely redesigned, resulting in the adoption of several completely revised key directives covering the cyber security at DPP. However, the adoption of these internal documents does not complete the task and the remediation of the identified non-conformities will continue in 2023.

In the area of personal data protection, the internal regulations relating to personal data protection were amended and the consolidation of personal data datasets in relation to records of personal data processing was carried out, all in accordance with the applicable legislation of the Czech Republic.

In the past year, 1,903 identification cards were issued to DPP employees, of which almost 56% were for new hires and the remaining 44% contained duplicates, whether due to damage, loss or change of personal data. 770 external identification cards were issued.

Entry permits for 2022 were issued in the amount of 2,767, of which 1,596 were issued for the Physical Security and Asset Protection Department for access to DPP premises (69% by external contractors, 31% by trade union representatives and employees in justified cases).

With regard to periodic training, 114 DPP employees are currently granted access to classified information of the classification "Restricted". In 2022, no documents were produced on the certified information system in classified mode. Over the past year, 33 mock exercises were carried out together with the Police of the Czech Republic, the Army of the Czech Republic, the Medical Rescue Service and in cooperation with the JSVA, JSVT, JPM and JDCM units, and another 10 were cancelled in view of the covid-19 disease pandemic.

Also in 2022, the covid-19 pandemic affected the activities of the Crisis Planning Department. At the beginning of the year, the Ministry of Health of the Czech Republic ordered compulsory testing of employees as an emergency measure. A total of 125,830 antigen test kits were distributed to individual departments for employees. At the end of the mandatory testing, unused antigen tests were collected back and returned to the Crisis Stockpile after recounting. Tests continued to be issued on an emergency basis throughout the year as requested by individual managers. Other protective equipment such as respirators, masks, disinfectants and disposable gloves were also issued from the Crisis Stockpile.

A draft of a new DPP Pandemic Plan directive was prepared, which is a basic document for dealing with pandemics and epidemics, handling the preparation and implementation of specific measures in the event of a crisis situation within DPP.

During the year, the Crisis Planning Department handled the agenda related to the installed non-contact disinfection racks, provided service in case of reports of their malfunctions or vandalism, and responded to public complaints regarding these racks.

With the new crisis situation (the war in Ukraine), the department dealt with the issue of sheltering. This armed conflict had also raised the threat of a possible stoppage of natural gas supplies from the Russian Federation. Communication was initiated with the Director of the MHMP Security Department with questions regarding the supply of natural gas to DPP. Discussions were held with colleagues from the Energy Department on the possibility of developing a plan on how to proceed in the event of a gas supply failure or shutdown.

In order to increase the preparedness for dealing with crisis situations and emergencies, the project "Analysis and design of a solution for the crisis management system of DPP" are created, which resulted in a new functional information system for crisis management in DPP. This has simplified and streamlined activities in the area of information support for crisis planning.

A "DPP Crisis Preparedness Plan" was prepared and approved by the Board of Directors, which is updated in four-year cycles on the basis of Government Decree No. 462/2000 Coll., to implement Sections 27(8) and 28(5) of Act No. 240/2000 Coll., on Crisis Management and on Amendments to Certain Acts (Crisis Act).

Each year before the thawing in Spring, the "Flood Plan" and related internal standards are updated. At the same time, changes in the composition of the flood commissions of the individual districts of Prague were incorporated in cooperation with the Ministry of Housing and Urban Development and the individual districts for the needs of the DPP dispatching.

In the context of the 20th anniversary of the 2002 floods, the Communications Department was assisted in answering media enquiries relating to DPP's flood response.

Legal Department

The Legal Department is responsible for all the company's legal agenda except for legal relations to real estate.

Unit 900210 Operational Damages

was responsible for activities related to the settlement of operational damages. In 2022, this department dealt with a total of 5,245 incidents, which amounted to 11,083 instances to process - this includes all accidents and damage to DPP property, including vandalism and crime, and claims for damages made by the travelling public. Compared to previous years, there was an increase in the administrative burden which exceeded the situation before the epidemiological measures. In addition, the Unit coordinated activities related to the procurement and administration of insurance policies.

Unit 900220 Organisational and Management Standards

commented on 215 organisational and management standards in 2022, collaborated on the review and modification of 405 organisational and management standards in the development process, and provided development and modification of 313 form templates. In 2022, 281 new or updated organisational and management standards were issued.

Department 900240 Legal Support and Department 900260 Legal Support for Contractual Relations and Procurement

These departments dealt with a total of 1,609 requests in 2022. These mainly involved the preparation of comments on draft contracts, opinions and statements on internal labour law issues and the handling of claims and litigation. In addition, the Legal Support for Contracts and Procurement Division provided internal administration of a total of 27 above-limit public tenders and supervision (oversight) of a total of 68 above-limit public tenders commenced in 2022.



Central Procurement Department

In 2022, the Central Procurement Department ensured that the delivery of supplies, services and works was carried out on economically advantageous terms and conditions while ensuring that quality standards were met. As in previous periods, it ensured a two-stage aggregation of requirements from all DPP departments. It continued to implement the standard processes of publishing contracts and orders in the Contracts Register as well as checking already concluded contracts. It focused on, among other things, ensuring the supply of materials and services in the context of procuring products or services from employers having more than 50 % of their employees as persons with disabilities or procuring products or services from persons with disabilities directly. It also dealt with requests to remove assets from DPP's records. The Central Purchasing Department collaborated to set up new sub-functional adjustments in the SAP/4 HANA environment to increase efficiency and set up new control mechanisms. At the end of the year, new thresholds were set for tenders published on the Procurement Profile. Within the Public Procurement Department, work continued on the "Category Management" project.

In 2022, DPP conducted 14 Preliminary Market Consultations ("PMCs") to verify or obtain relevant information essential for the award of a specific public contract. The Procurement Department also continued to optimise its purchasing processes. As part of the Category Management project, it prepared an analysis of the Company's purchasing processes, analysing pilot purchasing categories (energy, oil-lubricants, cables-conductors, AD Blue) with a proposal for an appropriate purchasing strategy for these categories. In addition, strategies were developed (using PTK) for setting inflation and price clauses in all contracts concluded on the basis of the implemented procurements. The above processes were implemented with the active participation of internal customer representatives and external expert advisors. The principles of responsible procurement continue to be applied in all public contracts. A total of 183 procurement requests were received. 57 contracts were concluded on the basis of executing the procurement. In addition, 88 standard contract amendments and 57 amendments based on commodity input price increases were concluded.

In 2022, the Procurement Management Department lowered the threshold of the estimated value from which procurement proceedings are published on the contracting entity's profile. This change has widened the pool of potential bidders. All procurement proceedings for supplies and services with an estimated value exceeding CZK 2 million excl. VAT, and all procurement proceedings for construction works with an estimated value exceeding

CZK 6 million excl. VAT, are now publicly posted on the contracting entity's profile and competitively tendered. A total of 297 requests for procurement proceedings were received. 223 contracts were concluded based on the results of procurement proceedings, and an aggregated total of 288 amendments to contracts, contract additions, or contract terminations were processed.

The Purchase of Services and Purchase of Materials departments performed standard activities related to the issuance and execution of purchase orders and related follow-up activities. The Material Purchasing Department was actively involved in the development and implementation of partial modifications in the SAP/4 HANA environment, in particular in the development and implementation of a new material and technical supply system in the SAP/4 HANA environment, which was put into productive operation at the end of 2022. The Material Purchasing department continued to successfully use the dynamic purchasing system for the supply of spare parts for buses, trams and the supply of other commodities and materials. In 2022, supplies and services were secured by purchasing products or services from employers having more than 50% of their employees as people with disabilities or by purchasing products or services from persons with disabilities directly with an increase of 3.6%, and ultimately meeting the mandated percentage. In 2022, the Purchasing Materials and Purchasing Services departments issued 37,808 purchase orders.

In 2022, the Asset Disposal Division received a total of 3,546 requests to remove assets from DPP's records. Assets transferred to the Disposal Centre as a result of these requests were disposed of by sale as a priority and, in the absence of buyer interest, by environmentally sound disposal. Of the above-mentioned assets disposed of, 53 were means of transport (buses, trams, vehicles, etc.). For the purpose of the sale, the department drew up a total of 54 purchase contracts, 124 advance invoices and tax documents and 296 receipts (cash payment receipts).



Strategy Department and Project Office

The Strategy and Project Office department is responsible for all the agenda related to the DPP development strategy and the implementation, development and control of compliance with the project management methodology within the company. The main activities of the department include the management of strategic projects and priorities, management of non-routine cross-cutting tasks and support to operational and technical units in the creation and recording of documents within the project management framework. The department is also responsible for the agenda related to the co-financing of DPP projects and projects from EU funds, implementation of the strategy leading to barrier-free accessibility of metro stations and cooperation in the amendments to the Prague City Master Plan in relation to DPP development projects.

The Strategy Department and the Project Office manage the long-term „2040 Metro“ project,, whose main objective is to define the strategy and concept for the development of the Prague Metro in the horizon of 2040. Within this project, in addition to the overall concept of renewal of the 81-71M metro fleet and the concept of automation of the Prague metro lines, a number of other development plans and activities in this area, such as the plan for a new design of the seat covers on 81-71M metro trains, etc., were addressed in 2022. The Strategy Department and Project Office is also managing a separate project - “C line automation” with the aim of introducing fully automatic driverless operation on line C of the Prague Metro, whereby the preparation of a public procurement for new trains, platform screen doors and a fully automatic driverless metro transport system for the automation of line C and the new metro line I. D started in 2022.

In 2022, the Projects Department provided, within the framework of the project “Unified Information System of the Capital City of Prague”, the following services. The Unified Information System is a comprehensive project addressing the overall presentation of Prague and its information and orientation system within all types of mobility. The Projects Department also coordinates internal DPP projects, e.g., aimed at improving the perception of its employees in the eyes of passengers through a design competition for a new look of a representative uniform or in the area of introducing payment terminals on all DPP buses, including a number of other process-oriented projects.

In 2022, the Strategy Department administered the co-financing of investment projects of DPP from EU Structural and Investment Funds and other sources. For example, funding

was secured from the Operational Programme Transport in the area of construction of new infrastructure for the projects Tramway line Divoká Šárka - Sídliště Na Dědině, Tramway line Sídliště Barrandov - Holyně - Slivenec (stage 0 - 1), Tramway loop Zahradní Město and Tramway line Sídliště Modřany - Libuš (stage 1). Within the framework of the Operational Programme Prague - Growth Pole of the Czech Republic, financing was secured by concluding a financing agreement for the acquisition of 14 standard electric buses - electrification of line 154, acquisition of 15 battery trolleybuses of the articulated type - line 140, and also for the modernisation of lighting of the Náměstí Míru - Želivského tunnels, modernisation of lighting of the Kačerov - Háje tunnels, modernisation of air-conditioning equipment in the Malostranská metro station and for the replacement of escalators in the Jiřího z Poděbrad metro station. During 2022, two applications for subsidies for EPC projects were submitted to the SFŽP call No. 12/2021 Energy Savings of Public Buildings under the National Renewal Plan under the Ministry of the Environment, for which positive decisions were issued by the Minister of the Environment in 06 and 07. From other sources, subsidies were obtained from calls for COVID - BUS III, and drawdown was also underway for the Gene Pools project for Cities and Landscapes supported by TAČR.

During 2022, the Strategy Department was intensively involved in preparing for drawing on EU funds in the 2021+ programming period and started to process the first applications for subsidies for the calls of the National Renewal Plan supporting the construction of dynamic charging infrastructure for battery trolleybuses (electrification of line 119 and line 140), purchase of vehicles (20 large-capacity battery trolleybuses and 20 low-floor trams) and to the call of the Operational Programme Transport supporting new constructions of urban rail transport (Tram line Síd. Barrandov - Holyně - Slivenec: 2nd stage (section Holyně - Slivenec), Tramway line Václavské náměstí and Muzeum and Tramway line Pankrác).

The Strategy Department represented DPP in the working group of the Sustainable Mobility Plan for Prague and its Surroundings, coordinated the preparation of opinions on amendments to the Master Plan and land use studies. In the framework of ensuring the implementation of the approved concept of removing barriers to public transport in Prague, in 2022 the Department managed the preparation of the implementation of projects for barrier-free access to the Křižíkova, Malostranská and Náměstí Republiky metro stations, while preparatory work on these projects will continue in the following year. Furthermore, a study of barrier-free access to the platform and vestibule of the Smíchovské nádraží metro station was readied in preparation for subsequent implementation. This is part of a project related to the gentrification of the entire transfer terminal.

C ommunication and public relations

COMMUNICATION

V In 2022, there were a total of 11,621 media outlets mentioning DPP or Prague public transport directly. This is an almost 47% increase in publicity compared to the previous year. The level of publicity and the level of tonality of outputs last year were fundamentally influenced by the Dozimetr case, the local election campaign and the post-election negotiations. The media published the highest number of articles about DPP in June, a total of 2,612, while the lowest number, 582, was published in October.

In the long term, most articles about DPP and Prague public transport are published by internet news outlets. Their share in the total publicity of DPP increases every year. In 2022, they published 7,030 articles, which represents almost 61% of the total publicity. Print titles published 2,353 articles about DPP (20% share), ČTK published 945 news stories (8% share), TV stations broadcast 834 (7% share) and radio stations published 459 stories (approx. 4% share). In 2022, ČTK leads the statistics of individual issues with the highest number of articles published about DPP, totalling 945 outputs, followed by denik.cz at 564 and blesk.cz at 548 articles.

In terms of tonality, neutral media coverage of DPP in 2022 was most common, accounting for 42% (4,891 reports) of total coverage. Negatively-tuned outlets were the second largest group, accounting for just under a third (almost 29%, 3,336 stories) of total coverage. Positive news about DPP accounted for 25% (2,949 outputs) of total publicity in 2022. Ambivalent news was 445, with a share of just under 4%. For the reasons described above, the media image of DPP deteriorated, particularly in the second half of 2022. The number of negative articles increased more than seven times last year. Despite these circumstances, the number of neutral outputs about DPP increased by 10% in 2022. There was a year-on-year increase in positive articles by almost a fifth (19.2%).

The DPP website (www.dpp.cz) received more than 14 million visits in 2022, almost 70% of which were made via smartphones and tablets. The highest traffic was recorded in May in connection with the PID Tariff change. The most searched information included timetables, special events and fares.

The number of users who follow DPP's official Facebook profile (www.facebook.com/DopravniPodnikPraha/) increased by more than 3,500 (12%) to 32,500 last year. The number of fans increased by almost 3,000 (almost 12%) last year and reached 29,000. DPP's Twitter account

(twitter.com/DPPOfficial/) was followed by almost 17,000 people last year, a record 4,500 (36%) more than the previous year. Also, on Instagram (www.instagram.com/dppoficialni/), DPP managed to increase the number of followers by more than 1,500 to around 11,500 last year. DPP's YouTube profile (www.youtube.com/dopravnipodnik) was followed by 5,000 subscribers last year.

In 2022, DPP launched its intranet in the new Microsoft SharePoint Online environment. A total of 234 news items were published on the main page last year. As part of internal communication, DPP used 38 LED panels located in the company's premises in full operation. The monthly DPP employee magazine Contact was published ten times last year in its 27th edition; eight times as a standard issue and twice as a double issue.

PUBLIC RELATIONS

A total of 19,489 submissions from the travelling public were processed during the 2022 pandemic year, representing an increase of approximately 8% year-on-year. Submissions can be divided into complaints, compliments and enquiries, with the proportion of each category of submissions not changing much year-on-year (approximately 3/5 of these are complaints, 1/3 are enquiries and approximately 3% of all submissions can be categorised as compliments).

The five-year European **ASSURED** project, which addressed the development of on-road electromobility and charging technology for larger fleets of electric buses, concluded in 2022. DPP was involved in a user group to share information and experiences across European cities. One of the key outputs of the project is the Assured Clean Bus Report, which maps the development of on-road electromobility in the period 2017-2021. The findings of the ASSURED project, as well as other related projects coordinated by the International Public Transport Union UITP (E-LOBSTER, JIVE, etc.), are followed up by the CBEP (Clean Bus Europe Platform) initiative, which presents examples of good practice in the introduction of alternative propulsion in bus transport through webinars and now study tours.

For the period 2023 to 2026, a new project, **EBRT2030**, was launched under the European Horizon research programme to address the electrification of large-capacity bus systems, again coordinated by UITP. DPP was successful in its application to this project and will present the electrification of line 119 using large capacity battery trolleybuses as a demonstration project of an effective way of introducing electromobility in bus transport. In addition to the presentation and comparison of the operational and technological parameters of the large-capacity battery trolleybuses, the charging of the trolleybus batteries will be monitored and controlled during operation and shutdown using advanced vehicle energy management functions.

DPP's active participation in the relevant UITP committees continued, and the very close cooperation between DPP and the UITP Trolleybus Commission resulted in the offer and confirmation of DPP's full membership in the UITP Trolleybus Commission from 1 January 2023.

The agenda for **professional visits** in 2022 was limited due to hygiene and epidemic measures. More than 50 professional delegations visited Prague in person to learn about the sub-issues in the field of public transport in Prague, especially the dispatching, technological or repair centres of DPP. The Transit Company also participated in many online webinars and conferences, where experiences related to the covid-19 pandemic and the regular agenda were shared.

M

arketing and sales

MARKETING AND SALES

As every year, the Marketing and Sales Department prepared a number of events of various sizes, which took place gradually throughout the year. The main activities were aimed at promoting recruitment through targeted campaigns and spreading safety awareness.

Recruitment of new employees

A separate chapter of the work of the Marketing and Sales Department is the support of recruitment. The communication coverage is extensive and takes place all year round. It includes, for example, billboards, radio spots, online campaigns, as well as full-car wraps, CLV displays, bus backsides and fablons.

A key event in this regard for the Marketing and Media department was the image campaign, entitled "Passion for Life". Testing of the campaign's effectiveness confirmed its success: more than 12% of the population noticed the campaign, 31% of respondents linked the campaign to recruitment, 22% of respondents noticed the visuals, and 3 out of 10 respondents admitted that they could start considering the benefits of working for DPP just by seeing/listening to the advertisement.

Recruitment advertising in the press ran throughout the holidays and into September. Primarily, we communicated the recruitment of drivers and train drivers, and Information Days were also part of it. Our participation in the Profesia days event was important for recruitment, which took place on 12-13 October. In the last quarter we prepared the recruitment campaign "Start driving". We also held regular open days with a rich programme at the Žižkov depot, Zličín depot or Řepy garage, always with a high turnout.

At a number of independent events, which we had carefully selected for relevance and impact, we placed our recruitment stand or information centre as a partner. We raised awareness of the company, built DPP's image and supported recruitment. Among these events, we can mention the Kladno Job Fair, CTU Career Days, United Islands, Majáles, Science Fest, World of Books and many others.

Safety

The Marketing and Sales Department has been developing a long-term campaign to improve road safety, called Don't Jump Under My Wheels. Even with the effects of the covid-19 epidemic, which significantly reduced traffic, the accident trend is up from 2021, with 4 deaths and a total of 83 collisions in 2022. Therefore, we focused on a greater awareness and contact campaign.

On 26 March, we presented three new cars as part of the Don't Jump Under My Wheels campaign at a press conference. The main focus of this campaign is the obligation of passengers to hold on while driving. The press conference included dynamic mannequin demonstrations. Journalists had the opportunity to experience the braking effects of the tram and bus firsthand. The topic is currently relevant to the general public, as demonstrated by the media coverage. The campaign was covered by Czech Television, CNN Prima news, TV Prague, iDnes, Deník Metro, Czech Radio, ČTK and others.

- On 26 May, in the evening and night hours, silhouettes were sprayed again at more than 20 locations throughout Prague. Several outreach events were held, mostly aimed at youth.
- On 14 September, as part of the Day with Prague 14 event, 300 pupils got to know our prevention bus.
- 19 and 20 September Heroes' Day and Tram 29 classes, 6 schools - 489 pupils
- 24 September Heroes' Day and a dynamic demonstration of the rescuing of a wedged person under a tram.
- The main direction of the campaign in 2023 is to publish real footage of the collisions.
- We aim to get these videos into the training of all tram drivers.

Public Transport Museum

The Marketing and Sales Department cooperates closely with the Public Transport Museum not only in promoting the operation of experience lines 41, 42 and 43, but also in the long-term promotion of the Public Transport Museum and its events. We supported the organisation of several exhibitions, including one to commemorate the sad anniversary of the devastating floods of 2002. Musical performances at Nalad'te se at the Museum were popular, with a total of 8 zones performing, including a big zone of over 20. Themed events such as Easter and Halloween at the Museum of Public Transport, with activities for the whole family, increase their popularity. On 26 November, Cardinal Duka personally blessed the statue of St Christopher (patron saint of drivers) as part of the Christmas Fleet lighting ceremony.

Developing company culture and supporting existing employees

As part of the activities to promote a positive perception of the company by employees, both proven and interesting new events were held with excellent employee participation. Sports days (beach volleyball, small futnet), concerts and a chess tournament are constantly

popular. Over three thousand employees and partners attended the September Family Day with the Transit Company with a travel fair and activities for the whole family. Christmas thank-you gifts to employees included invitations to an Olympik concert or to the Karlín Musical Theatre for a concert of Lucie Bílá, to the Broadway Theatre or the Fidlovačka Theatre.

Various events

DPP continued to organise a number of events to create a positive long-term perception of DPP. Individual events also seek to actively respond to contemporary issues and promote culture, diversity and awareness in our society.

Among the successful events, let us mention the "Triple Hundreds Event", which took place on 11 January and in which DPP and ROPID commemorated the 30th anniversary of the first suburban lines 351 and 352.

On 4 June, the extremely popular Open Doors Day at the Zličín depot took place. Traditionally, DPP opened one of the Prague metro depots on Saturday as part of the Children's Day celebrations. The event, which was connected with the PID event at the Smíchov railway station by historic trams and special lines, was attended by over 8 thousand people, and tickets for all connections were sold out.

From 27 June to 8 September, the popular Kinobus was open. The Summer cinema thus completed its 15th season. In the first 14 days, almost 2 thousand spectators visited the summer screenings under the stars under the auspices of DPP. The event remains true to its heart as charity to the SOS Children's Villages Foundation.

On 12 August, the exhibition 20 Years Since the Floods, which commemorated the devastating floods of 2002, was opened until the end of September. Photographs and texts were on display in 19 originally flooded metro lobbies and in the Museum of Public Transport.

On 30 August, a meeting of the employees of the Řepy Garage was held at the museum to celebrate 40 years.

On 16 September, DPP Encyclopaedia - Working Tram Cars was held.

From 1 to 30 November, the international Movember event to raise awareness against prostate cancer took place. DPP is the initiator of the campaign in the Czech Republic.

The beginning of a new and beautiful tradition is the Christmas Fleet, which is already several years old. From 27 November to 6 January, people can see festively decorated DPP cars on the streets of Prague. This event has an exceptional response from the general public, it strengthens the perception of DPP in a positive way and thanks to it DPP has become an integral part of the magic of Christmas. This year the following were festively decorated: 15 T, 14 T, 2x T3, historical tram, lubricating tram, Citelis, SOR NB 12, the gables of the Střešovice depot, the tree in the yard of the depot and the funicular to Petřín.

Covid-19

The results confirmed the positive effect of the event: over 198 thousand views on social networks, a large number of positive suggestions from the public, 3rd place in the competition for the most beautiful Christmas cars and 30,106 visitors to the dpp.cz/christmas website. DPP in cooperation with the Scouts delivered the Bethlehem Light.

Although the worst moments of the covid-19 epidemic appear to be behind us, we continue to work with 900600 and 100700 on joint communications inwards and outwards, promoting public transport measures and working with the Department of Health.

SALES DEPARTMENT - YEAR 2022

The return to normalcy after the covid-19 pandemic (despite the Ukraine-Russia crisis and extremely high inflation of 16%) led to a significant increase in the rides on historic trams, which already exceeded the sales for the whole of the previous year in June 2022 and continued to rise. Unit 900750 facilitated tram ride sales of CZK 1.88 million in Q3. This is +66% over the set target.

On some weekend days, the number of requests was so high that not everything could be realised in full due to the lack of drivers (for example, on Saturday there were about 10 orders, on one day there were even 3 different weddings on trams.)

Within the commercial activity, rental revenues increased significantly compared to 2021. Unit 900750 generated revenues of CZK 7.6 million for tram ride rentals in 2022. This is an increase of 182% compared to the previous year.

In 2022, work continued on a project to implement an application to automate the sales and operations process for ordering historic trams, which aims to save human work, eliminate human error and streamline processes. The sales department, in cooperation with JIT and suppliers, tested different business case scenarios and the newly introduced payment gateway, which should improve the customer experience when ordering services.

As required by the QMS audit, a new Internal Customer Relationship Management interface was introduced to record complaints and suggestions from customers of commercial services in order to evaluate them effectively and provide feedback.

In the second half of 2022, the contract with the long-standing supplier of refreshments in the historic trams was terminated and a new professional catering supplier was subsequently tendered. To this end, new price lists were created and the refreshment offer was improved.

At the end of the year, the Sales Department conducted an analysis of companies operating on the Czech market in the segment of incentive and experiential tourism, MICE experiences and hotels, and approached leading representatives such as the Association of Travel Agencies of the Czech Republic, the Association of Czech Travel Agencies, the Czech Convention Bureau as well as Czech Tourism and negotiated contracts for Christmas parties and events.

Metro D

Since the 1990s, the D metro line has been spatially defined in the City Zoning Plan and later in the Principles of Spatial Development as a connection between the southern sector of Prague and the centre. The 10.6 km long section of the I.D route includes ten stations. In the centre it starts at Náměstí Míru station on line A, crosses line C at the Pankrác station and continues to the southern edge of the city to Písnice.

On 24 March 2022, DPP obtained a final building permit for the first section of Metro D Pankrác - Nové Dvory. It immediately issued an invitation to construction contractors and contractors for monitoring and passporting of the construction part of the Pankrác - Olbrachtova section. After decades of preparatory work, the construction of the first section of Metro D, i.e., I.D1a Pankrác D - Olbrachtova, was officially launched on 21 April 2022. The obtaining of the final building permit thus enabled the public tender for the construction contractor and the contractor for monitoring and passporting of the next section of Metro D, i.e., I.D1b Olbrachtova - Nové Dvory, to be announced in May 2022. In June 2022, the Credit Committee of the European Investment Bank approved a loan framework for Prague for the construction of the first section of the Metro D Pankrác - Nové Dvory line in the amount of CZK 23 billion, which covers almost half of the total cost of the construction of this section of Metro D. In July 2022, a public tender was announced for the supervision of the construction of Metro D, the currently implemented Pankrác - Olbrachtova section and the connecting Olbrachtova - Nové Dvory and Nové Dvory - Libuš sections. At the end of 2022, the first kilometre of tunnels was bored in the first section of Metro D Pankrác - Olbrachtova, with half a kilometre having been bored during geological surveys and another 534 metres having been bored by the contractors of the first section of Metro D in the past seven months since the construction began.

As part of the property-law securing of the Metro D route in 2022, DPP managed to complete the securing that immediately precedes the construction in the Pankrác area, where a large number of utilities are located, otherwise limiting construction work. In this context, an agreement was found with the owners of the affected networks and the conclusion of the relevant contracts enabling DPP to relocate these networks and implement the metro construction. In addition, DPP continued to secure property rights in the Písnice area, where an additional 4,130 m² were purchased. Further negotiations are still ongoing. Property law preparation also began in the northern part of the planned Metro D line, especially in the area of Náměstí Bratří Synků, where initial negotiations with the affected property owners

took place, and subsequently the designer was commissioned to prepare a study to optimise the extent of the encroachments in this area, with the expectation that negotiations on the conclusion of the relevant contracts would then commence.

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One of the most important milestones of 2023 is the selection of contractors for the construction part of the Olbrachtova (outside) - Nové Dvory section of Metro D, including providers of monitoring and passporting services. It is also important to complete the process of selecting the provider of supervision of the construction of Metro D, the currently implemented section Pankrác - Olbrachtova and the connecting sections Olbrachtova - Nové Dvory and Nové Dvory - Libuš. In 2023, following the submitted study of the northern part of the upcoming Metro D line, preparations for the start of the construction of the section I.D3 Pankrác - Náměstí Míru should take place.



C ompanies with capital participation

Pražská strojírna, a. s.

The main activity is the development and production of rail structures and switch systems for tram transport. The complete service of switch systems is supplemented by other components such as tramway switches with flexible switching tongues in various modifications according to customer requirements, switch heating, track drainage and other engineering production.

Transit Company of the capital city of Prague, joint stock company, is the only shareholder.

Secondary Industrial School of Transport, a. s.

The main activity is teaching, training and education in three entities, i.e., the Secondary Industrial School of Transport, the Secondary Vocational School and the Apprenticeship School.

Transit Company of the capital city of Prague, joint stock company, is the only shareholder.

RENCAR PRAHA, a. s.

The company is engaged in all kinds of advertising activities from the operation of advertising full-deck trams, buses, metro sets to the rental of showcases at bus stops.

Transit Company of the capital city of Prague, joint stock company, owns 28 % of shares.

Nové Holešovice, a. s.

The company's aim is to modernise the northern vestibule of the Nádraží Holešovice metro station and transform its immediate surroundings, bound by the railway line from the north and defined approximately by Partyzánská, Vrbenského and Argentinská streets, into a modern urban district with offices, housing and services, "with an emphasis on public transport and strengthening the transfer links of the existing transport hub".

Transit Company of the capital city of Prague, joint stock company, owns 25% of the shares.

Report on the activities of the Audit Committee

ON THE TRANSIT COMPANY OF THE CAPITAL CITY OF PRAGUE, JOINT STOCK COMPANY, FOR THE YEAR 2021

In accordance with Act No. 93/2009 Coll., (on auditors), the General Meeting of 19 January 2010 decided to establish the Audit Committee (hereinafter referred to as the "Audit Committee" or "the VpA") as a body of the Transit Company of the Capital City of Prague (hereinafter referred to as "DPP". The the VpA worked in 2022 as an independent body of the company, and took resolutions and minutes of its meetings, which are archived.

The VpA has three members elected by the General Meeting of DPP:

- Mgr. Marta Gellová (Chair);
- Ing. Zdena Javornická (Vice-Chairwoman);
- Ing. Ladislav Langr (member).

In 2022, the VpA held a total of 6 meetings. The individual meetings were always guided by the approved agenda and materials, which were sent to the VpA members in advance.

In its meetings, the VpA dealt mainly with the following topics:

- The procedure for preparing the financial statements,
- Recommendations of the external auditor,
- Assessment of the independence of the statutory auditor,
- The process of statutory audit of financial statements,
- Monitoring the effectiveness of the internal control, risk management system,
- Monitoring the effectiveness of internal audit and its functional independence,
- Interim quarterly results of DPP,
- Information on the activities of the Internal Audit Department,
- Final reports of internal audits,
- Information on the implementation of corrective actions,
- Information from the meetings of the Board of Directors and the Supervisory Board of DPP.

In view of the issues discussed, the Director General, the Chief Economic Officer, the Head of Internal Audit and other professional employees of DPP or DPP's external auditor were

regularly invited to the meetings of the Board.

In 2022, the VpA fulfilled its obligations under applicable law and the company's articles of association.

The following can be noted from the activities of the VpA:

At the opening of the meeting on March 1, 2022, the VpA agreed to the submitted report on the Audit Committee's activities in 2021 and instructed the Chairman of the Audit Committee to submit this report to the Company's Management Board and Supervisory Board and subsequently to the Company's Annual General Meeting.

The VpA was provided with the interim report on the audit of the 2021 DPP accounts and the 2022 budget.

The VpA approved the 2022 Internal Audit Plan, discussed the impact of covid-19 on DPP's 2021 costs and revenues, information on the status of the internal control system, and a review of corrective action performance for Q4 2021.

At the end of the meeting, the Board took note of the submitted audit reports and the regular information on the activities of the Internal Audit Department.

On 25 April 2022, the VpA, by Resolution No. 2/2022/3 on the audit verification of the financial statements and the annual report for 2021, took note of the audit verification of the financial statements and the annual report for 2021 and stated that the VpA did not find any reasons that would prevent the General Meeting from approving the annual financial statements of DPP.

Furthermore, the VpA approved the 2022 VpA work plan and took note of the report of the independent auditor of NEXIA AP, a. s. on the financial statements for 2021.

Finally, the VpA discussed PID's 2021 management report and costing, the 2021 annual internal audit report and the audit reports submitted.

At the June 21, 2022 meeting, the VpA paid attention to the 2021 Management Letter from the Statutory Auditor of NEXIA AP, Inc., the Q1 2022 PID Management Report and Costing, and the Q1 2022 Corrective Action Implementation Summary.

Since 6/2022, the VpA had been regularly informed about the emergency situation at DPP. The Supervisory Board of DPP removed Mgr. Matej Augustín as a member of the Board of Directors of the Transit Company of the Capital City of Prague, joint stock company, from his position as of 6/15/2022 and elected Ing. Marek Kopriva.

The VpA was briefed on the implementation of ISO 37301 and ISO 37001 measures, information on the risk management system, information on the activities of the IT Unit and information on Cyber Security.

At the end of the meeting, the Board discussed the submitted audit reports and regular information on the activities of the Internal Audit Department.

On September 27, 2022, the VpA approved the VpA's report to the Public Oversight Board and directed the Chair of the Audit Committee to submit the report to the Public Oversight Board.

The VPA noted the 2021 PID tax liability summary and additional tax returns, the PID performance report and costing for H1 2022, the PPTČ Team regular report, the Q2 2022 corrective action performance summary.

The Board also took note of the update No.1 of the Internal Audit Plan, the report on the status of the internal control system and the information on the risk map in connection with the extraordinary situation at DPP.

Finally, the VpA discussed significant legal disputes, the functions and risks of the Human Resources Department, the functions and risks of the Transportation Department, information on the implementation of ISO 37001 and ISO 37301, and the audit reports submitted.

At the beginning of the meeting on 1 November 2022, the VpA was briefed on the planning stage of the audit of the 2022 financial statements, the timetable for the preparation of the 2022 annual financial statements and the results of the external audits at DPP, which took place between 1 January 2022 - 30 September 2022.

The Board also discussed information on the activities of the Control Department, information on the functions and risks of the Security Department and the Technical Department – Surface.

At the end of the meeting, the VpA was informed about the submitted audit reports and regular information on the activities of the Internal Audit Department.

At its meeting on 5 December 2022, the VpA initially approved the Audit Committee's work plan for 2023.

The VPA noted the capitalisation of fixed assets in DPP, the write-off of wasted investments in 2022, the PID management report and costing for Q1-Q3 2022 and significant changes in legislation for 2023.

In addition, the VpA approved the internal audit plan for 2023.

At the end of the meeting, the VpA was introduced to the processes and risks of the Technical - Metro section, the Risk Management System - summary report on the status of risks after the revision and update of the Risk Register as of 31 October 2022 and regular information on the activities of the Internal Audit Department.

Report on the activities of the Supervisory Board

OF THE TRANSIT COMPANY OF THE CAPITAL CITY OF PRAGUE, JOINT STOCK COMPANY FOR THE YEAR 2022

Supervisory Board of the Transit Company of the Capital City of Prague The Supervisory Board of the Transport Authority of Prague, joint stock company (hereinafter referred to as the "Supervisory Board") in 2022 consisted mainly of:

Ing. Adam Scheinherr, Msc., Ph.D. (Chairman), Pavel Vyhnánek, M.A. (Vice-Chairman), Jan Marek (Vice-Chairman), Bc. Oldřich Schneider (Vice-Chairman), Ing. Marek Doležal, Ing. Petr Hlubuček, Ing. Michal Zděnek, M.A., Ing. Tomáš Mikeska, Mgr. Petra Kolínská, Josef Buriánek, Mgr. Jakub Jiran, Ing. Jan Lička, Jiří Obitko, Bc. Jan Holub, Tomáš Novotný.

During 2022, the following personnel changes were made to the Supervisory Board.

The Supervisory Board, by Resolution No. 6/2022/2 of 15 June 2022 on the resignation of the members of the Supervisory Board, took note of the resignation of Ing. Michal Zděnek, M.A. and Ing. Petr Hlubuček from the position of a member of the Supervisory Board of DPP as of 15 June 2022.

The Prague City Council in the competence of the General Meeting of the Transit Company of the capital city of Prague No. 1578 of 16 June 2022, took note that Ing. Petr Hlubuček resigned from his position as a member of the Supervisory Board of the Transit Company of the Capital City of Prague on 15 June 2022 and Ing. Michal Zděnek, M.A. sent a letter of resignation as a member of the Supervisory Board of the Transit Company of the Capital City of Prague on 2 June 2022.

The Prague City Council in the competence of the General Meeting of the Transit Company No. 1600 of 20 June 2022, dismissed Ing. Marek Doležal from the Supervisory Board of the Transit Company.

New members of the Supervisory Board elected by the employees of the Transit Company, namely Josef Buriánek, Vratislav Feigel, MBA, LL. M, Marcel Nový, Jiří Obitko and Roman Slanina became new members of the Supervisory Board as of 1 December 2022, replacing the previous five members elected by employees whose four-year term of office expired on 30 November 2022; Josef Buriánek and Jiří Obitko retained their previous mandate.

