



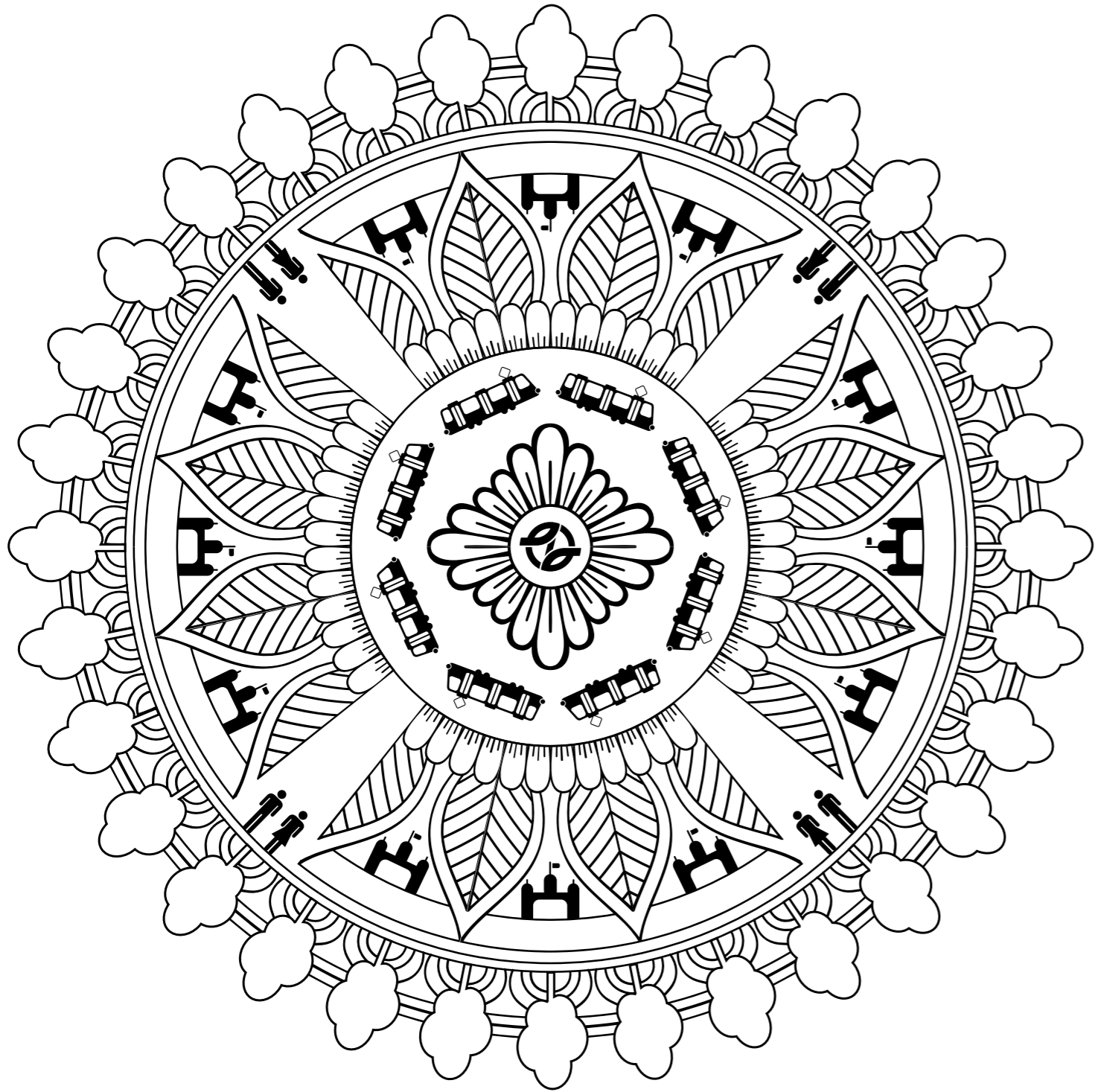
*annual report 2020*



*anti-stress  
annual report 2020*

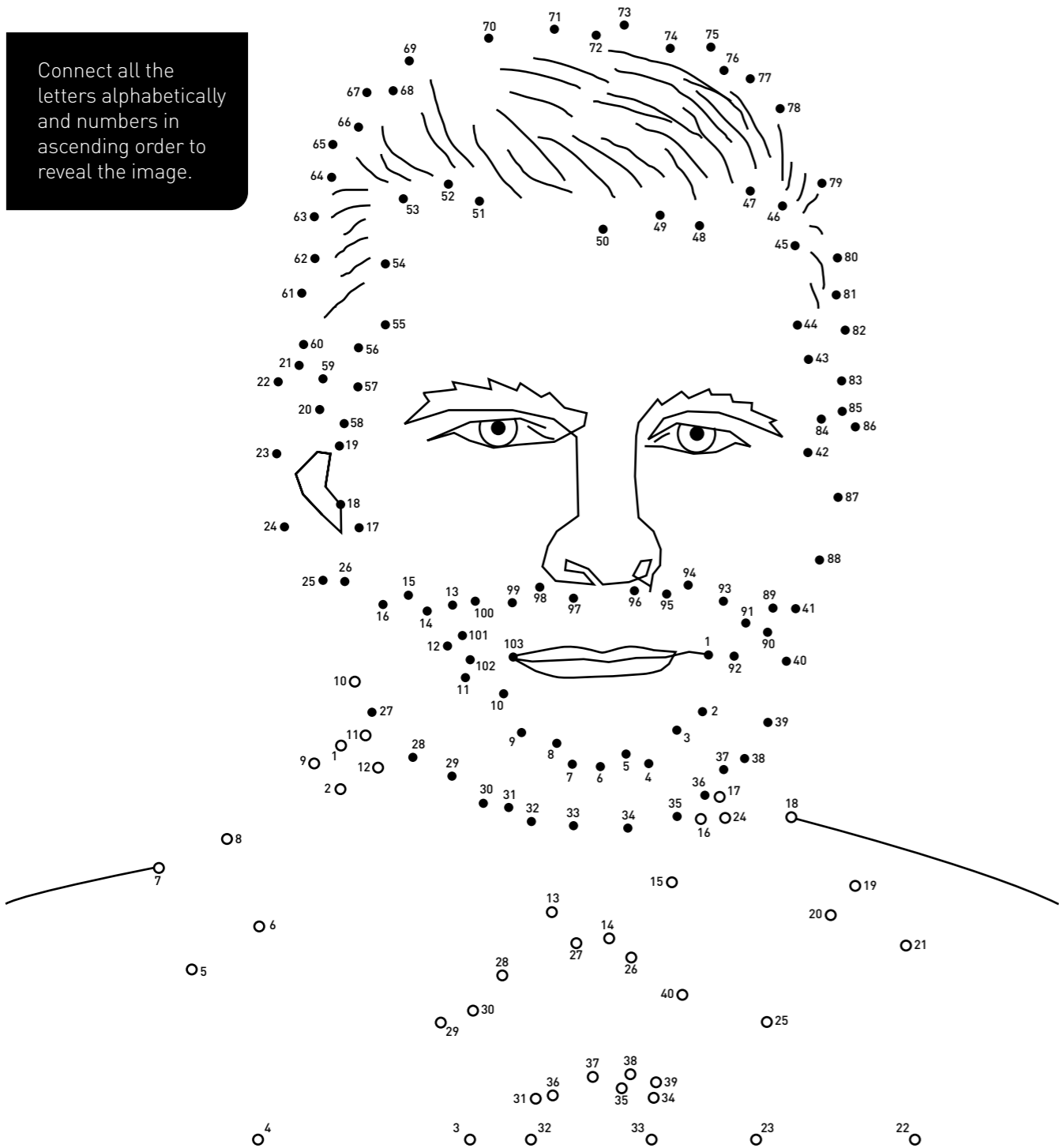
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*text part*