The Prague City Council in the competence of the General Meeting of the Transit Company No. 3094 of 5 December 2022, the Supervisory Board of the Transit Company re-elected Ing. Adam Scheinherr, Msc., Ph.D., Ing. Tomáš Mikeska, Pavel Vyhnánek, M.A., Jan Marek and elected a new member of the Supervisory Board, namely Filip Vácha, as of 6 December 2022.

Matters regularly discussed:

In 2022, 14 Supervisory Board meetings were held. The company's Supervisory Board, among other things, regularly:

- Monitored the operational management of the Transit Company of the Capital City of Prague (hereinafter referred to as the "Transit Company" or "DPP") and monitored the development of revenues (discussion of quarterly and half-yearly management results, annual financial statements of the PID costing and the development of the use of funds);
- Discussed the implementation of the procurement plan and its members participated in the evaluation panels for assessing the suppliers' bids;
- Discussed the materials and adopted conclusions from the meetings of the Board of Directors and the General Meeting;
- Discussed property law matters: granted consent to the conclusion of individual contracts limiting the ownership right or creating a lien on movable or immovable property owned by DPP, and granted consent to the conclusion of certain contracts for the sale of DPP's real estate and the lease of DPP's real estate for a fixed term (over 1 year of the lease);
- Monitored the implementation of recommended corrective actions resulting from internal audits;
- Discussed the investment plan and monitored its implementation and changes.

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

At the beginning of the year, the Supervisory Board discussed the investment plan for 2022 and the operating budget for 2022.

The Supervisory Board was also informed about the implementation of the schedule of activities for the insourcing of production, distribution, management and maintenance of technological units and infrastructure of the heat management and information about the planned and implemented new construction of tram lines.

Among other things, the Supervisory Board was informed about the stopping of so-called "trivial futile executions" - amendments to the Civil Procedure Code and Act No. 286/2021 Coll. on bailiffs and information on the provision of information pursuant to Act No. 106/1999 Coll. and Act No. 131/2000 Coll.

In the area of personnel, the Supervisory Board was informed of vacancies, staffing levels and the entry and exit of public transport drivers.

The Supervisory Board approved the vesting and payment of the target remuneration for the Executive Board members for 2021 and approved amendments to the Executive Board members'

service contracts to set the conditions for meeting the target remuneration for 2022.

In 5/2022, the Supervisory Board took note of the intention to establish a joint venture in the form of a joint stock company for the modernisation of the vestibule of the Florenc metro station and the intention to establish a joint venture in the form of a joint stock company for the modernisation of the vestibule of the Roztyly metro station.

Since 6/2022, the Supervisory Board regularly addressed the emergency situation at DPP, and related personnel changes, whereby the Supervisory Board removed a member of the Management Board of DPP as of 15/6/2022. Mgr. Matej Augustín and elected Ing. Marek Kopriva as of 16 June 2022 to the position of member of the Board of Directors of DPP.

The Supervisory Board was regularly informed about individual steps in the construction and preparation of the I.D metro line, the development of DPP's contractual relations with Inženýring dopravních staveb, a. s., and dealt with the issue of contractual relations with RENCAR PRAHA, a. s. and euroAWK, s. r. o. The Board repeatedly focused their attention on the issue of ground transport control systems, and also focused on the progress in the negotiations on the ongoing court disputes in connection with the exits from the metro stations

During 2022, the Supervisory Board also discussed the company's strategic materials, such as the distribution channel development strategy and the 2022 DPP Business Plan.

At the end of the year, due to the need to maintain the functionality of the company's Board of Directors for the next period, the Supervisory Board elected Ing. Peter Witowski and Ing. Jan Šurovský and recommended to the Executive Board that Ing. Witowski to continue as Chairman of the Board of Directors. Furthermore, the Supervisory Board recommended to the Board of Management that Ing. Witowski exercise his powers in the Management Department and Ing. Šurovský his competence in the Technical Department – Surface.

Conclusion:

The Supervisory Board monitored the interim results very closely throughout the year, regularly discussing the quarterly reports on the results achieved, including the costing of the PID.

The Supervisory Board paid clear attention to selected contractual obligations of DPP, and the delegated representatives of the Supervisory Board participated significantly in the work of evaluation committees in tenders and public contracts during 2022.

It must be stated that in 2022 the Supervisory Board fulfilled its mission as the company's controlling body with due care in accordance with applicable laws, the company's Articles of Association, other regulations and the interests of the sole shareholder of the Capital City of Prague and supervised the exercise of the powers of the Management Board and the management of the company.

Through its activities, the Supervisory Board contributed 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 "Information Act"), this annual report on the activities of the Prague City Transit Company, joint stock company (hereinafter referred to as "DPP") in the area of providing information pursuant to the Information Act, was submitted for the year 2022.

1. the number of requests for information submitted and the number of decisions issued to refuse a request:

- (a) the number of requests for information submitted:79
 (b) the number of decisions issued rejecting the application: 17

2. the number of appeals lodged against decisions: 8

3. details of the judicial review of the appeal decision: 0

- (a) a copy of the substantive parts of each judgment of the reviewing court the lawfulness of a decision to refuse a request for information: 0

- (b) a summary of all expenses incurred in connection with the legal proceedings of their rights and obligations under the Act, including the cost of their own staff and legal costs: 0 Kč

4. list of exclusive licences granted, including the justification for the need to grant an exclusive licence: no exclusive licences were granted;

5. details of complaints lodged against the procedure for dealing with requests for information (hereinafter referred to as, complaint):

- (a) the number of complaints lodged: 2
 (b) the reason for making complaints about DPP's procedure:
 • § 16a(1)(b).....2
 • § 16a(1)(d)..... -

- (c) the method of handling DPP:
 • § 16a(5) (self-remedy)..... -
 • § 16a(5) (referral to the appellate authority) 2
 (d) the manner of handling by the appeal body (Office for Personal Data Protection):
 • § 16a(6)(a), § 16a(7)(a) -

6. other information related to the handling of requests for information: the most frequent requests for information related to the tender procedure for non-residential premises owned by DPP for transport claims and the construction of the I.D. metro line.



R

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Introductory provisions

The Board of Directors of the Transit Company of the Capital City of Prague, joint stock company, with registered office at Sokolovská 42/217, Vysočany, 190 00 Prague 9, ID No.: 000 05 886, registered in the Commercial Register maintained by the Municipal Court in Prague, Section B,

Insert 847 as a controlled company, prepared the following report on the relations between the Transit Company of the Capital City of Prague, joint stock company and the controlling person and between the Transit Company of the Capital City of Prague, joint stock company and persons controlled by the same controlling person (hereinafter referred to as “related persons”) for the past financial year from 1 January 2022 to 31 December 2022 (hereinafter referred to as the “Relevant Period”)

This report for the relevant period shall be attached to the annual report in accordance with the accounting legislation. The Controlled Person’s sole shareholder will have the opportunity to review it within the same timeframe and under the same conditions as the financial statements.

1. The structure of the relationship between the controlling person and the controlled person and between the controlled person and persons controlled by the same controlling person. The role of the controlled person in the structure of these relationships, the manner and means of control.

1.1 Structure of relationships

1.1.1. The structure of relations between related parties is branched and multi-tiered and is based on the controlling (legal) person, which is the City of Prague, ID No.: 000 64 581 (hereinafter referred to as the “Controlling Person”). The Controlling Person directly controls sixteen companies in the group of controlled persons (business corporations). Two of these companies, namely Pražská strojírna, a. s., ID No.: 601 93 298, with registered office at Prague 9 - Víně, Mladoboleslavská 133, Postal Code 19017, and Střední průmyslová škola dopravní, a. s., ID No.: 256 32 141, with registered office at Prague 5, Plzeňská 298/217a, Postal Code 15000, are controlled by the Controlling Person within the scope of their General Meetings.

1.1.2. The basic structure of the relationships in the cluster is shown in the diagram which is an integral appendix to this report. The structure of the specific relationships in the grouping to which DPP was a party in the relevant period, and the position of the individual participants in this structure can be seen, in addition to the above, from the breakdown of the related parties as contracting parties in the overview of the reciprocal agreements set out in this report.

1.2 The Controlling Person controls, according to the information available to the Controlled Person, the following other directly controlled persons:

a) Kolektory Praha, a. s., with its registered office at Pešlova 341/3, Vysočany, 190 00 Praha 9, registered in the Commercial Register, File No. B 7813, registered with 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 Praha 4, registered in the Commercial Register, File No. B 3275, registered with the Municipal Court in Prague, ID No.: 630 80 249 (45.652 % 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, File No. B 9990, kept at the Municipal Court in Prague, ID No.: 272 51 918 (100 % share)
- d) Pražská energetika Holding, a. s., with its registered office at Prague 10, Na Hroudě 1492, Postal Code 10005, registered in the Commercial Register, File No. B 7020, kept at the Municipal Court in Prague, ID No.: 264 28 059 (51 % share)
- e) Pražská plynárenská Holding, a. s., with its registered office at U plynárny 500/44, Michle, 140 00 Praha 4, registered in the Commercial Register, File No. B 7151, kept at the Municipal Court in Prague, ID No.: 264 42 272 (100 % share)
- f) Pražská vodohospodářská společnost, a. s., with its registered office at Evropská 866/67, Vokovice, 160 00 Prague 6, registered in the Commercial Register, File No. B 5290, kept at the Municipal Court in Prague, ID No.: 256 56 112 (100 % share)
- g) Pražské služby, a. s., with its registered office at Prague 9, Pod Šancemi 444/1, registered in the Commercial Register, File No. B 2432, kept at the Municipal Court in Prague, ID No. 601 94 120 (100 % share)
- h) TRADE CENTRE PRAHA, a. s., with its registered office at Prague 2, Blanická 1008/28, Postal Code 12000, registered in the Commercial Register, File No. B 43, kept at the Municipal Court in Prague, ID No.: 004 09 316 (100 % share)
- i) VODA Želivka, a. s., with its registered office at K Horkám 16/23, Hostivař, 102 00 Prague 10, registered in the Commercial Register, File No. B 7437, kept at the Municipal Court in Prague, ID No.: 264 96 224 (share 90.0353 %)
- j) Zdroj pitné vody Káraný, a. s., with registered office at Podolská 15/17, Podolí, 147 00 Praha 4, registered in the Commercial Register, file number B 7438, kept at the Municipal Court in Prague, ID No.: 264 96 402 (97.25% share)
- k) Operátor ICT, a. s., with registered office at Dělnická 213/12, Holešovice, 170 00 Prague 7, registered in the Commercial Register, file number B 19676, kept at the Municipal Court in Prague, ID No.: 027 95 281 (100 % share)
- l) Technická správa komunikací hl. m. Prahy, a. s., with its registered office at Řásnovka 770/8, Staré Město, 110 00 Prague 1, registered in the Commercial Register, File No. B 20059, kept at the Municipal Court in Prague, ID No.: 034 47 286 (100 % share)
- m) Výstaviště Praha, a. s., with its registered office at Výstaviště 67, Bubeneč, 170 00 Prague 7, registered in the Commercial Register, File No. B 5231, kept at the Municipal Court in Prague, ID No.: 256 49 329 (100 % share)
- n) Technologie hlavního města Prahy, a. s., with its registered office at Dělnická 213/12,

Holešovice, 170 00 Prague 7, registered in the Commercial Register, File No. B 5402, kept at the Municipal Court in Prague, ID No.: 256 72 541 (100 % share)

- o) Prague City Tourism, a. s., with its registered office at Arbesovo náměstí 70/4, Smíchov, 150 00 Prague 5, registered in the Commercial Register, File No. B 23670, registered at the Municipal Court in Prague, ID No.: 073 12 890 (100 % share)
- m) Teplo pro Prahu, a. s., with registered office at U plynárny 500/44, Michle, 140 00 Prague 4, registered in the Commercial Register, file number B 27282, registered at the Municipal Court in Prague, ID No.: 171 38 558 (49 % share)

1.3 According to the information available to the controlled person, the controlling person indirectly controls the following other persons and their subsidiaries

Companies with capital participation of the commercial company Transit Company of the Capital City of Prague, joint stock company

- a) Pražská strojírna, a. s., with its registered office at Prague 9 - Vinoř, Mladoboleslavská 133, Postal Code 19017, registered in the Commercial Register, File No. B 2318, kept at the Municipal Court in Prague, ID No.: 601 93 298 (100 % share)
- b) Střední průmyslová škola dopravní, a. s., with its registered office at Prague 5, Plzeňská 298/217a, Postal Code 15000, registered in the Commercial Register, File No. B 5097, registered at the Municipal Court in Prague, 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, File No. B 86, registered with the Municipal Court in Prague, 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, file number B 26696, kept at the Municipal Court in Prague, ID No.: 119 26 384 (25 % share)

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

- a) Pražská energetika, a. s., with registered office at Prague 10, Na hroudě 1492/4, Vršovice, 100 00 Prague 10, registered in the Commercial Register, File No. B 2405, registered at the Municipal Court in Prague, ID No.: 601 93 913 (share 58.046 %)

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

- a) PREDistribuce, a. s., with its registered office at Praha 5, Svornosti 3199/19a, Postal Code 15000, registered in the Commercial Register, File No. B 10158, registered with the Municipal Court in Prague, ID No.: 273 76 516 (100 % share)

- b)** eYello CZ, k. s., with registered office at Kubánské náměstí 1391/11, Vršovice, 100 00, Prague 10, registered in the Commercial Register, file number A 76596, registered at the Municipal Court in Prague, ID No.: 250 54 040 (90 % share)
- c)** PREměření, a. s., with its registered office at Prague 10, Na Hroudě 2149/19, Postal Code 10005, registered in the Commercial Register, File No. B 5433, kept at the Municipal Court in Prague, 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 Praha 10, registered in the Commercial Register, File No. B 20181, registered at the Municipal Court in Prague, 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, File No. C 215222, registered with the Municipal Court in Prague, 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, File No. B 22870, registered with the Municipal Court in Prague, ID No.: 065 32 438 (100 % share)
- g)** VOLTCOM, spol. s r. o., with registered office at Prague 6, Otevřená 1092/2, Postal Code 16900, registered in the Commercial Register, File No. C 7541, registered at the Municipal Court in Prague, ID No.: 447 94 274 (100% share)

Companies with capital participation of PREdistribuce, a. s.

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

Companies with capital participation of PREměření, a. s.

- 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, File No. C 287994, registered at the Municipal Court in Prague, ID No.: 280 80 378 (100 % share)
- b)** SOLARINVEST - GREEN ENERGY, s. r. o., with its registered office at Na hroudě 2149/19, Strašnice, 100 00 Prague 10, registered in the Commercial Register, file number C 153406, registered at the Municipal Court in Prague, ID No.: 289 23 405 (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, file number C 106530, registered with the Municipal Court in Prague, 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, File No. C 19065, kept at the Regional Court in Pilsen, 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, File No. C 356261, kept at the Municipal Court in Prague, ID No.: 11911913 (100 % share)

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

- a)** Pražská plynárenská, a. s., with its registered office at Prague 1 - Nové Město, Národní 37, Postal Code 11000, registered in the Commercial Register, File No. B 2337, kept at the Municipal Court in Prague, ID No.: 601 93 492 (100 % share)

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

- a)** Pražská plynárenská Distribuce, a. s., a member of the Pražská plynárenská, a. s. Group, with registered office at Praha 4, U Plynárny 500, Postal Code 14508, registered in the Commercial Register, File No. B 10356, kept at the Municipal Court in Prague, ID No.: 274 03 505 (100 % share)
- b)** Pražská plynárenská Servis distribuce, a. s., a member of the Pražská plynárenská, a. s. Group, with registered office at U plynárny 1450/2a, Michle, 140 00 Prague 4, registered in the Commercial Register, file number B 1878, kept at the Municipal Court in Prague, ID No.: 471 16 471 (100 % share)
- c)** Prometheus, energetické služby, a. s., a member of the Pražská plynárenská, a. s. Group, with registered office at Praha 4, U Plynárny 500, Postal Code 14000, registered in the Commercial Register, File No. B 17568, kept at the Municipal Court in Prague, 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, File No. B 270, kept at the Municipal Court in Prague, ID No.: 005 51 899 (100 % share)

Companies with capital participation of the commercial company Prometheus, energetické služby, a. s., a member of the Pražská plynárenská, a. s. Group

- a)** Teplo pro Kbely, a. s., with registered office at U plynárny 500/44, Michle, 140 00 Praha 4, registered in the Commercial Register, file number B 25960, kept at the Municipal Court in Prague, ID No.: 097 83 172 (75% share)
- b)** Teplo pro Prahu, a. s., with registered office at U plynárny 500/44, Michle, 140 00 Praha 4, registered in the Commercial Register, file number B 27282, kept at the Municipal Court in Prague, ID No.: 171 38 558 (51 % share)

Companies with capital participation of Pražské služby, a. s.

- a) AKROP, s. r. o., with its registered office at Tuchoměřice, Ke Špejcharu 392, Postal Code 25267, registered in the Commercial Register, File No. C 81758, kept at the Municipal Court in Prague, 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, File No. C 229808, kept at the Municipal Court in Prague, ID No.: 032 98 973 (100 % share)
- c) AGROBIOPLYN, s. r. o., with its registered office at Mečislavova 165/3, Nusle, 140 00 Prague 4, registered in the Commercial Register, File No. C 351483, kept at the Municipal Court in Prague, ID No.: 109 67 192 (100 % share)
- d) RELAKA, s. r. o., with its registered office at Mečislavova 165/3, Nusle, 140 00 Prague 4, registered in the Commercial Register, File No. C 287888, kept at the Municipal Court in Prague, ID No.: 067 72 731 (100 % share)

Companies with capital participation of VODA Želivka, a. s.

- a) Želivská provozní, a. s., with its registered office at Prague 10 - Hostivař, K Horkám 16/23, Postal Code 10200, registered in the Commercial Register, File No. B 19766, kept at the Municipal Court in Prague, 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, File No. B 26370, kept at the Municipal Court in Prague, 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, File No. B 26371, kept at the Municipal Court in Prague, ID No.: 108 96 562 (100 % share)

Company with capital participation of 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, File No. B 18857, kept at the Municipal Court in Prague, ID No.: 291 48 995 (100 % share)

Companies with capital participation of Pražská vodohospodářská společnost, a. s.

- 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, File No. 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 referred to in paragraph 1.1 above was exercised by the controlling person in the relevant period by exercising its shareholder rights. Control of the other controlled corporations is exercised only through the companies that control them and are themselves controlled by the City of Prague, i.e., exclusively indirectly.

2. 2. From the point of view of the Transit Company of the Capital City of Prague, joint stock company, the City of Prague exercises direct control over it.

3. Role of the Transit Company of the Capital City of Prague, joint stock company in the structure of controlling relationships in the group and in business relations with related parties

3. 1. In relation to the other controlled companies, the Transit Company of the Capital City of Prague, joint stock company has no functional role either as a management element or as a supplier within the scope of its business activities according to its subject of business.

4. Actions taken in the last financial year at the instigation of or in the interest of the controlling person or persons controlled by the controlling person

4.1 The controlled person did not take any action in the last financial year that was taken at the instigation of or in the interest of the controlling person or persons controlled by the controlling person and that relates to assets that exceed 10% of the equity of the controlled person as determined by the latest financial statements.

4.2 The contracts between the controlled person and the controlling person in the financial year 2022 are listed in Appendix 1. These contracts were entered into on normal commercial terms and the performance and consideration are on normal commercial terms taking into account the nature of the controlled person's business and no detriment was caused to the controlled person by the performance of these contracts.

4.3 There were no other legal transactions between the controlled and the controlling person in the interest of the controlling person.

4.4 No action was taken in the interest of the controlling person.

4.5 No action was taken in the interest of the controlling person.

4.6 No action was taken at the instigation of the controlling person.

4.7 No action was taken at the instigation of the controlling person.

- 4.8** The agreements listed in Appendix 2 were entered into between the Controlled Person and other persons directly controlled by the Controlled Person in the 2022 financial year. These contracts were entered into on normal commercial terms and the performance and consideration are on normal commercial terms, so that no detriment can arise to the controlled person from the performance of these contracts.
- 4.9** No other legal transactions were made between the controlled person and other persons directly controlled by the controlling person in the interest of other persons controlled by the controlling person.
- 4.10** No measures were taken in the interest of other persons directly controlled by the controlling person.
- 4.11** No measures were taken in the interest of other persons directly controlled by the controlling person.
- 4.12** No action was taken at the request of other persons directly controlled by the controlling person.
- 4.13** No action was taken at the instigation of other persons directly controlled by the controlling person.

Information on relationships to other persons controlled indirectly by the controlling person

- 4.14** The agreements listed in Appendix 3 were entered into between the controlled person and other persons controlled indirectly by the controlling person in the financial year 2022. These contracts were entered into on normal commercial terms and the performance and consideration are on normal commercial terms, so that no detriment can arise to the controlled person from the performance of these contracts.
- 4.15** There were no other legal transactions between the controlled person and other persons indirectly controlled by the controlling person in the interest of other persons indirectly controlled by the controlling person.
- 4.16** No measures were taken in the interest of other persons indirectly controlled by the controlling person.
- 4.17** No measures were taken in the interest of other persons indirectly controlled by the controlling person.
- 4.18** No action was taken at the instigation of other persons indirectly controlled by the controlling person.
- 4.19** No action was taken at the instigation of other persons indirectly controlled by the controlling person.

5. Assessment and evaluation

The board of directors of the controlled person states that no prevailing advantages or disadvantages or any risks can be inferred from the relationship between these persons. All contractual relations between them were concluded in accordance with generally binding legal regulations and under conditions customary in business dealings between entrepreneurs.

Certain risks can be inferred from the relationship with RENCAR PRAHA, a. s., ID No.: 005 06 397, where there are several pending legal proceedings between the controlled person and this person related to the alleged existence of an obligatory relationship between the Transit Company of the Capital City of Prague and RENCAR PRAHA, a. s., ID No.: 005 06 397. As a result of a possible reversal of previously favourable decisions, certain counterclaims could arise relating, inter alia, to the year 2022.

The above shows that in the financial year 2022 the controlled person did not incur any property damage due to the influence of the controlling person.

On behalf of the Transit Company of the Capital City of Prague, joint stock company:

Ing. Petr Witowski
Chairman of the Board of Directors

Ing. Ladislav Urbánek
Vice-Chairman of the Board of Directors



ANNEX NO 1**Overview of contracts concluded in 2022 by the controlled person with the controlling person**

| Controlling person | Controlled person | Total contracts concluded |
|----------------------------|--|---------------------------|
| The capital city of Prague | Transit Company of the capital city of Prague, a. s. | 166 |

Characteristics of contracts and number of contracts:

- Appendix to the Memorandum of Cooperation - 1
- Lease Agreement - 37, Lease Agreement Supplement - 2
- Contract on the conclusion of a future agreement on the establishment of an easement - 22
- Easement agreement - 18, Supplement to the easement agreement - 1
- Contract for the establishment of an easement - land easement - 1
- Agreement on the establishment of easements - 4
- Contract on future easement agreement - 1
- Agreement on a future contract for the establishment of a land easement - 5
- Contract for water supply and sewage disposal - 3, Supplement to the contract for water supply and sewage disposal - 1
- Contract on project financing within the Operational Programme Prague-Polar Growth of the Czech Republic - 3, Supplement to the Contract on project financing within the Operational Programme Prague-Polar Growth of the Czech Republic - 2
- Assignment agreement - 1, Agreement on transfer of rights and obligations of the builder - 1
- Initial Framework Agreement for a coordinated approach in the framework of the metro project I.D - 1
- Service contract - 1
- Confidentiality Agreement - 1
- Contract for the relocation of public lighting - 1, Contract for the relocation of water supply and sewerage - 5
- Addendum to the Contract for the provision of electricity supply - 1
- Addendum to the Contract for public services in public rail and urban bus transport in the PID system - 7
- Loan Agreement - 19, Supplement to the Loan Agreement - 3
- Supplement to the Contract on public service obligation in public line transport in the Prague Integrated Transport System - 22
- Agreement on cooperation in investigating the economic viability of selected contracts - 1
- Swap Cooperation Agreement - 1
- Loan agreement - 19

PŘÍLOHA Č. 2**Contracts concluded in 2022 with persons controlled by the controlling person****Directly**

| Business company | Number | Characteristics of the contracts |
|--|--------|---|
| Kolektory Praha, a.s. | 2 | Confidentiality Agreement - 1, Supplement to the Memorandum of Cooperation - 1 |
| Kongresové centrum Praha, a.s. | 1 | Memorandum of Interim Cooperation - 1 |
| Obecní dům, a.s. | 0 | |
| Operátor ICT, a.s. | 5 | Commission agreement - 1, Service agreement - 1, Confidentiality agreement - 1, Assignment agreement - 1, Supplement to memorandum of cooperation - 1 |
| Prague City Tourism a.s. | 13 | Contract on the settlement of obligations - 2, Co-operation contract - 1, Commission contract - 4, Contract on the provision of passenger transport - 2, Contract on the provision of PID fares - 1, Contract on the involvement of the acceptance point in the Prague Tourist Card system - 1, Supplement to the contract on the provision of transport - 1, Supplement to the commission contract - 1, Supplement to the contract on the provision of PID fares - 1 |
| Pražská energetika Holding a.s. | 0 | |
| Pražská plynárenská Holding a.s. | 0 | |
| Pražská vodohospodářská společnost a. s. | 2 | Settlement agreement - 1, Lease agreement - 1 |
| Pražské služby, a.s. | 2 | Service contract - 2 |
| Technická správa komunikací hl. m. Prahy, a.s. | 6 | Lease agreement - 2, Relocation agreement - 2, Confidentiality agreement - 1, Addendum to memorandum of cooperation - 1 |
| Technologie hlavního města Prahy, a.s. | 0 | |
| Teplo pro Prahu | 0 | |
| TRADE CENTRE PRAHA a.s. | 0 | |
| VODA Želivka, a.s. | 0 | |
| Výstaviště Praha, a.s. | 1 | Swap agreement - 1 |
| Zdroj pitné vody Káraný, a.s. | 0 | |

Contracts concluded in 2022 with persons controlled by the controlling person

65

Indirectly

| Business company | Number | Characteristics of the contracts |
|---|--------|---|
| Střední průmyslová škola dopravní, a.s. | 6 | Addendum to the contract for the provision of teaching and training for the acquisition of Group B+C and RB/C authorisations - 1, Addendum to the contract for the provision of vocational training for pupils - 1, Addendum to the lease agreement - 3, Agreement on the termination of the contract for the provision of services - 1 |
| RENCAR PRAHA | 0 | |
| Pražská strojírna, a.s. | 5 | Supply Framework Contract - 1, Work Framework Contract - 1, Supplement to the Framework Purchase Contract - 1, Supplement to the Work Contract - 2 |
| Nové Holešovice, a.s. | 0 | |
| Pražská energetika a.s. | 202 | Confidentiality Agreement - 1, Memorandum of Cooperation - 1, Electricity Supply Agreement - 1, Electricity Supply Services Agreement - 2, Supplement to Electricity Supply Services Agreement - 3, Supplement to Electricity Supply Agreement - 1, Supplement to Electricity Supply Services Agreement - 195 |
| eYello CZ, k.s. | 0 | |
| PREměření a.s. | 0 | |
| KORMAK PRAHA a.s. | 0 | |
| PREservisní s.r.o. | 0 | |
| PREzákaznická a.s. | 0 | |
| PREdistribuce a.s. | 66 | Agreement on the Transfer of Rights and Obligations - 9, Lease Agreement - 3, Agreement on Handling, Operation, and Work on Electrical Equipment - 6, Connection Agreement - 7, Future Connection Agreement - 5, Future Easement Agreement - 22, Service Agreement - 2, Easement Agreement - 9, Relocation Agreement - 2, Connection Agreement Supplement - 1 |
| VOLTCOM, spol. s r.o. | 0 | |

| | | |
|---|----|--|
| PREnetcom a.s. | 0 | |
| PRE FVE Světlík, s.r.o. | 0 | |
| SOLARINVEST –GREEN ENERGY, s.r.o. | 0 | |
| FRONTIER TECHNOLOGIES, s.r.o. | 0 | |
| PRE VTE Částkov, s.r.o. | 0 | |
| PRE VTE Nové Sedlo, s.r.o. | 0 | |
| Pražská plynárenská a.s. | 6 | Contract for combined services of natural gas supply - 5, Purchase contract - 1 |
| Pražská plynárenská Distribuce, a.s. | 32 | Connection agreement - 25, Agreement on future agreement on the establishment of easement - 3, Agreement on ensuring the implementation of the relocation - 4, |
| Pražská plynárenská Servis distribuce, a.s. | 1 | Lease agreement - 1 |
| Prometheus, energetické služby, a.s. | 0 | |
| MONTSERVIS PRAHA, a.s. | 0 | |
| Teplo pro Kbely, a.s. | 0 | |
| Teplo pro Prahu, a.s. | 0 | |
| Pražské vodovody a kanalizace, a.s. | 7 | Contract for the relocation of a water or sewer line - 5, Lease agreement - 1, Agreement on the adjustment of mutual relations - 1 |
| AKROP s.r.o. | 0 | |
| Pražský EKOservis, s.r.o. | 0 | |
| AGROBIOPLYN s.r.o. | 0 | |
| RELAKA s.r.o. | 0 | |
| Želivská provozní a.s. | 0 | |
| Želivská dálniční a.s. | 0 | |
| Želivská rozvojová a.s. | 0 | |
| Vodárna Káraný, a.s. | 0 | |

SCHEME

Controlling Person - City of Prague

66

| Directly controlled persons | ID | Companies with capital participation - Indirectly controlled persons | ID | Companies with capital participation - Indirectly controlled persons | ID | Companies with capital participation - Indirectly controlled persons | ID |
|--|------------|--|------------|--|----------|--|----------|
| Transit Company of the Capital City of Prague, joint stock company | 000 05 886 | | | | | | |
| | | Pražská strojírna a. s. | 601 93 298 | | | | |
| | | RENCAR PRAHA, a. s. | 005 06 397 | | | | |
| | | Střední průmyslová škola dopravní, a.s. | 256 32 141 | | | | |
| | | Nové Holešovice, a.s. | 119 26 384 | | | | |
| Kolektory Praha, a.s. | 267 14 124 | | | | | | |
| Kongresové centrum Praha, a.s. | 630 80 249 | | | | | | |
| Obecní dům, a.s. | 272 51 918 | | | | | | |
| Operátor ICT, a.s. | 027 95 281 | | | | | | |
| Pražská energetika Holding a.s. | 264 28 059 | | | | | | |
| | | Pražská energetika, a.s. | 601 93 913 | | | | |
| | | | | PREdistribuce, a.s. | 27376516 | | |
| | | | | | | PREnetcom, a.s. | 06714366 |
| | | | | eYello CZ, k.s. | 25054040 | | |
| | | | | PREměření, a.s. | 25677063 | | |
| | | | | | | PRE FVE Světlík, s.r.o. | 28080378 |
| | | | | | | SOLARINVEST - GREEN ENERGY, s.r.o. | 28923405 |
| | | | | | | FRONTIER TECHNOLOGIES, s.r.o. | 27234835 |
| | | | | | | PRE VTE Částkov, s.r.o. | 27966216 |
| | | | | | | PRE FVE Nové Sedlo, s.r.o. | 11911913 |
| | | | | KORMAK Praha a.s. | 48592307 | | |
| | | | | PREzákaznická, a.s. | 06532438 | | |
| | | | | PREservisní, s.r.o. | 02065801 | | |
| | | | | VOLTCOM, spol s r.o. | 44794274 | | |
| Pražská plynárenská Holding a.s. | 264 42 272 | | | | | | |



| | | | | | | | |
|---|-------------------|-------------------------------------|------------|---|----------|-----------------------|------------|
| | | Pražská plynárenská, a.s. | 601 93 492 | | | | |
| | | | | Pražská plynárenská Distribuce a.s., člen koncernu Pražská plynárenská a.s. | 27403505 | | |
| | | | | Pražská plynárenská Servis Distribuce, a.s., člen koncernu Pražská plynárenská a.s. | 47116471 | | |
| | | | | Prometheus, energetické služby, a.s., člen koncernu Pražská plynárenská a.s. | 63072599 | | |
| | | | | | | Teplo pro Prahu a.s.. | 171 38 558 |
| | | | | | | Teplo pro Prahu a.s.. | 097 83 172 |
| Pražská vodohospodářská společnost a.s. | 256 56 112 | | | Montservis PRAHA, a.s. | 00551899 | | |
| | | Pražské vodovody a kanalizace, a.s. | 256 5 635 | | | | |
| Pražské služby, a.s. | 601 94 120 | | | | | | |
| | | AKROP s.r.o. | 264 32 331 | | | | |
| | | Pražský EKOservis, s.r.o. | 032 98 973 | | | | |
| | | AGROBIOPLYN s.r.o. | 109 67 192 | | | | |
| | | RELAKA s.r.o. | 067 72 731 | | | | |
| Technická správa komunikací hl. m. Prahy, a.s. | 034 47 286 | | | | | | |
| TRADE CENTRE PRAHA a.s. | 004 09 316 | | | | | | |
| 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 | | | | |
| Výstaviště Praha, a.s. | 256 49 329 | | | | | | |
| Zdroj pitné vody Káraný, a.s. | 264 96 402 | | | | | | |
| | | Vodárna Káraný, a.s. | 291 48 995 | | | | |
| Technologie hlavního města Prahy, a.s. | 256 72 541 | | | | | | |
| Prague City Tourism a.s. | 073 12 890 | | | | | | |
| Teplo pro Prahu a.s. | 171 38 558 | | | | | | |



List of abbreviations

| | | | | | | | |
|-----------------------------|--------------------------------|-------------------|------------------------------------|--------------------|-----------------------------------|--------------------|--------------------------------|
| AE | Airport Express | DRHM | minor fixed tangible assets | MHD | public transport | SSZ | traffic signals |
| AIS | automatic information system | DRNM | minor fixed assets | MKM | local kilometres | SŠ | secondary school |
| APC | automatic passenger counting | DT | distribution transformer station | MHMP | Prague City Council | STK | vehicle inspection station |
| ASDD | automatic traffic management | Ečs | the oldest type of metro carriages | MS-A | Můstek – A station | SŽ | railway administration |
| | dispatch system | EIP | Electronic Information System | HZS | fire brigade | TAČR | Czech Technological Agency |
| ASDŘ-T | Automatic dispatching control | EKV | electronic access control system | MOS | multifunctional check-in system | TBZ | technical safety exam |
| | system (technology) | EOV | electrically controlled switches | MTZ | material and technical security | TH | technical-economic (employees) |
| OHS | occupational health and safety | EPS | electricity fire alarm system | OICT | ICT Operator (company) | THMP | Technologie HL. m. Prahy, a.s. |
| BM | standard metre | EU | European Union | OON | other personal expenses | TSK | road network administration |
| CO₂ | carbon dioxide | EZS | electronic security system | PPE | personal protective equipment | TSO | facility management |
| CP | Securities | GAP | analysis of cyber risks | OPD | transport operational programme | TT | tramway line |
| ČSN | Czech technical standard | HMP | Capital City of Prague | OPP | adjusting entries | UITP | International Association |
| ČS | Česká spořitelna | HW | computer hardware (components) | OSM | metro security system | | of Public Transport |
| ČSOB | Československá obchodní banka | HVAC | heating, ventilation and | PC | personal computer | UPS | fail-safe power supply |
| DC | Supervision Centre | | air-conditioning | PHE | recycling fee | UTZ | designated technical equipment |
| DH-G | Hostivař Depot building G | ID | identification number | PID | Prague Integrated Transport | ÚD | central workshops |
| DHM | fixed tangible assets | IDSK | Integrated Transport of | POP | operating and service personnel | ÚD-ED | central workshops - |
| DNM | fixed assets | | the Central Bohemian Region, p.o. | PRE | Prague Energy | | electric railways |
| VAT | value added tax | IPOČ | infopanel above the platform line | PS | Prague services | VIP | outdoor information system |
| DPP | Transit Company of | IT | information technology | PTK | preliminary market consultation | VKV | very short waves |
| | the capital city of Prague | JDCM | metro route unit | Ptv | industrial television | VOŠ | higher vocational school |
| | | JPM | metro operation unit | QMS | Quality Management System | vozkm | vehicle kilometres |
| | | JSVA | bus management unit | ROPID | regional organiser of the Prague | | audit committee |
| | | JSVT | tram management unit | | public transport | VŠ | university |
| | | KBS | comprehensive security system | RTT | tram line renovation | VT | computing technology |
| | | CZK | Czech Crown | SAN | storage area network buses | VTZ | selected technical equipment |
| | | pc | piece | SAP | Integrated economic info. system | VZ | public tender |
| | | LD | funicular | SD | service desk | ZLD | lines for people with reduced |
| | | LMS | Learning Management System | SDI | transport information centre | | mobility and their companions |
| | | MD | ministry of transport | SPŠD | Secondary Industrial School of | ZOK | Corporations Act |
| | | MDT | substation and distribution | | Transport | ZOO | zoo |
| | | | transformers | SPT | independent operations technician | ZVS | public service obligation |

06

TABULAR PART



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Operational technical indicators

NUMBER OF LINES IN OPERATION, THEIR LENGTH (in km) AND AVERAGE SPEED (in km/h)

| | number of operating lines | | Length of lines in km | average speed (km/h) | |
|--------------|---------------------------|-------|-----------------------|----------------------|---------------------------|
| | Daily | Night | | Travel | circulating (operational) |
| Metro | 3 | - | 65.4 | 35.65 | 33.21 |
| Trams | 26 | 9 | 569.5 | 19.47 | 13.40 |
| Buses | 134 | 14 | 1,852.7 | 24.94 | 16.70 |
| Trolleybuses | 1 | - | 11.5 | 23.34 | 13.00 |

Note: The historical (nostalgic) tram line and funicular to Petřín are not included.

AVERAGE NUMBER OF CARRIAGES DISPATCHED PER DAY

(in regular operation outside the holiday season)

| | Morning peak | Off-peak | Afternoon peak | Saturday | Sunday |
|--------------|--------------|----------|----------------|----------|--------|
| Metro | 494 | 266 | 429 | 196 | 200 |
| Trams | 610 | 445 | 583 | 315 | 318 |
| Buses | 901 | 515 | 862 | 430 | 427 |
| Trolleybuses | 0 | 0 | 0 | 1 | 1 |

OPERATING VEHICLE AND LOCAL KILOMETRES (thousands km)

| | Vehicle km (thous. vehicle km) | local km (thous. mkm) |
|--------------|--------------------------------|-----------------------|
| Metro | 58,941 | 10,877,684 |
| Trams | 57,997 | 6,379,637 |
| Buses | 64,223 | 5,526,208 |
| Trolleybuses | 2,55 | 178 |
| Funicular | 24 | 2,394 |
| Total | 181,188 | 22,786,101 |

Note: Excluding kilometres of contractual transport and historic (nostalgic) tram lines.
Buses include suburban lines.
Tram vehicle kilometres are converted.

MANAGEMENT PERCENTAGE AND ENERGY CONSUMPTION

| | fleet management percentage of vehicles | traction energy consumption | | diesel consumption | |
|--------------|---|-----------------------------|-------------|--------------------|-------------|
| | | in thous. kWh | per 1 vozkm | in thous. Litres | per 1 vozkm |
| Metro | 11.82 | 113,439 | 1.92 | - | - |
| Trams | 16.06 | 124,566 | 3.22 | - | - |
| Trolleybuses | 22.57 | 10 | 0.60 | | |
| Buses | 9.13 | - | - | 26,648 | 0.43 |

LIST OF CONNECTIONS

Metro lines in operation as at 31 December 2022

| Line | Route | Track length in m* | Travel 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 line length is the distance between the centres of the end stations on the 1st track, the data is based on the actual measurement and was provided by JDCM. For journey time in minutes, the SJŘ time was 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 (transfer) | Křižíkova | Vyšehrad |
| Muzeum (transfer) | Florenc (transfer) | I. P. Pavlova |
| Náměstí Míru | Náměstí Republiky | Muzeum (transfer) |
| Jiřího z Poděbrad | Můstek (transfer) | Hlavní nádraží |
| Flora | Národní třída | Florenc (transfer) |
| Želivského | Karlovo náměstí | Vltavská |
| Strašnická | Anděl | Nádraží Holešovice |
| Skalka | Smíchovské nádraží | Kobylisy |
| Depo Hostivař | Radlická | Ládví |
| | Jinonice | Střížkov |
| | Nové Butovice | Prosek |
| | Hůrka | Letňany |
| | Lužiny | |
| zonal traffic: Skalka - Depot Hostivař (only on working days from 6 am to 7 pm) | Luka | |
| | Stodůlky | |
| | Zličín | |

TRAM LINES IN OPERATION AS AT 31 DECEMBER 2022

(core line routing - no-diversion condition)

Day lines

| Line | Route | ∅ no-loop length in m | ∅ travel time in minutes |
|------|--|-----------------------|--------------------------|
| 1 | Sídliště Petřiny – Spojovací | 14,110 | 43.0 |
| 2 | Sídliště Petřiny – Nádraží Braník | 14,670 | 43.5 |
| 3 | Levského/Sídl. Modřany – Kobylisy/Březiněveská | 20,270 | 57.5 |
| 4 | Sídliště Barrandov – Kubánské náměstí | 12,642 | 38.5 |
| 5 | Holyně – Vozovna Žižkov | 14,658 | 44.5 |
| 6 | Palmovka – Kubánské náměstí | 13,230 | 47.0 |
| 7 | Radlická – Depo Hostivař | 12,288 | 40.0 |
| 8 | Nádraží Podbaba – Starý Hloubětín | 13,790 | 43.0 |
| 9 | Sídliště Řepy – Spojovací | 17,380 | 53.0 |
| 10 | Sídliště Řepy – Sídliště Ďáblice | 22,290 | 68.0 |
| 11 | Spořilov – Spojovací | 12,700 | 42.0 |
| 12 | Sídliště Barrandov – Výstaviště | 15,980 | 48.0 |
| 13 | Čechovo náměstí – Olšanské hřbitovy | 5,287 | 19.5 |
| 14 | Spořilov – Vysočanská | 15,330 | 50.0 |
| 15 | Kotlářka – Olšanské hřbitovy | 11,450 | 38.0 |
| 16 | Sídliště Řepy – Ústřední dílny DP | 18,327 | 57.0 |
| 17 | Levského/Sídl. Modřany – Vozovna Kobylisy | 20,030 | 52.5 |
| 18 | Nádraží Podbaba – Vozovna Pankrác | 11,390 | 38.5 |
| 19 | Lehovec – Pankrác | 16,839 | 52.5 |
| 20 | Sídliště Barrandov – Divoká Šárka | 16,920 | 46.5 |
| 21 | Levského/Sídl. Modřany – Radlická | 13,997 | 35.5 |
| 22 | Bílá Hora – Nádraží Hostivař | 20,950 | 64.5 |
| 23 | Zvonařka – Královka | 8,275 | 30.0 |
| 24 | Vozovna Kobylisy – Náměstí Bratří Synků | 12,575 | 42.5 |
| 25 | Bílá Hora – Lehovec | 17,560 | 52.0 |
| 26 | Divoká Šárka – Nádraží Hostivař | 20,550 | 62.5 |

Night lines

| Line | Route | ∅ no-loop length in m | ∅ travel time in minutes |
|------|--|-----------------------|--------------------------|
| 91 | Divoká Šárka – Staré Strašnice/Radošovická | 18,840 | 59.0 |
| 92 | Lehovec – Sídliště Modřany/Levského | 22,230 | 56.0 |
| 93 | Sídliště Ďáblice – Vozovna Pankrác | 16,020 | 46.0 |
| 94 | Lehovec – Sídliště Barrandov | 22,240 | 61.5 |
| 95 | Vozovna Kobylisy – Ústřední dílny DP | 21,500 | 59.0 |
| 96 | Sídliště Petřiny – Spořilov | 17,220 | 49.0 |
| 97 | Bílá Hora – Nádraží Hostivař | 21,310 | 60.5 |
| 98 | Sídliště Řepy – Spojovací | 18,610 | 52.0 |
| 99 | Sídliště Řepy – Zahradní Město | 18,024 | 50.5 |

Funicular and historic trams

| Line | Route | ∅ no-loop length in m | ∅ travel time in minutes |
|------|--|-----------------------|--------------------------|
| LD | Újezd – Petřín | 510 | 5.0 |
| 41 | Vozovna Střešovice – Výstaviště Holešovice/Planetárium Praha | 5,337 | 18.5 |
| 42 | Dlabačov – Masarykovo nádraží – Dlabačov | 7,029 | 23.0 |
| 43 | Vozovna Střešovice – Hlavní nádraží – Vozovna Střešovice | 6,017 | 26.0 |

BUS AND TROLLEYBUS LINES OPERATED BY DPP AS AT 31 DECEMBER 2022

(a) core network lines

| Line | Route | ∅ line length in m | ∅ travel time in minutes |
|------|---|--------------------|--------------------------|
| 100 | Zličín – Letiště | 11,050 | 19 |
| 101 | Zentiva – Viktoria Žižkov | 13,975 | 42 |
| 102 | Šimůnkova – Sídliště Bohnice | 6,125 | 16 |
| 105 | Smíchovské nádraží – Smíchovské nádraží | 9,500 | 20 |

| | | | |
|-----|--|--------|----|
| 106 | Kačerov – Nádraží Braník | 7,575 | 21 |
| 107 | Dejvická – Suchdol | 5,925 | 13 |
| 108 | Sídliště Na Dědině – Dejvická | 15,900 | 47 |
| 109 | Palmovka – VÚ Běchovice | 12,900 | 30 |
| 111 | Skalka – Koloděje | 12,800 | 29 |
| 112 | Nádraží Holešovice – Zoo Praha - Troja | 3,125 | 12 |
| 113 | Kačerov – Točná | 10,975 | 27 |
| 116 | Dejvická – Jenerálka | 7,150 | 18 |
| 118 | Sídliště Spořilov – Smíchovské nádraží | 10,900 | 28 |
| 119 | Nádraží Veleslavín – Letiště | 8,750 | 19 |
| 120 | Na Knížecí – Nádraží Radotín | 16,200 | 40 |
| 121 | Poliklinika Budějovická – Nádraží Braník | 8,700 | 25 |
| 122 | Opatov – Újezd u Průhonice | 3,875 | 10 |
| 123 | Na Knížecí – Šmukýřka | 5,750 | 17 |
| 124 | Želivského – Zelený pruh | 8,700 | 30 |
| 125 | Smíchovské nádraží – Skalka | 24,050 | 48 |
| 128 | Hlubočepy – Hlubočepy | 2,250 | 8 |
| 129 | Smíchovské nádraží – Baně | 13,150 | 21 |
| 130 | Zličín – Chaplinovo náměstí | 13,150 | 32 |
| 131 | Bořislavka – Hradčanská | 5,650 | 18 |
| 133 | Florenc – Sídliště Malešice | 6,425 | 20 |
| 134 | Podolská vodárna – Dvorce | 8,850 | 31 |
| 135 | Florenc – Chodov | 12,675 | 40 |
| 136 | Sídliště Čakovice – Jižní Město | 26,000 | 75 |
| 137 | Na Knížecí – Malá Ohrada | 12,600 | 37 |
| 138 | Sídliště Skalka – Ústavy Akademie věd | 12,900 | 38 |
| 139 | Želivského – Komořany | 15,250 | 45 |
| 140 | Palmovka – Miškovice | 11,325 | 30 |
| 141 | Bazén Hloubětín – Ve Žlábku | 10,950 | 28 |

| | | | |
|-----|---|--------|----|
| 142 | Nové Butovice – Velká Ohrada | 3,675 | 10 |
| 143 | Dejvická – Stadion Strahov | 4,025 | 12 |
| 144 | Kobylisy – Poliklinika Mazurská | 3,475 | 7 |
| 145 | Kobylisy – Sídliště Čimice | 4,300 | 11 |
| 147 | Dejvická – Výhledy | 6,575 | 15 |
| 148 | I. P. Pavlova – I. P. Pavlova | 4,200 | 16 |
| 149 | Dejvická – Stodůlky-Bavorská | 17,075 | 46 |
| 150 | Želivského – Na Beránku | 14,275 | 41 |
| 151 | Českomoravská – Novoborská | 8,575 | 24 |
| 152 | Sídliště Čimice – Českomoravská | 10,925 | 29 |
| 154 | Strašnická – Koleje Jižní Město | 20,500 | 56 |
| 156 | Nádraží Holešovice – Nádraží Holešovice | 10,300 | 35 |
| 157 | Kačerov – Násirovo náměstí | 6,850 | 18 |
| 158 | Letňany – Třeboradice | 8,025 | 21 |
| 159 | Letňany – Vinoř | 9,175 | 21 |
| 160 | Dejvická – Výhledy | 11,425 | 31 |
| 161 | Bořislavka – Přední Kopanina | 6,575 | 14 |
| 162 | Kobylisy – Dolní Chabry | 4,450 | 11 |
| 165 | Sídliště Zbraslav – Háje | 21,025 | 52 |
| 167 | Na Knížecí – Nemocnice Na Homolce | 7,675 | 21 |
| 168 | Nové Butovice – Bílá Hora | 17,175 | 45 |
| 169 | Kobylisy – Sídliště Čimice | 4,400 | 11 |
| 170 | Jižní Město – Pražská čtvrť | 19,825 | 54 |
| 172 | Smíchovské nádraží – Na Hvězdárně | 8,350 | 17 |
| 173 | Depo Hostivař – Kardausova | 3,475 | 9 |
| 174 | Kukulova – 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 | 41 |
| 181 | Černý Most – Opatov | 14,300 | 38 |
| 182 | Vinoř – Opatov | 27,875 | 68 |
| 183 | Vozovna Kobylisy – Háje | 23,025 | 56 |
| 184 | Velká Ohrada – Vypich | 8,050 | 20 |
| 185 | Letňany – Kbelský hřbitov | 5,150 | 13 |
| 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 | 20,550 | 52 |
| 193 | Nádraží Vršovice – Šeberák | 11,700 | 37 |
| 195 | Sídliště Letňany – Jesenická | 16,050 | 45 |
| 196 | Kloboučnická – Smíchovské nádraží | 12,800 | 34 |
| 197 | Háje – Smíchovské nádraží | 22,725 | 54 |
| 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 – Kbelský pivovar | 16,125 | 39 |
| 207 | Staroměstská – Ohrada | 5,375 | 22 |
| 213 | Želivského – Nádraží Uhříněves | 17,875 | 45 |
| 215 | Kačerov – Sídliště Libuš | 4,700 | 13 |
| 216 | Poliklinika Petřiny – Sídliště Baba | 8,375 | 27 |
| 225 | Velká Ohrada – Nové Vokovice | 14,100 | 39 |
| 229 | Depo Hostivař – Královice | 14,375 | 31 |
| 230 | Stará Holyně – Filmové ateliéry Barrandov | 7,800 | 21 |
| 231 | Na Knížecí – Dívčí Hrad – Na Knížecí | 5,050 | 16 |
| 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 | 6,150 | 18 |
| 246 | Zličín – Zbraslavské náměstí | 21,075 | 46 |
| 247 | Nádraží Radotín – Sídliště Zbraslav | 6,925 | 13 |
| 248 | Nádraží Radotín – Viničky – Nádraží Radotín | 2,000 | 7 |
| 249 | Nový Zličín – Zličín | 650 | 3 |
| 250 | Černý Most – Sídliště Rohožník | 12,075 | 24 |
| AE* | Hlavní nádraží – Letiště | 17,975 | 40 |

* Airport Express (AE) line now on basic PID lines, special fare applies

(b) night lines

| Line | Route | ∅ line length in m | ∅ travel time in minutes |
|------|--------------------------------------|--------------------|--------------------------|
| 901 | Anděl – Skalka | 30,825 | 64 |
| 902 | Lysolaje – Třebonice | 21,650 | 43 |
| 904 | Sídliště Stodůlky – Sídliště Písnice | 27,725 | 60 |
| 905 | Sídliště Čimice – Jižní Město | 29,375 | 64 |
| 906 | Skalka – Nedvězí | 31,625 | 64 |
| 907 | Letiště – Baně | 39,625 | 76 |
| 908 | Jinonice – Klánovice | 36,575 | 78 |
| 909 | Suchdol – Sídliště Rohožník | 33,325 | 71 |
| 910 | Letiště – Na Beránku | 34,875 | 77 |
| 911 | Sídliště Čakovice – Nádraží Hostivař | 38,000 | 76 |
| 912 | Lehovec – Ve Žlábku | 8,075 | 17 |
| 913 | Dolní Chabry – Točná | 36,575 | 79 |
| 915 | Miškovice – Cukrovar Čakovice | 2,600 | 6 |
| 916 | Palmovka – Vinořský hřbitov | 11,900 | 24 |

(c) school lines

| Line | Route | ∅ line length in m | ∅ travel time in minutes |
|------|--|--------------------|--------------------------|
| 251 | Sídliště Čimice – Šimůnkova | 4,250 | 10 |
| 252 | Ústřední – Morseova | 6,450 | 17 |
| 253 | Šmukýřka – Škola Poštovka | 3,850 | 12 |
| 255 | Jenerálka – Dejvická | 8,450 | 21 |
| 256 | Knovízská – Mokrá | 2,350 | 7 |
| 259 | Hostavice – Bazén Hloubětín | 7,325 | 18 |
| 260 | Bílá Hora – Na Okraji | 4,250 | 13 |
| 261 | Sídliště Zbraslav – Velká Chuchle | 14,600 | 31 |
| 262 | Sídliště Rohožník – Sídliště Horní Počernice | 12,875 | 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 | Nádraží Radotín – Škola Radotín | 950 | 4 |
| 271 | Správa sociálního zabezpečení – Radlická | 4,050 | 12 |
| 272 | Dolnokřeslická – Nádraží Uhříněves | 7,250 | 19 |
| 275 | Náměstí Jiřího Berana – Sídliště Čakovice | 2,200 | 6 |
| 277 | Cholupický hřbitov – Pavelkova | 3,750 | 8 |

(d) suburban lines

| Line | Route | ∅ line length in m | ∅ travel time in minutes |
|------|------------------------------------|--------------------|--------------------------|
| 301 | Luka – Chýnice | 8,400 | 21 |
| 312 | Bořislavka – Lichoceves | 16,175 | 34 |
| 329 | Sídliště Skalka – Škvorec, náměstí | 28,625 | 61 |
| 340 | Dejvická – Roztoky, Levý Hradec | 10,375 | 22 |

| | | | |
|-----|---------------------------------------|--------|----|
| 347 | Zličín – Motol | 24,325 | 55 |
| 351 | Letňany – Neratovice, žel. st. | 20,600 | 45 |
| 352 | Luka – Jinočany, náměstí | 7,225 | 20 |
| 355 | Dejvická – Únětice | 11,200 | 27 |
| 357 | Opatov – Čestlice – Nupaky, školka | 12,375 | 31 |
| 359 | Suchdol – Roztoky, Bělina | 11,625 | 27 |
| 363 | Opatov – Velké Popovice, Todice | 23,900 | 53 |
| 364 | Depo Hostivař – Doubek | 25,275 | 51 |
| 366 | Depo Hostivař – Mukařov | 28,625 | 57 |
| 955 | Terminál 1 – Tuchoměřice, Obecní úřad | 4,875 | 9 |

e) ZLD lines

(lines intended for people with reduced mobility and their companions)

| Line | Route | ∅ line length in m | ∅ travel time in minutes |
|------|---|--------------------|--------------------------|
| H1 | Chodov – Florenc – Náměstí Republiky – Chodov | 39,950 | 95 |

TROLLEYBUS LINES

| Line | Route | ∅ line length in m | ∅ travel time in minutes |
|------|----------------------|--------------------|--------------------------|
| 58 | Palmovka – Miškovice | 11,475 | 30 |

MAJOR CHANGES TO PID LINES IN 2022

3. 1. 2022

- extended operation of line 122 (Opatov - Újezd u Průhonice)
- new line 357 on the route Opatov - Čestlice - Nupaky, školka.

1. 3. 2022

- a new temporary line 173 established on the route Depo Hostivař – Kardausova (from 2 May 2022 the line will run permanently on this route)

9. 4. 2022

- Line 5 extended from the Sídliště Barrandov stop along the new tram line to Holyně

1. 7. 2022

- line 17 terminating at Výstaviště extended to Kobylisy / Březiněveská
- line 24 extended to the route Náměstí bratří Synků - Vozovna Kobylisy

13. 8. 2022

- Line 7 extended from Nové Strašnice to the new Depo Hostivař loop

1. 9. 2022

- new school line 253 on the route Šmukýřka - Škola Poštovka
- new school line 277 on the route Cholupický hřbitov – Pavelkova
- line 907 transferred to the route Terminál 1 / Letiště – Baně

28. 9. 2022

- line 112 shortened to the route Nádraží Holešovice - Zoo Praha - Troja
- new line 234 on the route Nádraží Holešovice - Podhoří

1. 10. 2022

- school line 269 shortened to the route Nádraží Radotín - Škola Radotín

15. 10. 2022

- trolleybus line 58 restored on the temporary route Letňany - Čakovice

3. 12. 2022

- line 58 extended to the permanent route Palmovka - Letňany - Čakovice - Miškovice

Note:

Only major changes of a permanent nature are included in the summary of changes, not the numerous temporary changes related to investment activity, even if their duration is longer. Similarly, the overview does not include changes relating to measures in connection with the Covid-19 pandemic. From 16 March 2020 to 15 May 2022, the nostalgia line 23 was temporarily suspended.

Due to the increasing number of introductions of on-request stops in both bus and tram transport, such changes are no longer indicated in tram transport. The data given here refer only to lines operated by DPP.

ZONE DIVISION

Urban public transport (MHD) is public passenger transport operated in Prague. It is an integral part of the Prague Integrated Transport System. For the purposes of the tariff and fares, Prague is divided into four tariff zones - the P zone, which has a double tariff value (i.e., it is calculated as two tariff zones), and the linear zone 0, which includes the border zone B.

Tariff zone P has twice the tariff value (i.e., it is calculated as two tariff zones). This zone includes all metro lines, tram lines, city bus lines and city lines of non-rail electric traction (trolleybuses, electric buses), the funicular to Petřín, Prague ferries, and on trains operating

in sections between stations and stops in Prague, except for stops classified in zones 0 and B. Tariff zones 0 and B are counted separately for individual fares (i.e., as two tariff zones) and as one zone for passes.

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

The list of stations and stops included in zones 0 or B for trains and buses connected to the PID system is specified in the PID Tariff valid from 12 June 2022 - including all amendments.

Prague Integrated Transport (PID) is a system of providing transport services to Prague and suburban areas by individual carriers together in various modes of transport. The surroundings of Prague are divided into twelve outer zones (zones 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12). The assignment of stations and stops to the tariff zones is indicated in the timetables.

Tickets for single rides in the outer zones include up to 16 zones, i.e., 4 in Prague + 12 suburban zones.

FLEET STATUS FOR PID AS AT 31. 12. 2022

| | | actual inventory status | actual operating status *) | retired **) | average age from actual operating condition | |
|--------------------|--------------------|-------------------------|----------------------------|-------------|---|-------|
| M | 81-71M | 465 | 465 | 0 | 16.14 | |
| | M1 | 265 | 265 | 0 | 19.45 | |
| Total Metro | | 730 | 730 | 0 | 17.35 | |
| T | solo | T3 R.P high-floor | 347 | 337 | 10 | 17.64 |
| | | T3 R.PLF | 35 | 35 | 0 | 12.80 |
| | | T3 M2.DVC high-floor | 19 | 18 | 1 | 24.50 |
| | Articulated | KT8N2 | 54 | 54 | 0 | 11.48 |
| | | 14 T | 56 | 55 | 1 | 14.38 |
| | | | 250 | 250 | 0 | 7.60 |
| Total solo | | 401 | 390 | 11 | 17.52 | |
| Total articulated | | 360 | 359 | 1 | 9.22 | |
| Retro cars | | 20 | 20 | 0 | ***) | |
| Total Trams | | 781 | 769 | 12 | 13.54 | |

| | | | | | | |
|-------------------------------------|---------------------------|--------------------|--------------|-----------|--------------|--------------|
| A | Midi(+) | Solaris U 10,5 | 40 | 40 | 0 | 1.17 |
| | | Solaris U BN 8,9LE | 40 | 40 | 0 | 8.23 |
| | | SOR BN 8,5 | 21 | 19 | 2 | 11.18 |
| | Standard | Crossway | 10 | 8 | 2 | 9.85 |
| | | SOR NB12,BN12 | 589 | 565 | 24 | 5.61 |
| | | Skoda E´City 36BB | 14 | 14 | 0 | 0.39 |
| | Articulated | SOR NS, NB18 | 498 | 500 | 1 | 7.57 |
| | | City articulated | 1 | 0 | 1 | |
| | Total Midi(+) | | 101 | 99 | 2 | 6.45 |
| Total standard | | 613 | 587 | 26 | 5.89 | |
| Total articulated | | 499 | 500 | 2 | 8.08 | |
| Retro cars | | 12 | 6 | 6 | ***) | |
| Total Buses | | 1,225 | 1,192 | 36 | 6.86 | |
| T | TBS | Skoda 24Tr Irisbus | 1 | 1 | 0 | 17.00 |
| | | Total standard | 1 | 1 | 0 | 17.00 |
| | Total Trolleybuses | | 1 | 1 | 0 | 17.00 |
| Total vehicles M + T + A +Tb | | 2,737 | 2,692 | 48 | 17.00 | |

*) Three leased articulated buses and one electric are not included in the inventory.

**) Retired for modernisation, renovation and disposal; new and modernised vehicles not yet in service

***) Retro cars; average age not given

Inventory accounting status includes, in contrast to the inventory status, additional vehicles: under renovation, modernisation, intended for disposal, in later stages of repair, for sale, etc.

The operating status includes vehicles approved for operation in the PID with passengers, including vehicles under repair.

Note: Historic vehicles and tour buses outside PID are not included in this overview.



Staff indicators

NUMBER OF EMPLOYEES

(record status as at 31.12.2022)

| Category | |
|--|---------------|
| public transport drivers | 4,293 |
| M drivers | 670 |
| T drivers | 1,390 |
| A drivers | 2,233 |
| Workers | 3,076 |
| POP | 468 |
| TH employees | 3,150 |
| TH employees according to point 2.5.1 a) KS | 997 |
| TH employee according to 2.5.1 b), c) or e) KS | 2,153 |
| Total | 10,987 |

NUMBER OF EMPLOYEES BY OCCUPATIONAL CATEGORY IN 2022

(average converted status)

| Category | |
|---------------------------------|--------------|
| public transport drivers | 4,257 |
| M drivers | 665 |
| T drivers | 1,381 |
| A drivers | 2,211 |

| | |
|--|---------------|
| Workers | 3,105 |
| POP | 427 |
| TH employees | 3,125 |
| TH employees according to point 2.5.1 a) KS | 987 |
| TH employee according to 2.5.1 b), c) or e) KS | 2,138 |
| Total | 10,914 |

The average number of employees on the register is calculated by converting the average number of employees, based on their working time as natural persons, into the equivalent number of full-time employees as determined by the employer.

SALARY EXPENDITURE INCL. 00N IN THOUS. CZK AND AVERAGE WAGE IN CZK IN 2022

| Category | salary expenses incl. 00N in thous. CZK | average salary in CZK |
|--------------------------|---|-----------------------|
| Public transport drivers | 2,768,617 | 51,044 |
| Workers | 1,625,726 | 42,584 |
| POP | 226,336 | 41,843 |
| TH employees | 2,217,487 | 57,634 |
| Total | 6,838,166 | 50,164 |

EDUCATIONAL STRUCTURE ACCORDING TO THE REG. STATUS AS AT 31 DECEMBER 2022

| Education | Total | % |
|-------------------|---------------|---------------|
| University | 689 | 6.27 |
| Secondary school | 4,620 | 42.05 |
| Vocational school | 4,684 | 42.63 |
| Primary school | 994 | 9.05 |
| Total | 10,987 | 100.00 |

Economic indicators

SHARE OF EACH TYPE OF COST IN TOTAL PID COSTS

(in thousands CZK)

| | | % |
|---|-------------------|---------------|
| Direct costs (including transport costs) | 17,156,439 | 81.67 |
| Operating overhead | 797,607 | 3.80 |
| Cost of services | 944,317 | 4.50 |
| Coordination and management costs | 1,286,620 | 6.12 |
| Other costs (museum, central disp. control, check-in system...) | 821,892 | 3.91 |
| Total PID costs | 21,006,875 | 100.00 |

STRUCTURE OF DIRECT COSTS FOR PID WITHOUT TRANSPORT ROUTES

(in thousands CZK)

| | | % |
|--|-------------------|---------------|
| PID car repairs | 4,174,985 | 33.05 |
| Consumption of fuel, materials and traction energy | 1,847,655 | 14.63 |
| Staff costs of PID drivers | 4,532,428 | 35.89 |
| Replacement bus transport | 0 | 0.00 |
| Depreciation of PID vehicles | 1,818,446 | 14.40 |
| Other direct costs of PID operation | 256,079 | 2.03 |
| Total direct costs of PID (for transport operation) | 12,629,593 | 100.00 |



SHARE OF EACH TYPE OF COST IN TOTAL PID COSTS

(in thousands CZK)

| | | % |
|--------------------------|-------------------|---------------|
| PID operating costs | 16,480,029 | 78.45 |
| Cost of transport routes | 4,526,846 | 21.55 |
| Total PID costs | 21,006,875 | 100.00 |

T ransport revenues

FARE REVENUE WITHIN THE PID SYSTEM IN 2022

(in thousands CZK)

| | | % |
|--|------------------|-----------------|
| Capital City of Prague (P+O zone): | | |
| • revenue from time tickets, including flat-rate payments, employee tickets and duplicates | 2,104,181 | 55.40 % |
| • revenue from single fares incl. USV machines | 1,693,767 | 44.60 % |
| Total for Capital City of Prague (P+O zone) | 3,797,948 | 100.00 % |
| Outer zones: | | |
| • proceeds from time-based supplementary coupons | 421,328 | 76.88 % |
| • revenue from individual fares incl. USV machines | 126,711 | 23.12 % |
| Total external zones: | 548,039 | 100.00 % |
| Total fare revenue from the PID system in 2022 | 4,345,987 | |
| • DPP revenue - HMP contract | 3,429,206 | |
| • DPP revenue - suburban lines | 56,129 | |
| • contract carriers revenue | 860,651 | |
| Total fare revenue from the PID system for 2022 | 4,345,987 | |
| Revenue from fare supplements * | 260,601 | |
| Revenues from fares within the PID system incl. fare surcharges | 4,606,588 | |

* fare surcharge regulations for 2022

E armarked subsidy

SPECIAL-PURPOSE INVESTMENT SUBSIDY FROM THE HMP BUDGET

(in thousands CZK)

| | HMP budget | EU Structural Funds |
|---|------------------|---------------------|
| HMP budget subsidies | | |
| I. operational section of metro line D | 1,288,020 | 0 |
| Construction of the new Hloubětín depot | 55,261 | 0 |
| Barrier-free access to the Jiřího z Poděbrad metro station | 168,263 | 0 |
| T. Depo Hostivař loop | 129,779 | 0 |
| Barrier-free access to the Radlická metro station, including a pressure lock | 66 | 0 |
| Podbaba-Troja-Bohnice cable car | 6,672 | 0 |
| Electrification of the infrastructure of e- BUS line No. 140 | 103,655 | 0 |
| RTT Bubenské nábřeží - Komunardů jih (Vltavská - Dělnická) | 44,111 | 0 |
| RTT Ohrada - Palmovka | 73,750 | 0 |
| TT Wenceslas Square (Jindřišská - Muzeum) | 1,675 | 0 |
| Renovation of the Invalidovna metro station, including barrier-free access | 58 | 0 |
| Operational section of metro V.A Dejvická - Motol – PAST YEARS SUBSIDY | 11 | 0 |
| Total subsidies from the HMP budget | 1,871,321 | 0 |
| Operational Programme Prague - Growth Pole | | |
| Reconstruction of tunnel lighting náměstí Míru - Želivského | 15,770 | 22,529 |
| Purchase of 14 electric buses of the Standart (Sd) type | 60,126 | 85,894 |
| Renovation of lighting of the Kačerov - Háje tunnels | 22,213 | 31,733 |

| | | |
|--|------------------|----------------|
| Renovation of escalators and revitalisation of the vestibule of the Anděl/Na Knížecí station | 34,853 | 49,791 |
| Renovation of the Opatov metro station | 25,417 | 36,310 |
| Modernisation of the ventilation system in metro stations - Smíchovské nádraží | 862 | 1,231 |
| Modernisation of the ventilation system in metro stations - Můstek A | 12,700 | 18,142 |
| Operational Programme Prague - Growth Pole total | 171,941 | 245,630 |
| Operational Programme Transport | | |
| TT Barrandov housing estate - Holyně- Slivenec | 16,820 | 59,454 |
| TT Divoká Šárka - Dědinská | 46,993 | 121,808 |
| Tram loop Zahradní Město | 685 | 0 |
| TT Modřany - Libuš | 34,769 | 124,804 |
| Total Operational Programme Transport | 99,267 | 306,066 |
| Total earmarked investment subsidies | 2,142,529 | 551,696 |



Overview of types of travel documents as at 31.12.2022

TIME COUPONS FOR A PREPAID TICKET VALID IN PRAGUE WITH OPTIONAL START OF VALIDITY

in CZK

| Type of travel document | Ticket price |
|--|--------------|
| Citizen time coupons: | |
| 30-day | 550 |
| 90-day | 1,480 |
| 365-day | 3,650 |
| Discounted time coupons: | |
| for juniors from 15 to 18 years | |
| 30-day | 130 |
| 90-day | 360 |
| 365-day | 1,280 |
| for pupils and students aged 18 to 26 | |
| 30-day | 130 |
| 90-day | 360 |
| 365-day | 1,280 |
| for pensioners aged 60 to 65 and socially needy persons | |
| 30-day | 130 |
| 90-day | 360 |
| 365-day | 1,280 |
| for people in material hardship | |
| 30-day | 165 |
| 90-day | 444 |

TIME COUPONS FOR THE PERSONAL CARD VALID IN PRAGUE WITH OPTIONAL START OF VALIDITY

in CZK

| Type of travel document | Ticket price |
|--|--------------|
| Citizen time coupons: | |
| Monthly | 550 |
| Quarterly | 1,480 |
| Annual | 3,650 |
| Discounted time coupons: | |
| for juniors from 15 to 18 years | |
| Monthly | 130 |
| Quarterly | 360 |
| Annual | 1,280 |
| for pupils and students aged 18 to 26 | |
| Monthly | 130 |
| Quarterly | 360 |
| Annual | 1,280 |
| for pensioners aged 60 to 65 and socially needy persons | |
| Monthly | 130 |
| Quarterly | 360 |
| Annual | 1,280 |
| for people in material hardship | |
| Monthly | 165 |
| Quarterly | 444 |

**TIME COUPONS FOR THE NON-PERSONALISED CARD
VALID IN PRAGUE WITH OPTIONAL START OF VALIDITY**

in CZK

| Type of travel document | Ticket price |
|---|--------------|
| Time coupons transferable with optional start of validity: | |
| Monthly | 1,000 |
| Quarterly | 2,700 |
| Annual | 7,800 |

**TRANSFERABLE TIME COUPONS VALID IN PRAGUE
WITH OPTIONAL START OF VALIDITY**

in CZK

| Type of travel document | Ticket price |
|---|--------------|
| Time coupons transferable with optional start of validity: | |
| 30-day | 1,000 |
| 90-day | 2,700 |
| 365-day | 7,800 |

EMPLOYEE FARES

in CZK

| Type of travel document | Ticket price |
|---|--------------|
| Annual for employees | 50 |
| Annual for family members of employees | 200 |
| Annual for pensioners | 50 |
| Annual for family members of pensioners | 200 |
| "PHA train" coupon | 2,130 |

TICKETS FOR SINGLE RIDES IN PRAGUE (P+0+B)

in CZK

| Type of travel document | Ticket price |
|---|--------------|
| Transfer full-price tickets: | |
| 30 minutes | 30 |
| 90 minutes | 40 |
| Transfer discounted tickets: | |
| 30 minutes | 15 |
| 90 minutes | 20 |
| Prepaid short-term tickets for public transport (P+0+B): | |
| 24-hour full price | 120 |
| 24-hour for holders of the PID Senior pass | 60 |
| 3-day full price | 330 |
| Short-term season tickets for all zones: | |
| 24-hour Prague + zones 1, 2, 3, 4 | 200 |
| 24-hour All-zone | 300 |

AE (AIRPORT EXPRESS) SPECIAL TICKETS

in CZK

| Type of travel document | Ticket price |
|--|--------------|
| Full-value non-transfer | |
| Hlavní nádraží - Airport | 100 |
| Discounted non-transfer for children aged 6 to 15 | |
| Hlavní nádraží - Airport | 50 |



FUNICULAR TO PETŘÍN

in CZK

87

| Type of travel document | Ticket price |
|--|--------------|
| Full-priced non-transfer | |
| + all discounts and tickets valid for 24 hours or longer | 60 |