Connect all the letters alphabetically and numbers in ascending order to reveal the image.



# *introductory word of the chairman of the board and managing director*

Ladies and Gentlemen,

2020 is behind us. It will forever be associated with the Covid-19 pandemic, several states of emergency and the related series of the government's anti-pandemic measures that we all know the result of: limited mobility of the population and, crucially for us, a drop in public transport demand. Due to the effects of the coronavirus crisis, 2020 will be one of the worst years in the recent history of the Prague Public Transit Company, Inc. [Dopravní podnik hl. m. Prahy – "DPP"], much like 2002 and 2013, when public transport underwent repeated load tests. We faced many challenges, and increased demands were placed on each of us. I am proud of all our employees, who played a key role in ensuring that Prague's public transport remained and continues to be something that the citizens of Prague can rely on even in these difficult times. Every crisis is, however, also an opportunity: to eliminate weaknesses, to adopt new practices and changes, to increase efficiency and to cement strengths.

A year ago, I wrote in this space about one of the historically highest volumes of transport performance that DPP achieved in 2019. In 2020, our operations were down due to the coronavirus crisis – a year-on-year drop of 8%. On urban and suburban PID lines, this amounted to a total of 170.83 million recalculated vehicle kilometres. This figure

corresponds to our position about five years ago. On the other hand, we operated more than the total demand for public transport or, more precisely, than would correspond to the total number of transported passengers. Last year, we transported a total of 709.91 million people, almost 40% less than in 2019. This ultimately deprived us of almost a third of our normal fare sales, which fell by CZK 1.35 billion year-on-year. In addition, we incurred CZK 85 million in additional costs related to the coronavirus crisis, especially the purchase of disinfectants and protective equipment, such as facemasks and respirators.

With higher transport performance, we responded to the recommendations of professionals for more personal space in vehicles and, in agreement with our shareholder, repeatedly sought a delicate balance between new hygiene requirements and the economic viability of such scope of operations. Since last March, in response to the government's anti-anti-pandemic measures, we have had to make an additional 40 major network changes in timetables compared to standard operations. And since the coronavirus crisis has unfortunately not ended, we expect the City of Prague to order a smaller volume of transport services in 2021 as well. Unless there is a major easing of emergency measures and an increase in the mobility of the population, we will also have to cope with lower demand for public transport in 2021 and the related decline in sales.

Something positive can be found in every crisis, however. Thanks to lower transport performance and lower electricity and fuel prices, we managed to save more than CZK 750 million last year. We saved another CZK 264 million thanks to our own savings in operating costs and overhead services across the entire company. On the other hand, the City of Prague, in accordance with the public service obligation agreement, compensated us for the drop in revenues from fare sales and the rest of the extraordinary costs related to anti-pandemic measures not covered by special-purpose subsidies from the Ministry of Transport and other government programmes. Despite the fact that our shareholder set a reasonable profit for 2020 at CZK 0, the above-mentioned items contributed most to the fact that DPP's profit for 2020 ended in a loss of only CZK 34.29 million.

At this point, I would like to share with you a few facts that brought me joy last year, despite the coronavirus crisis and its negative effects. We have strengthened our position as one of the most sought-after employers in the Czech Republic. Thanks to the coronavirus crisis, the advantages of DPP as a stable and strong company became fully apparent. We registered a strong interest of job seekers in DPP, the highest in at least the past 7-10 years. Thanks to that, we managed to fill almost all job vacancies. We also managed to compete with a number of orders and saved DPP hundreds of millions of CZK in costs in total.

Despite the Covid-19 pandemic, we have not slowed down in the preparation and implementation of a number of investment projects in the transport infrastructure of Prague's public transport and have succeeded in gradually fulfilling the DPP strategy. In the area of passenger services, at the beginning of last year we launched an online service that informs the public about the actual departures of buses and, at the end of the year, trams from individual stops. In cooperation with a consortium of operators and Cetin, we managed to cover another 20 metro stations with the LTE network, including the adjacent tunnels,

i.e., the entire centre of Prague, and were among the first in Europe to introduce a 5G signal in the metro. By the end of this year, we plan to have the entire metro network covered. Thanks to the decommissioning of the oldest types of Karosa B 951 buses at the beginning of last December, all urban bus connections of Prague public transport are only low-floor vehicles, and we also have one of the youngest fleets of buses in the modern history of DPP.

Last year, we modernized the Opatov metro station and built a cascade of lifts, making this station the 45<sup>th</sup> barrier-free one. We have made progress with the construction of a cascade of lifts on Charles Square, which we plan to put into operation in May of this year. We started with the modernization of the Na Knížecí vestibule of the Anděl metro station, including the replacement of escalators. In the metro, we also invested in the modernization of security equipment, the reconstruction of tunnel lighting with the use of energy-saving LED lights and, for example, the reconstruction of toilets. Last but not least, we started preparing the project for a new, 62<sup>nd</sup> metro station: Zličín Depot.

We have made significant progress in the area of alternative fuels. We have a concept for the use of alternative drives in DPP conditions, following which we announced a public contract for the purchase of 20 large-capacity three-cell battery trolleybuses for line 119 to the airport and competed for the purchase of the first 14 electric buses of standard 12-meter length. We managed to obtain a final zoning decision and building permit for the electrification of line 140 from Palmovka to Miškovice and started a project to introduce trolleybuses on bus lines 131, 137, 176 and 191.