ADDITIONAL BUS+TRAIN TIME COUPONS IN THE OUTER PID ZONES FOR THE PERSONAL CARD WITH OPTIONAL START OF VALIDITY

in CZK

| Type of travel document | Ticket price | |
|--|---------------------|-------------------|
| | until 31 March 2022 | from 1 April 2022 |
| Coupons for one outer zone: | | |
| monthly civil | 375 | 375 |
| quarterly civil | 950 | 950 |
| annual civil | 3,563 | 3,563 |
| monthly discounted rates for children, juniors, students, pensioners and disabled persons in the third degree* | 93 | 187 |
| quarterly discounted for children, juniors, students, pensioners and disabled persons in the third degree* | 237 | 475 |
| annual discounted rates for children, juniors, pensioners and disabled persons in the third degree* | 890 | 1,781 |
| monthly discounted for severely disabled persons and disabled persons with reduced mobility | | 93 |
| quarterly discounted for severely disabled persons and disabled persons with reduced mobility | | 237 |
| annual discounted rates for severely disabled persons and disabled persons with reduced mobility | | 890 |
| Coupons for two zones: | | |
| monthly civil | 575 | 575 |
| quarterly civil | 1,500 | 1,500 |
| annual civil | 5,463 | 5,463 |
| monthly discounted rates for children, juniors, students, pensioners and disabled persons in the third degree* | 143 | 287 |
| quarterly discounted for children, juniors, students, pensioners and disabled persons in the third degree* | 375 | 750 |

| | | |
|--|--------|--------|
| annual discounted rates for children, juniors, pensioners and disabled persons in the third degree* | 1,365 | 2,731 |
| monthly discounted for severely disabled persons and disabled persons with reduced mobility | | 143 |
| quarterly discounted for severely disabled persons and disabled persons with reduced mobility | | 375 |
| annual discounted rates for severely disabled persons and disabled persons with reduced mobility | | 1,365 |
| Coupons for three zones: | | |
| monthly civil | 875 | 875 |
| quarterly civil | 2,250 | 2,250 |
| annual civil | 8,313 | 8,313 |
| monthly discounted rates for children, juniors, students, pensioners and disabled persons in the third degree* | 218 | 437 |
| quarterly discounted for children, juniors, students, pensioners and disabled persons in the third degree* | 562 | 1 125 |
| annual discounted rates for children, juniors, pensioners and disabled persons in the third degree* | 2,078 | 4,156 |
| monthly discounted for severely disabled persons and disabled persons with reduced mobility | | 218 |
| quarterly discounted for severely disabled persons and disabled persons with reduced mobility | | 562 |
| annual discounted rates for severely disabled persons and disabled persons with reduced mobility | | 2,078 |
| Coupons for four zones: | | |
| monthly civil | 1,150 | 1,150 |
| quarterly civil | 3,000 | 3,000 |
| annual civil | 10,925 | 10,925 |
| monthly discounted rates for children, juniors, students, pensioners and disabled persons in the third degree* | 287 | 575 |
| quarterly discounted for children, juniors, students, pensioners and disabled persons in the third degree* | 750 | 1,500 |
| annual discounted rates for children, juniors, pensioners and disabled persons in the third degree* | 2,731 | 5,462 |
| monthly discounted for severely disabled persons and disabled persons with reduced mobility | | 287 |
| quarterly discounted for severely disabled persons and disabled persons with reduced mobility | | 750 |
| annual discounted rates for severely disabled persons and disabled persons with reduced mobility | | 2,731 |
| Coupons for five zones: | | |
| monthly civil | 1,413 | 1,413 |

| | | |
|--|--------|--------|
| quarterly civil | 3,750 | 3,750 |
| annual civil | 13,419 | 13,419 |
| monthly discounted rates for children, juniors, students, pensioners and disabled persons in the third degree* | 353 | 706 |
| quarterly discounted for children, juniors, students, pensioners and disabled persons in the third degree* | 937 | 1,875 |
| annual discounted rates for children, juniors, pensioners and disabled persons in the third degree* | 3,354 | 6,709 |
| monthly discounted for severely disabled persons and disabled persons with reduced mobility | | 353 |
| quarterly discounted for severely disabled persons and disabled persons with reduced mobility | | 937 |
| annual discounted rates for severely disabled persons and disabled persons with reduced mobility | | 3,354 |
| Coupons for six zones: | | |
| monthly civil | 1,688 | 1,688 |
| quarterly civil | 4,500 | 4,500 |
| annual civil | 16,031 | 16,031 |
| monthly discounted rates for children, juniors, students, pensioners and disabled persons in the third degree* | 421 | 844 |
| quarterly discounted for children, juniors, students, pensioners and disabled persons in the third degree* | 1,125 | 2,250 |
| annual discounted rates for children, juniors, pensioners and disabled persons in the third degree* | 4,007 | 8,015 |
| monthly discounted for severely disabled persons and disabled persons with reduced mobility | | 421 |
| quarterly discounted for severely disabled persons and disabled persons with reduced mobility | | 1,125 |
| annual discounted rates for severely disabled persons and disabled persons with reduced mobility | | 4,007 |
| Coupons for seven zones: | | |
| monthly civil | 1,950 | 1,950 |
| quarterly civil | 5,250 | 5,250 |
| annual civil | 18,525 | 18,525 |
| monthly discounted rates for children, juniors, students, pensioners and disabled persons in the third degree* | 487 | 975 |
| quarterly discounted for children, juniors, students, pensioners and disabled persons in the third degree* | 1,312 | 2,625 |
| annual discounted rates for children, juniors, pensioners and disabled persons in the third degree* | 4,631 | 9,262 |
| monthly discounted for severely disabled persons and disabled persons with reduced mobility | | 487 |

| | | |
|--|--------|--------|
| quarterly discounted for severely disabled persons and disabled persons with reduced mobility | | 1,312 |
| annual discounted rates for severely disabled persons and disabled persons with reduced mobility | | 4,631 |
| Coupons for eight zones: | | |
| monthly civil | 2,225 | 2,225 |
| quarterly civil | 6,000 | 6,000 |
| annual civil | 21,138 | 21,138 |
| monthly discounted rates for children, juniors, students, pensioners and disabled persons in the third degree* | 556 | 1,112 |
| quarterly discounted for children, juniors, students, pensioners and disabled persons in the third degree* | 1,500 | 3,000 |
| annual discounted rates for children, juniors, pensioners and disabled persons in the third degree* | 5,284 | 10,569 |
| monthly discounted for severely disabled persons and disabled persons with reduced mobility | | 556 |
| quarterly discounted for severely disabled persons and disabled persons with reduced mobility | | 1,500 |
| annual discounted rates for severely disabled persons and disabled persons with reduced mobility | | 5,284 |
| Coupons for nine zones: | | |
| monthly civil | 2,500 | 2,500 |
| quarterly civil | 6,750 | 6,750 |
| annual civil | 23,750 | 23,750 |
| monthly discounted rates for children, juniors, students, pensioners and disabled persons in the third degree* | 625 | 1,250 |
| quarterly discounted for children, juniors, students, pensioners and disabled persons in the third degree* | 1,687 | 3,375 |
| annual discounted rates for children, juniors, pensioners and disabled persons in the third degree* | 5,937 | 11,875 |
| monthly discounted for severely disabled persons and disabled persons with reduced mobility | | 625 |
| quarterly discounted for severely disabled persons and disabled persons with reduced mobility | | 1,687 |
| annual discounted rates for severely disabled persons and disabled persons with reduced mobility | | 5,937 |
| Coupons for ten zones: | | |
| monthly civil | 2,775 | 2,775 |
| quarterly civil | 7,500 | 7,500 |
| annual civil | 26,363 | 26,363 |
| monthly discounted rates for children, juniors, students, pensioners and disabled persons in the third degree* | 693 | 1,387 |

| | | |
|--|--------|--------|
| quarterly discounted for children, juniors, students, pensioners and disabled persons in the third degree* | 1,875 | 3,750 |
| annual discounted rates for children, juniors, pensioners and disabled persons in the third degree* | 6,590 | 13,181 |
| monthly discounted for severely disabled persons and disabled persons with reduced mobility | | 693 |
| quarterly discounted for severely disabled persons and disabled persons with reduced mobility | | 1,875 |
| annual discounted rates for severely disabled persons and disabled persons with reduced mobility | | 6,590 |
| Coupons for eleven zones: | | |
| monthly civil | 3,041 | 3,041 |
| quarterly civil | 8,250 | 8,250 |
| annual civil | 28,963 | 28,963 |
| monthly discounted rates for children, juniors, students, pensioners and disabled persons in the third degree* | 759 | 1,520 |
| quarterly discounted for children, juniors, students, pensioners and disabled persons in the third degree* | 2,062 | 4,125 |
| annual discounted rates for children, juniors, pensioners and disabled persons in the third degree* | 7,240 | 14,481 |
| monthly discounted for severely disabled persons and disabled persons with reduced mobility | | 759 |
| quarterly discounted for severely disabled persons and disabled persons with reduced mobility | | 2,062 |
| annual discounted rates for severely disabled persons and disabled persons with reduced mobility | | 7,240 |
| Coupons for twelve zones: | | |
| monthly civil | 3,307 | 3,307 |
| quarterly civil | 9,000 | 9,000 |
| annual civil | 31,563 | 31,563 |
| monthly discounted rates for children, juniors, students, pensioners and disabled persons in the third degree* | 825 | 1,653 |
| quarterly discounted for children, juniors, students, pensioners and disabled persons in the third degree* | 2,249 | 4,500 |
| annual discounted rates for children, juniors, pensioners and disabled persons in the third degree* | 7,890 | 15,781 |
| monthly discounted for severely disabled persons and disabled persons with reduced mobility | | 825 |
| quarterly discounted for severely disabled persons and disabled persons with reduced mobility | | 2,249 |
| annual discounted rates for severely disabled persons and disabled persons with reduced mobility | | 7,890 |
| Coupons for thirteen zones: | | |

| | | |
|--|--------|--------|
| monthly civil | 3,573 | 3,573 |
| quarterly civil | 9,750 | 9,750 |
| annual civil | 34,163 | 34,163 |
| monthly discounted rates for children, juniors, students, pensioners and disabled persons in the third degree* | 891 | 1,786 |
| quarterly discounted for children, juniors, students, pensioners and disabled persons in the third degree* | 2,436 | 4,875 |
| annual discounted rates for children, juniors, pensioners and disabled persons in the third degree* | 8,540 | 17,081 |
| monthly discounted for severely disabled persons and disabled persons with reduced mobility | | 891 |
| quarterly discounted for severely disabled persons and disabled persons with reduced mobility | | 2,436 |
| annual discounted rates for severely disabled persons and disabled persons with reduced mobility | | 8,540 |

*for disabled persons in the third degree from 1 July 2022

SUPPLEMENTARY BUS+TRAIN TIME COUPONS TO A PREPAID TIME TICKET IN THE OUTER PID ZONES WITH AN OPTIONAL START OF VALIDITY

in CZK

| Type of travel document | Ticket price | |
|---|---------------------|-------------------|
| | until 31 March 2022 | from 1 April 2022 |
| Coupons for one outer zone: | | |
| 30-day civil | 375 | 375 |
| 90-day civil | 950 | 950 |
| 365-day civil | 3,563 | 3,563 |
| 30-day discounted for children, juniors, students and seniors, disabled persons in the third degree* | 93 | 187 |
| 90-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 237 | 475 |
| 365-day discounted for children, juniors and pensioners, disabled persons in the third degree* | 890 | 1,781 |
| 30-day discounted for severely disabled persons and disabled persons with reduced mobility | | 93 |
| 90-day discounted for severely disabled persons and disabled persons with reduced mobility | | 237 |
| 365-day discounted for severely disabled persons and disabled persons with reduced mobility | | 890 |
| Coupons for two zones: | | |

| | | |
|---|--------|--------|
| 30-day civil | 575 | 575 |
| 90-day civil | 1,500 | 1,500 |
| 365-day civil | 5,463 | 5,463 |
| 30-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 143 | 287 |
| 90-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 375 | 750 |
| 365-day discounted for children, juniors and pensioners, disabled persons in the third degree* | 1,365 | 2,731 |
| 30-day discounted for severely disabled persons and disabled persons with reduced mobility | | 143 |
| 90-day discounted for severely disabled persons and disabled persons with reduced mobility | | 375 |
| 365-day discounted for severely disabled persons and disabled persons with reduced mobility | | 1,365 |
| Coupons for three zones: | | |
| 30-day civil | 875 | 875 |
| 90-day civil | 2,250 | 2,250 |
| 365-day civil | 8,313 | 8,313 |
| 30-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 218 | 437 |
| 90-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 562 | 1,125 |
| 365-day discounted for children, juniors and pensioners, disabled persons in the third degree* | 2,078 | 4,156 |
| 30-day discounted for severely disabled persons and disabled persons with reduced mobility | | 218 |
| 90-day discounted for severely disabled persons and disabled persons with reduced mobility | | 562 |
| 365-day discounted for severely disabled persons with disabilities and disabled persons with reduced mobility | | 2,078 |
| Coupons for four zones: | | |
| 30-day civil | 1,150 | 1,150 |
| 90-day civil | 3,000 | 3,000 |
| 365-day civil | 10,925 | 10,925 |
| 30-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 287 | 575 |
| 90-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 750 | 1,500 |
| 365-day discounted for children, juniors and pensioners, disabled persons in the third degree* | 2,731 | 5,462 |
| 30-day discounted for severely disabled persons and disabled persons with reduced mobility | | 287 |

| | | |
|---|--------|--------|
| 90-day discounted for disabled persons and disabled persons with reduced mobility | | 750 |
| 365-day discounted for severely disabled persons and disabled persons with reduced mobility | | 2,731 |
| Coupons for five zones: | | |
| 30-day civil | 1,413 | 1,413 |
| 90-day civil | 3,750 | 3,750 |
| 365-day civil | 13,419 | 13,419 |
| 30-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 353 | 706 |
| 90-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 937 | 1,875 |
| 365-day discounted for children, juniors and pensioners, disabled persons in the third degree* | 3,354 | 6,709 |
| 30-day discounted for severely disabled persons and disabled persons with reduced mobility | | 353 |
| 90-day discounted for severely disabled persons and disabled persons with reduced mobility | | 937 |
| 365-day discounted for severely disabled persons and disabled persons with reduced mobility | | 3,354 |
| Coupons for six zones: | | |
| 30-day civil | 1,688 | 1,688 |
| 90-day civil | 4,500 | 4,500 |
| 365-day civil | 16,031 | 16,031 |
| 30-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 421 | 844 |
| 90-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 1,125 | 2,250 |
| 365-day discounted for children, juniors and pensioners, disabled persons in the third degree* | 4,007 | 8,015 |
| 30-day discounted for severely disabled persons and disabled persons with reduced mobility | | 421 |
| 90-day discounted for severely disabled persons and disabled persons with reduced mobility | | 1,125 |
| 365-day discounted for severely disabled persons and disabled persons with reduced mobility | | 4,007 |
| Coupons for seven zones: | | |
| 30-day civil | 1,950 | 1,950 |
| 90-day civil | 5,250 | 5,250 |
| 365-day civil | 18,525 | 18,525 |
| 30-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 487 | 975 |

| | | |
|---|--------|--------|
| 90-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 1,312 | 2,625 |
| 365-day discounted for children, juniors and pensioners, disabled persons in the third degree* | 4,631 | 9,262 |
| 30-day discounted for severely disabled persons and disabled persons with reduced mobility | | 487 |
| 90-day discounted for severely disabled persons and disabled persons with reduced mobility | | 1,312 |
| 365-day discounted for severely disabled persons and disabled persons with reduced mobility | | 4,631 |
| Coupons for eight zones: | | |
| 30-day civil | 2,225 | 2,225 |
| 90-day civil | 6,000 | 6,000 |
| 365-day civil | 21,138 | 21,138 |
| 30-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 556 | 1,112 |
| 90-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 1,500 | 3,000 |
| 365-day discounted for children, juniors and pensioners, disabled persons in the third degree* | 5,284 | 10,569 |
| 30-day discounted for severely disabled persons and disabled persons with reduced mobility | | 556 |
| 90-day discounted for severely disabled persons and disabled persons with reduced mobility | | 1,500 |
| 365-day discounted for severely disabled persons and disabled persons with reduced mobility | | 5,284 |
| Coupons for nine zones: | | |
| 30-day civil | 2,500 | 2,500 |
| 90-day civil | 6,750 | 6,750 |
| 365-day civil | 23,750 | 23,750 |
| 30-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 625 | 1,250 |
| 90-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 1,687 | 3,375 |
| 365-day discounted for children, juniors and pensioners, disabled persons in the third degree* | 5,937 | 11,875 |
| 30-day discounted for severely disabled persons and disabled persons with reduced mobility | | 625 |
| 90-day discounted for severely disabled persons and disabled persons with reduced mobility | | 1,687 |
| 365-day discounted for severely disabled persons and disabled persons with reduced mobility | | 5,937 |
| Coupons for ten zones: | | |
| 30-day civil | 2,775 | 2,775 |

| | | |
|---|--------|--------|
| 90-day civil | 7,500 | 7,500 |
| 365-day civil | 26,363 | 26,363 |
| 30-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 693 | 1,387 |
| 90-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 1,875 | 3,750 |
| 365-day discounted for children, juniors and pensioners, disabled persons in the third degree* | 6,590 | 13,181 |
| 30-day discounted for severely disabled persons and disabled persons with reduced mobility | | 693 |
| 90-day discounted for severely disabled persons and disabled persons with reduced mobility | | 1,875 |
| 365-day discounted for severely disabled persons and disabled persons with reduced mobility | | 6,590 |
| Coupons for eleven zones: | | |
| 30-day civil | 3,041 | 3,041 |
| 90-day civil | 8,250 | 8,250 |
| 365-day civil | 28,963 | 28,963 |
| 30-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 759 | 1,520 |
| 90-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 2,062 | 4,125 |
| 365-day discounted for children, juniors and pensioners, disabled persons in the third degree* | 7,240 | 14,481 |
| 30-day discounted for severely disabled persons and disabled persons with reduced mobility | | 759 |
| 90-day discounted for severely disabled persons and disabled persons with reduced mobility | | 2,062 |
| 365-day discounted for severely disabled persons and disabled persons with reduced mobility | | 7,240 |
| Coupons for twelve zones: | | |
| 30-day civil | 3,307 | 3,307 |
| 90-day civil | 9,000 | 9,000 |
| 365-day civil | 31,563 | 31,563 |
| 30-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 825 | 1,653 |
| 90-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 2,249 | 4,500 |
| 365-day discounted for children, juniors and pensioners, disabled persons in the third degree* | 7,890 | 15,781 |
| 30-day discounted for severely disabled persons and disabled persons with reduced mobility | | 825 |
| 90-day discounted for severely disabled persons and disabled persons with reduced mobility | | 2,249 |

| | | |
|---|--------|--------|
| 365-day discounted for severely disabled persons and disabled persons with reduced mobility | | 7,890 |
| Coupons for thirteen zones: | | |
| 30-day civil | 3,573 | 3,573 |
| 90-day civil | 9,750 | 9,750 |
| 365-day civil | 34,163 | 34,163 |
| 30-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 891 | 1,786 |
| 90-day discounted for children, juniors, students and pensioners, disabled persons in the third degree* | 2,436 | 4,875 |
| 365-day discounted for children, juniors and pensioners, disabled persons in the third degree* | 8,540 | 17,081 |
| 30-day discounted for severely disabled persons and disabled persons with reduced mobility | | 891 |
| 90-day discounted for severely disabled persons and disabled persons with reduced mobility | | 2,436 |
| 365-day discounted for severely disabled persons and disabled persons with reduced mobility | | 8,540 |

*for disabled persons in the third degree from 1 July 2022

| Type of travel document | Ticket price from 12. 6. 2022 |
|--|-------------------------------|
| Coupon for holders of the Certificate of Participant in Resistance and Resistance against Communism and for holders of the War Veteran Certificate | |
| annual for zones 1 to 10 | 365 |

TICKETS FOR SINGLE JOURNEYS IN THE OUTER ZONES

in CZK

| Type of travel document | Ticket price | Ticket price | Ticket price |
|---|--------------|--------------|--------------|
| Basic transfer tickets full price: | | | |
| for two consecutive zones 15 min. | 14 | | |
| for two consecutive zones 30 min. | 22 | | |
| for three consecutive zones 60 min. | 30 | | |
| for four consecutive zones 90 min. | 40 | | |
| 120 min. for five consecutive zones | 50 | | |
| 150 min. for six consecutive zones | 60 | | |
| 180 min. for seven consecutive zones | 70 | | |

| | | | |
|--|---------------------|-------------------|-------------------|
| 210 min. for eight consecutive zones | 80 | | |
| 240 min. for nine consecutive zones | 90 | | |
| 270 min. for ten consecutive zones | 100 | | |
| 300 min. for eleven consecutive zones | 110 | | |
| 330 min. for twelve consecutive zones | 120 | | |
| 360 min. for thirteen consecutive zones | 130 | | |
| 390 min. for fourteen consecutive zones | 140 | | |
| 420 min. for fifteen consecutive zones | 150 | | |
| 450 min. for sixteen consecutive zones | 160 | | |
| Basic tickets transfer discounted | until 31 March 2022 | from 1 April 2022 | from 1 April 2022 |
| children, juniors, students, pensioners, disabled persons in the third degree:* | | | ZTP and ZTP/P |
| for two consecutive zones 15 min. | 3 | 7 | 3 |
| for two consecutive zones 30 min. | 5 | 11 | 5 |
| for three consecutive zones 60 min. | 7 | 15 | 7 |
| for four consecutive zones 90 min. | 10 | 20 | 10 |
| 120 min. for five consecutive zones | 12 | 25 | 12 |
| 150 min. for six consecutive zones | 15 | 30 | 15 |
| 180 min. for seven consecutive zones | 17 | 35 | 17 |
| 210 min. for eight consecutive zones | 20 | 40 | 20 |
| 240 min. for nine consecutive zones | 22 | 45 | 22 |
| 270 min. for ten consecutive zones | 25 | 50 | 25 |
| 300 min. for eleven consecutive zones | 27 | 55 | 27 |
| 390 min. for twelve consecutive zones | 30 | 60 | 30 |
| 420 min. for thirteen consecutive zones | 32 | 65 | 32 |
| 450 min. for fourteen consecutive zones | 35 | 70 | 35 |
| Short-term season tickets for all zones: | | | |
| 24-hour Prague + zones 1, 2, 3, 4 | 200 | 200 | 200 |
| 24-hour Regional | 180 | 180 | 180 |
| 24-hour All-zone | 300 | 300 | 300 |
| 24-hour Regional discounted - children, juniors, students, pensioners, disabled persons in the third degree* | 45 | 90 | 45 |

*for disabled persons in the third degree from 1 July 2022

Evolution of PID tariff rates over a five-year period

CITIZEN'S PREPAID TIME TICKETS

in CZK

| Type of travel document | 2018 | 2019 | 2020 | 2021 | 2022 |
|---------------------------|-------|-------|-------|-------|--------------|
| Time Coupons Civil | | | | | |
| 30-day / monthly | 550 | 550 | 550 | 550 | 550 |
| 90-day / quarterly | 1,480 | 1,480 | 1,480 | 1,480 | 1,480 |
| 150-day / 5-month | 2,450 | 2,450 | 2,450 | 2,450 | Discontinued |
| 365-day / annual | 3,650 | 3,650 | 3,650 | 3,650 | 3,650 |

Notes:

- For children aged 6 to 15 who hold a "Document of entitlement to special fares" (price CZK 60) or a personal ID card certified by the issuer (a legal entity) with their name, surname, date of birth and photograph, the fare for travel within Prague (fare zones P, 0 and B) is CZK 0. As of 1 August 2021, only children aged 10 to 15 years are entitled to transport at the special fare of CZK 0.
- Accompanying person of children under 3 years of age, if the accompanying person is a holder of a special ID card "A child under 3 years of age" or an ID card or passport travels at a special price of CZK 0. Not applicable to rail and AE.
- Free transport of dogs - passengers with a valid PID ticket for Prague (zones P, 0 and B) or passengers entitled to free transport in Prague are exempt from a dog ticket. Valid only with a time coupon in outer zones.
- The "Half Fines" measure - passengers who do not present a valid travel document at a transport check can reduce their fine from CZK 800 to CZK 400, and from 1 August 2021 from CZK 1,000 to CZK 800, if they also buy an annual citizen CZK 3,650 coupon for a PID card or Lítačka with their personal data recorded in the database.

- Seniors 65+ ride free of charge in Prague (zones P, 0 and B) on all PID vehicles, including the funicular to Petřín and ferries. Eligibility can be proven by an EU issued ID card or passport or residence permit. On PID trains, it is compulsory to prove entitlement by "Proof of entitlement to special fares" (electronic or paper form).

PREPAID DISCOUNTED TIME TICKETS

in CZK

| Type of travel document | 2018 | 2019 | 2020 | 2021 | 2022 |
|--|-------|-------|-------|-------|-------|
| For juniors from 15 to 18 years old | | | | | |
| 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 pensioners aged 60 to 65 and socially needy persons | | | | | |
| 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 from 1 August 2021 | | | | | |
| 30-day / monthly | - | - | - | 165 | 165 |
| 90-day / quarterly | - | - | - | 444 | 444 |

PREPAID TRANSFERABLE TIME TICKETS WITH OPTIONAL START OF VALIDITY PERIOD

in CZK

| Type of travel document | 2018 | 2019 | 2020 | 2021 | 2022 |
|----------------------------------|-------|-------|-------|-------|-------|
| Time coupons transferable | | | | | |
| 30-day / monthly | 670 | 670 | 670 | 670 | 1,000 |
| 90-day / quarterly | 1,880 | 1,880 | 1,880 | 1,880 | 2,700 |
| 365-day / annual | 6,100 | 6,100 | 6,100 | 6,100 | 7,800 |



Volume of total investment costs and resources

VOLUME OF TOTAL INVESTMENT COSTS IN 2022

(in thousands CZK)

| Investment construction of the metro | |
|--|------------------|
| Events under construction | |
| I. operational section of metro line D | 1,288,020 |
| Metro line A (HMP subsidies from previous years) | 11 |
| Modernisation of the Zličín depot, including the construction of a new four-track hall and the metro station | 22,700 |
| Replacement of escalators, revitalisation of the station and building barrier-free access to Jiřího z Poděbrad | 337,384 |
| Reconstruction of the ceiling slab of the Florenc C metro station, modernisation of the underpass and vestibule, construction of escalators at the exit to the bus station | 266,285 |
| Modernisation and barrier-free accessibility of public toilets in the Prague metro | 29,953 |
| Comprehensive security system in the metro | 558,268 |
| Modernisation of the ventilation system in metro stations | 75,980 |
| Security devices in the metro | 597,697 |
| Total investment construction and renovation of the metro | 3,176,298 |
| Other investment actions | |
| Construction of tram lines | 718,486 |
| Renovation of tram lines | 417,534 |
| Renovation of cable routes | 374,507 |
| Construction and renovation of substations | 142,672 |
| Vehicle depots and central workshops | 185,566 |
| Garages and parking areas | 138,027 |
| Total other investment activities | 1,976,792 |
| Fleet renewal | |

| | |
|---|------------------|
| Trams | |
| Purchase of up to 200 low-floor one-directional trams with a maximum length of 32 m | 816 |
| Purchase of new trams - repayment of the exchange programme | 800,000 |
| Renovation of KT8D5 trams to KT8N2 | 17,153 |
| Renovation of 65 TRAM cars T3R.P to low-floor TRAM cars type T3R.PLF | 88,379 |
| Renovation of 8 TRAM cars KT8D5 to type KT8N2 | 20,455 |
| Buses | |
| Purchase of 14 Standard electric buses - electrification of line No. 154 | 171,808 |
| Framework contract for the purchase of 100 standard city buses | 271 |
| Framework contract for the purchase of 143 articulated city buses | 294 |
| 20 pcs of large-capacity three-cell battery trolleybuses - line No. 119 | 310,143 |
| Framework contract for the purchase of 140 articulated urban hybrid buses | 136 |
| Framework contract for the purchase of up to 70 standard and articulated battery trolleybuses | 256 |
| Framework contract for the purchase of 10 SD+ diesel buses for the AE line | 134 |
| Other fleet | 83,561 |
| Total fleet renewal | 1,493,406 |
| Other investments in the technical core | 280,191 |
| Total investment costs | 6,926,687 |

VOLUME OF TOTAL INVESTMENT RESOURCES

(in thousands CZK)

| | Total investment resources |
|--|----------------------------|
| Total own investment resources | |
| <ul style="list-style-type: none"> • Depreciation (incl. carry-over of unused depreciation from 2021) | 4,338,471 |
| <ul style="list-style-type: none"> • temporary use of own resources with the approval of the Board of Directors | 311,562 |
| <ul style="list-style-type: none"> • compensation (reasonable profit) | 0 |
| subsidies from the budget of the City of Prague | 1,970,588 |
| <i>of which subsidies from previous years for the operation of the metro section V.A Dejvická - Motol</i> | 11 |
| EU subsidies - OPD | 306,066 |
| Total investment resources | 6,926,687 |

07

APPENDIX TO THE FINANCIAL STATEMENTS



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1. General data

1. 1. FOUNDATION AND CHARACTERISTICS OF THE COMPANY

The accounting unit Dopravní podnik hl. m. Prahy, akciová společnost (The Prague Public Transit Company, Inc.; hereinafter referred to as "the company" or "DP") was founded as a joint stock company through the foundation plan of the Assembly of the Capital City of Prague of March 19, 1991 as the successor of the state-owned enterprise "Dopravní podnik hl. m. Prahy – integrated enterprise", and was incorporated through registration in the Commercial Register administered by the Municipal Court in Prague on July 11, 1991, Rg.: B 847 [at that time in the Companies Register of the District Court for Prague I, Section Sa, File no. 847].

Registered office of the company: Sokolovská 42/217, Vysočany, 190 00 Prague 9

The sole shareholder of the company is the CAPITAL CITY OF PRAGUE having its registered office at Prague 1, Mariánské náměstí 2, Post Code No. 110 00, Administrative Identification Number 00064581.

The company has the **registered capital amounting to CZK 31,239,495,000**, which arose through a non-financial deposit of the sole shareholder.

The registered capital of the company is divided into altogether 3,002 reg. shares, of which:

| | |
|--|---------------------------|
| 3,000 shares with a nominal value of CZK 10,000,000; i.e. | CZK 30,000,000,000 |
| 1 share with a nominal value of | CZK 726,125,000 |
| 1 share with a nominal value of | CZK 513,370,000 |
| Total nominal value of shares as at 31 December 2022 | CZK 31,239,495,000 |

- The shares of the company are registered in the name: "Obec – hlavní město Praha" ["Community – Capital City of Prague"].
- The Financial Statements of the company have been drawn up as at December 31, 2022.
- The accounting period is the calendar year: from January 1, 2022 to December 31, 2022.

The objects of business activities of the company are:

- Operation of a tramway network system, special railroad (metro system) and cableway (Petřín and ZOO) and operation of rail system transport in the Capital City of Prague,

- Repairs of road vehicles,
- Operation of a car school,
- Psychological advisory services and diagnostics,
- Restaurant and accommodation services,
- Provision of healthcare services,
- Operation of technical inspection stations,
- Operation of emission measurement stations,
- Execution of constructions, their changes and removal,
- Provision of services in the field of occupational health and safety,
- Technical and organisational activities in the field of fire protection,
- Road motor transport
 - freight transport, operated with vehicles or vehicle sets with the largest permitted weight exceeding 3.5 tonnes, if they are intended for transport of animals or things,
 - passenger transport, operated with vehicles intended for transport of more than 9 persons, including the driver,
 - freight transport, operated with vehicles or vehicle sets with the largest permitted weight not exceeding 3.5 tonnes, if they are intended for transport of animals or things,
- Production, business and services not stated in Annexes 1 to 3 to the Trade Licensing Act,
- Repairs of other means of transport and work machines,
- Metal sheet work and repair of bodyworks,
- Metal work, tool making activities,
- Production, installation, repairs of electrical machines and instruments, electronic and telecommunication equipment,
- Assembly, repairs, revisions and tests of electrical equipment.
- Operation of rail system transport on a trolleybus network system,
- Operation of a trolleybus network system,
- Revisions, inspections and tests of specified technical facilities in operation

1. 2. CHANGES AND AMENDMENTS IN THE COMMERCIAL REGISTER IN THE PREVIOUS ACCOUNTING PERIOD

Changes in registrations of the members of the Board of Directors

On December 20, 2022, the term of office of the Chairman of the Board of Directors was terminated by the expiry of the term of the office period of the Chairman of the Board of Directors, together with the membership on the Board of Directors, for Ing. Petr Witowski. The re-election meant the arising of the office of the Chairman of the Board of Directors together with the membership on the Board of Directors for Ing. Petr Witowski on December 21, 2022. The registration in the Commercial Register has not been made yet.

On June 15, 2022, the membership on the Board of Directors was terminated for Mgr. Matej Augustín. The deletion in the Commercial Register was made on July 7, 2022.

On June 16, 2022, the membership on the Board of Directors arose for Ing. Marek Kopřiva. The registration in the Commercial Register was made on July 7, 2022.

On August 21, 2022, the membership on the Board of Directors of PhDr. Jiří Špička ceased to exist upon the expiry of the term of his office. The re-election meant the arising of the office of the membership on the Board of Directors for PhDr. Jiří Špička on August 22, 2022. The registration in the Commercial Register was made on September 12, 2022.

On December 20, 2022, the membership on the Board of Directors of Ing. Jan Šurovský, Ph.D. ceased to exist upon the expiry of the term of his office. The re-election meant the arising of the office of the membership on the Board of Directors for Ing. Jan Šurovský, Ph.D. on December 21, 2022. The registration in the Commercial Register has not been made yet.

Changes in registrations of the members of the Supervisory Board

On December 5, 2022, the term of office of the Chairman of the Supervisory Board was terminated by the expiry of the term of the office period of the Chairman of the Supervisory Board, together with the membership on the Supervisory Board, for Ing. Adam Scheinherr, MSc., Ph.D. The re-election meant the arising of the office of membership on the Supervisory Board for Ing. Adam Scheinherr, MSc., Ph.D. on December 6, 2022. He was re-elected as the Chairman of the Supervisory Board on December 19, 2022. The registration in the Commercial Register has not been made yet.

On November 30, 2022, the office of the Vice Chairman of the Supervisory Board was terminated together with the Supervisory Board membership for Bc. Oldřich Schneider. The deletion in the Commercial Register was made on December 12, 2022.

On December 5, 2022, the office of the Vice Chairman of the Supervisory Board was terminated together with the Supervisory Board membership for Jan Marek by expiry of the term of his office. The re-election meant the arising of the office of membership on the Supervisory Board for Jan Marek on December 6, 2022. He was re-elected as the Vice Chairman of the Supervisory Board on December 19, 2022. The registration in the Commercial Register has not been made yet.

On December 5, 2022, the office of the Vice Chairman of the Supervisory Board was terminated together with the Supervisory Board membership for Pavel Vyhnánek. On December 5, 2022, the office of the Vice Chairman of the Supervisory Board was terminated together with the Supervisory Board membership for Pavel Vyhnánek. He was re-elected as the Vice Chairman of the Supervisory Board on December 19, 2022. The registration in the Commercial Register has not been made yet.

On December 1, 2022, Roman Slanina became a member of the Supervisory Board. The membership was registered in the Commercial Register on December 12, 2022. On December 19, 2022, Roman Slanina was elected to the position of the Vice Chairman of the Supervisory Board. The registration in the Commercial Register has not been made yet.

On June 15, 2022, the memberships on the Supervisory Board were terminated for Ing. Petr Hlubuček and Ing. Michal Zděnek, M.A. The deletions in the Commercial Register were made on July 7, 2022.

On June 20, 2022, the membership on the Supervisory Board of Ing. Marek Doležal was terminated. The deletion in the Commercial Register was made on July 7, 2022.

On November 30, 2022, the memberships on the Supervisory Board ceased to exist for Jiří Obitko and Josef Buriánek by expiry of the term of their office. The re-election meant the arising of the office of memberships on the Supervisory Board for Jiří Obitko and Josef Buriánek on December 1, 2022. The registrations in the Commercial Register were made on December 12, 2022.

On November 30, 2022, the memberships on the Supervisory Board were terminated for Bc. Jan Holub and Tomáš Novotný. The deletions in the Commercial Register were made on December 12, 2022.

On December 1, 2022, the memberships on the Supervisory Board arose for Marcel Nový and Vratislav Feigel. The registrations in the Commercial Register were made on December 12, 2022.

On December 5, 2022, the memberships on the Supervisory Board ceased to exist for Tomáš Mikeska by expiry of the term of his office. The re-election meant the arising of the office of membership on the Supervisory Board for Tomáš Mikeska on December 6, 2022. The registration in the Commercial Register has not been made yet.

On December 6, 2022, the membership on the Supervisory Board arose for Filip Vácha. The registration in the Commercial Register has not been made yet.

Registration of the object of business activities

On February 11, 2022, the production, business activities and services not specified in Annexes no. 1 to 3 to the Trade Licensing Act were deleted from the object of business activities.