In the area of tram transport, we reconstructed 10 km and repaired 2.5 km of tram tracks in Prague last year. Of the most fundamental and extensive, I will mention the tracks in Nádražní, Sokolovská and Starostrašnická streets and the section from the Pankrác depot to the

intersection of Na Veselí and Na Pankráci streets. The good news is that last year, after many years, we started building new tram tracks again. We have built, for example, a track branch in the Sídliště Barrandov loop and the first metres of the line to Holyně or about 250 metres of the line in Na Pankráci street to the Pankrác metro station. We obtained valid building permits for the Zahradní Město and Depot Hostivař tram loops, as well as for the new Sídliště Barrandov - Holyně and Modřany - Libuše lines. In Hostivař we built a new, separate modern repair hall for trams, the first in 52 years. In November, we started the first stage of the construction of the Hloubětín depot, specifically a new energy centre and substation.

This year, we will continue to invest primarily in the renewal, modernization and expansion of transport infrastructure in order to increase the safety, quality and reliability of Prague's public transport. Due to the economic impact of the coronavirus crisis, we began to carefully discuss and prioritize every investment together with the City of Prague. I will give a few examples of the strategic ones we are planning to implement this year: we will build the Zahradní Město and Depot Hostivař tram loops and plan to start building new tram lines to Holyně and Libuše. We also plan to start the construction of a new depot and repair hall of the Hloubětín depot. We will start modernizing the Jiřího z Poděbrad metro station, including the construction of barrier-free access. On metro line D, we will complete a geological survey this year at the two remaining localities. We would like to conclude public contracts for construction contractors and monitoring suppliers of the first section Pankrác - Olbrachtova and obtain a building permit for the section Pankrác - Nové Dvory, so that we can start building the fourth line of the Prague metro as soon as possible. We will also start the first stage of work on the electrification of bus line 140 and are preparing to purchase 15 articulated battery trolleybuses that will run on this line. I firmly believe that in December we will welcome the first of the new Škoda E'City electric buses in Prague.

In conclusion, the most important thing: I would like to thank on my own behalf and on behalf of the entire management of the company all DPP employees who contributed and are contributing in this non-standard time to the perfect operation of Prague's public transport system. Thanks to you, despite various restrictions and rapid changes in emergency measures, Prague's public transport has operated and continues to operate with top marks and remains an island of certainty that can always be relied on 100%. Also this year, we will again need your maximum commitment, dedication, flexibility and high professionalism, but also kindness and tolerance. This year will be even more challenging because no one knows how many waves of tightening and easing of restrictions await us. I wish that 2021 will forever be associated with the defeat of Covid-19.

Thanks also goes to all passengers who have remained loyal to us and continue to use our services. I want to assure you that Prague's public transport system is safe, and we are doing everything we can to ensure that it remains so in the future. We appreciate your custom. We operate for you.



.....  
Petr Witowski  
Chairman of the Board of Directors and Managing Director  
of the Prague Public Transport Co., Inc

# basic company identification data

Company name:  
Registered office:  
Company ID No.:  
Tax ID No.:  
Date of foundation:  
Date of establishment:  
Legal form:  
Founder:  
Entities with a share in the Company's share capital:  
Commercial Register:

**Dopravní podnik hl. m. Prahy, akciová společnost (The Prague Public Transit Company, Inc. – "DPP")**  
**Sokolovská 42/217, Vysočany, 190 00 Prague 9**  
**00005886**  
**CZ00005886**  
**19 March 1991**  
**1 July 1991**  
**Joint-stock company**  
**City of Prague**

**City of Prague (100%)**  
**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)**  
**CZK 31 239 495 000**

Share capital

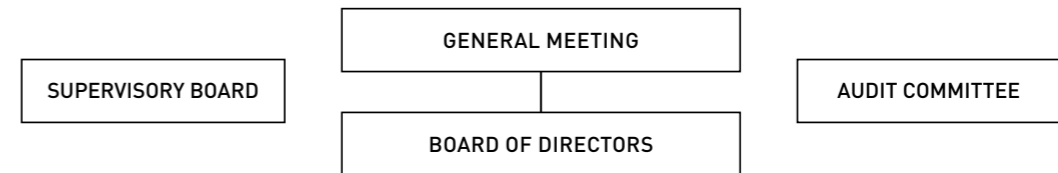
1. Českomoravská
2. Florenc
3. Hloubětín
4. Invalidovna
5. Kolbenova
6. Křižíkova
7. Nádraží Holešovice
8. Palmovka
9. Rajská zahrada
10. Vysočanská

Černý most

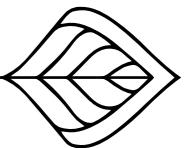
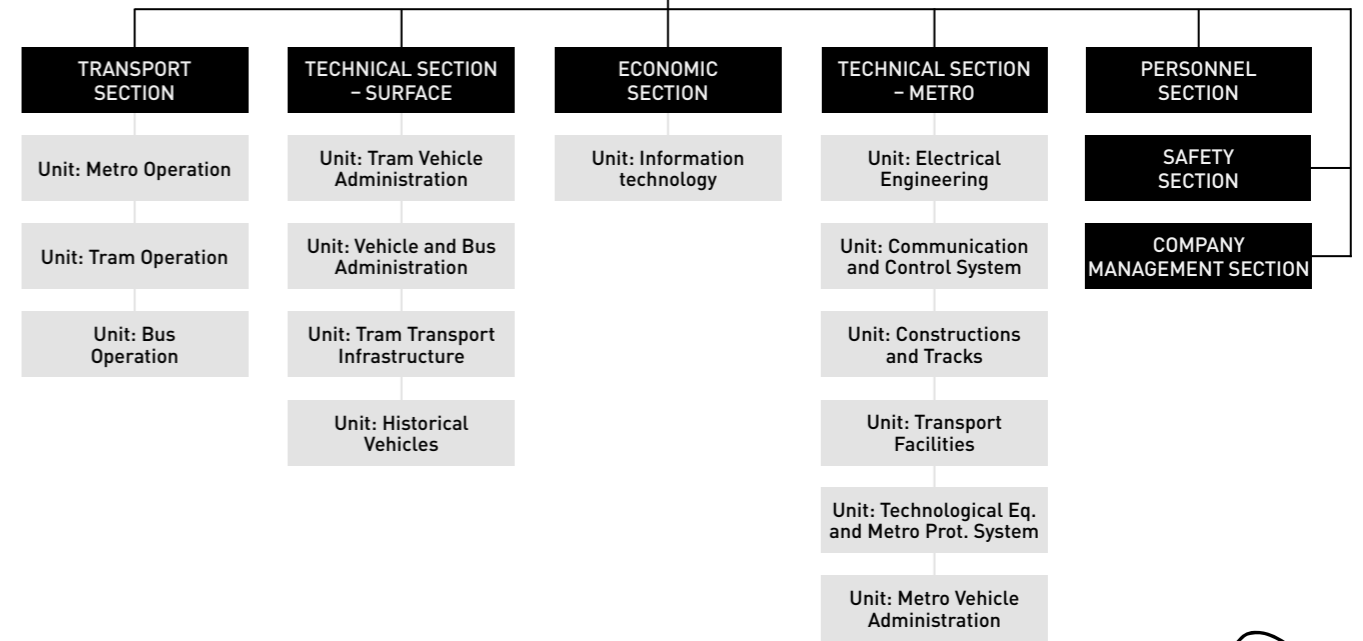
Do you know which station DPP headquarters are located in? Choose the right answer and allocate the names to the stations.