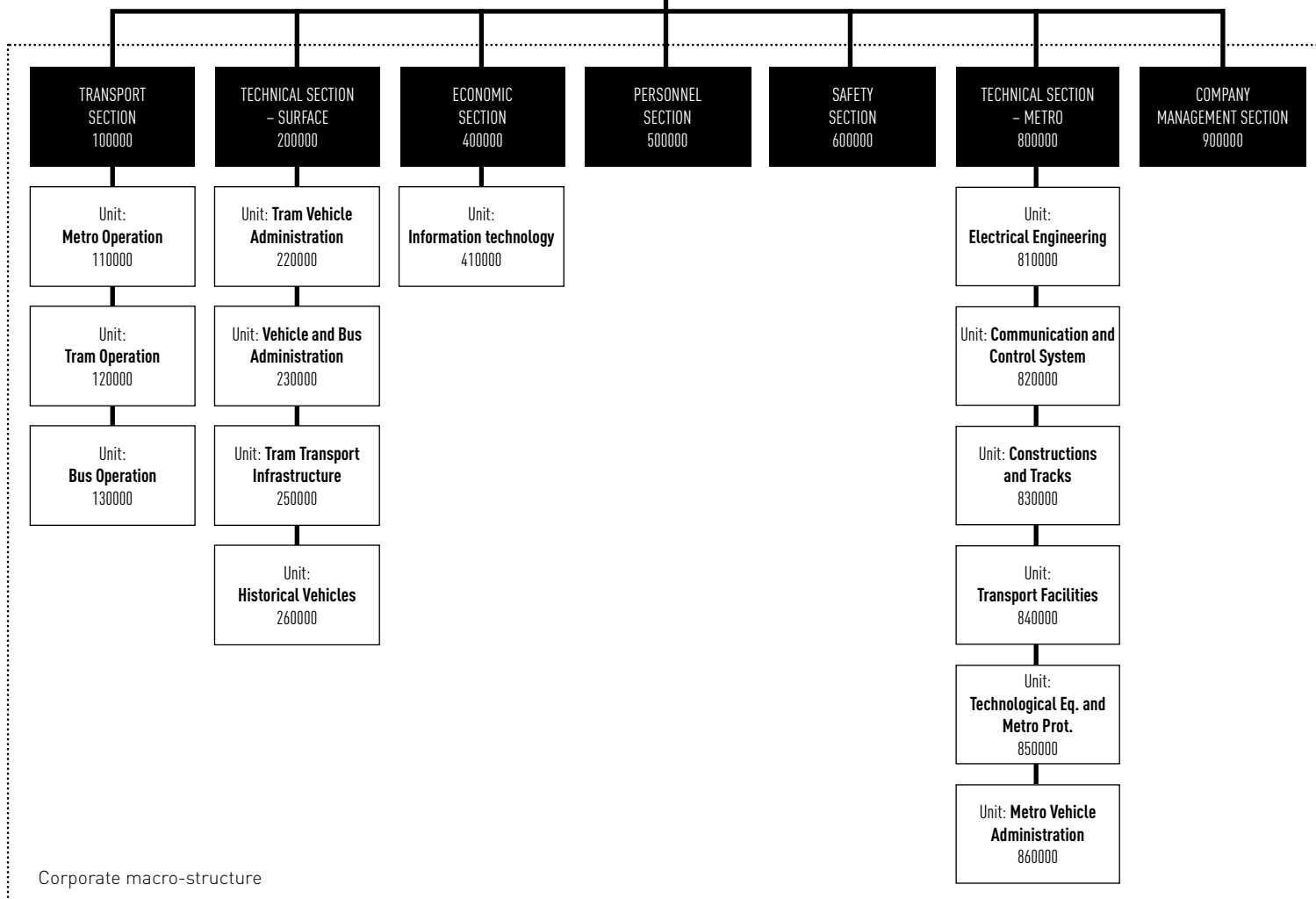
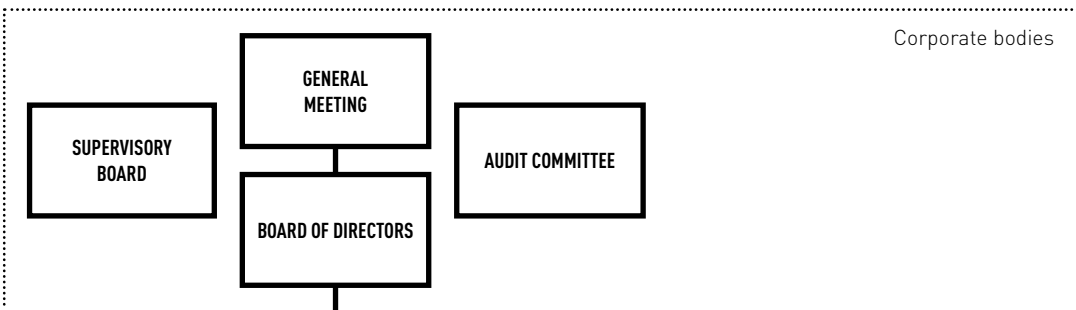
At the same time, on February 11, 2022, the object of business activities was extended in such a manner that it can include the manufacture of measuring, testing, navigation, optical and photographic instruments and equipment, intermediation of trade and services, wholesale and retail trade activities, maintenance of motor vehicles and their accessories, warehousing, packaging of goods, cargo handling and technical activities in transport, accommodation services, purchase, sale, management and maintenance of real property assets, advisory and consulting activities, preparation of expert studies and reports, out-of-school education and training activities, organization of courses, training, including lecturing activities, operation of cultural, cultural-educational and entertainment facilities, organisation of cultural facilities, culturally educational centres and entertainment facilities, organisation of cultural productions, entertainment events, exhibitions, trade fairs, shows, sales and similar events, repair and maintenance of household goods, objects of a cultural nature, products of fine mechanics, optical instruments and measuring instruments.

On August 17, 2022, the notarial deed NZ 1259/2022 of July 21, 2022 was deposited in the Collection of Deeds, which amended the Articles of Association of the Company

1. 3. ORGANISATIONAL STRUCTURE OF THE COMPANY

Organisational structure of the company as at December 31, 2022

Corporate bodies



Corporate macro-structure



1. 4. IDENTIFICATION OF THE GROUP

The sole shareholder of DP

HLAVNÍ MĚSTO PRAHA (hereinafter referred to as "HMP") having its registered office at Prague 1, Staré Město, Mariánské nám. 2, Administrative Id. No.: 000 64 581.

1. 4. 1. Affiliated business companies of the DP company

| Commercial name | % shareholding of HMP in the registered capital | Registered office | Company Reg. No. |
|---|---|---------------------------------|------------------|
| Kolektory Praha, a. s. | 100 | Prague 9, Pešlova 341/3 | 26714124 |
| Kongresové centrum Praha, a. s. | 45,652 | 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, Dělnická 213/12 | 02795281 |
| 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 Holding, a. s. | 100 | Prague 4, U Plynárny 500/44 | 26442272 |
| Pražská vodohospodářská společnost, a. s. | 100 | Prague 6, Evropská 866/67 | 25656112 |
| Pražské služby, a. s. | 100 | Prague 9, Pod šancemi 444/1 | 60194120 |
| 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 PRAHA, a. s. | 100 | Prague 2, Blanická 1008/28 | 00409316 |
| VODA Želivka, a. s. | 90,0353 | 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 4, Podolská 15/17 | 26496402 |

1. 4. 2. Companies with decisive and significant influence

Companies with decisive influence

| Commercial name | % shareholding of DP in the registered capital | Registered office | Company Reg. No. |
|--|--|--------------------------------|------------------|
| 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

| Commercial name | % shareholding of DP in the registered capital | Registered office | Company Reg. No. |
|------------------------|--|---------------------------------|------------------|
| RENCAR PRAHA, a. s. | 28 | Prague 8, Rohanské nábř. 678/25 | 00506397 |
| Nové Holešovice, a. s. | 25 | Prague 9, Sokolovská 42/217 | 11926384 |

Shareholding in the company with significance influence "RENCAR PRAHA, a.s."

| Commercial name | % shareholding of RENCAR PRAHA, a.s. in the reg. capital | Registered office | Company Reg. No. |
|------------------------|--|-----------------------------------|------------------|
| RENCAR MEDIA, s. r. o. | 100 | Prague 8, Rohanské nábřeží 678/25 | 25082906 |

1. 4. 3. Overview of subsidiaries and related business companies at affiliated companies of DP as at 31 December 2022

| Affiliated companies | Indirectly controlled companies and subsidiaries | % sharehold. in the reg. capital | Registered office | Company Reg. No. |
|-----------------------------------|--|--|----------------------------------|------------------|
| Pražská energetika Holding, a. s. | Indirectly controlled company | % shareholding of PREH in PRE | | |
| | Pražská energetika, a. s. | 58,046 | Prague 10, Na Hroudě 1492/4 | 60193913 |
| | Companies with PREdistribuce, a.s. capital participation | % shareholding of PRE distribuce, a.s. in the subsidiary | | |
| | eYello CZ, k. s. | 90 | Prague 10, Kubánské nám. 1391/11 | 25054040 |
| | PREměření, a. s. | 100 | Prague 10, Na Hroudě 2149/19 | 25677063 |
| | KORMAK Praha, a. s. | 100 | Prague 10, Bratří Jandusů 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 |
| | Companies with PREdistribuce, a.s. capital participation | % shareholding of PRE distribuce, a.s. in the subsidiary | | |
| | PREnetcom, a. s. | 100 | Prague 10, Na Hroudě 1492/4 | 06714366 |
| | Companies with PREměření, a.s. capital participation | % shareholding of PRE měření, a.s. in the subsidiary | | |
| | PRE FVE Světlík, s. r. o. | 100 | Prague 10, Na Hroudě 2149/19 | 28080378 |
| | SOLARINVEST – GREEN ENERGY, s. r. o. | 100 | Prague 10, Na Hroudě 2149/19 | 28923405 |
| | 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 |
| Pražská plynárenská Holding, a. s. | Indirectly controlled company | % shareholding of PPH in PP | | |
| | Pražská plynárenská, a. s. | 100 | Prague 1, Národní 37 | 60193492 |
| | Companies with PP, a.s. capital participation | % shareholding of PP in the subsidiary | | |
| | Pražská plynárenská Distribuce, a.s., member of grouping Pražská plynárenská, a.s. | 100 | Prague 4, U Plynárny 500 | 27403505 |
| | Pražská plynárenská Servis distribuce, a.s., member of grouping Pražská plynárenská, a.s. | 100 | Prague 4, U Plynárny 1450/2a | 47116471 |

| | | | | |
|---|--|--|----------------------------------|----------|
| | Prometheus, energetické služby, a.s., member of grouping Pražská plynárenská, a.s. | 100 | Prague 4, U Plynárny 500/44 | 63072599 |
| | MONTSERVIS PRAHA, a. s. | 100 | Prague 4, U Plynárny 500/44 | 00551899 |
| | Companies with Prometheus, energetické služby, a.s. capital participation | % shareholding 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 |
| Pražská vodohospodářská společnost, a. s. | Company with PVS capital participation, which is not controlled by PVS and indirectly by HMP | % shareholding of PVS in the registered capital | | |
| | Pražské vodovody a kanalizace, a. s. | 49 | Prague 10, Ke Kablu 971/1 | 25656635 |
| Pražské služby, a. s. | Companies with PS capital participation | % shareholding of PS in the registered capital | | |
| | AKROP, s. r. o. | 100 | Tuchoměřice, Ke Špejcharu 392 | 26432331 |
| | Pražský EK0servis, s. r. o. | 100 | Prague 1, Revoluční 1082/8 | 03298973 |
| | AGROBIOPLYN, s. r. o. | 100 | Prague 4, Mečislavova 165/3 | 10967192 |
| | RELAKA, s. r. o. | 100 | Prague 4, Mečislavova 165/3 | 06772731 |
| VODA Želivka, a. s. | Companies with VŽ capital participation | % shareholding of VŽ in the registered 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 with ZPVK capital participation | % shareholding of ZPVK in the registered capital | | |
| | Vodárna Káraný, a. s. | 100 | Prague 1, Podolská 15/17 | 29148995 |

1. 5. CORPORATE BODIES

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

The General Meeting is the supreme corporate body of the company. The competence of the General Meeting is performed, according to provisions of Section 68(2)(h) of the Act no. 131/2000 Coll., on the Capital City of Prague, by the Council of the Capital City of Prague (except for the decision about cancellation of the company, which is decided about by the Assembly of the Capital City of Prague – see Section 59 of the Act on the Capital City of Prague).

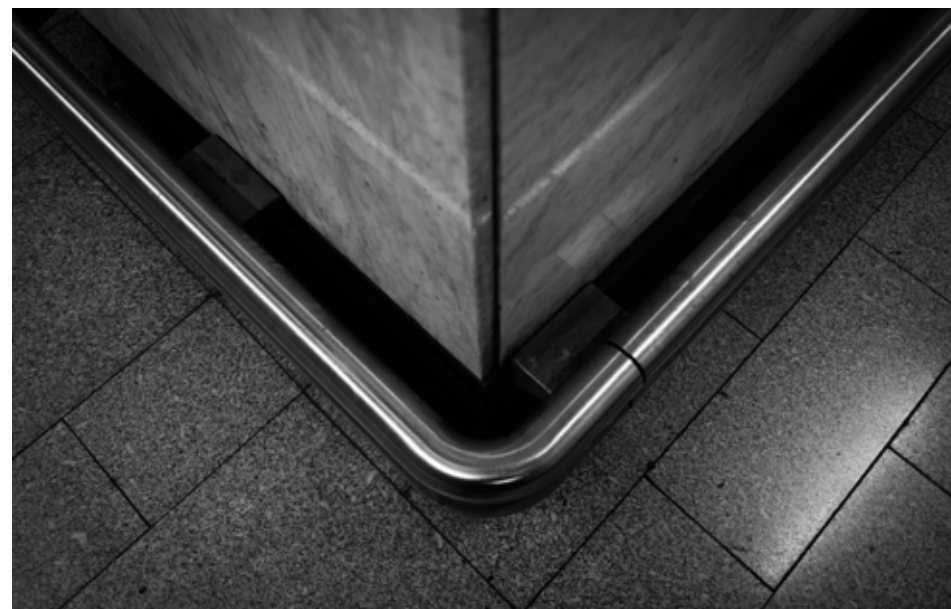
The Board of Directors, the Supervisory Board and the Audit Committee as at December 31, 2022

| | Funkce | Jméno |
|--------------------|------------------|-----------------------------------|
| Board of Directors | Chairperson | Ing. Petr Witowski |
| | Vice Chairperson | Ing. Ladislav Urbánek |
| | Member | PhDr. Jiří Špička |
| | Member | Ing. Jan Šurovský, Ph.D. |
| | Member | Ing. Marek Kopřiva |
| Supervisory Board | Chairperson | Ing. Adam Scheinherr, Ph.D., Msc. |
| | Vice Chairperson | Jan Marek |
| | Vice Chairperson | Pavel Vyhnaněk, M.A. |
| | Vice Chairperson | Roman Slanina |
| | Member | Josef Buriánek |
| | Member | Vratislav Feigel |
| | Member | Marcel Nový |
| | Member | Jiří Obitko |
| | Member | Mgr. Petra Kolínská |
| | Member | Ing. Tomáš Mikeska |
| | Member | Mgr. Jakub Jiran |
| | Member | Ing. Jan Lička |
| | Member | Filip Vácha |
| Audit Committee | Chairperson | Mgr. Marta Gellová |
| | Vice Chairperson | Ing. Zdena Javornická |
| | Member | Ing. Ladislav Langr |

2 Accounting methods and general accounting principles

The accounting of the company is conducted and the Financial Statements have been drawn up in accordance with the Act no. 563/1991 Coll. on accounting, as amended, Decree no. 500/2002 Coll. (hereinafter referred to as the Decree), implementing certain provisions of the Act no. 563/1991 Coll. on accounting, for accounting units, which are entrepreneurs accounting in the double-entry accounting system, as amended, and Czech Accounting Standards for Entrepreneurs, as amended. The accounting system respects general accounting principles, especially the principle of property valuation with historical cost, principle of accounting in material and time contexts, principle of prudence and presumption on the ability of the accounting unit to continue in its activities. The data stated in tables in the present Financial Statements, unless provided for otherwise, is expressed in thousands of Czech crowns (CZK 1,000).

The company maintains accounting records with the use of the SAP HANA software.



3 Overview of important accounting rules and procedures

3. 1. FIXED TANGIBLE AND INTANGIBLE ASSETS

The term "fixed assets" denotes the assets whose usability time period is longer than one year and whose valuation in an individual case is higher than CZK 40,000 (intangible assets and tangible assets except for plots of land, constructions and buildings, including utility networks, water works, rights to build, unless they are goods, flats and non-residential premises outlined as units and works of art and rights to use concerning plots of land and constructions). Plots of land, buildings and constructions, including utility networks, water works, rights to build, unless they are goods, flats and non-residential premises outlined as units, rights to use concerning plots of land and constructions and works of art are considered as fixed assets, regardless of their valuation. Besides, the term "fixed assets" includes also the assets which are purchased partly by using the company's own resources and partly by using the subsidy when the input price of fixed tangible and intangible assets acquired by using the company's own resources is up to CZK 40,000 inclusive.

The limit for the outlining of technical betterment which increases the value of fixed assets is more than CZK 40,000 in total for the accounting period.

Tangible and intangible assets up to CZK 40,000 are not subject to depreciation in the DP conditions. They are considered as stock (DRHM - low-value tangible assets) or services (DRNM - low-value intangible assets). They are accrued assets for 2 years and registered in off-balance records except for extraordinary events.

Costs associated with acquisition of fixed assets

The valuation of fixed intangible and tangible assets and technical betterment includes, until the time of putting the assets into the condition eligible for use, in particular, the following costs:

- Research, geological, geodetic and project works, including variant solutions,
- Customs duty, assembly, transport fees, fee for environmental disposal, packaging fees,
- Residual price of disabled buildings or their parts in consequence of new constructions,
- Costs of tender procedures,
- Compensations for limitation of ownership rights, compensations for property detriments to the owner, lessee or tenant of real property assets,

- Tests before the putting of assets into the condition capable of use,
- Preparatory work, in particular costs of expertise works, fees, remunerations for advisory and intermediation services associated with the fixed assets acquired,
- In case of fixed assets financed from structural funds of the EU, a part of the purchase cost of fixed assets is also the auditor's verification, advisory activities and other costs associated with the approval of the request for financing from structural funds of the EU,
- Real property acquisition tax – expense which cannot be accounted with the use of a subsidy (financial aid). This tax has been cancelled since 2020, and therefore it is not included in the costs associated with acquisition of fixed assets anymore.
- Capital expenditure called up in case of fulfilment of conditions according to NÚR (National Accounting Council) I – 20.

During registration and valuation of plots of land in DP we differ 4 possibilities:

1. In case that due to digitisation of cadastral maps (before increase in their precision) there occurs a situation that the Land Registry specifies a different surface area of plots of land than the one specified in the asset card in the accounting system, then a change in the surface area of plots of land on the card of assets will be specified. Valuation of the plot of land will remain unchanged.
2. If it is necessary to correct errors in the surface area of the plot of land found out by the actual Land Registry, the surface area specified in the card of assets will be modified. Valuation of the plot of land shall remain unchanged.
3. If it is found out that the DP accounting states a surface area of the plot of land different (lower or higher) than the one which is stated in the Land Registry, it is necessary to carry out a change in the surface area of the plot of land in the card of assets, so that it can correspond to the Land Registry without modification of valuation of the plot of land.
4. If the accounting records do not state the plot of land which DP owns according to the Extract from the Land Registry, then it is necessary to include the plot of land into the records in the surface area according to the Land Registry and the valuation of the plot of land is carried out according to the Expert Opinion, which is to include the administrative and market prices, and it will be introduced into the accounting records for the reasons of prudence at a lower price.

While creating new assets or carrying out a change in the assets of third persons, which are not associated with the mission of DP, but the execution of which is necessary for acquisition and use of the DP assets, DP proceeds as with a capital expenditure called out. It registers these assets on the acquisition accounts and at the time of putting into use of the main capital expenditure these investment costs invested by using the company's own resources become a part of the purchase costs of the assets in accordance with interpretation of NÚR I-20.

Valuation by means of reproduction cost was used in 2022 for the rights to use acquired without consideration and technical betterment carried out by the lessee on the DP's property that was not settled between the lessee and DP at the termination of the lease agreement. The reproduction price was determined according to the Expert Opinion.

Fixed tangible assets created by the company's own activities are valued through the company's own costs, i.e., on the basis of all direct costs and indirect costs which are immediately connected with creation of the fixed assets.

Fixed intangible assets and fixed tangible assets are depreciated on a straight-line basis on the basis of the depreciation plan through accounting depreciations, in accordance with Section 7(1) of the Accounting Act. The quantity of adjustments to fixed assets is determined by means of the lifetime, which is specified with regard to the wear and tear corresponding to ordinary conditions of use. Depreciation starts in the month of putting into use.

The length of presupposed lifetime for the most important groups of assets is as follows:

| Fixed assets | Lifetime in years |
|--------------------------------------|-------------------|
| Metro tunnels | 100 |
| Metro power supply system | 30 |
| Tramways – railway substructure | 30 |
| Tramways – railway superstructure | 15 |
| Escalators | 25 |
| Means of transport: | |
| - Metro carriages acquired from 2001 | 40 |
| - Renovated metro carriages | 15 |
| - Trams T3R.P | 15 |
| 14 T, 15 T | 30 |
| Other types of trams | 20 |
| - Buses | 10 |

Depreciation of the rights to use established and of the rights to build in favour of the company is as follows:

| Purchase price of the right to use and right to build | Time of creation | Depreciation time |
|---|------------------|--|
| Up to CZK 40,000 | Definite | 24 months |
| | Indefinite | 24 months |
| From CZK 40,000 to CZK 10,000,000 | Definite | According to the time specified in the contract, for which the right to use or the right to build has been established |
| | Indefinite | 48 months for the right to use and 99 years for the right to build |
| More than CZK 10,000,000 | Definite | According to the time specified in the contract, for which the right to use or the right to build has been established |
| | Indefinite | 30 years for the right to use and 99 years for the right to build |

The assets fully purchased from the subsidy for purchase of fixed intangible assets and of fixed tangible assets are not depreciated.

As at the date of the Financial Statements, there are created adjustments to the accounts of fixed assets. Their amount is found out on the basis of inventory taking and individual assessment of the realistic condition of individual entries when the useful value of fixed assets is markedly lower than their valuation in the accounting system after the subtracting of adjustments, and this value reduction cannot be considered as a reduction of a permanent nature.

3. 2. FIXED FINANCIAL ASSETS

Fixed (long-term) financial assets represent property participations (shareholdings) in accounting units with a decisive influence (controlled entities) and in those under a significant (essential) influence. On acquisition they are accounted at purchase price.

Property participations in accounting units with a decisive influence (controlled entities) and in those under a significant (essential) influence are valued as at the date of the Financial Statements by using the equity method, i.e., the value of property participation is, as at the date of the Financial Statements, modified to the value corresponding to the rate of participation of the company in the equity. The valuation by means of equity is accounted as a change in the value of securities, in relation with the account no. 414 – Valuation differences from re-pricing of assets and liabilities.

3. 3. INVENTORY

Purchased inventory is valued at purchase cost. A part of the purchase cost of the inventory consists of the cost associated with its purchase, in particular transport fees, commissions, customs duty, insurance fees, packing fees, postage, discounts, disposal fees (PHE fee).

Inventory of the same kind is conducted in stock in valuation with the price found out by means of the weighted arithmetic means.

If the cost associated with purchase is not a part of the purchase cost of particular materials and goods, it is monitored on a separate analytical account of the inventory and once a month it is dissolved into consumption of materials and goods according to the internal guideline. This procedure is used at the company also for transport services ensured by intra-company services.

Increments or decrements of inventory (products, production in progress and semi-finished products of the company's own production) are accounted through the corresponding cost account. The increment of inventory is accounted to the benefit of the corresponding cost account of the accounting group 58 - Change in the balance of inventory of the company's own activities and capitalisation, the decrement of inventory is accounted to the detriment of that account. This entry may have a negative value too.

Within the DP conditions, a change in the production in progress is accounted through the

corresponding account 581 - Change in the balance of inventory of the production in progress.

The purchase and decrement of the inventory at central and operational warehouses are carried out, according to the Czech Accounting Standard for Entrepreneurs no. 15, according to the method "A".

DP uses the so-called standby storage facilities, serving for assurance of activities associated with physical takeover, storage and shipment of products necessary for operational assurance of operation in case of extraordinary events and other operational matters. These storage facilities are accounted for on a balance-sheet basis and acquisition and decrement of such inventory is carried out in this case according to the Czech Accounting Standard for Entrepreneurs no. 15, according to the method "B", in a monthly periodicity.

The inventory created by the company's own activities are valued by means of its own cost.

Spare parts and other materials created through the company's own activities are valued by means of the company's actual own cost. Spare parts and other materials created through the company's own activities for which it is not possible to determine, in an unambiguous way, the unit price, are valued on the basis of predetermined prices. These prices are updated on an ongoing basis. The cost components included into the prices of spare parts and other materials determined at the level of the company's own costs are formed of: direct consumption of materials, energy, direct wages, social security and public health insurance, share of production overheads, cooperation, transport fees.

The costs associated with capitalisation are accounted as about reduction of costs to the benefit of the corresponding account of the account group 58 - Change in the balance of inventory of the company's own activities and capitalisation. This entry has a negative value.

Within the DP conditions, accounting relating to capitalisation of inventory and assets in progress created by the company's own activities is carried out through the accounts 585, 586 and 588.

The reproduction price at the inventory was determined according to the current average stock price at the time of finding a surplus of the inventory (diesel oil, coolant, oil, other operation liquids). The reproduction price determined by means of a professional estimation is used for the inventory arising from the material acquired from disposal or repairs of fixed assets. Spare parts for trams after the warranty period, which are provided to us from the supplier free of charge, are valued in the replacement cost, i.e., in this case at the price usual at the time of acceptance of these spare parts.

Adjustments to the inventory are created according to the ground materials of the Inventory Management Department. These adjustments were created on the basis of the inventory taking carried out, after the review of the condition, storage time duration and with regard to the presupposed usability and minimum merchantability.

3. 4. RECEIVABLES

Receivables are valued, on their arising, with a nominal value, subsequently reduced by applicable adjustments to receivables difficult to collect.

The receivables, whose maturity period is one year and less at the time as at which the Financial Statements have been drawn up, are stated as short-term (current) receivables. The other receivables are stated as long-term receivables.

Processing of adjustments to receivables

DP has a program (SW SAP transaction) which was created and is dedicated to the processing of adjustments to receivables. Creation of adjustments to receivables is always related to the net value of the receivable owed by one business partner. Adjustments to receivables were created pursuant to the Act no. 593/1992 Coll., on provisions, and according to the company's directive entitled "Chart of Accounts, Accounting Procedures and Depreciation Plan".

Adjustments are created to receivables from business relations and other receivables according to applicable laws and instructions of the Legal Department. Tax adjustments are created at an amount whose creation is enabled by the applicable law. For receivables which are overdue for from half a year to 1 year, there are created accounting adjustments in such an amount that the total value of tax and accounting adjustments can form 50 % of the unsettled balance sheet value of the receivable, and adjustments to receivables which are overdue for more than 1 year are created up to an amount of 100 % of the balance sheet value of the receivable.

Accounting adjustments are created to receivables from surcharges to fare and to receivables from fare. Their amount is determined as a percentage with regard to the presupposed rate of repayment and recoverability of these receivables.

The mutual setting off of liabilities and receivables takes place within the meaning of the Civil Code according to agreements between business partners.

3. 5. SHORT-TERM (CURRENT) FINANCIAL ASSETS

If necessary, the company uses debt securities held until the due date – bills of exchange acquired as short-term betterment of free financial means in accordance with the approved Financial Capital Expenditure Strategy of the company and with a maturity period shorter than one year.

3. 6. LIABILITIES FROM BUSINESS RELATIONS

Liabilities from business relations are accounted in a nominal value.

The liabilities whose maturity period is, at the time as at which the Financial Statements have been drawn up, one year and less are stated as short-term (current) liabilities. The other liabilities are stated as long-term liabilities.

3. 7. BILLS OF EXCHANGE

Bills of exchange are securities containing the data predetermined by the law, from which a debtor's obligation implies, providing the owner of the bill of exchange with an undisputable right to require payment of the bill amount at the specified time.

Bills of exchange are registered as short-term liabilities on the line of statements "Short-term bills of exchange for payment". These bills of exchange are promissory notes issued by the Issuer, i.e., DP to the order of creditors with the clause "without protest". The minimum nominal value of a promissory note is CZK 200 million. The bill-of-exchange programme amounted, in total, to CZK 8 billion and as at December 31, 2016 it was drawn in a full amount. Since 2015, the bill-of-exchange programme has been gradually repaid, with CZK 800 million being repaid each year. The remaining amount is covered by new promissory notes issued under the terms of the Promissory Note Programme. Thus, on December 17, 2022, the seventh instalment of CZK 800 million was made. In total, as at December 17, 2022, CZK 5.6 billion of bills of exchange had been repaid under the Bills of Exchange Programme and the balance of the Bills of Exchange Programme as at 31 December 2022 was CZK 2.4 billion. The final maturity of the Bills of Exchange Programme is December 20, 2024.

3. 8. DERIVATIVES

In accordance with the strategy in the field of interest risk management the company minimises expositions of financial flows implying from these entrepreneurial activities. In this context it makes interest derivative transactions which reduce the risk of changes in values of the future financial flows implying from the financing by way of the bill-of-exchange programme.

All financial derivatives are stated in case of a positive fair value as assets and in case of a negative fair value as liabilities.

In 2022, tests of effectiveness were carried out for all derivative transactions and the company conducts accounting based on hedging for all derivatives.

3. 9. CREDIT FACILITIES

Credit facilities are accounted in nominal values. The interest implying from credit facilities are accounted into the economic result for the accounting period with which they are linked. In accordance with Section 47(1) of the Decree, the company decided not to include the interest on credit facilities into the valuation of fixed assets and technical betterment.

Short-term credit facility shall include also a part of a long-term credit facility, which is payable within one year from the date of the Financial Statements.

The company did not have any bank credit facility in the course of 2022.

3. 10. RESERVES

Provisions are intended for covering liabilities or costs whose nature is clearly defined and for

which it is, as at the Balance Sheet Day, either probable that they will occur, or it is sure that they will occur, but their amount or the time of their arising are not sure.

Provision for indemnification in virtue of occupational accidents and diseases of some former employees is formed on the basis of statistical evaluation of available historical data in the amount of the current value of expected future payments on the basis of claims arising till the date of the Financial Statements.

Provisions for remunerations of managerial staff members and members of the corporate bodies of the company, incl. public health and social security insurance are created if the legal entitlement to their payment does not depend only on the carrying out of the work in the accounting period but on fulfilment of other conditions, i.e., approval by a responsible person or by a corporate body of the company.

Provisions for staff benefits are created in virtue of employment anniversaries, retirement and unused leave of absence with wage compensation according to the Collective Agreement. With regard to validity of the current wording of the Collective Agreement, and given the fact that there is no presumption of significant changes in these benefits or in the future wording of the Collective Agreement, the provisions in virtue of employment anniversaries and retirements are always created on a rolling basis for the period of the subsequent three years and are registered in a discounted value.

Provisions for future repairs of fixed tangible assets, which are created due to accidents and damage are covered, in a prevailing extent, by creation of contingencies for expected insurance benefits; at accidents and damage events where damage amounts exceeding CZK 3 million are supposed, the provisions are created in an addressed way for each individual accident and damage event, whereas at accidents and damage events up to CZK 3 million the provision is created on a summary basis by means of one item as at the Balance Sheet, date and then it is dissolved after the opening of the accounting books of the subsequent accounting period. The principle of material and time contexts of costs and incomes (accruals and deferrals) is complied with thanks to this methodology.

Provisions for total costs of regeneration of the landfill area are formed on the basis of estimations of total expenses necessary for execution of technical and biological regeneration to be carried out by the company performing engineering and geological survey (resistivity logging) and hydrogeological survey, with inclusion of the expenses associated with the buyout of the plots of land necessary for execution of this regeneration.

Other provisions are created in virtue of prudence, for liabilities arising on the basis of previous events and for settlement of liabilities, which could mean an outflow of financial means, e.g., in connection with litigations.

3. 11. FINANCIAL LEASING

Financial leasing includes acquisition of fixed tangible assets in the manner during which

the ownership of the assets is transferred, after the lapsing of the agreed time period of the use of the assets by the user for consideration, from the owner to the user and the user pays payments for the acquisition within the framework of the costs until the transfer of the ownership right. In 2022, the company did not have any property which would be acquired by way of financial leasing with subsequent purchase.

3. 12. CONVERSIONS OF VALUES IN FOREIGN CURRENCIES TO THE CZECH CURRENCY

The accounting of the exchange rate differences is carried out according to the Decree and Czech Accounting Standards for Entrepreneurs.

The assets and liabilities, expressed in a foreign currency, are converted to the Czech currency by using the daily exchange rate of the bank within the meaning of applicable regulations.

Daily exchange rates of the Czech National Bank are used for conversion of foreign currency means.

Within the framework of the monthly Financial Statements, conversion is made for foreign exchange bank accounts to Czech currency according to the exchange rate of the last day of the month.

The assets and liabilities in a foreign currency are converted as at the date of the Financial Statements according to the applicable exchange rate announced by the Czech National Bank as at that date and the exchange rate differences found out are accounted according to their nature into costs or incomes.

3. 13. TAXES

3. 13. 1. Tax depreciation of fixed assets

A straight-line method is used for the purpose of calculation of tax depreciation.

3. 13. 2. Deferred tax

The deferred tax calculation is based on the liability method built upon the balance sheet approach. The term "liability method" means the procedure when the calculation uses the income tax rate valid in the future time periods. The balance sheet approach means that the liability method is based on transitional differences which are differences between the tax base of assets or liabilities, and the amount of the assets, or liabilities stated in the Balance Sheet. The tax base of assets or liabilities is the value of these assets or liabilities exercisable in the future for tax purposes.

Deferred tax liabilities and receivables are mutually set off and they are stated in the Balance Sheet in their net value.

3. 14. COMPENSATION

In accordance with the Regulation (EC) No 1370/2007 of the European Parliament and of the Council, which entered into force on 3 December 2009, the company accounts about compensation. Compensation is understood as the price for public service, which is to cover the difference between the costs spent in connection with fulfilment of the public service obligation and the incomes arising in connection with the public service obligation and to ensure reasonable profit, which is to enable creation of the company's own resources for the financing of renewal of assets and other investments focused on the increase in the quality of services agreed by the Client. The Public Service Contract made between the company and HMP determines the method of calculation of the compensation, the methodology for calculation of a reasonable profit and the manner of risk distribution.

In the follow-up to contractual arrangements contained in the Public Service Contract, the company accounts, in the course of the year, about the advance payment received for compensation and about the contingency entries of the operational part of the compensation in the amount of the necessity planned, which is to be cancelled at the end of the year. Within the framework of the Annual Financial Statements, the receivable in virtue of the public service obligation is accounted, and so is a reasonable profit within the framework of the compensation. At the same time, the received advance payment is cleared and the receivable amount is financially settled. The compensation amount is accounted in incomes as revenues from sales of the company's own products and services and in the Profit and Loss Statement it is monitored on a separate line – see point 4.1.1.

3. 15. SUBSIDIES

Subsidies for settlement of costs are accounted in other operational incomes in the time and material contexts with the accounting of costs for the specified purpose.

Subsidies for acquisition of fixed intangible and tangible assets and technical betterment reduce their purchase price or the company's own costs at the moment of capitalisation. As at the Balance Sheet date, the use of the subsidies will be accounted to the fixed assets that are not capitalised yet.

3. 16. INCOMES

Incomes from transport are accounted into the time period in which the transport services were provided.

The other incomes are accounted into the time period with which they are associated in terms of material and time.

Incomes and revenues concerning future periods are subject to accruals and deferrals.

Accruals and deferrals of incomes from the rights to use established on the assets of the company are as follows:

| Purchase cost of the right to use | Establishment time period | Accruals and deferrals |
|-----------------------------------|---------------------------|---|
| Up to CZK 40,000 | Definite | Not carried out due to an insignificant amount |
| | Indefinite | Income of the given period |
| From CZK 40,000 to CZK 10,000,000 | Definite | According to the time specified in the contract for which the right of use is established |
| | Indefinite | For the time period of 5 subsequent years |
| More than CZK 10,000,000 | Definite | According to the time specified in the contract for which the right of use is established |
| | Indefinite | For the time period of 5 subsequent years |

3. 17. USE OF ESTIMATIONS

The drawing up of the Financial Statements requires the company to use the estimations and presumptions affecting the stated values of assets and liabilities as at the date of the Financial Statements and the stated volume of incomes and costs for the time period monitored. The company determined these estimations and presumptions on the basis of all relevant information available to it. Nevertheless, as implies from the substance of the estimation, the actual values in the future may differ from these estimations.

3. 18. EXTRAORDINARY COSTS AND INCOMES

These entries contain incomes and costs from operations which are absolutely extraordinary with regard to ordinary activities of the accounting unit, as well as incomes and costs from extraordinary events occurring on a random basis. Extraordinary costs and incomes are stated according to their nature as operational or financial costs and incomes. They are divided into such entries as Other operational incomes, Other operational costs, Other financial incomes and Other financial costs. In 2022, the company registers, as extraordinary incomes, the subsidies and compensations received in connection with the covid-19 pandemic, and on the other hand it registers, as extraordinary costs, individual cost constituents (protective equipment, etc.) spent just in the connection with the pandemic in question.

3. 19. ACCOUNTING OF DONATIONS/GIFTS RECEIVED

Received gifts are accounted as other operational incomes – account group 64 or other financial incomes (received gifts in the form of financial assets) – account group 66. In case of acceptance of a gift in the form of a service, no accounting is made about such a gift, and the gift is only taken into consideration in the income tax return.

In case that received gifts are exempted from the income tax, this income will be excluded as a non-tax income in the tax return.

3. 20. REGISTRATION OF LOANS IN THE OFF-BALANCE RECORDS

In the DP conditions, the subject matter of the loan - if DP is a borrower - is registered through the off-balance records on the account 76201 Accepted loans. There are registered borrowed assets, whose valuation is CZK 40,000 and higher in an individual case and which are carried forward to the subsequent year as at the date of the Financial Statements.

3. 21. CASH FLOW STATEMENT

The cash flow statement was drawn up by using an indirect method. The financial equivalents represent short-term (current) liquid assets, which can be transferred easily and immediately to the cash amount which is known in advance.