# organisation chart as of 31 december 2020

Corporate bodies



Corporate macro-structure



# staffing of the company's bodies in 2020

## The Board of Directors

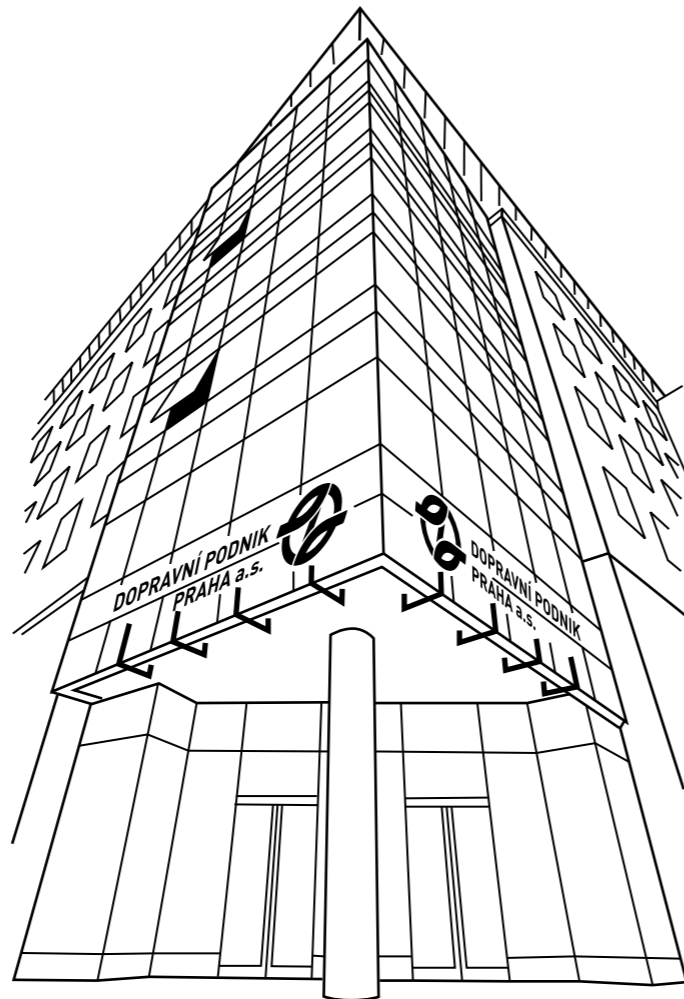
In 2020, the Company's Board of Directors comprised: Ing. Petr Witowski (Chairman); Ing. Ladislav Urbánek (Vice-Chairman) and PhDr. Jiří Špička, Ing. Jan Šurovský Ph.D. and Mgr. Matej Augustín (Members).

## Supervisory Board

In 2020, the Supervisory Board comprised: Ing. Adam Scheinherr (Chairman), Bc. Oldřich Schneider (Vice-Chairman), Jan Marek (Vice-Chairman), Pavel Vyhnánek (Vice-Chairman), Josef Buriáne, Jiří Obitko, Tomáš Novotný, Bc. Jan Holub Ing. Marek Doležal, Ing. Petr Hlubuček, Mgr. Petra Kolínská, Ing. Tomáš Mikeska, Ing. Michal Štěpán, PaedDr. Ivo Vašíček, and Ing. Michal Zděnek, M.A. (Members).

## Audit Committee

In 2020, the DPP Audit Committee comprised: Mgr. Marta Gellová (Chairwoman), Ing. Zdena Javornická (Vice-Chairwoman), and Ing. Ladislav Langr (Member).



# staffing of the company's top management in 2020

## Managing Director

In 2020, the position of Managing Director was held by Ing. Petr Witowski.

## Financial Director

In 2020, the position of Financial Director was held by Mgr. Matej Augustín.

## Transport Director

In 2020, the position of Transport Director was held by Ing. Ladislav Urbánek.

## Technical Director – Surface

In 2020, the position of Technical Director – Surface was held by Ing. Jan Šurovský, Ph.D.

## Technical Director – Metro

In 2020, the position of Technical Director – Metro was held by Ing. Marek Kopřiva.

## Security Director

In 2020, the position of Security Director was held by Mgr. Bohdan Frajt.

## Human Resources Director

In 2020, the position of Human Resources Director was held by PhDr. Jiří Špička.

<b>Managing Director</b>	<b>Ing. Petr Witowski</b>	1 Jan. 2020 – 31 Dec. 2020
<b>Financial Director</b>	<b>Mgr. Matej Augustín</b>	1 Jan. 2020 – 31 Dec. 2020
<b>Transport Director</b>	<b>Ing. Ladislav Urbánek</b>	1 Jan. 2020 – 31 Dec. 2020
<b>Technical Director – Surface</b>	<b>Ing. Jan Šurovský, Ph.D.</b>	1 Jan. 2020 – 31 Dec. 2020
<b>Technical Director – Metro</b>	<b>Ing. Marek Kopřiva</b>	1 April 2020 – 31 Dec. 2020
<b>Security Director</b>	<b>Mgr. Bohdan Frajt</b>	1 Aug. 2020 – 31 Dec. 2020
<b>Human Resources Director</b>	<b>PhDr. Jiří Špička</b>	1 Jan. 2020 – 31 Dec. 2020



# report on business activities

The Prague Public Transit Company, Inc. (Dopravní podnik Praha, a.s. - "DPP") is the most important carrier within the Prague Integrated Transport (PID) system, but also the largest carrier in the Czech Republic. It arranges operation of the metro and tram lines, most city and several suburban bus lines and the cable cars to Petřín and the zoo. The City of Prague is its 100% owner. DPP builds on the more than 125 years of experience and tradition of its predecessors and has gradually transformed into its current form. Today, the public transport system in Prague is a European and world leader and has become a model for other systems.