Financial means and financial equivalents can be analysed as follows:

(The figures are stated in CZK 1,000)

| Financial equivalent | December 31, 2022 | December 31, 2021 |
|---|-------------------|-------------------|
| Treasury cash and cash in transit, valuables | 28,216 | 31,258 |
| Bank accounts and cash in transit | 11,404,388 | 7,585,916 |
| Short-term securities and participations | 0 | 0 |
| Financial means and financial equivalents, total | 11 432 604 | 7 617 174 |

Cash flows from operational, investment and financial activities are stated in the overview of cash flows in a non-compensated way.

3. 22. CONSOLIDATED FINANCIAL STATEMENTS

The Act no. 563/1991 Coll. on accounting, as amended by the Act no. 221/2015 Coll. with effectiveness from 1 January 2016, newly introduces categorisation of consolidation groups in Section 1c. It implies from individual criteria that DP fulfils the criteria of a large group of accounting units.

The share of the sum in consolidated companies in the consolidating company is, however, not significant in individual criteria and the company therefore used provisions of Section 22a(3) of the above-mentioned Act.

The Prague Public Transit Company, Inc., has always used this provision of the Accounting Act so far, for the reason that not only are the consolidated companies insignificant, both individually and as a whole, for the total values and mission of DP, but conversely, there would be a presentation distortion of economic indicators of DP, because they would contain also the values of the companies with an absolutely different mission.



4. Complementary data to the balance sheet and profit and loss statement

4.1. SPECIFICS OF THE COMPANY

4.1.1. Structure of statements

The Balance Sheet and Profit and Loss Statement state items in the order as provided for in the Decree no. 500/2002 Coll. Furthermore, DP provides, in these statements, other sub-entries for the reason of higher comprehensibility and documentary capability regarding the accounting unit. The matter concerns the following data:

Profit and Loss Statement

- I. I.1. Revenues for the sale of the company's own products and services
 - 1.1. Revenues for fare
 - 1.2. Compensation for the public service obligation
 - 1.3. Other revenues

4.2. FIXED INTANGIBLE ASSETS

Purchase cost (DNM = Fixed intangible assets)

(The figures are stated in CZK 1,000)

| | State as at 31.12.2020 | Incre- ments | Decre- ments | State as at 31.12.2021 | Incre- ments | Decre- ments | State as at 31.12.2022 |
|------------------|---------------------------|-----------------|-----------------|---------------------------|-----------------|-----------------|---------------------------|
| Software | 1,152,130 | 102,777 | 6 573 | 1 248 334 | 89 751 | 36 112 | 1 301 973 |
| Other copyrights | 8,573 | 976 | 0 | 9 549 | 947 | 0 | 10 496 |
| Other DNM | 136,267 | 0 | 38 | 136 229 | 0 | 0 | 136 229 |
| Unfinished DNM | 56,945 | 60,541 | 75 253 | 42 233 | 77 627 | 84 499 | 35 361 |
| Total | 1,353,915 | 164,294 | 81 864 | 1 436 345 | 168 325 | 120 611 | 1 484 059 |

Adjustments

(The figures are stated in CZK 1,000)

| | State as at 31.12.2020 | Incre- ments | Decre- ments | State as at 31.12.2021 | Incre- ments | Decre- ments | State as at 31.12.2022 |
|------------------------------|---------------------------|-----------------|-----------------|---------------------------|-----------------|-----------------|---------------------------|
| Software | 984,521 | 120,077 | 6,573 | 1,098,025 | 101,044 | 4,331 | 1,194,738 |
| Other copyrights | 7,440 | 347 | 0 | 7,787 | 742 | 0 | 8,529 |
| Other DNM | 114,145 | 5,431 | 38 | 119,538 | 2,401 | | 121,939 |
| Adjustment to unfinished DNM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,106,106 | 125,855 | 6,611 | 1,225,350 | 104,187 | 4,331 | 1,325,206 |

Residual value

(The figures are stated in CZK 1,000)

| | State as at 31.12.2021 | State as at 31.12.2022 |
|------------------|------------------------|------------------------|
| Software | 150,309 | 107,235 |
| Other copyrights | 1,762 | 1,967 |
| Other DNM | 16,691 | 14,290 |
| Unfinished DNM | 42,233 | 35,361 |
| Total | 210,995 | 158,853 |

Among the most significant DNM increments it is necessary to mention purchase of software, including licences, for the Comprehensive Security System in the Metro Transport System and Capital Improvements of the SAP HANA.

4.2.1. Fixed intangible assets created by the company's own activities

No fixed intangible assets were created by the company's own activities in 2022.

4.2.2. Assets which are not included in the Balance Sheet**Intangible assets monitored in the off-balance records:**

(The figures are stated in CZK 1,000)

| Type of assets | Purchase price | |
|---|----------------|----------------|
| | 2022 | 2020 |
| Low-value intangible assets | 9,480 | 8,558 |
| Fixed assets purchased by using subsidies | 131,102 | 131,102 |
| Total | 140,582 | 139,660 |

In case of the assets acquired from subsidies the matter concerns fixed assets whose purchase cost was reduced by the subsidy provided according to point 3.15 and whose value therefore is not depreciated into the costs of the company.

4.3. FIXED TANGIBLE ASSETS ("DHM")**Purchase cost of fixed tangible depreciated and non-depreciated assets**

(The figures are stated in CZK 1,000)

| | State as at 31.12.2020 | Incre- ments | Decre- ments | State as at 31.12.2021 | Incre- ments | Decre- ments | State as at 31.12.2022 |
|---------------------------|---------------------------|------------------|------------------|---------------------------|-------------------|-------------------|---------------------------|
| Plots of land | 3,494,211 | 56,073 | 52,308 | 3,497,976 | 64,566 | 1,830 | 3,560,712 |
| Buildings | 61,001,265 | 463,938 | 182,717 | 61,282,486 | 1,131,734 | 476,654 | 61,937,566 |
| Tangible movable assets | 62,321,154 | 1,820,906 | 395,539 | 63,746,521 | 2,769,418 | 1,908,750 | 64,607,189 |
| Plant and machinery | 14,742,036 | 1,264,290 | 123,058 | 15,883,268 | 2,468,776 | 1,653,584 | 16,698,460 |
| Transport means | 47,569,917 | 556,307 | 272,407 | 47,853,817 | 300,529 | 255,155 | 47,899,191 |
| Inventory | 9,201 | 309 | 74 | 9,436 | 113 | 11 | 9,538 |
| Other DHM - rights to use | 46,128 | 1,506 | 5 | 47,629 | 3,735 | 2 | 51,362 |
| Other DHM | 40,437 | 0 | 0 | 40,437 | 105 | 0 | 40,542 |
| Unfinished DHM | 1,507,612 | 4,054,215 | 3,940,812 | 1,621,015 | 11,797,186 | 10,788,086 | 2,630,115 |
| Total | 128,410,807 | 6,396,638 | 4,571,381 | 130,236,064 | 15,766,744 | 13,175,322 | 132,827,486 |

Adjustments and adjustment entries to fixed tangible depreciated assets

(The figures are stated in CZK 1,000)

| | State as at 31.12.2020 | Incre- ments | Decre- ments | State as at 31.12.2021 | Incre- ments | Decre- ments | State as at 31.12.2022 |
|-------------------------------|---------------------------|------------------|-----------------|---------------------------|------------------|-----------------|---------------------------|
| Buildings | 23,525,568 | 1,118,632 | 89,275 | 24,554,925 | 1,102,281 | 73,480 | 25,583,726 |
| Tangible movable assets | 32,488,566 | 2,532,356 | 370,553 | 34,650,369 | 2,707,336 | 514,611 | 36,843,094 |
| Plant and machinery | 11,164,329 | 686,921 | 121,105 | 11,730,145 | 858,223 | 289,104 | 12,299,264 |
| Transport means | 21,315,875 | 1,845,047 | 249,374 | 22,911,548 | 1,848,747 | 225,251 | 24,535,044 |
| Inventory | 8,137 | 217 | 74 | 8,280 | 259 | 11 | 8,528 |
| Other DHM - rights to use | 38,025 | 4,723 | 5 | 42,743 | 3,539 | 2 | 46,280 |
| Adjustment to transport means | 225 | 171 | 0 | 396 | 107 | 245 | 258 |
| Adjustment to constructions | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 56,052,159 | 3,655,711 | 459,833 | 59,248,037 | 3,813,156 | 588,093 | 62,473,100 |

Residual value of fixed tangible depreciated and non-depreciated assets

(The figures are stated in CZK 1,000)

| | State as at 31.12.2021 | State as at 31.12.2022 |
|---------------------------|------------------------|------------------------|
| Plots of land | 3,497,976 | 3,560,712 |
| Buildings | 36,727,561 | 36,353,840 |
| Material movable assets | 29,096,152 | 27,764,095 |
| - Plant and machinery | 4,153,123 | 4,399,196 |
| - Transport means | 24,941,873 | 23,363,889 |
| - Inventory | 1,156 | 1,010 |
| Other DHM - rights to use | 4,886 | 5,082 |
| Other DHM | 40,437 | 40,542 |
| Unfinished DHM | 1,621,015 | 2,630,115 |
| Total | 70,988,027 | 70,354,386 |

The most significant additions are recorded for machinery and equipment and buildings.

A significant item of machinery and equipment is the mobile part of the LZA, radio equipment, industrial camera television system, antenna systems, VHF technology and TETRA technology, all within the framework of the continuation of the project to introduce a comprehensive security system in the Metro transport system in the amount of CZK 647,130,000. In addition, the technological network of the Metro lines A, B, C in the amount of CZK 34,153,000 and air conditioning in the Metro stations in the amount of CZK 21,320,000.

The most significant items in the construction works are mainly the reconstruction of the tramway tracks (Rašínovo nábřeží, KOMOKO, Bubenské nábřeží - Komunardů, Bolzanova-Opletalova) in the amount of CZK 209,379,000, modernisation of power distribution systems, overhead catenary lines and cable network in the total amount of CZK 88,262,000, renovation of air-conditioning and technical betterment after termination of leases in the Metro stations in the amount of CZK 36,709,000 and renovation of the Zličín depot hall in the amount of CZK 25,893,000. The most significant decreases in buildings are due to the disposal of tramway tracks as a result of their renovations or new constructions in the amount of CZK 62,285,000.

The most significant decrements are recorded at machinery and equipment and are mainly due to the partial disposal of communication and security equipment (radio equipment, industrial camera television system and telephone equipment) in the amount of CZK 49,529,000 and air-conditioning systems in the Metro stations in the amount of CZK 20,297,000.

As at December 31, 2022, the balance of the adjustment to transport equipment amounted to CZK 258,000.

The balance of the account of fixed tangible assets in progress in the amount of CZK 2,630,115,000 consists mainly of investment (capital expenditure) projects – modernisation of the Florenc metro station – renovation of the ceiling slab in the amount of CZK 282,422,000, construction of the first section of the Metro line D in the amount of CZK 238,277,000, electrification of the BUS line 140 in the amount of CZK 184,871,000, replacement of escalators in the Jiřího z Poděbrad Metro station in the amount of CZK 172,196,000, total revitalisation of the Hloubětín tram depot hall in the amount of CZK 167,125,000 and renovation of the Strašnice tram depot in the amount of CZK 167,059,000.

The balance of the advance payment for fixed tangible assets as at December 31, 2022 amounts to CZK 414,110,000. The most significant items include advance payments for the purchase of trolleybuses from ŠKODA ELECTRIC a.s. in the amount of CZK 309,898,000 and for the delivery of train frames from Siemens Mobility s.r.o. in the amount of CZK 63,407,000.

The company leases:

- **Real property assets, non-residential premises** in the buildings of depots and garages, in metro depots, metro stations, on tramway loops, on public transport stops, etc., and free plots of land out of these buildings,

- **Areas on both movable and real property assets** in particular for advertising activities, for the laying of optical cables at metro stations, for operation of the telecommunication system in metro, for placement of antennas, telecommunication equipment, etc.,
- **Movable assets**, e.g., freight lifts at metro stations and equipment of the leased real prop. assets.

4. 3. 1. Fixed assets encumbered with pledges

As at December 31, 2022, a right to use was established on 789 real property assets, by way of a contract on establishment of the right to use. In most cases the matter concerns enabling of access for operation of the corresponding equipment in the metro premises, entrances into buildings, etc.

As at December 31, 2022, the company does not register any undertakings covered by a pledge agreement.

4. 3. 2. Fixed tangible assets created by the company's own activities

The company's own activities were focused on renovations of the KT8N2 trams, renovations of the T3RPLF trams, treatments of tram interiors, renovations of tram line systems (tram lines) and air conditioning installation to trams, tram entry into the SSZ, modernisation of EO, partial modernisation of MR Zlíčov technologies, tram stops replace, construction of new and improvement of technical parameters of public transport stops. For the method of valuation see point 3.1.

4. 3. 3. Assets leased by way of financial leasing

In 2022, DP did not register any assets leased by way of financial leasing.

4. 3. 4. Operational leasing

The company does not register any leased assets in the form of operating leasing in 2022, it only records other vehicle leases in the annual amount of CZK 175,000 (especially from Dopravní podnik Hradec Králové, a.s.) and other leases in the annual amount of CZK 501,000 (especially rental of washing tables from PURE SOLVE Česká republika).

4. 3. 5. Assets which are not included in the Balance Sheet

Tangible assets monitored in the off-balance records:

(The figures are stated in CZK 1,000)

| Type of assets | Purchase cost | |
|--------------------------------------|-------------------|-------------------|
| | 2022 | 2021 |
| Low-value tangible assets | 672,475 | 647,062 |
| Fixed assets acquired from subsidies | 64,586,092 | 64,465,773 |
| Total | 65,258,567 | 65,112,835 |

In 2022, the value of the registered assets from subsidies was increased in a total amount of CZK 120,319,000.

The most important increments of the assets acquired from subsidies include:

- Electric buses Škoda E 'CITI 36BB – in the amount of CZK 145,755,000,
- Tram line Bubenské nábřeží- Komurandů – in the amount of CZK 34,017,000,
- Metro stations - within the framework of the investment campaign of access ramps at the edges of the platforms - in the amount of CZK 13,301,000,
- Track rail network – in the amount of CZK 12,343,000,
- Lands - within the investment campaign of TT Modřany – in the amount of CZK 9,900,000,
- Station air conditioning in metro stations – in the amount of CZK 8,807,
- Low-voltage distribution technology on the automated dispatch control system - Smíchovské nádraží – in the amount of CZK 6,852,
- Automated dispatch control system in metro stations- in the amount of CZK 5,290.

Assets were removed from the off-balance records due to physical disposal or sale. The most important entries include:

- Trams 14T- in the amount of CZK 59,756,
- Buses – in the amount of CZK 17,488,000,
- Communication and security equipment - in the amount of CZK 15,322,000
- Automatic speed control system (ARS) and undercarriage frames of the metro train sets in the amount of CZK 12,852,000
- Metro power supply system – in the amount of CZK 25,251,000,
- Tram lines - physical liquidation of parts of TT due to its reconstruction – in the amount of CZK 11,051,000.

• 4. 3. 6. Mutual settlement of assets with the Capital City of Prague (HMP)

The process of settlement of the state of fixed assets (construction works, infrastructural capital expenditures, plots of land etc.) between DP and HMP continues so that each of these entities can own, maintain and renew the assets, which it actually uses (necessarily needs) to its activities or mission. As at 31 December 2022, DP registers, in its accounting system, the following assets potentially suitable for transfer and associated exchange with HMP:

- On the account of Asset acquisitions 042: costs of implementation of capital expenditure projects known as IV.C2 Ládví and IV.C1: follow-up bus transport in an accounting value of total approx. CZK 3 million (the total costs before the subtracting of the capital expenditure subsidy accepted were approx. CZK 248 million).
- Land potentially intended for transfer to the Capital City of Prague with a book value of approximately CZK 758,000,000, while land with a book value of CZK 419,000,000 represents land on which the infrastructure of the Capital City of Prague is located. The established working group, which is actively working on the mutual settlement of fixed assets between the Prague Public Transit Company, Inc. and the Capital City of

Prague, has already achieved the first results in 2022, which can be considered to be the exchange of the land of the Prague Public Transit Company, Inc. and TT Komoko's buildings approved by the General Meeting of the Prague Public Transit Company, Inc. The working group in question will continue its activities to complete the settlement in question, and as of the current moment there is a realistic assumption that the above-mentioned settlement will be completed at the level of the prices applied in the exchange of immovable assets between the Prague Public Transit Company, Inc. and the Capital City of Prague, the volume of which currently exceeds the amount of CZK 700,000,000 (excluding VAT), with the book value of the exchanged land of the Prague Public Transit Company, Inc. exceeding CZK 346,000,000.

- c) Other asset components of the type public illumination system elements, traffic signalling system, communication etc., which were, as capital expenditures called out, a part of capital expenditure projects implemented by DP. These tangible assets are a part of the purchase price of fixed assets which are depreciated by DP, but they are assets operated on a standard basis and maintained by other organisations of HMP intended for this purpose.

During 2023, further negotiations will take place on the method of settlement of the remaining part of the property in question.

4. 4. FIXED FINANCIAL ASSETS

4. 4. 1. Participations in accounting units – decisive influence

| Company name | 2022 | | 2021 | |
|---|----------------------|--------------------------------------|----------------------|--------------------------------------|
| | Number of securities | Share in the registered capital in % | Number of securities | Share in the registered capital in % |
| Pražská strojírna a.s. | 12,900 | 100 | 12,900 | 100 |
| Střední průmyslová škola dopravní, a.s. | 22 | 100 | 22 | 100 |

2022

(The figures are stated in CZK 1,000)

| Company name | Purchase cost | Valuation difference | Nominal value | *Equity of the company | *Accounting economic result | Financial incomes | Share-holding value |
|------------------------|----------------|----------------------|----------------|------------------------|-----------------------------|-------------------|---------------------|
| Pražská strojírna a.s. | 185,614 | 174,164 | 157,594 | 359,778 | 33,513 | 0 | 359,778 |
| SPŠD, a.s. | 11,322 | 17,552 | 21,930 | 28,874 | 40 | 0 | 28,874 |
| Total | 196,936 | 191,716 | 179,524 | 388,652 | 33,553 | 0 | 338,652 |

*) The figures are data found out as at January 24, 2022.

2021

(The figures are stated in CZK 1,000)

| Company name | Purchase cost | Valuation difference | Nominal value | *Equity of the company | *Accounting economic result | Financial incomes | Share-holding value |
|------------------------|----------------|----------------------|----------------|------------------------|-----------------------------|-------------------|---------------------|
| Pražská strojírna a.s. | 185,614 | 141,886 | 157,594 | 327,501 | 36,090 | 0 | 327,501 |
| SPŠD, a.s. | 11,322 | 17,512 | 21,930 | 28,834 | 189 | 0 | 28,834 |
| Total | 196,937 | 159,398 | 179,524 | 356,335 | 36,279 | 0 | 356,335 |

*) The figures are data found out as at 25 January 2023.

4.4.2. Participations in accounting units – essential influence

| Company name | 2022 | | 2021 | |
|-----------------------|----------------------|--------------------------------------|----------------------|--------------------------------------|
| | Number of securities | Share in the registered capital in % | Number of securities | Share in the registered capital in % |
| RENCAR PRAHA, a.s. | 84 | 28 | 84 | 28 |
| Nové Holešovice, a.s. | 2,500 | 25 | 2,500 | 25 |

2022

(The figures are stated in CZK 1,000)

| Company name | Purchase cost | Valuation difference | Nominal value | *Equity of the company | *Accounting economic result | Financial incomes | Share-holding value |
|-----------------------|---------------|----------------------|---------------|------------------------|-----------------------------|-------------------|---------------------|
| RENCAR PRAHA, a.s. | 840 | 18,558 | 840 | 69,280 | -9,798 | 0 | 19,398 |
| Nové Holešovice, a.s. | 2,500 | 24 | 2,500 | 10,095 | -1,368 | 0 | 2,524 |
| Celkem | 3,340 | 18,582 | 3,340 | 79,375 | -11,166 | 0 | 21,922 |

*) The figures are data found out as at January 24 2023.

2021

(The figures are stated in CZK 1,000)

| Company name | Purchase cost | Valuation difference | Nominal value | *Equity of the company | *Accounting economic result | Financial incomes | Share-holding value |
|-----------------------|---------------|----------------------|---------------|------------------------|-----------------------------|-------------------|---------------------|
| RENCAR PRAHA, a.s. | 840 | 21,362 | 840 | 79,292 | -10,152 | 0 | 22,202 |
| Nové Holešovice, a.s. | 2,500 | -72 | 2,500 | 9,713 | -287 | 0 | 2,428 |
| Total | 3,340 | 21,290 | 3,340 | 89,005 | -10,439 | 0 | 24,630 |

*) The figures are data found out as at January 25, 2022.

4.5. INVENTORY

(The figures are stated in CZK 1,000)

| | As at 31 December 2022 | As at 31 December 2021 |
|--|------------------------------|------------------------------|
| Spare parts | 315,816 | 303,968 |
| Auxiliary material | 161,328 | 129,125 |
| Clothing and protective equipment | 64,437 | 41,449 |
| Fuel materials, fuels | 6,552 | 7,865 |
| Other materials | 19,151 | 7,661 |
| Material in stock – standby storage facility | 76,441 | 84,685 |
| Material in progress | 1,260 | 502 |
| Adjustments | -5,910 | -11,353 |
| Material, total | 639,075 | 563,902 |
| Unfinished production and semi-finished products | 9,372 | 8,991 |
| Goods | 1,564 | 1,419 |
| Advance payments provided for inventory | 1,064 | 0 |
| Total value | 651,075 | 574,312 |

The total increase in the financial volume of stock inventory of the company is a consequence of:

- An increase in the financial status of spare parts, which was mainly caused by the increase in prices due to inflation,
- increase in the level of auxiliary material, which was caused by the purchase of rails for investments in 2023,
- an increase in the condition of clothing and protective equipment caused by long delivery times, while the equipment parts ordered in previous years were not delivered until 2022.

The reduction in adjustments was due to the actual inventory levels where, after reviewing the condition, length of storage and considering the expected non-usability and minimum marketability, a decision was made to dispose of the inventory by sale or physical disposal. The amount of CZK 5,910,000 consists of adjustments for clothing components, spare parts and protective equipment.

4.6. LONG-TERM RECEIVABLES

The entry "long-term receivables" stated, as at December 31, 2022, a balance of CZK 119,368,000; while as at December 31, 2021 these receivables amounted to CZK 832,042,000.

Long-term trade receivables in a total amount of CZK 69,157,000 consist especially of long-term receivables arising in consequence of the extension of the contract on establishment of the right of use with T-Mobile Czech Republic a.s. for the purpose of placement of the network of electronic communications and switchboards in the facilities and tunnels of the Prague Metro system in the amount of CZK 24,417,000 and also from receivables arising on the basis of the executed contract on cooperation during the Prague Metro system coverage with mobile signals, where a time schedule of gradual repayment of these receivables has been set up.

Instalments in the amount of CZK 55,050,000 will be settled by 2027 by mobile operators in the following way:

- Česká telekomunikační infrastruktura a. s. in the amount of CZK 18,350,000
- T-Mobile Czech Republic a. s. in the amount of CZK 18,350,000
- Vodafone Czech Republic a. s. in the amount of CZK 18,350,000

Receivables in the amount of CZK 11,010,000 which are to be paid up according to the time schedule set out in 2023, are conducted as at the balance sheet day of December 31, 2022 in short-term receivables from business relations. Receivables in the amount of CZK 44,040,000, which are to be payable in the upcoming years are conducted in long-term trade receivables.

4.7. SHORT-TERM (CURRENT) RECEIVABLES

4.7.1. Age structure of receivables from business relations

(The figures are stated in CZK 1,000)

| Year | Before the due date | Overdue | | | | Total overdue | Gross |
|------|---------------------|--------------|----------------|-------------|------------------|---------------|--------------------------|
| | | 0 – 180 days | 181 – 365 days | 1 – 5 years | 5 and more years | | Total without surcharges |
| 2022 | 243,638 | 37,133 | 3,228 | 6,879 | 6,894 | 54,134 | 297,772 |
| 2021 | 448,153 | 19,024 | 6,688 | 3,271 | 6,601 | 35,584 | 483,737 |

(The figures are stated in CZK 1,000)

| Year | Adjustments | Net Total without surcharges | Surcharges* | Adjustments surcharges | Net total including surcharges |
|------|-------------|------------------------------|-------------|------------------------|--------------------------------|
| 2022 | 15,852 | 281,920 | 910,666 | 855,817 | 336,769 |
| 2021 | 21,171 | 462,566 | 923,306 | 862,589 | 523,283 |

*)The entry "Surcharges" includes receivables from surcharges to the fare, receivables for special fare based on the surcharges to the fare. These are especially overdue receivables.

Among the most important receivables it is necessary to mention receivables owed by

Operátor ICT, a.s. for revenues from the sale of tickets in the amount of CZK 59,692,000, and also receivables owed by GLOBDATA, a.s. in virtue of assignment of receivables originating from SMS tickets, in the amount of CZK 55,763 and last, but not least receivables owed by ŠKODA TRANSPORTATION a.s. in the amount of CZK 34,173,000 in virtue of services associated with the lease.

4.7.2. Receivables owed by companies within the group

Short-term receivables from business relations and short-term advance payments provided

(The figures are stated in CZK 1,000)

| Company name | State as at 31 December 2022 | State as at 31 December 2021 |
|--|------------------------------|------------------------------|
| HMP (Capital City of Prague) | 2,678 | 1,591 |
| Operátor ICT, a.s. | 59,692 | 40,595 |
| Prague City Tourism a.s. | 626 | 1,348 |
| Pražská plynárenská Distribuce, a.s., member of grouping "Pražská plynárenská, a.s." | 53 | 3 |
| Pražská plynárenská Servis distribuce, a.s., member of grouping "PP, a.s." | 0 | 163 |
| Pražská plynárenská, a.s. | 22,093 | 832 |
| Pražská strojírna a.s. | 0 | 6,193 |
| Pražská vodohospodářská společnost a.s. | 141 | 524 |
| Pražské vodovody a kanalizace, a.s. | 16,904 | 15,538 |
| PREdistribuce, a.s. | 23,271 | 24,499 |
| RENCAR PRAHA, a.s. | 339 | 225 |
| Střední průmyslová škola dopravní, a.s. | 1 055 | 667 |
| Technická správa komunikací hl. m. Prahy, a.s. | 2,915 | 5,502 |
| Technologie hlavního města Prahy, a.s. | 134 | 0 |
| TRADE CENTRE PRAHA a.s. | 0 | 341 |
| Total receivables from business relations and advance payments provided to companies within the group | 129,901 | 98,021 |
| Short-term receivables from business relations and advance payments, total | 1,242,164 | 1,453,940 |

4.7.3. Other short-term receivables

The entry "State – tax receivables" stated, as at December 31, 2022, a balance of CZK 303,104,000 and is formed of a receivable in virtue of excessive deduction of the Value Added Tax for the months of November and December 2022 in the amount of CZK 218,794,000

and accounted VAT on the input at received invoices obtained in January 2023, concerning fulfilment of 2022 in the amount of CZK 83,340,000. As at December 31, 2021, the entry stated a balance of CZK 211,420,000.

The short-term advance payments amounting to CZK 33,726,000 and is especially formed of a advances for energy, water and sewerage, advances for the payment of court fees in the matter of debt collection in court proceedings against debtors etc. As at December 31, 2021, the entry stated a balance of CZK 46,987,000.

Estimate receivables stated, as at December 31, 2022, a balance in the amount of CZK 263,475,000, which mainly consists of unaccounted damages from the insurance company, insurance bonuses and the value of the expected correction tax document for the consumption of traction energy in the calculated value of 110,828 thousand. CZK, which company applies on the basis of Act 165/2012 Coll. on supported energy sources and where this reduction is captured as a reduction in energy costs in the monitored period. As of December 31, 2021, the entry stated a balance of CZK 149,4558,000.

The entry "Other receivables" stated, as at December 31, 2022, a net balance of CZK 1,035,538,000, while as at December 31, 2021 the balance was CZK 1,164,629,000. This entry consists especially of the accounting of receivables in virtue of the approved subsidy claim in a total amount of CZK 902,788,000,000. These are mainly subsidies for the construction of tram lines, the purchase of trolleybuses and electric buses, the replacement of escalators, including the revitalization of the Jiřího z Poděbrad metro station, the modernization of air-conditioning equipment in metro stations and the lighting of metro tunnels. Another significant item is hedging interest derivatives for the promissory note program with a total value of 107,269 thousand. CZK, which are specified in more detail in chapter 4.31.

The entry "Other receivables" includes other additional receivables formed of claims filed against RENCAR PRAHA for unjustified enrichment for the use of the DP assets for advertising purposes and against Euro AWK for unjustified enrichment for the use advertising areas on the Prague Metro system premises. The amount of the receivables in respect of these claims filed as at December 31, 2022 is CZK 403,492,000. An adjustment of 100% of the balance-sheet (carrying) amount of the receivables has been created against the recorded receivables due to the declining creditworthiness of the receivables in relation to the deteriorating financial position of the two companies involved.

4.7.4. Pledge right

As at December 31, 2022, the company did not have any liabilities which would be covered by a pledge agreement or secured in another way.

4.7.5. Compensations and subsidies

For 2022, the company stated, the economic result before taxation – profit amounting to CZK 233,430,000. The profit was realised as a direct consequence of compensation accounting [see

point 3.14.). The costs spent in connection with the public service obligation are paid by way of compensation, which is accounted into incomes.

For getting familiar with and evaluation of financial and asset situations of the company it is necessary to emphasise that the company receives compensation for public service obligation and significant volume of capital expenditure subsidies from various providers.

In 2022, the company received advance payments for compensation amounting to CZK 16,167,042,000. The operational part of the compensation was accounted into incomes according to the actual amount of CZK 16,167,042,000. The balance of advances under the Public Service Obligation ("PSO") Agreement was in the amount of CZK 774,447,000.

The final amount of compensation was in accordance with the applicable legislation and contractual arrangements approved by the ROPID organisation in representation of HMP.

In 2022, the company accounted subsidies for settlement of costs and for acquisition of fixed assets in the amount of CZK 2,798,478,000. In 2021 it was CZK 1,581,584,000.

Utilisation of subsidies according to the specific purposes

(The figures are stated in CZK 1,000)

| | | |
|--|--------|------------------|
| Subsidies total | | 2,798,478 |
| Subsidies for settlement of costs | | 104,602 |
| Subsidies from the budget of the Capital City of Prague | | 139 |
| Current cost of the project – Modernisation of HVAC equipment – Můstek station | 69,5 | |
| Current cost of the project – Modernisation of HVAC equipment – Smíchovské nádr. station | 69,5 | |
| Subsidies from the EU | | 199 |
| Current cost of the project – Modernisation of HVAC equipment – Můstek station | 99,5 | |
| Current cost of the project – Modernisation of HVAC equipment – Smíchovské nádr. station | 99,5 | |
| Subsidies from the Ministry of Transport | | 14,299 |
| Subsidies to the price for assurance of compensation of the loss from the fare | 14,299 | |
| Subsidies within the framework of the Prague Integrated Transport ("PID") | | 85,787 |
| Subsidies for the zone 0 - PID | 56,560 | |
| Subsidies from communities, for the zones 1, 2, PID | 29,227 | |
| Specific-purpose subsidy | | 4,178 |
| Contribution from the Antivirus scheme | 3,770 | |
| COVID – BUS subsidy scheme | 211 | |

| | | |
|--|-----------|------------------|
| Crop Research Institute | 197 | |
| Subsidies for purchase of fixed assets | | 2,693,876 |
| Subsidies from the budget of the Capital City of Prague | | 1,970,577 |
| 42176 – Barrier-free access measures | 66 | |
| 42487 – Tram line: Sídliště Barrandov – Holyně – Slivenec | 16,820 | |
| 42493 – Tram line: Divoká Šárka-Dědinská | 46,993 | |
| 42923 – Preparation of the D metro line operation section I | 1,288,020 | |
| 43920 – Construction of the new Hloubětín tram depot | 55,261 | |
| 44579 – Barrier-free access for the Jiřího z Poděbrad metro station | 168,263 | |
| 44583 – Tramway track renovation: Bubenské nábř. – Komunardů (Vltavská – Dělnická) | 44,111 | |
| 44585 – Tram loop: Depo Hostivař | 129,779 | |
| 45380 – Cableway: Podbaba – Troja – Bohnice | 6,672 | |
| 45505 – Electrification of the infrastructure: e-BUS line no. 140 | 103,655 | |
| 45518 – Tramway track renovation: Ohrada – Palmovka | 73,750 | |
| 45522 – Tram line: Václavské náměstí (Jindřišská – Muzeum) | 1,675 | |
| 45529 – Tram line loop: Zahradní Město | 685 | |
| 45533 – Renovation of the Invalidovna metro station, including barrier-free access | 58 | |
| 45537 – Tram line: Modřany – Libuš | 34,769 | |
| Subsidies from the PPR Operating Programme | | 417,233 |
| in which: - EU participation | 245,431 | |
| - participation from the budget of the Capital City of Prague | 171,802 | |
| of which: | | |
| Modernisation of HVAC equipment – Můstek station – total | | 30,673 |
| in which: - EU participation | 18,043 | |
| podíl z rozpočtu HMP | 12,630 | |
| Modernisation of HVAC equipment – Smíchovské nádr. station – total | | 1,924 |
| in which: - EU participation | 1132 | |
| - participation from the budget of the Capital City of Prague | 792 | |
| Modernisation of tunnel light – Nám. Míru – Želivského – total | | 38,299 |
| in which: - EU participation | 22,529 | |
| - participation from the budget of the Capital City of Prague | 15,770 | |
| Modernisation of escalators and revitalization Anděl/Na Knížecí station | | 84,644 |

| | | |
|--|----------------|----------------|
| in which: - EU participation | 49,790 | |
| - participation from the budget of the Capital City of Prague | 34,854 | |
| Modernisation of tunnel light – Kačеров – Háje - total | 53,946 | |
| in which: - EU participation | 31,733 | |
| - participation from the budget of the Capital City of Prague | 22,213 | |
| Modernisation of Opatov station | 61,727 | |
| in which: - EU participation | 36,310 | |
| - participation from the budget of the Capital City of Prague | 25,417 | |
| Purchase of 14 electric buses - electrification of line 154 - total | 146,020 | |
| in which: - EU participation | 85,894 | |
| - participation from the budget of the Capital City of Prague | 60,126 | |
| Subsidies from the OPD2 Programme – share of EU | | 306,066 |
| Tramvajová trať Sídliště Modřany – Libuš | 124,804 | |
| TT Divoká Šárka – Sídliště Na Dědině | 121,808 | |
| TT Sídliště Barrandov-Holyně-Slivenec | 59,454 | |

4. 7. 6. Short-term financial assets

In the entry “short-term securities and participations” (other short-term financial assets) the company did not register, as at the Balance Sheet date, any short-term (current) financial assets.

4. 7. 7. Accruals and deferrals (active)

The entry stated, as at December 31, 2022, a balance amounting to CZK 227,151,000, while as at December 31, 2021 the balance amounted to CZK 106,478,000.

The balance of this entry is formed especially of the account representing deferred revenue in the amount of CZK 137,483,000, where the largest share is accounted for by bank interest from time deposits at VÚB, a. s. and at ČSOB, a. s. Another item is deferred expenses in the amount of CZK 89,668,000, which is especially formed by:

- Accrual of the EXE, a. s. invoice for support for software licenses of Microsoft products in the amount of CZK 48,933,000, which is still to be derecognised is CZK 24,466,000,
- accruals and deferrals of interest associated with the bill-of-exchange programme in the amount of CZK 30,702,000, when the amount which is still to be derecognised is CZK 25,516,000,
- accruals and deferrals of remunerations for arranging persons associated with the bill-of-exchange programme in the amount of CZK 14,000,000, the amount which is still to be derecognised being CZK 2,565,000.

4. 8. EQUITY

The equity of the company contains the accounts of the account groups 41, 42, including the economic result of the current accounting period.