DPP provides transport services to Prague and its suburban areas in the PID system. To ensure transport services in Prague, it has concluded a long-term Public Services Agreement with the City of Prague, represented by the organization ROPID. Last year, the total transport performance of urban and suburban lines included in the PID system operated by DPP, including special regular transport for persons with reduced mobility, reached 170,834,000 recalculated vehicle kilometres. The volume of traffic performance expressed in seat kilometres is 21,590,389,000. Compared to 2019, transport performance in vehicle kilometres decreased by 7.71% and the volume of seat kilometres decreased by 7.54%. The deployment of a larger number of articulated vehicles at the expense of standard ones has had a fundamental impact on this difference.

In 2020, DPP incurred a loss of CZK -34,292,000. The coronavirus pandemic, which hit the Czech Republic in early March 2020, caused a significant drop in revenues from time and individual fares across the entire PID system. Revenues generated by the entire PID system for 2020, excluding fare surcharges, were 29.9% (CZK -1.3 billion) lower compared to 2019. Revenues generated by DPP in connection

with the long-term Public Services Agreement with the City of Prague amounted to CZK 2,562,636,000, which represents 82.06% of total revenues from fares generated from the entire PID system. As of 31 December 2020, DPP registered 11,215 employees, whose average monthly salary was CZK 44,496. Numerically, drivers formed the strongest group, numbering almost 4,400.

At the end of 2020, the operational fleet consisted of 730 metro vehicles, 785 tram cars, 1,165 buses and 1 trolleybus. In 2020, the preparation and implementation of metro station reconstruction and modernization projects continued. The implementation of barrier-free access to stations and modifications to the edges of platforms for better boarding of wheelchair-dependent passengers continued. Preparations for the construction of the new I.D. metro line also continued. One of the most important events in tram line reconstruction efforts was the reconstruction of Nádražní and Starostrašnická streets as well as the modernization of the Hlubočepy - Barrandov tram line. As part of the reconstruction project in Pankrác, the cancelled tram line to Hvězdova street was restored. The proportion of barrier-free tram stops increased to 81% of all stops. For buses, the average age of the vehicle fleet was again reduced to a historic 5.32 years, and low-floor buses began to run on all regular lines. With regard to the improvement of the urban environment, DPP continued the dynamic charging project and the related long-term trial operation on buses and trolleybuses. In the area of public transport preferences, cooperation with city authorities, the Police of the Czech Republic and other organizations continued in 2020. In the operation of trams, new sections with separation thresholds from individual traffic, other light signalling devices with a preference for trams and buses were added, and several additional kilometres of reserved lanes for buses were built.

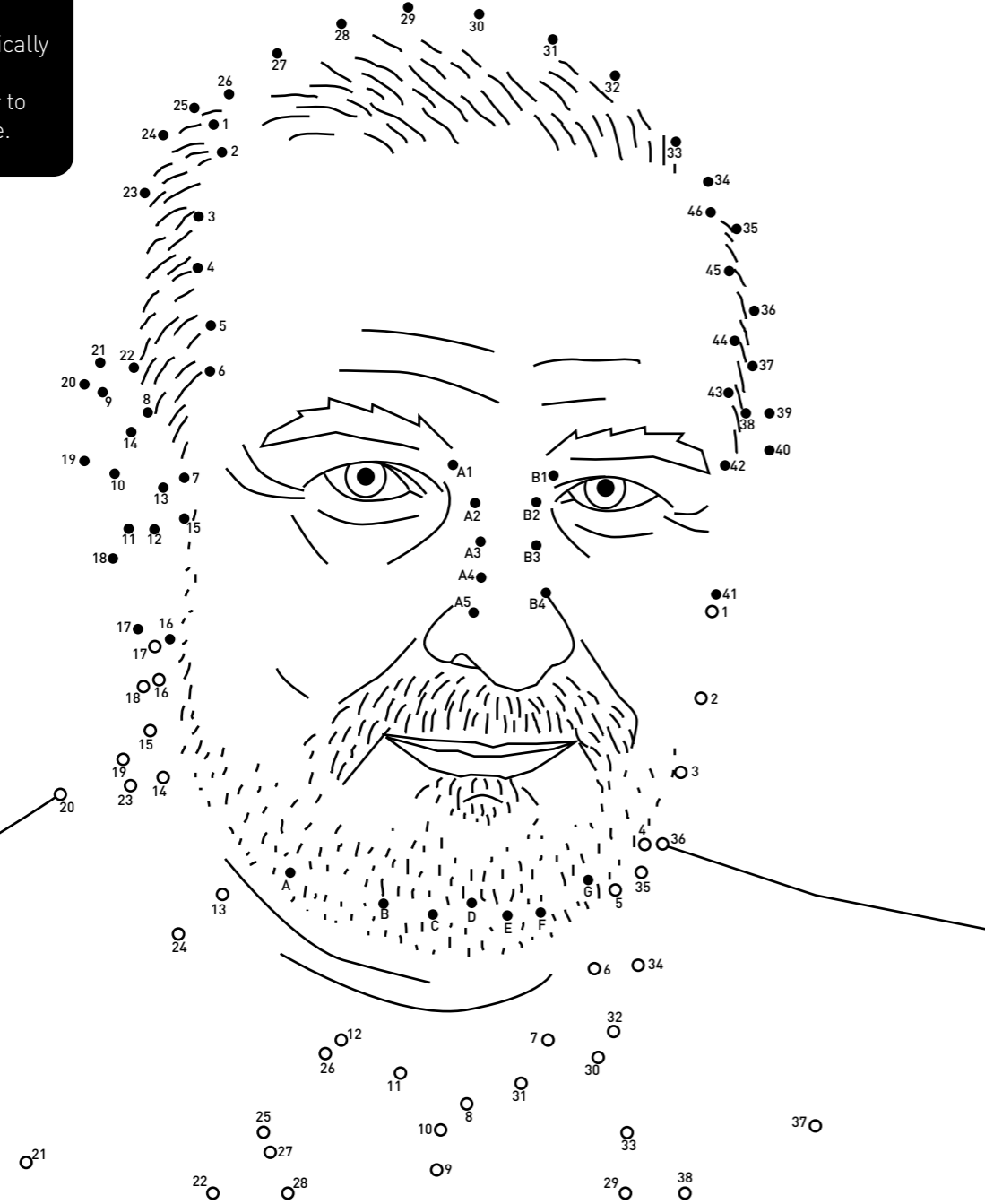


Aware of its decisive position, the city administration's objective in the field of public transport and the passengers' increasingly demanding requirements, DPP constantly focuses its activities on further increasing the scope and quality of the services provided. Efforts to improve the level of the services provided are facilitated by quality standards established at DPP, standards that comply with the requirements and recommendations of standard EN 13816. Under the Service Quality Programme, DPP monitors, analyses and helps to improve the level of compliance with individual quality standards. The trends of the various quality standards demonstrate the high level of quality of the provided service – passenger transport – and fulfil the company's long-term objective – improving the level of public transport services provided and thus increasing passenger satisfaction. In the long run and in full compliance with the city's key development documents, one of DPP's main priorities is to expand the city's rail transport network. The related increase in the share of segregated public transport routes guarantees an increase in regularity, speed and safety thereof. Another major benefit is the reduction of the environmental burden

Do you know how much does a ride costs?  
Fill in the prices of Prague public transport tickets  
in the pre-marked circles.

on the city through the wider use of electric traction. In connection with the announcement of the Climate Commitment of the City of Prague, by which the capital declares its approach to meeting international targets for reducing CO<sub>2</sub> emissions, and also with regard to the forthcoming legislation in the field of bus fleet renewal, great emphasis is being placed on preparing for the wider use of alternative fuels in bus transport. Based on these requirements, DPP developed the Concept for the Use of Alternative Fuels in DPP Bus Transport, which comprehensively and systematically summarizes all existing knowledge and presents scenarios of possible developments in bus fleet renewal, including financial contexts. The concept was discussed positively in 2020 and approved by Prague City Council.

Connect all the letters alphabetically and numbers in ascending order to reveal the image.



# transport

## QUALITY OF SERVICES

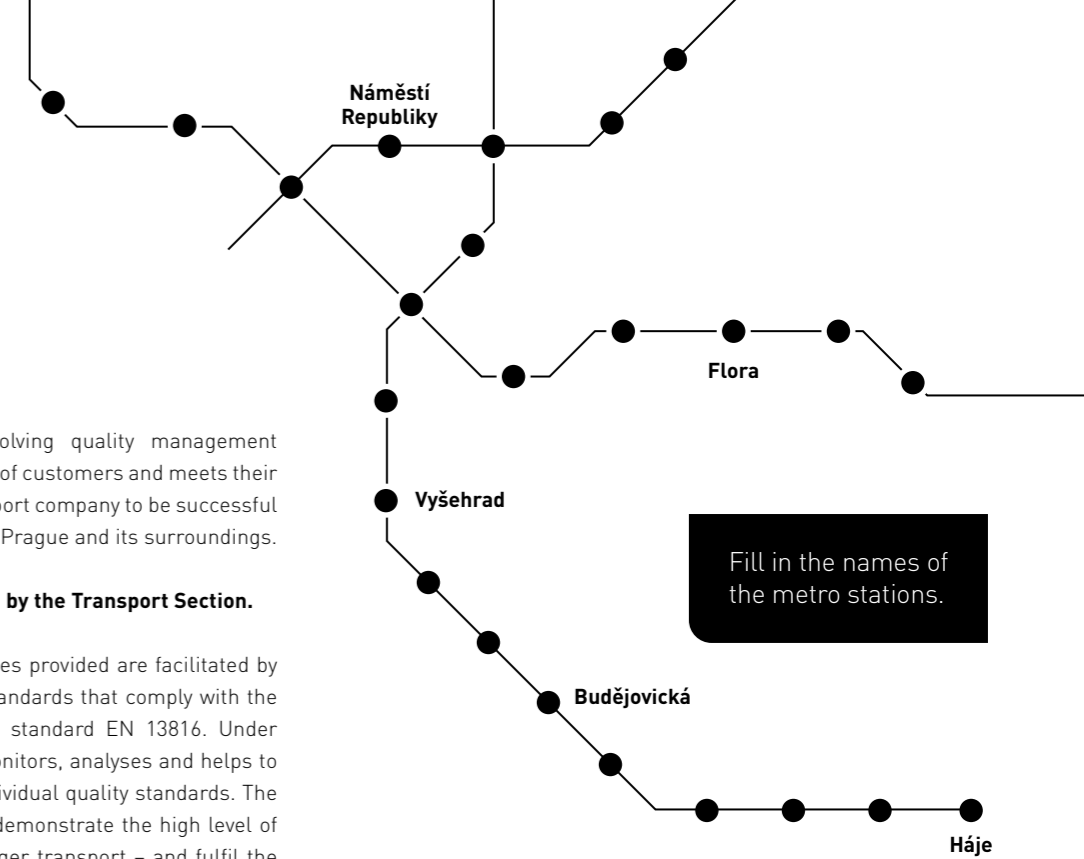
A well-functioning and constantly evolving quality management system that takes into account the needs of customers and meets their expectations is a prerequisite for a transport company to be successful in its effort to provide public transport in Prague and its surroundings.

**Quality management at DPP is provided by the Transport Section.**

Efforts to improve the level of the services provided are facilitated by quality standards established at DPP, standards that comply with the requirements and recommendations of standard EN 13816. Under the Service Quality Programme, DPP monitors, analyses and helps to improve the level of compliance with individual quality standards. The trends of the various quality standards demonstrate the high level of quality of the provided service – passenger transport – and fulfil the company's long-term objective – improving the level of public transport services provided and thus increasing passenger satisfaction.

The Service Quality Programme guarantees regular measurement of quality standards:

- **Accuracy of operation** – accuracy and reliability of transport, adherence to timetables
- **Informing the public** – providing up-to-date and comprehensible information
- **Acceptance of passengers** – the level of conduct and access of operational staff to passengers
- **Uniform** – appearance of the employee – neatness of the employee, uniform discipline
- **Functionality of ticket machines** – functionality and reliability of the device for issuing tickets and completeness of information elements on ticket machines



Fill in the names of the metro stations.