Information on changes in equity

(The figures are stated in CZK 1,000)

| Account | Registered capital | Other capital funds | Valuation differences from re-pricing of assets and liabilities | Changes in the registered capital | Another result of economic management | Retained profit of previous years | Unsettled loss of previous years | Economic result in the current period | Equity total |
|--|--------------------|---------------------|---|-----------------------------------|---------------------------------------|-----------------------------------|----------------------------------|---------------------------------------|-------------------|
| Initial balance as at 1 January 2021 | 31,239,495 | 30,914,012 | 100,046 | 0 | 0 | 5,953,132 | 0 | -34,292 | 68,172,393 |
| Changes with influence on total equity | | | | | | | | | 0 |
| Economic result of the current year | | | | | | | | 42,589 | 42,589 |
| Dividends paid out | | | | | | | | | 0 |
| Registered capital subscription | | | | | | | | | 0 |
| Change in the registered capital – non-financial deposit | | | | | | | | | 0 |
| Subsidies for equity increase | | | | | | | | | 0 |
| Valuation of plots of land and buildings | | 222 | | | | | | | 222 |
| Nat. val. of dif. from re-pricing of sec., etc. | | | 40,498 | | | | | | 40,498 |
| Re-pricing of derivatives | | | 167,307 | | | | | | 167,307 |

| | | | | | | | | | | |
|--|-------------------|-------------------|----------------|----------|----------------|------------------|----------|---------------|-------------------|---------|
| Deferred tax to derivatives | | | | -31,788 | | | | | | -31,788 |
| Changes without influence on total equity | | | | | | | | | | 0 |
| Allotment to the reserve fund | | | | | | | | | | 0 |
| Settlement of loss from the reserve fund | | | | | | | | | | 0 |
| Distribution of the economic result | | | | | | -57,837 | | | | -57,837 |
| Correction within the equity | | | | | | | -34,292 | 34,292 | | 0 |
| End balance as at 31 December 2021 | | | | | | | | | | 0 |
| Changes with influence on total equity | 31 239 495 | 30 914 234 | 276 063 | 0 | -57 837 | 5 918 840 | 0 | 42 589 | 68 333 384 | |
| Economic result of the current year | | | | | | | | | | 0 |
| Dividends paid out | | | | | | | | 236,943 | 236,943 | |
| Registered capital subscription | | | | | | | | | | 0 |
| Change in the registered capital – non-financial deposit | | | | | | | | | | 0 |
| Subsidies for equity increase | | | | | | | | | | 0 |
| Valuation of plots of land and buildings | | | | | | | | | | 0 |
| Nat. val. of dif. from re-pricing of sec., etc. | | | | | | | | | | 0 |

| | | | | | | | | | | |
|---|-------------------|-------------------|----------------|----------|----------|------------------|----------|----------------|-------------------|---------|
| Re-pricing of derivatives | | | | 29,610 | | | | | | 29,610 |
| Deferred tax to derivatives | | | | -13,330 | | | | | | -13,330 |
| Changes without influence on total equity | | | | 2,533 | | | | | | 2,533 |
| Allotment to the reserve fund | | | | | | | | | | 0 |
| Settlement of loss from the reserve fund | | | | | | | | | | 0 |
| Other economic result of previous years | | | | | | | | | | 0 |
| Distribution of the economic result | | | | | | | -57 837 | | | 57 837 |
| Correction within the equity | | | | | | | | -15,248 | -42,589 | -57,837 |
| End balance as at 31 December 2022 | | | | | | | | | | 0 |
| Konečný zůstatek k 31. 12. 2022 | 31 239 495 | 30 914 234 | 294 876 | 0 | 0 | 5 903 592 | 0 | 236 943 | 68 589 140 | |

4.9. RESERVES

(údaje v tis. Kč)

| | Balance as at 1 Jan. 2021 | Creation | Drawing and cancellation of provisions | Balance as at 31 December 2020 | Creation | Drawing and cancellation of provisions | Balance as at 31 December 2022 |
|---|---------------------------|----------|--|--------------------------------|----------|--|--------------------------------|
| Reserve for annuities | 1,061 | 291 | 935 | 417 | 250 | 159 | 508 |
| Reserve for jubilees, retirement, sick days | 94,736 | 53,490 | 57,471 | 90,755 | 52,552 | 55,688 | 87,619 |
| Reserve for repairs of fixed assets | 78,143 | 45,989 | 63,033 | 61,099 | 6,801 | 36,099 | 31,801 |

| | | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Reserve for litigations | 113,337 | 26,069 | 66,095 | 73,311 | 37,970 | 65,515 | 45,766 |
| Reserve for remunerations | 10,982 | 11,057 | 10,982 | 11,057 | 18,261 | 11,064 | 18,254 |
| Reserve for repairs of 14T trams | 2,974 | 0 | 123 | 2,851 | 0 | 692 | 2,159 |
| Reserve for landfill area regeneration: Libuš-Modřany | 465,777 | 0 | 11,946 | 453,831 | 0 | 6,232 | 447,599 |
| Other provisions | 9,356 | 0 | 1,444 | 7,912 | 0 | 7,812 | 100 |
| Provisions, total | 776,366 | 136,896 | 212,029 | 701,233 | 115,834 | 183,261 | 633,806 |

As at December 31, 2022, the company stated the above-specified balance on the accounts registered on the line of the statement "Other provisions" for the reason of taking the risks, losses and possible future liabilities into consideration.

The most important provision which forms a majority of the balance of the provisions stated as at the Balance Sheet date is the undrawn provision created in the accounting period of the year 2019 intended for total costs of regeneration of the landfill facility "Libuš – Modřany". The provision is created on the basis of an estimation of the total expenses in the amount of CZK 450,000,000 ascertained by ENVIprojekt CZECH s.r.o., which was entrusted with implementation of resistivity logging (engineering geological and hydro geological research), including the drawing up of a risk analysis relating to the landfill facility site, when the provision has been drawn so far in the amount of CZK 4,596,000, and then it is also formed of the maintaining of the undrawn provision for expenses associated with the buyout of the plots of land necessary for implementation of that regeneration in the amount of CZK 2,195,000.

4. 10. BANK CREDIT FACILITIES

The company did not have any bank credit facility in 2022.

4. 11. LONG-TERM TRADE PAYABLES AND LONG-TERM ADVANCE PAYMENTS

The entry "Long-term trade payables" stated, as at December 31, 2022, a balance of CZK 223,483,000, while as at December 31, 2021 it stated a balance of CZK 149,589,000.

The increase was caused especially through the value of long-term retention for capital expenditure projects (renovation of tram lines, complete metro safety system, replacement of escalators, modernisation of air-conditioning facilities, etc.).

Long-term advance payments accepted achieved, as at the Balance Sheet date (December 31, 2022), an amount of CZK 83,684,000 [as at December 31, 2021 it was CZK 75,814,000].

The matter concerns especially the security deposits accepted. The increase was caused especially by the value of the financial security deposits for the lease of premises in the Prague Metro System.

The company does not have any long-term liabilities from business relations towards companies within the group.

4. 12. DEFERRED TAX

Deferred tax liability can be analysed as follows:

Deferred tax in virtue of

(The figures are stated in CZK 1,000)

| | State as at 31.12.2022 | State as at 31.12.2021 |
|---|---------------------------|---------------------------|
| Fixed assets | 5,727,812 | 5,740,530 |
| Unpaid contractual fines and penalties | 171,116 | 176,399 |
| Adjustments to fixed assets | -49 | -75 |
| Adjustments to the inventory | -1,123 | -2,157 |
| Adjustments to receivables | -13,521 | -14,973 |
| Provisions | -120,423 | -133,234 |
| Unpaid social security and public health insurance levies | -2,151 | -1,316 |
| Derivatives | 19,839 | 22,372 |
| Total deferred tax liability | 5,781,500 | 5,787,546 |

The decrease in the deferred tax liability was caused especially by the difference in virtue of accounting and tax residual prices of fixed depreciated assets, by reduction of receivables originating from tariff surcharges and also through the decreasing of reserves. This overall slight year-over-year decrease in the deferred tax liability in 2022 was significantly impacted by the discontinuation of tax depreciation on selected classes of fixed assets in 2022 with the aim of using the tax credit for the write-off of bad debts.

The insignificant decrease in the deferred tax liability in virtue of derivative transactions in 2022 was caused by a change in the fair value of hedging derivatives linked to PRIBOR due to the change in the interest rates on the part of the Czech National Bank in the course of 2022.

From the viewpoint of prudence and adherence to the methodology of calculation of the deferred tax, the deferred tax calculation in 2022 again does not include the remaining amount of the non-exercised tax loss, which can be used in the following taxation periods because it is not possible to presuppose (schedule) the time period of its use. The deduction



for the support of education is not included in calculation of the deferred tax either, because it is regularly exercised within the framework of the corresponding taxation period.

4. 13. SHORT-TERM LIABILITIES

4. 13. 1. Age structure of liabilities from business relations

(The figures are stated in CZK 1,000)

| Year | Category | Before the due date | Overdue | | | | Total overdue amount | Total |
|------|------------|---------------------|--------------|----------------|-------------|------------------|----------------------|-----------|
| | | | 0 – 180 days | 181 – 365 days | 1 – 5 years | 5 and more years | | |
| 2022 | Short-term | 1,590,263 | 4,872 | 60 | 0 | 0 | 4,932 | 1,595,195 |
| 2021 | Short-term | 1,241,553 | 8,210 | 4 | 0 | 0 | 8,214 | 1,249,767 |

Short-term overdue liabilities were settled immediately after January 1, 2023, with the exception of invoices from the company Technické služby BAHOZA s.r.o. in the amount of CZK 40,000 CZK due to the pending insolvency proceedings.

4. 13. 2. Short-term bills of exchange for payment

The most significant entry of short-term liabilities is the bill-of-exchange programme, the volume of which is CZK 8,000 million. The contract was signed on June 28, 2013 between DP a.s. and Česká spořitelna, a.s. and Československá obchodní banka, a.s. equally. The programme has been implemented on a gradual basis.

As at December 31, 2022 the entire volume was drawn, i.e., CZK 8,000 million. An amount of CZK 800 million has been repaid on a yearly basis since 2015. Concerning the year 2022, an instalment amounting to CZK 800 million was repaid as well, and the current volume of the bills of exchange as at December 31, 2022 amounted to CZK 1,600 million. The bill-of-exchange programme is payable, in terms of a final deadline, as at December 20, 2024.

The bill-of-exchange programme is a short-term programme and was intended for the funding of the purchase of the 15 T For City trams.

4. 13. 3. Liabilities towards the companies within the group

Short-term liabilities from business relations and short-term advance payments accepted

(The figures are stated in CZK 1,000)

| Company name | State as at 31.12.2022 | State as at 31.12.2021 |
|---|------------------------|------------------------|
| CDSw - City Data Software, spol. s r.o. | 0 | 11 |

| | | |
|--|------------------|------------------|
| HMP | 475 | 8 |
| Operátor ICT, a.s. | 266 | 1,614 |
| Prague City Tourism a.s. | 0 | 88 |
| Pražská energetika, a.s. | 95,895 | 0 |
| Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s. | 2 | 0 |
| Pražská plynárenská, a.s. | 11,258 | 2,097 |
| Pražská strojírna a.s. | 12,689 | 8,066 |
| Pražské služby, a.s. | 1,394 | 245 |
| Pražské vodovody a kanalizace, a.s. | 18,667 | 15,315 |
| PREdistribuce, a.s. | 5,487 | 20,521 |
| PREměření, a.s. | 6 | 26 |
| PREservisní, s.r.o. | 7 | 0 |
| PREzákaznická, a.s. | 0 | 17 |
| Střední průmyslová škola dopravní, a.s. | 4,276 | 33 |
| Technická správa komunikací hl. m. Prahy, a.s. | 1,459 | 0 |
| Total liabilities from business relations and advance payments towards companies within the group | 151,881 | 48,041 |
| Short-term liabilities from business relations and advance payments, total | 2,387,140 | 1,255,682 |

4. 14. VALID LIABILITIES IN VIRTUE OF SOCIAL SECURITY, PUBLIC HEALTH INSURANCE LEVIES AND LIFE INSURANCE SCHEMES, PENSION INSURANCE, TAX LIABILITIES AND SUBSIDIES

4. 14. 1. Liabilities in virtue of social security, public health insurance levies and life insurance schemes, pension insurance schemes and complementary pension insurance programmes

The amount of liabilities in virtue of social security levies and contribution to the state employment policy as at December 31, 2022 was CZK 182,687,000 (as at December 31, 2021 it was CZK 171,598,000).

The amount of liabilities in virtue of public health insurance levies as at December 31, 2022 was CZK 79,035,000 (as at December 31 2021 it was CZK 74,714,000).

The amount of liabilities in virtue of additional pension scheme for employees as at December 31, 2022 was CZK 8,221,000 (as at December 31, 2021 it was CZK 8,162,000).

The amount of liabilities in virtue of life insurance scheme for employees as at December 31, 2022 was CZK 85,000 (as at December 31, 2021 it was CZK 94,000).

The amount of liabilities in virtue of complementary pension insurance programmes for employees as at December 31, 2022 was CZK 5,027,000 (as at 31 December 2021 it was CZK 4,382,000).

All liabilities are before their due dates.

4. 14. 2. Tax liabilities at locally competent financial authorities

(The figures are stated in CZK 1,000)

| | k 31. 12. 2022 | k 31. 12. 2021 |
|--|----------------|----------------|
| Individual (natural person) income tax | 55,318 | 53,523 |
| Road tax | 272 | 128 |
| Electricity tax | 57 | 40 |
| Total | 55,648 | 53,691 |

All liabilities are before their due dates.

4. 14. 3. Subsidies

The balance of the entry “subsidies” as at December 31, 2022 amounted to CZK 4,343,317,000 and was formed of:

- Financial settlement of subsidies for 2022 with HMP in the amount of CZK 3,402,213,000.
- Approved entitlement to the subsidy from the EU in a total amount of CZK 662,629,000,000 and from HMP in a total amount of CZK 84,690,000, especially for modernisation of the air handling system equipment at the metro stations, tunnel lighting, modernisation of escalators and revitalisation of the Jiřího z Poděbrad metro station vestibule,
- HMP subsidy for acquisition of fixed assets for coverage of the costs of the capital expenditure project “Metro A Line (Dejvická – Motol)” in the amount of CZK 119,185,000.
- received prepayment for the subsidy from the EU – Operational Programme “Transport” for the construction of tram lines in the amount of CZK 169,525,000,
- Liabilities from subsidies for settlement of PID operation costs in the amount of CZK 75,000.

4. 15. ESTIMATED PAYABLES

The entry “Estimated payables” stated, as at the Balance Sheet date December 31, 2022, a balance of CZK 151,264,000, while as at December 31, 2021 the balance amounted to CZK 211,570,000.

In the case of the estimated payables entries the matter concerned mainly non-invoiced deliveries of capital expenditure work in the amount of CZK 25,009,000, other passive

contingency entries in the amount of CZK 27,402,000 and non-invoiced deliveries of services in the amount of CZK 89,880,000.

4. 16. OTHER SHORT-TERM LIABILITIES

The entry “Other liabilities” stated, as at December 31, 2022, a balance of CZK 8,729,000; as at December 31, 2021 the balance was CZK 4,405,000. This entry includes especially short-term security deposits received in the amount of CZK 7,828,000.

4. 17. ACCRUALS AND DEFERRALS (PASSIVE)

The entry stated, as at December 31, 2022, a balance of CZK 1,031,789,000, as at December 31, 2021 the balance was CZK 934,638,000.

The balance is formed especially of the account entitled “deferred incomes” (CZK 1,018,753,000), where the largest items are accruals and deferrals of revenues from season tickets in the amount of CZK 874,353,000 and accruals and deferrals of incomes implying from provided rights to use in the amount of CZK 144,397,000. Another important entry is formed of “accrued expenses” (CZK 13,036,000), where the largest part consists of accruals and deferrals concerning mandatory liability and accident vehicle insurance in the amount of CZK 9,876,000.

4. 18. INCOMES FROM CURRENT ACTIVITIES ACCORDING TO MAIN ACTIVITY CATEGORIES

Incomes from current activities according to main activity categories

(The figures are stated in CZK 1,000)

| | 2022 | 2021 |
|---|-------------------|-------------------|
| Revenues for the sale of the company's own products and services total | 21,533,755 | 19,390,510 |
| in which: | | |
| Revenues for fare of regular transport | 4,345,987 | 3,203,170 |
| Compensation for the public service obligation | 16,167,042 | 15,291,363 |
| Other revenues | 1,020,726 | 895,977 |
| of which: | | |
| Lease | 570,426 | 534,976 |
| Incomes from surcharges to fare | 260,601 | 222,187 |

The most important entry of Revenues for the sale of the company's own products and services is compensation for the public service obligation amounting to CZK 16,167,042,000.

Another important entry is formed of revenues for fare of regular transport. In comparison with 2021, there was an increase in revenues from regular transport fare (without surcharges to the fare) for 2022 by CZK 1,142,817,000 i.e., by 35.68%. The increase was due to a decrease in sales in 2021 due to the impact of the COVID-19 pandemic.

Revenues for other services include revenues for other activities, in particular for the lease of plots of land, buildings and services associated therewith, for the lease of areas on movable assets, passing of energies, repairs and maintenance of transport means, revenues from irregular transport, other repairs, revenues for medical services, etc.

4. 18. 1. Other incomes realised with related entities

2022

(The figures are stated in CZK 1,000)

| Entity | Relation to the company | Inven-tory | Services | Deferred incomes | Other | Total |
|---|-------------------------|------------|----------|------------------|-------|-----------|
| HMP | parent company | 0 | 7,280 | 5,448 | 19 | 12,747 |
| Operátor ICT, a.s. | affiliated company | 0 | 267,718 | 1 285,642 | 0 | 1 553,360 |
| Prague City Tourism a.s. | affiliated company | 0 | 8,326 | 0 | 0 | 8,326 |
| Pražská energetika, a.s. | another company | 0 | 72 | 666 | 0 | 738 |
| Pražská plynárenská Servis distribuce, a.s., člen koncernu PP, a.s. | another company | 0 | 1,715 | 0 | 0 | 1,715 |
| Pražská plynárenská, a.s. | another company | 0 | 0 | 310 | 0 | 310 |
| Pražská strojírna a.s. | parent company | 11,550 | 164 | 0 | 17 | 11,731 |
| Pražská vodohospod. společnost a.s. | affiliated company | 0 | 632 | 0 | 0 | 632 |
| Pražské služby, a.s. | affiliated company | 0 | 9,801 | 1,453 | 180 | 11,434 |
| Pražské vodovody a kanalizace, a.s. | another company | 0 | 984 | 0 | 0 | 984 |
| PREdistribuce, a.s. | another company | 0 | 3,003 | 838 | 135 | 3,976 |
| PREměření, a.s. | another company | 0 | 0 | 485 | 0 | 485 |
| PREservisní, s.r.o. | another company | 0 | 0 | 124 | 0 | 124 |
| PREzákaznická, a.s. | another company | 0 | 0 | 588 | 0 | 588 |
| RENCAR PRAHA, a.s. | parent company | 0 | 7,690 | 0 | 0 | 7,690 |
| Střední průmyslová škola dopravní, a.s. | parent company | 0 | 7,951 | 208 | 17 | 8,176 |
| Technická správa komunikací hl. m. Prahy, a.s. | affiliated company | 0 | 5,728 | 0 | 219 | 5,947 |

| | | | | | | |
|--|--------------------|---------------|----------------|------------------|------------|------------------|
| Technologie hlavního města Prahy, a.s. | affiliated company | 0 | 749 | 0 | 0 | 749 |
| TRADE CENTRE PRAHA a.s. | affiliated company | 0 | 0 | 0 | 227 | 227 |
| VOLTCOM, spol. s r.o. | another company | 0 | 11 | 0 | 0 | 11 |
| Výstaviště Praha, a.s. | affiliated company | 0 | 140 | 0 | 0 | 140 |
| Total | | 11,550 | 321 964 | 1 295,762 | 814 | 1 630,090 |

2021

(The figures are stated in CZK 1,000)

| Entity | Relation to the company | Inven-tory | Services | Deferred incomes | Other | Total |
|---|-------------------------|------------|----------|------------------|--------|-----------|
| HMP | parent company | 0 | 5,647 | 5,364 | 27,255 | 38,266 |
| KORMAK Praha a.s. | another company | 0 | 20 | 0 | 0 | 20 |
| Operátor ICT, a.s. | affiliated company | 0 | 134,579 | 902,725 | 0 | 1,037,304 |
| Pražská energetika, a.s. | another company | 0 | 72 | 639 | 0 | 711 |
| Prague City Tourism a.s. | affiliated company | 0 | 5,725 | 35 | 0 | 5,760 |
| Pražská plynárenská Distribuce, a.s., člen koncernu PP, a.s. | another company | 0 | 10 | 0 | 60, | 70 |
| Pražská plynárenská Servis distribuce, a.s., člen koncernu PP, a.s. | another company | 0 | 551 | 0 | 0 | 551 |
| Pražská plynárenská, a.s. | another company | 0 | 0 | 300 | 0 | 300 |
| Pražská strojírna a.s. | parent company | 18,833 | 984 | 0 | 0 | 19,817 |
| Pražská vodohospod. společnost a.s. | affiliated company | 0 | 1,066 | 0 | 0 | 1,066 |
| Pražské služby, a.s. | affiliated company | 0 | 9,442 | 1,365 | 0 | 10,807 |
| Pražské vodovody a kanalizace, a.s. | another company | 0 | 355 | 0 | 0 | 355 |
| PREdistribuce, a.s. | another company | 0 | 864 | 735 | 205, | 1,804 |
| PREměření, a.s. | another company | 0 | 484 | 0 | 0 | 484 |
| PREservisní, s.r.o. | another company | 0 | 0 | 129 | 0 | 129 |
| PREzákaznická, a.s. | another company | 0 | 0 | 558 | 0 | 558 |
| RENCAR PRAHA, a.s. | parent company | 0 | 13,376 | 0 | 0 | 13,376 |
| Střední průmyslová škola dopravní, a.s. | parent company | 0 | 6,234 | 0 | 0 | 6,234 |
| Technická správa komunikací hl. m. Prahy, a.s. | affiliated company | 0 | 5,410 | 0 | 10, | 5,420 |

| | | | | | | |
|-------------------------|--------------------|---------------|----------------|----------------|---------------|------------------|
| TRADE CENTRE PRAHA a.s. | affiliated company | 0 | 312 | 0 | 0 | 312 |
| Výstaviště Praha, a.s. | affiliated company | 64 | 0 | 0 | 0 | 64 |
| Total | | 18,897 | 185,131 | 911,850 | 27,530 | 1 143,408 |

4.18.2. Purchases and sales of fixed intangible, tangible and financial assets with affiliated entities

Sales

2022

There were no sales to related parties, in 2022.

2021

(The figures are stated in CZK 1,000)

| Entity | Relation to the company | Fixed tangible assets (DHM) | |
|------------------------------|-------------------------|-----------------------------|----------------|
| | | Accounting value | Sales price |
| HMP (Capital City of Prague) | parent company | 14,248 | 115,753 |
| Total | | 14,248 | 115,753 |

Purchases

2022

(The figures are stated in CZK 1,000, DNM = fixed intangible assets)

| Entity | Relation to the company | DHM | DNM |
|--|-------------------------|--------------|----------|
| HMP (Capital City of Prague) | parent company | 33 | 0 |
| Pražská plynárenská Distribuce, a.s., member of the grouping "Pražská plynárenská, a.s." | another company | 99 | 0 |
| PREdistribuce, a.s. | another company | 3,278 | 0 |
| Total | | 3,410 | 0 |

2021

(The figures are stated in CZK 1,000, DNM = fixed intangible assets)

| Entity | Relation to the company | DHM | DNM |
|--|-------------------------|---------------|----------|
| HMP (Capital City of Prague) | parent company | 27 | 0 |
| Pražská plynárenská Distribuce, a.s., member of the grouping "Pražská plynárenská, a.s." | another company | 88 | 0 |
| PREdistribuce, a.s. | another company | 10,105 | 0 |
| Total | | 10,220 | 0 |

4.19. CONSUMED PURCHASES

(The figures are stated in CZK 1,000)

| | 2022 | 2021 |
|--|------------------|------------------|
| Energy, gas, heat | 1,587,548 | 1,084,013 |
| Material | 1,341,776 | 1,217,047 |
| Diesel oil, oil, lubricants, coolant, petrol | 981,682 | 642,689 |
| Clothing and protective equipment | 50,699 | 54,223 |
| Low-value tangible assets | 37,502 | 42,284 |
| Other | 22,567 | 13,744 |
| Total | 4,021,774 | 3,054,000 |

The overall increase in purchases is the result of an increase in purchase prices for energy, heat energy, gas, fuel and an increase in transport performance compared to 2021, in which transport performance was lower in connection with the COVID-19 pandemic.

4.19.1. Purchases realised with related entities

2022

(The figures are stated in CZK 1,000)

| Entity | Relation to the company | Inventory | Services | Accrued expenses 2020 | Other | Total |
|--|-------------------------|-----------|----------|-----------------------|-------|-----------|
| HMP | parent company | 976 | 1,982 | 0 | 6 | 2,964 |
| Kolektory Praha, a.s. | affiliated company | 0 | 466 | 0 | 0 | 466 |
| Operátor ICT, a.s. | affiliated company | 0 | 238 | 0 | 0 | 238 |
| Prague City Tourism a.s. | affiliated company | 0 | 1,923 | 0 | 0 | 1,923 |
| Pražská energetika, a.s. | another company | 1,012,156 | 6,584 | 0 | 215 | 1,018,955 |
| Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s. | another company | 0 | 18 | 0 | 0 | 18 |
| Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s. | another company | 0 | 18 | 0 | 0 | 18 |
| Pražská plynárenská, a.s. | another company | 61,258 | 0 | 0 | 227 | 61,485 |
| Pražská strojírna a.s. | parent company | 147,412 | 76,881 | 0 | 0 | 224,293 |
| Pražské služby, a.s. | affiliated company | 356 | 13,139 | 0 | 0 | 13,495 |

| | | | | | | |
|--|--------------------|------------------|----------------|--------------|--------------|------------------|
| Pražské vodovody a kanalizace, a.s. | another company | 20,720 | 100,486 | 1,030 | 676 | 122,912 |
| PREdistribuce, a.s. | another company | 367,160 | 789 | 0 | 4 | 367,953 |
| PREměření, a.s. | another company | 0 | 9 | 0 | 0 | 9 |
| Střední průmyslová škola dopravní, a.s. | parent company | 0 | 31,068 | 0 | 0 | 31,068 |
| Technická správa komunikací hl. m. Prahy, a.s. | affiliated company | 0 | 8,627 | 0 | 0 | 8,627 |
| VOLTCOM, spol. s r.o. | another company | 0 | 9 | 0 | 0 | 9 |
| Výstaviště Praha, a.s. | affiliated company | 0 | 198 | 0 | 0 | 198 |
| Total | | 1,610,038 | 242,435 | 1,030 | 1,128 | 1,854,631 |

2021

(The figures are stated in CZK 1,000)

| Entity | Relation to the company | Inventory | Services | Accrued expenses 2020 | Other | Total |
|--|-------------------------|------------------|----------------|-----------------------|---------------|------------------|
| HMP (Capital City of Prague) | parent company | 612 | 4,419 | 0 | 220 | 5,251 |
| CDSw – City Data Software, spol. s r.o. | another company | 0 | 36 | 0 | 0 | 36 |
| Kolektory Praha, a.s. | affiliated company | 0 | 466 | 0 | 0 | 466 |
| Operátor ICT, a.s. | affiliated company | 0 | 27,021 | 0 | 0 | 27,021 |
| Prague City Tourism a.s. | affiliated company | 0 | 82 | 0 | 1,041 | 1,123 |
| Pražská plynárenská Distribuce, a.s., member of the grouping "Pražská plynárenská, a.s." | another company | 471,824 | 0 | 0 | 184 | 472,008 |
| Pražská plynárenská, a.s. | another company | 7,738 | 0 | 2,394 | 0 | 10,132 |
| Pražská strojírna a.s. | subsidiary | 139,171 | 67,130 | 0 | 0 | 206,301 |
| Pražské služby, a.s. | affiliated company | 508 | 1,708 | 0 | 0 | 2,216 |
| Pražské vodovody a kanalizace, a.s. | another company | 19,483 | 85,779 | 0 | 6,433 | 111,695 |
| PREdistribuce, a.s. | another company | 386,483 | 765 | 0 | 13 | 387,261 |
| Střední průmyslová škola dopravní, a.s. | subsidiary | 0 | 23,971 | 0 | 0 | 23,971 |
| Technická správa komunikací hl. m. Prahy, a.s. | affiliated company | 0 | 0 | 0 | 8,048 | 8,048 |
| Technologie hlavního města Prahy, a.s. | affiliated company | 0 | 15 | 0 | 0 | 15 |
| Výstaviště Praha, a.s. | affiliated company | 0 | 80 | 0 | 0 | 80 |
| Total | | 1,025,819 | 211,472 | 2,394 | 15,939 | 1 255,624 |

4.20. SERVICES

(The figures are stated in CZK 1,000)

| | 2022 | 2021 |
|---|------------------|------------------|
| Repairs and maintenance | 2,640,114 | 2,393,991 |
| Services associated with transport performance | 860,651 | 560,419 |
| Services of assistance nature | 305,753 | 290,888 |
| Data system services | 201,980 | 166,034 |
| Other services connected with city public transport | 612,717 | 690,169 |
| Advisory and legal services | 125,794 | 149,776 |
| Services associated with advertising | 29,898 | 11,616 |
| Other services | 358,848 | 349,072 |
| Total | 5,135,755 | 4 611,965 |

4.20.1. No estimated items are created for audit services, they are charged at the time the service is performed.

(The figures are stated in CZK 1,000)

| | 2022 | 2021 |
|--|------------|------------|
| Obligatory audit of the Financial Statements | 789 | 789 |
| Other non-auditing services | 0 | 181 |
| Total | 789 | 970 |

No contingencies are created for audit services, they are accounted at the time when the service is performed.

4.21. DEPRECIATION OF FIXED INTANGIBLE AND TANGIBLE ASSETS**Comparison of depreciations by asset class**

(The figures are stated in CZK 1,000)

| Class | | 2022 | 2021 |
|-------|---|--------|---------|
| 1310 | Software | 97,953 | 108,459 |
| 1311 | Software, purchase price: CZK 40,000 – 60,000 | 65 | 65 |
| 1400 | Copyrights, trademarks and tradenames | 742 | 339 |

| | | | |
|------|--|---------|---------|
| 1900 | Other fixed intangible assets | 2,401 | 5,431 |
| 2110 | Tracks | 354,063 | 349,887 |
| 2111 | Power supply system | 145,037 | 142,892 |
| 2112 | Metro tunnels | 343,678 | 343,084 |
| 2113 | Technical equipment of the metro system | 15,545 | 15,996 |
| 2114 | Station columns, waiting rooms, sheds | 2,572 | 2,850 |
| 2115 | Building structures for operational purposes | 40,680 | 40,600 |
| 2116 | Buildings and halls for operational purposes | 144,479 | 143,577 |
| 2117 | Constructions for operational purposes | 36,208 | 36,006 |
| 2118 | Communication and interlocking equipment | 29,685 | 31,964 |
| 2119 | Technical betterment of the assets leased | 75 | 83 |
| 2210 | Check-in system "MYPOL" | 7,019 | 6,993 |
| 2211 | IT means - computers | 69,224 | 66,471 |
| 2212 | Communication and interlocking equipment - machinery | 434,930 | 312,579 |
| 2213 | Technical equipment of the metro system | 34,564 | 34,308 |
| 2214 | Plant and machinery for operational purposes | 105,747 | 103,871 |
| 2215 | Power supply system - machinery | 45,150 | 47,791 |
| 2216 | Cableway | 644 | 620 |
| 2221 | Metro carriages | 472,925 | 496,291 |
| 2223 | Midi buses - N | 20,639 | 20,975 |
| 2224 | Standard buses | 368 | 368 |
| 2226 | Standard low-floor buses | 246,392 | 248,603 |
| 2227 | Articulated low-floor buses | 281,564 | 285,889 |
| 2228 | Escalators, metro lifts | 31,242 | 31,911 |
| 2229 | Automobiles, passenger cars | 415 | 199 |
| 2230 | Automobiles, other | 90,912 | 65,207 |
| 2231 | Transport means, other | 20,774 | 21,664 |
| 2232 | Trams - T3 | 444 | 444 |
| 2233 | Trams - T3RP | 14,194 | 15,233 |

| | | | |
|--------------|---|------------------|------------------|
| 2234 | Trams - T6 | 43,213 | 41,978 |
| 2235 | Trams - KT8 | 3,822 | 3,529 |
| 2236 | Trams - 14T | 597,261 | 597,227 |
| 2237 | Trams - 15T | 54 | 0 |
| 2240 | Inventory | 259 | 213 |
| 2250 | SDNT trolleybuses | 79 | 79 |
| 2251 | MD+ buses | 21,999 | 14,620 |
| 2952 | Elektrobuses - SE | 2,449 | 0 |
| 2900 | Other fixed tangible assets - rights of use and servitudes | 3,537 | 4,708 |
| 2910 | Fixed tangible assets - rent charges | 3 | 3 |
| | Temporarily capitalised assets - final statement operations | 38,459 | 80,552 |
| | Residual price of the fixed assets disposed of | 42,477 | 44,727 |
| Total | | 3,843,942 | 3,768,286 |

Depreciation of fixed assets purchased by way of subsidies would amount to CZK 1,623,539,000 in 2022 (in 2021 it was CZK 1,821,402,000).

4. 22. CHANGE IN THE STATE OF PROVISIONS AND ADJUSTMENT OF VALUES IN THE OPERATIONAL AREA, EXCEPT FOR DEPRECIATION

(The figures are stated in CZK 1,000)

| | 2022 | 2021 |
|---|----------------|---------------|
| Change in the state - other provisions | -67,427 | -75,133 |
| Change in the state - accounting adjustments - to receivables | -112 | 73,802 |
| Change in the state - tax adjustments- to receivables | 2,356 | -68 |
| Change in the state - adjustments to inventory | -5,443 | -6,067 |
| Change in the state - adjustments to assets | -137 | 171 |
| Total change in the state | -70,763 | -7,295 |

4. 23. SOLD FIXED ASSETS AND REVENUES FROM SALE OF FIXED ASSETS

As at December 31, 2022, the entry "Residual price of fixed assets sold" amounted to CZK 2,415,000 (CZK 60,472,000 in 2021), the entry "Revenues from the sale of fixed assets sold" amounted to CZK 7,109,000 (CZK 172,767,000 in 2021).

The entry “Revenues from the sale of fixed assets” includes especially revenues from:

- Sale of fixed tangible assets in the amount of CZK 3,658,000, mainly from the sale of building in the Cadastral District of Krč (to HMP) in the amount of CZK 1,200,000 and means of transport and other tangible assets,
- revenues from sale of lands in the amount of CZK 2,416,000, mainly from the sale of land in the Cadastral District of Hloubětín in the amount of CZK 1,757,000,
- revenues for technical evaluation on third-party property in the amount of CZK 1,035,000.

4. 24. MATERIAL SOLD AND REVENUES FROM THE SALE OF MATERIAL

As at 31 December 2022, the entry “Material sold” amounted to CZK 71,986,000 (CZK 86,006,000 in 2021), the entry “Revenues from the material sold” amounted to CZK 78,520,000 (CZK 86,652,000 in 2021).

4. 25. OTHER OPERATIONAL INCOMES

(The figures are stated in CZK 1,000)

| | 2022 | 2021 |
|---|----------------|------------------|
| Subsidies to settlement of costs | 104,263 | 130,817 |
| Incomes - surcharges to the fare | 260,601 | 222,188 |
| Incomes – assignment of receivables for SMS tickets | 360,979 | 323,527 |
| Assessment of compensations - insurance companies | 102,020 | 144,358 |
| Contractual penalties, fines, interest on delays | 11,139 | 23,307 |
| Other types of operational incomes | 119,245 | 276,015 |
| Total | 958,247 | 1 120,212 |

The increase in the entry “Other types of operational incomes” was mainly caused due to further developments in litigations arising from claims for unjust enrichment against euroAWK s.r.o. and RENCAR PRAHA, a.s.

4.26. OTHER OPERATIONAL COSTS

(The figures are stated in CZK 1,000)

| | 2022 | 2021 |
|-----------------------------|---------|---------|
| Insurance premium | 364,863 | 336,543 |
| Depreciation of receivables | 62,871 | 248,425 |

| | | |
|---|----------------|----------------|
| Depreciation of assigned receivables from SMS tickets | 360,979 | 323,527 |
| Contractual penalties, interest on delays | 364 | 60 |
| Other types of operational costs | 39,718 | 53,563 |
| Total | 828,795 | 962,118 |

The overall decrease in other operating expenses is primarily in the entry “Depreciation of receivables”, which decreased due to a lower number of receivables written off from shipping controls due to their non-recoverability.

4.27. INCOME INTEREST AND SIMILAR INCOMES

(The figures are stated in CZK 1,000)

| | 2022 | 2021 |
|-------------------------------------|----------------|---------------|
| Interest on bank accounts (current) | 472,244 | 36,044 |
| Total | 472,244 | 36,044 |

4.28. COST INTEREST AND SIMILAR COSTS

(The figures are stated in CZK 1,000)

| | 2022 | 2021 |
|---------------------------------------|----------------|---------------|
| Interest - bill of exchange programme | 149,294 | 40,264 |
| total | 149,294 | 40,264 |

4.29. OTHER FINANCIAL INCOMES EXCEPT FOR DERIVATIVE TRANSACTIONS

(The figures are stated in CZK 1,000)

| | 2022 | 2021 |
|--|---------------|------------------|
| Incomes from the securities and shareholdings sold | 0 | 1,200,000 |
| Exchange rate differences | 51 | 35 |
| Incomes from short-term securities | 0 | 31 |
| Other financial incomes | 48,948 | 10,469 |
| Accepted financial donations | 300 | 0 |
| Total | 49,299 | 1,210,535 |

4.30. OTHER FINANCIAL COSTS EXCEPT FOR DERIVATIVE TRANSACTIONS

(The figures are stated in CZK 1,000)

| | 2022 | 2021 |
|------------------------------------|---------------|------------------|
| Securities and participations sold | 0 | 1,200,000 |
| Fees paid to bank institutions | 10,457 | 8,654 |
| Exchange rate differences | 76 | 42 |
| Other financial costs | 4,456 | 4,391 |
| Total | 14,989 | 1 213,087 |

4.31. DERIVATIVE FINANCIAL INSTRUMENTS

The company contracted, in the past, several hedging interest swaps with ČS and ČSOB to hedge the interest risk of the bill-of-exchange programme, for the reason of its gradual drawing.