- **Availability of barrier-free equipment** – operational reliability of lifts and platforms in the subway
- **Fulfilment of the schedule** – fulfilment of the volume of planned transport performances
- **Availability of transport in metro stations** – observance of guaranteed access of passengers to transport in the metro
- **Cleanliness and appearance of vehicles** – monitoring the external and internal cleanliness and appearance of vehicles
- **Traffic safety** – analysis of events with an impact on passenger safety
- **Environment impact of metro and bus operation** – impact of metro and bus operation on the environment (emissions generation)

### Fulfilment of quality standards in 2020

Quality standard	Level of difficulty	Performance
Accuracy of operation	85% of connection are made exactly or within the allowed deviation	94,47
Information in metro stations	90% of stations have all information current, legible, visibly located and official	98,58
Information in metro cars	95% of cars are equipped with the prescribed information	98,67
Information at surface transport stops	90% of stops have all current, legible, visibly located and official information	99,23
Information on and in surface transport vehicles	95% of vehicles are equipped with the prescribed information	99,54
Acceptance of passengers	90% of passengers are satisfied with the actions of the employee	99,26
Uniform	95% of employees wear uniforms and meet the requirements for neatness	99,06
Functionality of surface ticket machines	90% of machines are functional and visually acceptable	99,45
Accessibility of barrier-free devices in the metro	90% of the devices are available and have a proper appearance	98,31
Fulfilment of the chart	99.8% fulfilment of planned volumes	99,95
Availability of transport in the metro	95% of stations are accessible during operation	99,85
Vehicle cleanliness and appearance	85% of vehicles are found to be clean and maintained	94,36
Operational safety	The operation of the metro, trams and buses is safe	fulfilled
Energy intensity of operation of metro vehicles	The specified energy intensity is not exceeded (100%)	83,27
Impact of bus operation on the environment	Share of buses under 12 years	95,10

In 2020, the quality management systems were inspected in terms of meeting the requirements of the QMS audit criteria by a multinational certification company.

### Overview of separate QMS certificates in 2020

Department	Certified processes	Audit type	Standard	Certification organization
DPP	Operation of regular and irregular public transport by metro, trams, trolleybuses, buses and cable cars and construction and maintenance of the necessary infrastructure for the operation of historic vehicles and public transport museums Operation of a driving school in the range of vehicle groups B, C, D and a training centre in the scope of operation of C, D	certification and recertification	ISO 9001	LR
DPP	Operation of public regular and irregular public transport by metro, trams, trolleybuses, buses and cable cars and construction and maintenance of the necessary infrastructure for the operation of recertification	recertification	EN 13816	
STK centre	Operation of STK (technical inspection station)	recertification	ISO 9001	
Tram repair shop	Repairs and modernization of electrical machines and devices of traction vehicles, bogies and car bodies of trams, gearboxes and parts for rail vehicles	recertification	ISO 9001	

The auditors of the certification company (LR) did not find any serious deficiencies and confirmed compliance with the requirements of these standards. The auditors assessed the professional competence of our employees and the friendly approach to passengers as a strength of the audited quality management systems.

For the first time in its history, DPP has obtained the QMS certificate according to ISO 9001, covering all the company's main processes. The certificates also include compliance with the requirements of the EN 13816 standard (Service Quality Programme - Quality Standards).

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

### TRANSPORT NETWORK DEVELOPMENT

#### Metro

In 2020, three lines – A, B and C – were in operation. The number of stations is 61 and the total length of metro lines is 65.4 km.

There were no changes in the metro network in 2020, and since March the operation of the metro has been limited in connection with the Covid-19 pandemic.

#### Trams

As at 31 December 2020, 25 day and 9 night lines operated on rail network totalling 142.7 kilometres in length. The combined distance coverage was 556.7 km.

In the tourist season, which lasted from 16 May to 18 October 2020, a historic tram line also ran on Saturdays, Sundays and public holidays. In 2020, a long-term closure took place on Nádražní street, as well as during the holidays on Starostražnická street, which affected these exclusions. Since March, tram operation has been curtailed in

connection with the Covid-19 pandemic. Therefore, the operation of nostalgic line 23 has been temporarily suspended since 16 March 2020.

#### Buses

At the end of 2020, DPP operated 98 daily city lines, 13 suburban lines, 16 school lines, 14 night city lines and 1 line for people with reduced mobility in the Prague Integrated Transport System on a 838.4 km long communication network. The total length of all 142 lines was 1802.6 km. Since March, bus traffic has been curtailed in connection with the Covid-19 pandemic. Therefore, the operation of the AE line has been temporarily suspended since 17 March 2020.

Since 2 March 2020, line 122 has been in operation on the Opatov – K Sukovu route and line 249 on the Zličín – Nový Zličín route. Since 31 August 2020, in connection with the modification of the route of line 112, line 187 has been in operation on the Nádraží Holešovice – Pelc Tyrolka route. At the same time, the bus lines in the Kbely area were modified.

#### Trolleybuses

As at 31 December 2020, operation of the 1.4 km trolleybus line was covered by 1 day-line, which ran on a route with a total length of 4.9 km. For the section of the route without overhead lines, a battery or diesel engine is used. The operation of line 58 was significantly affected by the closure in Prosecká street and, as of 12 December 2020, the technical failure of the Škoda 24Tr Irisbus trolleybus.

### TRANSPORT PERFORMANCE

The total transport performance of urban and suburban lines included in the Prague Integrated Transport system and operated by DPP, including special line transport for persons with reduced mobility and orientation, attained 170,834,000 recalculated vehicle kilometres (vehicle-km). The volume of transport performance expressed in seat kilometres (seat-km) represents 21,590,389,000 seat-km (see table).

Compared to 2019, the transport performance in vehicle kilometres decreased by 7.71%, the volume of seat kilometres decreased by 7.54%. The deployment of a higher number of articulated buses at the expense of standard ones has had a fundamental effect on this difference.

### SERVICES FOR PEOPLE WITH DISABILITIES

#### Metro

At the end of 2020, out of the total number of 61 metro stations, 45 stations were accessible by public passenger lifts, inclined stair platforms or direct barrier-free entrances. These included 10 stations on line A (Nemocnice Motol, Petřiny, Nádraží Veleslavín, Bořislavka, Dejvická, Můstek, Muzeum, Strašnická, Skalka, Depo Hostivař), 17 stations on line B (Zličín, Stodůlky, Luka, Lužiny, Hůrka, Nové Butovice, Smíchovské nádraží, Anděl, Národní třída, Můstek, Florenc, Palmovka, Vysočanská, Kolbenova, Hloubětín, Rajska zahrada, Černý Most) and 18 stations on line C (Letňany, Prosek, Střížkov, Ládví, Kobylisy, Nádraží Holešovice, Vltavská, Florenc, Hlavní nádraží, Muzeum, I. P. Pavlova, Vyšehrad, Pankrác, Budějovická, Roztyly, Chodov, Opatov and Háje).