Hedge accounting was conducted for individual transactions, which was 100% effective. Within the framework of simplification of the records, consolidation of individual separate transactions was agreed with ČS and ČSOB into a new transaction by way of a merger of original transactions on identical general conditions.

The company thus determined following interest swaps as hedge derivatives:

ČS derivative

- Counterparty: Česká spořitelna, a.s.
- Deal contracting date: November 23, 2016
- Nominal value: CZK 1,000,660,000 (the nominal value is gradually reduced)
- Paid interest rate: 1.346%, quarterly
- Collected interest payment: 3M Pribor, quarterly
- Termination date: December 19, 2024

ČSOB derivative

- Counterparty: ČSOB, a.s.
- Deal contracting date: November 23, 2016,
- Nominal value: CZK 479,340,000 (the nominal value is gradually reduced)
- Paid interest rate: 1.727%, quarterly
- Collected interest payment: 3M Pribor, quarterly
- Termination date: December 19, 2024

The hedged entry (for both derivatives) consists in interest payments from promissory notes issued within the framework of the bill-of-exchange programme contracted with ČS and ČSOB on June 28, 2013 up to a maximum limit for the corresponding period with due date December 19, 2024 linked with Pribor.

This means that the company classified all the above-mentioned transactions as hedging of the future cash flows, when the hedge interest derivatives are valued, as at the Balance Sheet date with fair value and the fair value is accounted on the account of valuation differences in the company's equity.

Overview of derivative financial transactions:

(The figures are stated in CZK 1,000)

| | Fair value (liability) as at 31 December 2022 | Fair value (liability) as at 31 December 2020 |
|---|---|---|
| Swaps to the ČS bill-of-exchange programme II | 74,323 | 84,251 |
| Swaps to the ČSOB bill-of-exchange programme II | 32,946 | 35,102 |
| Total | 107,269 | 119,353 |

The insignificant increase as at December 31, 2022 is caused especially by a change in the fair value of hedge derivatives linked to PRIBOR due to a recurrent direct increase in interest rates on the part of the Czech National Bank during 2022.

Incomes and costs of derivative transactions

Incomes

(The figures are stated in CZK 1,000)

| | 2022 | 2021 |
|---|---------------|--------------|
| Incomes from derivative operations - others | 92,028 | 1,606 |
| Total | 92,028 | 1,606 |

Costs

(The figures are stated in CZK 1,000)

| | 2022 | 2021 |
|---|----------|---------------|
| Costs of derivative transactions – others | 0 | 25,871 |
| Total | 0 | 25,871 |

4.32. AREA OF EXTRAORDINARY COSTS AND INCOMES

In 2022, the company registered, as extraordinary incomes, the subsidies and compensations received in connection with the COVID-19 pandemic, and against these figures it registered, as extraordinary costs, individual cost components (protective equipment, tests, etc.) spent just in connection with the pandemic in question. These incomes and costs are registered in accordance with applicable legal regulations by means of ordinary operational costs and incomes (all measures related to the pandemic were ended in the 1st quarter of 2022).

Total impacts of the COVID -19 pandemic on DP in 2022 can be summed up as follows:

1. Additional costs of protective equipment, disinfection and testing

For 2022, CZK 23,308,000 was consumed in the following breakdown, with all items listed being subject to the accounting of compensation for 2022

Concerning the total amount, partial consumption values were as follows:

- Consumption of protective equipment and disinfection of approximately CZK 16,005,000,
- Approximately CZK 7,303,000 for staff testing cost.

2. Transport outputs cost savings

- The savings for 1-12/2022 in the area of variable costs achieve CZK 104,884,000 in comparison to the order planned.

3. Drawing of subsidies and compensations

The pandemic-related subsidies and compensations received in 2022 were as follows:

- Subsidies from the Antivirus A – CZK 3,770,000.
- Compensations from public health insurance companies for the testing of the company's employees – CZK 4,251,000.
- Subsidies for tour transport under the COVID Bus III. scheme – CZK 211,000.



5 Employees, company management and statutory bodies

5.1. PERSONNEL COSTS AND NUMBER OF EMPLOYEES

2022

(The figures are stated in CZK 1,000)

| | Number *) | Wage costs | Costs of soc. and health security | Other costs | Personnel costs, total |
|------------------------|---------------|------------------|-----------------------------------|----------------|------------------------|
| Employees | 10,899 | 6,814,825 | 2,432,942 | 270,538 | 9,518,305 |
| Company management | 15 | 29,255 | 10,032 | 413 | 39,700 |
| Board of Directors | | 16,139 | 3,649 | | 19,788 |
| Supervisory Board | | 3,350 | 1,124 | | 4,474 |
| Audit Committee | | 648 | 219 | | 867 |
| Corp. body members **) | | 20,137 | 4,992 | | 25,129 |
| Total | 10,914 | 6,864,217 | 2,447,966 | 270,951 | 9,583,134 |



2021

(The figures are stated in CZK 1,000)

| | Number *) | Wage costs | Costs of soc. and health security | Other costs | Personnel costs, total |
|------------------------|---------------|------------------|-----------------------------------|----------------|------------------------|
| Employees | 11,035 | 6,208,335 | 2 221,033 | 270,854 | 8,700,222 |
| Company management | 16 | 29,474 | 9,960 | 414 | 39,848 |
| Board of Directors | | 17,645 | 3,688 | | 21,333 |
| Supervisory Board | | 3,648 | 1,218 | | 4,866 |
| Audit Committee | | 558 | 189 | | 747 |
| Corp. body members **) | | 21,851 | 5,095 | | 26,946 |
| Total | 11,051 | 6,259,660 | 2,236,088 | 271,268 | 8,767,016 |

Total converted number of employees in the course of the accounting period

| Time period | Number *) | Company management of the total number of employees |
|-----------------------|-----------|---|
| 1.1.2022 – 31.3.2022 | 10,912 | 16 |
| 1.1.2022 – 30.6.2022 | 10,910 | 16 |
| 1.1.2022 – 30.9.2022 | 10,903 | 15 |
| 1.1.2022 – 31.12.2022 | 10,914 | 15 |

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

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

The term "company management" denotes Specialised Directors (except for those Specialised Directors who are at the same time members of the Board of Directors) and Heads of the Units. The members of the Board of Directors, including the Chief Executive Officer, perform their office, as at the date of the drawing up of the Financial Statements, on the basis of an Agreement on Performance of an Office.

5.2. PROVIDED LOANS, CREDIT FACILITIES OR OTHER FULFILMENT

Non-residential premises and low-value assets were provided to trade unions free of charge.

There were not provided any financial loans or credit facilities to shareholders or members of statutory, supervisory and control bodies.

The contributions for pension insurance schemes, complementary pension insurance programmes and life insurance plans were provided only to those members of statutory, supervisory and control bodies, who are at the same time also employees of the company.

6 Liabilities not stated in the accounting books

Contractual liabilities for renewal and development of the vehicle fleet, building capital expenditures and purchase of real property assets from contracts of purchase made by the end of 2022 amounted to CZK 9,587,845,000.

For the department “Capital Expenditures – Metro”, the contractual liabilities amounted in total to CZK 4,362,720,000, where the most important entries are:

- Renovation of the ceiling slab above the underpass and the vestibule of the Florenc C metro station, modernisation of the underpass and vestibule, construction of escalators in the exit to the bus station in the amount of CZK 1,522,921,000,
- Replacement of escalators, revitalisation of the station and construction of barrier-free access in Jiřího z Poděbrad Metro station in the amount of CZK 813,176,000,
- Comprehensive control system in the amount of CZK 718,000,000

For the department “Capital Expenditures – Surface”, the contractual liabilities amounted in total to CZK 5,101,203,000 and concerned especially the following projects:

- Construction of the Hloubětín depot in the amount of CZK 1,330,406,000.
- Purchase of standard and articulated buses and trolleybuses in the amount of CZK 1,051,356,000.
- Tram line “Divoká Šárka– Dědinská” in the amount of CZK 737,007,000.
- Electrification of the BUS lines in the amount of CZK 348,316,000.

For the department “Strategy and Design Office”, the contractual liabilities amounted in total to CZK 115,177,000 and the most important entries are especially:

- Barrier-free access to the Křižíkova, Jinonice, Malostranská and Hradčanská Metro stations in the amount of CZK 73,349,000,
- Consultancy services concerning subsidies in the amount of CZK 32,364,000.

The main source of funding of these liabilities will be the company’s own resources. The company presupposes, in connection with renovation and development of building capital expenditures as well as with acquisition of machinery capital expenditures, financing also from subsidies for acquisition of fixed assets.

Another area of liabilities not stated in the accounting system consists in potential liabilities in virtue of judicial litigations with an essential impact on the company, which, however, do not meet requirements for registration in the Balance Sheet.

Summary information about these disputes:

- total: 10 judicial litigations
- in a total amount: CZK 3,189,000

- 1) Associated with labour-law (employment) relations: 1 judicial litigation
- 2) Administrative actions: 1 judicial litigation
- 3) Liquidated damages: 4 judicial litigations
- 4) Claim for compensation of a detriment from an occupational injury: 1 judicial litigation
- 5) Liabilities from business relations: 2 judicial litigations
- 6) Other actions: 1 judicial litigation



7 Approval of the financial statements of 2020, profit distribution for 2022

7. 1. APPROVAL OF THE FINANCIAL STATEMENTS FOR 2021

Through the Resolution of the Council of the Capital City of Prague in the competence of the General Meeting of DP no. 1374 of June 6, 2022, the Financial Statements were approved in the full extent for 2021 with the economic result: loss amounting to CZK 42,589,000. At the same time a decision was made about the transfer of the profit at an amount of CZK 42,589,000 and other profit/loss- previous years in the amount of CZK -57,837,000 to the account 428 – Retained profit of previous years.

7. 2. PROPOSAL FOR PROFIT DISTRIBUTION FOR 2022

The Board of Directors of the company suggests to the General Meeting of DP the distribution of the economic result achieved for the accounting period of 2022 in the form of profit in the amount of CZK 236,943,000 by way of a transfer to the account 428 – Retained profit of previous years.



8 Events occurring after the date of the financial statements

The company management currently conducts a number of business negotiations in the matter of revitalisation of the Metro System stations which can be resolved, with regard to effectiveness of financing, among other methods, by way of establishment of joint ventures with leading development companies where it is possible to use both financial possibilities of these partners and their experience in the field of development activities and land use. At present, active negotiations are conducted about establishment of a joint-ventures for revitalisation of the Rožtyly, Florenc and Nové Butovice stations.

The suspension of vain bagatelle executions is another one-off legal institute, besides "Merciful Summer" leading to the possible suspension of execution proceedings, which concerns the Prague Public Transit Company, Inc. (as a creditor and beneficiary in execution proceedings) and which was introduced into the legal system by the Act No. 286/2011 Coll. The legal regulation on the suspension of futile execution proceedings came into force on 1 January 2022 and in 2022 the Prague Public Transit Company, Inc. suspended 96,561 receivables with a total nominal value of CZK 55,371,000 and thus benefited from the tax rebate institute with a total value of CZK 16,611,000.

On June 15, 2022, the law enforcement authorities initiated criminal proceedings in connection with suspicion of committing economic crimes in what is known in the media as the Dosimeter case. According to the available information, criminal prosecution has been initiated against several persons who, as a part of an organised group, were supposed to manipulate various contracts made by the Prague Public Transit Company, Inc. and secure bribes, which were subsequently shared. It was just for these reasons that it was decided to temporarily withhold the payment of the target remuneration and severance pay until the potential damages were quantified. As a result, a provision was made at the balance sheet date for the payment of severance pay under the Management Board Member Agreement to the former Chief Economic Officer of the Prague Public Transit Company, Inc., Mgr. Matej Augustín, in the amount of CZK 2,081,000 and a target remuneration of CZK 753,000. This includes the recognised severance pay and target remuneration, including statutory social security levies and public health insurance contributions.

The owner of the company, namely the Capital City of Prague (HMP), commenced, in October 2021, business negotiations with EIB in the matter of the securing of financing of

capital expenditures of the extensive capital construction project known as "Construction of the Metro D Line". The total amount of the credit facility considered achieves max. CZK 28 billion and will oscillate according to the approved budget of the capital expenditures up to a maximum level of 50% of the budgeted expenses of the approved extent of the capital construction project. This part of the financing will then be considered by DP as a subsidy on the part of the owner. Negotiations will then be initiated by DP on further financing, at the level of commercial banks, up to a maximum of CZK 20 billion.



9. Climatic undertaking of the capital city of Prague

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Through the Resolution no. 8/42 of June 20, 2019 of the Assembly of the Capital City of Prague and at the same time through the Resolution no. 1334 of June 17, 2019 of the Council of the Capital City of Prague concerning declaration of the climatic undertaking of the Capital City of Prague, all joint-stock companies in the property portfolio of the Capital City of Prague were asked for cooperation during fulfilment of the objectives of the climatic undertaking. All capital expenditure decisions should continue to be assessed in the optics of the objectives of reduction of greenhouse gas emissions (the target is to reduce CO2 emissions in the Capital City of Prague by at least 45% by 2030 (against 2010) and to achieve zero CO2 emissions not later than by 2050) and the climatic priority was reflected in conceptual and strategic materials.



10. Overview of financial flows – cash flow statement

(The figures are stated in CZK 1,000)

| | | Period to 31.12.2022 | Period to 31.12.2021 |
|--------------|---|-------------------------|-------------------------|
| P. | Balance of cash means and cash equivalents at the beginning of the accounting period | 7,617,174 | 7,160,867 |
| Z. | Accounting profit or loss from ordinary activities before taxation | 233,430 | 47,639 |
| A.1. | Adjustments with non-monetary operations | 3,508,102 | 3,901,785 |
| A.1.1. | Depreciation of fixed assets | 3,843,942 | 3,768,286 |
| A.1.2. | Change in the state of adjustments, reserves | -70,763 | -7,295 |
| A.1.3. | Profit (loss) from sale of fixed assets | -4,694 | -112,295 |
| A.1.5. | Cost and income interest | -322,950 | 4,220 |
| A.1.6. | Adjustments with other non-monetary operations | 62,567 | 248,869 |
| A.* | Net operational cash flow before changes in working capital | 3,741,532 | 3,949,424 |
| A.2. | Change in the state of working capital | 4,034,784 | -1,722,896 |
| A.2.1. | Change in the state of receivables and accruals and deferrals of assets | 650,383 | -2,082,880 |
| A.2.2. | Change in the state of liabilities and accruals and deferrals of liabilities | 3,455,742 | 310,968 |
| A.2.3. | Change in the state of the inventory | -71,341 | 49,016 |
| A.** | Net cash flow from operation activities before taxation | 7,776,316 | 2,226,528 |
| A.3. | Interest paid | -149,294 | -40,264 |
| A.4. | Interest accepted | 472,244 | 36,044 |
| A.*** | Net cash flow from operation activities | 8,099,266 | 2,222,308 |
| B.1. | Expenses connected with acquisition of fixed assets | -3,607,802 | -1,519,690 |
| B.2. | Incomes from the sale of fixed assets | 7,109 | 172,990 |
| B.*** | Net cash flow related to investment activities | -3,600,693 | -1,346,700 |
| C.1. | Change in the state of liabilities from financing | -683,143 | -419,301 |
| C.*** | Net cash flow related to financial activities | -683,143 | -419,301 |
| F. | Net increase or reduction of cash means and cash equivalents | 3,815,430 | 456,307 |
| R. | Balance of cash means and cash equivalents at the end of the accounting period | 11,432,604 | 7,617,174 |

Approval of the notes to the financial statements as at 31 December 2022 in full

Dopravní podnik hl. m. Prahy, akciová společnost
(The Prague Public Transit Company, plc.)
Sokolovská 42/217, Prague 9

Ing. Petr Witowski

Chairman of the Board of Directors
Transit Company of the Capital City of Prague,
joint stock company

Ing. Ladislav Urbánek

Vice-Chairman of the Board of Directors
Transit Company of the Capital City of Prague,
joint stock company

In Prague on March 7, 2022

Made by: Ing. Marek Polický



Balance sheet in full


as at 31 December 2022

(in thousands CZK)

Transit Company of The Capital City of Prague, joint stock company

Sokolovská 42/217, Vysočany, 190 00 Prague 9

ID: 00005886

| | |
|--|--|
| Compiled on: 7. 3. 2023 | Signature record of the statutory body of the accounting unit  |
| Legal form of the entity joint stock company | Subject of business Operation of public transport and other activities |
| Note.: | |

| Mark | Text | 31.12.2022 | | | 31.12.2021 |
|-------------|---|--------------------|-------------------|-------------------|-------------------|
| | | Gross | Correction | Net | Net |
| | TOTAL ASSETS | 150,835,405 | 65,094,671 | 85,740,734 | 82,967,673 |
| B. | Fixed assets | 135,136,230 | 63,798,306 | 71,337,924 | 71,741,883 |
| B.I. | Intangible fixed assets | 1,484,059 | 1,325,206 | 158,853 | 210,995 |
| B.I.2. | Valuable rights | 1,312,469 | 1,203,267 | 109,202 | 152,071 |
| B.I.2.1. | Software | 1,301,973 | 1,194,738 | 107,235 | 150,309 |
| B.I.2.2. | Other valuable rights | 10,496 | 8,529 | 1,967 | 1,762 |
| B.I.4. | Other intangible fixed assets | 136,229 | 121,939 | 14,290 | 16,691 |
| B.I.5. | Advances made for intangible fixed assets and intangible fixed assets in progress | 35,361 | 0 | 35,361 | 42,233 |

| | | | | | |
|----------------|---|--------------------|-------------------|-------------------|-------------------|
| B.I.5.2. | Intangible fixed assets in progress | 35,361 | 0 | 35,361 | 42,233 |
| B.II. | Tangible fixed assets | 133,241,596 | 62,473,100 | 70,768,496 | 71,149,923 |
| B.II.1. | Land and buildings | 65,498,278 | 25,583,726 | 39,914,552 | 40,225,537 |
| B.II.1.1. | Land | 3,560,712 | 0 | 3,560,712 | 3,497,976 |
| B.II.1.2. | Buildings | 61,937,566 | 25,583,726 | 36,353,840 | 36,727,561 |
| B.II.2. | Tangible movable assets and their collections | 64,607,189 | 36,843,094 | 27,764,095 | 29,096,152 |
| B.II.4. | Other tangible fixed assets | 91,904 | 46,280 | 45,624 | 45,323 |
| B.II.4.3. | Different tangible fixed assets | 91,904 | 46,280 | 45,624 | 45,323 |
| B.II.5. | Advances made for tangible fixed assets and tangible fixed assets in progress | 3,044,225 | 0 | 3,044,225 | 1,782,911 |
| B.II.5.1. | Advances made for tangible fixed assets | 414,110 | 0 | 414,110 | 161,896 |
| B.II.5.2. | Tangible fixed assets in progress | 2,630,115 | 0 | 2,630,115 | 1,621,015 |
| B.III. | Non-current financial assets | 410,575 | 0 | 410,575 | 380,965 |
| B.III.1. | Shares - controlled or controlling person | 388,653 | 0 | 388,653 | 356,335 |
| B.III.3. | Shares - significant influence | 21,922 | 0 | 21,922 | 24,630 |
| C. | Current assets | 15,472,024 | 1,296,365 | 14,175,659 | 11,119,312 |
| C.I. | Stocks | 656,985 | 5,910 | 651,075 | 574,312 |
| C.I.1. | Material | 644,985 | 5,910 | 639,075 | 563,902 |
| C.I.2. | Work in progress and semi-finished products | 9,372 | 0 | 9,372 | 8,991 |
| C.I.3. | Products and goods | 1,564 | 0 | 1,564 | 1,419 |
| C.I.3.2. | Goods | 1,564 | 0 | 1,564 | 1,419 |
| C.I.5. | Advances made on stocks | 1,064 | 0 | 1,064 | 0 |
| C.II. | Claims | 3,382,435 | 1,290,455 | 2,091,980 | 2,927,826 |
| C.II.1. | Long-term receivables | 119,368 | 0 | 119,368 | 832,042 |
| C.II.1.1. | Trade receivables | 69,157 | 0 | 69,157 | 83,541 |
| C.II.1.5. | Receivables - other | 50,211 | 0 | 50,211 | 748,501 |
| C.II.1.5.2. | Long-term advances granted | 35,573 | 0 | 35,573 | 9,620 |
| C.II.1.5.4. | Other receivables | 14,638 | 0 | 14,638 | 738,881 |
| C.II.2. | Short-term receivables | 3,263,067 | 1,290,455 | 1,972,612 | 2,095,784 |

| | | | | | |
|---------------|------------------------------------|-------------------|----------------|-------------------|------------------|
| C.II.2.1. | Trade receivables | 1,208,438 | 871,669 | 336,769 | 523,283 |
| C.II.2.4. | Receivables - other | 2,054,629 | 418,786 | 1,635,843 | 1,572,501 |
| C.II.2.4.3. | State - tax claims | 303,104 | 0 | 303,104 | 211,420 |
| C.II.2.4.4. | Short-term advances granted | 33,726 | 0 | 33,726 | 46,897 |
| C.II.2.4.5. | Doubtful accounts active | 263,475 | 0 | 263,475 | 149,558 |
| C.II.2.4.6. | Other receivables | 1,454,324 | 418,786 | 1,035,538 | 1,164,626 |
| C.III. | Short-term financial assets | 0 | 0 | 0 | 0 |
| C.IV. | Funds | 11,432,604 | 0 | 11,432,604 | 7,617,174 |
| C.IV.1. | Cash in hand | 28,216 | 0 | 28,216 | 31,258 |
| C.IV.2. | Funds in accounts | 11,404,388 | 0 | 11,404,388 | 7,585,916 |
| D. | Time resolution | 227,151 | 0 | 227,151 | 106,478 |
| D.1. | Accrued expenses | 89,668 | 0 | 89,668 | 90,258 |
| D.3. | Deferred income | 137,483 | 0 | 137,483 | 16,220 |

| Mark | Text | 31. 12. 2022 | 31. 12. 2021 |
|--------------|--|-------------------|-------------------|
| | TOTAL LIABILITIES | 85,740,734 | 82,967,673 |
| A. | Equity | 68,589,140 | 68,333,384 |
| A.I. | Share capital | 31,239,495 | 31,239,495 |
| A.I.1. | Basic capital | 31,239,495 | 31,239,495 |
| A.II. | Premium and capital funds | 31,209,110 | 31,190,297 |
| A.II.2. | Capital funds | 31,209,110 | 31,190,297 |
| A.II.2.1. | Other capital funds | 30,914,234 | 30,914,234 |
| A.II.2.2. | Valuation differences of revaluation of assets and liabilities (+/-) | 294,876 | 276,063 |
| A.IV. | Economic result of previous years (+/-) | 5,903,592 | 5,861,003 |
| A.IV.1. | Retained earnings of previous years, unremitted loss of previous years (+/-) | 5,903,592 | 5,918,840 |
| A.IV.2. | Other result of previous years (+/-) | 0 | -57,837 |
| A.V. | Economic result of the current financial year (+ -) | 236,943 | 42,589 |
| B.+C. | Foreign sources | 16,119,805 | 13,699,651 |
| B. | Reserves | 633,806 | 701,233 |

| | | | |
|--------------|--|-------------------|-------------------|
| B.IV. | Other reserves | 633,806 | 701,233 |
| C. | Liabilities | 15,485,999 | 12,998,418 |
| C.I. | Long-term liabilities | 6,088,667 | 6,012,949 |
| C.I.3. | Long-term advances received | 83,684 | 75,814 |
| C.I.4. | Trade payables | 223,483 | 149,589 |
| C.I.8. | Deferred tax liability | 5,781,500 | 5,787,546 |
| C.II. | Short-term liabilities | 9,397,332 | 6,985,469 |
| C.II.3. | Short-term advances received | 791,945 | 5,915 |
| C.II.4. | Trade payables | 1,595,195 | 1,249,767 |
| C.II.5. | Short-term notes payable | 1,600,000 | 2,400,000 |
| C.II.8. | Liabilities other | 5,410,192 | 3,329,787 |
| C.II.8.3. | Commitments to employees | 481,179 | 455,313 |
| C.II.8.4. | Social security and health insurance liabilities | 275,055 | 258,950 |
| C.II.8.5. | State - tax liabilities and subsidies | 4,493,965 | 2,399,549 |
| C.II.8.6. | Doubtful passive accounts | 151,264 | 211,570 |
| C.II.8.7. | Other liabilities | 8,729 | 4,405 |
| D. | Time differentiation of liabilities | 1,031,789 | 934,638 |
| D.1. | Deferred expenditure | 13,036 | 21,147 |
| D.2. | Accrued income | 1,018,753 | 913,491 |

P

rofit and loss account in full


as at 31 December 2022

(in thousands CZK)

Transit Company of The Capital City of Prague, joint stock company

Sokolovská 42/217, Vysočany, 190 00 Prague 9

ID: 00005886

| | |
|--|--|
| Compiled on: 7. 3. 2023 | Signature record of the statutory body of the accounting unit  |
| Legal form of the entity joint stock company | Subject of business Operation of public transport and other activities |
| Note.: | |

| Mark | Text | The period to 31. 12. 2022 | The period to 31. 12. 2021 |
|--------|--|-------------------------------|-------------------------------|
| I. | Revenue from the sale of products and services | 21,533,755 | 19,390,510 |
| I.1. | Revenue from the sale of own products and services | 21,533,755 | 19,390,510 |
| I.1.1. | Revenues from fares | 4,345,987 | 3,203,170 |
| I.1.2. | Compensation for public service obligations | 16,167,042 | 15,291,363 |
| I.1.3. | Other sales | 1,020,726 | 895,977 |
| II. | Revenue from the sale of goods | 36,913 | 10,671 |
| A. | Power consumption | 9,192,969 | 7,675,958 |
| A.1. | Costs incurred on goods sold | 35,440 | 9,993 |
| A.2. | Material and energy consumption | 4,021,774 | 3,054,000 |
| A.3. | Services | 5,135,755 | 4,611,965 |

| | | | |
|--------|--|------------------|------------------|
| B. | Change in inventories of own operations (+/-) | -382 | 4,057 |
| C. | Capitalisation (-) | -632,449 | -634,157 |
| D. | Personal costs | 9,583,134 | 8,767,016 |
| D.1. | Labour costs | 6,864,217 | 6,259,660 |
| D.2. | Social security, health insurance and other costs | 2,718,917 | 2,507,356 |
| D.2.1. | Social security and health insurance costs | 2,447,966 | 2,236,088 |
| D.2.2. | Other costs | 270,951 | 271,268 |
| E. | Adjustments to values in the operational area | 3,840,606 | 3,836,124 |
| E.1. | Adjustments to intangible and tangible fixed assets | 3,843,805 | 3,768,457 |
| E.1.1. | Adjustments to intangible and tangible fixed assets - permanent | 3,843,942 | 3,768,286 |
| E.1.2. | Adjustments to intangible and tangible fixed assets - temporary | -137 | 171 |
| E.2. | Adjustments to inventory values | -5,443 | -6,067 |
| E.3. | Adjustments to receivables | 2,244 | 73,734 |
| III. | Other operating income | 1,043,876 | 1,379,631 |
| III.1. | Proceeds from the sale of fixed assets | 7,109 | 172,767 |
| III.2. | Revenues from materials sold | 78,520 | 86,652 |
| III.3. | Other operating income | 958,247 | 1,120,212 |
| F. | Other operating costs | 846,524 | 1,053,138 |
| F.1. | Residual value of fixed assets sold | 2,415 | 60,472 |
| F.2. | Material sold | 71,986 | 86,006 |
| F.3. | Taxes and fees | 10,755 | 19,675 |
| F.4. | Reserves in operating area and comprehensive expensive of future periods | -67,427 | -75,133 |
| F.5. | Other operating costs | 828,795 | 962,118 |
| * | Operating result (+/-) | -215,858 | 78,676 |
| VI. | Interest income and similar income | 472,244 | 36,044 |
| VI.2. | Other interest and similar income | 472,244 | 36,044 |
| J. | Interest expense and similar costs | 149,294 | 40,264 |
| J.2. | Other interest and similar costs | 149,294 | 40,264 |
| VII. | Other financial income | 141,327 | 1,212,141 |

| | | | |
|------|--|----------------|----------------|
| K. | Other financial costs | 14,989 | 1,238,958 |
| * | Financial result (+/-) | 449,288 | -31,037 |
| ** | Pre-tax profit/loss (+/-) | 233,430 | 47,639 |
| L. | Income tax | -3,513 | 5,050 |
| L.2. | Deferred income tax (+/-) | -3,513 | 5,050 |
| ** | Profit after tax (+/-) | 236,943 | 42,589 |
| *** | Economic result for the accounting period (+/-) | 236,943 | 42,589 |
| * | Net turnover for the accounting period | 23,228,115 | 22,028,997 |



Statement of changes in equity

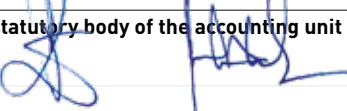
as at 31 December 2022

(in thousands CZK)

Transit Company of the capital city of Prague, joint stock company

Sokolovská 42/217, Vysočany, 190 00 Prague 9

ID: 00005886

| | |
|--|---|
| Compiled on: 7. 3. 2023 | Signature record of the statutory body of the accounting unit  |
| Legal form of the entity joint stock company | Subject of business Operation of public transport and other activities |
| Note.: | |

| Account | Basic capital | Changes in share capital | Other capital funds | Valuation differences of revaluation of assets and liabilities | Cumulative result | Total equity |
|--|---------------|--------------------------|---------------------|--|-------------------|--------------|
| PZ as of 1 January 2021 | 31,239,495 | 0 | 30,914,012 | 100,046 | 5,918,840 | 68,172,393 |
| Capital transactions with owners | | | | | | 0 |
| Allocation to the reserve fund | | | | | | 0 |
| Dividends paid | | | | | | 0 |
| Subscription of share capital | | | | | | 0 |
| Change to ZK - non-monetary contribution | | | | | | 0 |

| | | | | | | |
|--|-------------------|----------|-------------------|----------------|------------------|-------------------|
| Subsidies to increase of equity | | | | | | 0 |
| Other transactions | | | | | | 0 |
| Current year's economic result | | | | | 42,589 | 42,589 |
| Valuation of land and buildings | | | 222 | | | 222 |
| Revaluation gains on fixed assets and securities, etc. | | | | 40,498 | | 40,498 |
| Revaluation of derivatives | | | | 167,307 | | 167,307 |
| Deferred tax on derivatives | | | | -31,788 | | -31,788 |
| Reimbursement of losses from the reserve fund | | | | | | 0 |
| Other profit or loss of previous years | | | | | -57,837 | -57,837 |
| KZ as at 31.12.2021 | 31,239,495 | 0 | 30,914,234 | 276,063 | 5,903,592 | 68,333,384 |
| Capital transactions with owners | | | | | | 0 |
| Allocation to the reserve fund | | | | | | 0 |
| Dividends paid | | | | | | 0 |
| Subscription of share capital | | | | | | 0 |
| Change to equity - non-monetary contribution | | | | | | 0 |
| Subsidies to increase of equity | | | | | | 0 |
| Other transactions | | | | | | 0 |
| Current year's economic result | | | | | 236,943 | 236,943 |
| Valuation of land and buildings | | | | | | 0 |
| Revaluation gains on fixed assets and securities, etc. | | | | 29,610 | | 29,610 |
| Revaluation of derivatives | | | | -13,330 | | -13,330 |
| Deferred tax on derivatives | | | | 2,533 | | 2,533 |
| Reimbursement of losses from the reserve fund | | | | | | 0 |
| Other result of previous years | | | | | | 0 |
| KZ as at 31.12.2022 | 31,239,495 | 0 | 30,914,234 | 294,876 | 6,140,535 | 68,589,140 |



Independent Auditor's Report

on Audit of the Financial Statements

as at December 31, 2022

Dopravní podnik hl. m. Prahy, akciová společnost

(The Prague Public Transit Company, joint-stock company)

Prague, March 2023

Information about the audited company

| | |
|------------------------------|--|
| Name of the accounting unit: | Dopravní podnik hl. m. Prahy, akciová společnost <i>(The Prague Public Transit Company, joint-stock company)</i> |
| Registered office: | Sokolovská 42/217, Vysočany, 190 00 Prague 9 |
| Registered at: | Municipal Court in Prague |
| Registration under number: | Section B, Insert no. 847 |
| ID number: | 000 05 886 |
| VAT Id. No.: | CZ00005886 |
| Statutory body: | Board of Directors |
| Subject of business: | Operation of a tramway network system, special railroad (metro system) and cableway (Petřín and ZOO) and operation of rail system transport in the Capital City of Prague, road motor transport and other activities |
| Audited period: | 1 January 2021 to 31 December 2021 |
| Recipient of the Report: | The sole shareholder of the company "Dopravní podnik hl. m. Prahy, akciová společnost" (<i>The Prague Public Transit Company, joint-stock company</i>), which is the Capital City of Prague |

Data of the Auditing Company

| | |
|---------------------------------|--|
| Name of the company: | NEXIA AP a.s. |
| Audit firm licence No: | č. 096 |
| Registered office: | Sokolovská 5/49, 186 00 Prague 8 Karlín |
| Recording carried out at: | Municipal Court in Prague |
| Registration made under number: | Section B, Insert no. 14203 |
| ID number.: | 481 17 013 |
| VAT id. No.: | CZ48117013 |
| Telephone number: | +420 221 584 302 |
| E-mail: | nexiaprague@nexiaprague.cz |
| Responsible auditor: | Ing. Mikuláš Laš |
| Auditor licence No.: | no. 2493 |

Independent auditor's Report

to the sole shareholder of the company
"Dopravní podnik hl. m. Prahy, akciová společnost"
(The Prague Public Transit Company, Inc.)

Opinion

We have audited the accompanying financial statements Dopravní podnik hl. m. Prahy, akciová společnost (*"The Prague Public Transit Company, Inc"* hereinafter also the „accounting unit“) prepared in accordance with accounting principles generally accepted in the Czech Republic, which comprise the balance sheet as at December 31, 2022, the income statement, statement of changes in equity and statement of cash flows for the year then ended and notes to the financial statements, including a summary of significant accounting policies and other explanatory information.

In our opinion, the financial statements give a true and fair view of the financial position Dopravní podnik hl. m. Prahy, akciová společnost the company (*"The Prague Public Transit Company, Inc"*) as at December 31 2022, and of its financial performance and its cash flows for the year then ended in accordance with accounting principles generally accepted in the Czech Republic.

Basis for Opinion

We conducted our audit in accordance with the Act on Auditors, and Auditing Standards of the Chamber of Auditors of the Czech Republic, which are International Standards on Auditing (ISAs), as amended by the related application clauses. Our responsibilities under this law and regulation are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are independent of the Company in accordance with the Act on Auditors and the Code of Ethics adopted by the Chamber of Auditors of the Czech Republic and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other Information included in the Annual Report

In compliance with Section 2(b) of the Act on Auditors, the other information comprises the information included in the Annual Report other than the financial statements and auditor's report thereon. The Component Management is responsible for the other information.

Our opinion on the financial statements does not cover the other information. In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. In addition, we assess whether the other information has been prepared, in all material respects, in accordance with applicable law or regulation, in particular, whether the other information complies with law or regulation in terms of formal requirements and procedure for preparing the other information in the context of materiality, i.e. whether any non-compliance with these requirements could influence judgments made on the basis of the other information.

Based on the procedures performed, to the extent we are able to assess it, we report that:

- the other information describing the facts that are also presented in the financial statements is, in all material respects, consistent with the financial statements; and
- the other information is prepared in compliance with applicable law or regulation.

In addition, our responsibility is to report, based on the knowledge and understanding of the accounting unit obtained in the audit, on whether the other information contains any material misstatement of fact. Based on the procedures we have performed on the other information obtained, we have not identified any material misstatement of fact.

Responsibility of the Board of Directors, Supervisory Board and Audit Committee for the Financial Statements

The Board of Directors is responsible for the drawing up of the Financial Statements presenting a true and fair image in accordance with the Czech Accounting Standards, and for such an internal checking system which it considers to be necessary for the drawing up of the Financial Statements so that they do not contain any significant (material) incorrectness caused by a fraud or mistake.

In the declaration of the accounting unit management, provided for the purpose of audit execution, we received necessary information concerning the process of settlement of the state of fixed assets between DP and HMP.

During the drawing up of the Financial Statements, the Board of Directors is obliged to assess whether the accounting unit is able to meet the going-concern presumption, and if relevant, then to describe, in the Notes to the Financial Statements, the matters concerning its going-concern presumptions and the use of the going-concern presumption during the drawing up of the Financial Statements, except for the cases when the Board of Directors plans cancellation of the accounting unit or termination of its activities, or when it does not have any realistic possibility other than doing so, respectively.

The Supervisory Board and the Audit Committee are responsible for supervision over the process of the accounting statement preparation.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with the above law or regulation, we exercise professional judgment and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the accounting unit's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Component Management.

- Conclude on the appropriateness of the Component Management' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the accounting unit's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the accounting unit to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

Our obligation is to inform the Board of Directors, Supervisory Board and Audit Committee, among other things, about the planned extent and timing of the audit and on significant findings which we have made in its course, including the finding of significant insufficiencies in the internal control system.


Prague, March 30, 2023

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archive of the Transit Company of the Capital City of Prague, joining stock company

Prague, April 2023