#### Trams

Guaranteed connections are also provided on all day tram lines (except nostalgic tram 23). The dispatch of low-floor trams in full operation mode in 2020 was comparable to 2019. However, 2020 was specific, as most of the year the trams were operated in semi-empty mode. This was also relevant in December, when 209 low-floor trains were dispatched, i.e., approximately 57% of the total number of tram trains dispatched.

#### Buses and trolleybuses

Since December 2020, all bus and trolleybus connections have been serviced by low-floor vehicles. Two runs on weekends when nostalgic vehicles are used on some runs of lines 180 and 213 are an exception to this.

### PRIORITY FOR PUBLIC TRANSPORT

In the past year, work on the "Priority for Public Transport in Prague" project continued in cooperation with the municipal authorities, the Transport Department of the Police of the Czech Republic and other organizations.

A total of 294 m of sleepers were installed along Sokolovská street. At the end of the year, there were a total of 13.5 km of these fittings on the tram network.

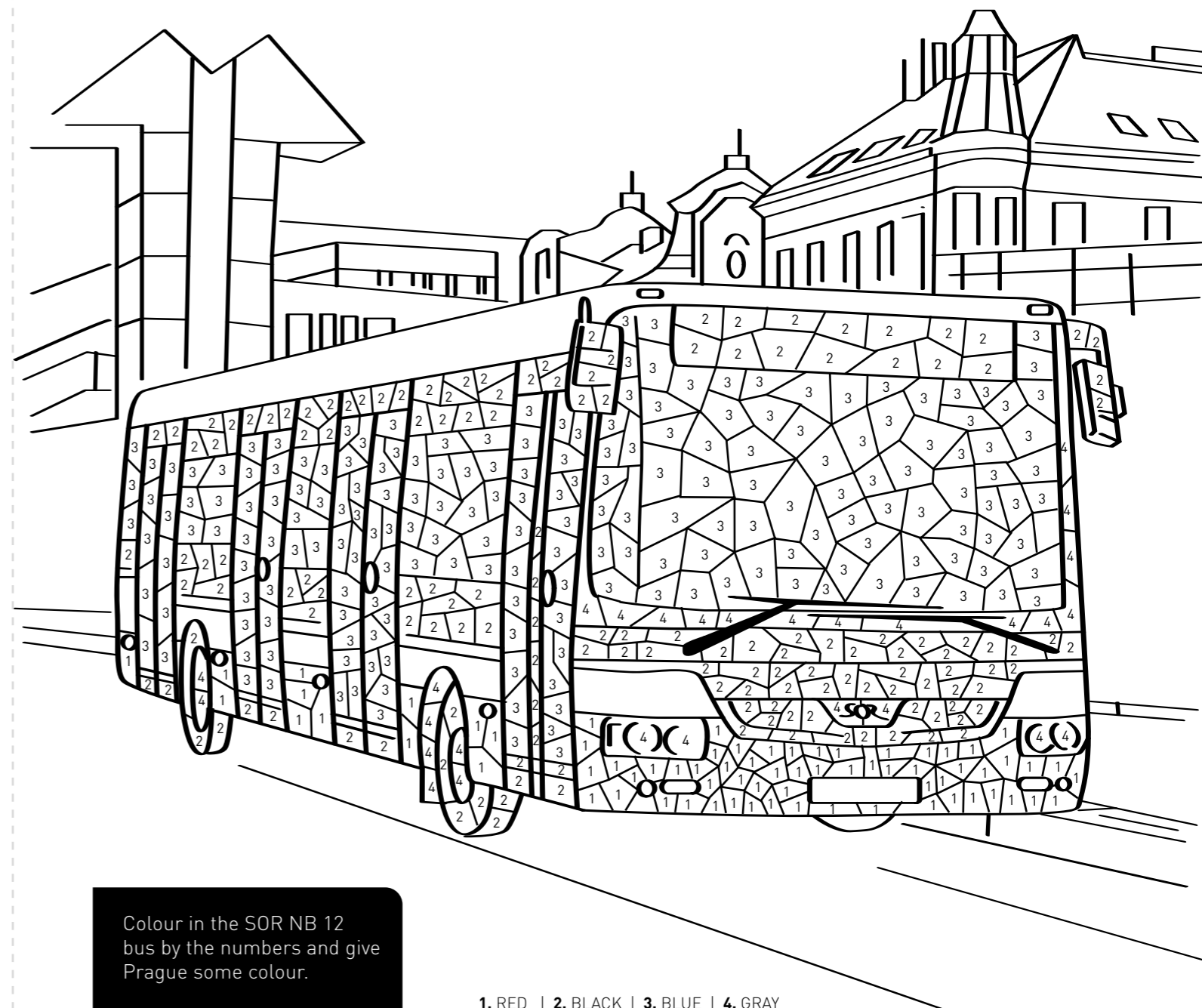
During 2020, 10 traffic lights with tram priority signalling were installed. At the end of 2020, 219 out of 247 traffic lights were equipped with tram priority signalling.

The total length of designated bus lanes increased by 7 km, with their establishment chiefly in Modřanská, Plzeňská, Bělehradská and Novovysočanská streets. The total length of designated bus lanes at the end of 2020 was 55 km. The number of traffic lights with bus priority signalling increased by 9 to 234.

### TIMETABLES

From the point of view of scheduling, 2020 was very turbulent. In connection with the Covid-19 pandemic, operations changed frequently and adapted to the situation. A total of 10,626 changes to individual schedules were processed to ensure continued operation of DPP lines. This figure, however, does not take into account the number of charts prepared in various operational variants, e.g., limited availability of drivers and different closure times. In other words, approximately 1500 operational charts were prepared and several hundred more flow diagrams developed for other possible operational variants.

In 2020, there was also a significant adjustment of driving times in tram transport. From the passengers' point of view, it was essential to make vehicle position data available in connection search applications. Passengers thus have information about the delay of a connection in real time.



Colour in the SOR NB 12 bus by the numbers and give Prague some colour.

1. RED | 2. BLACK | 3. BLUE | 4. GRAY

## TRANSPORT CONTROL

The Covid-19 pandemic affected society as a whole and therefore also the operations of both the DPP and the Transport Control Department. Various anti-pandemic measures made it difficult for fare inspectors to work and some activities had to be changed or cancelled, yet the basic mission of the unit – comprehensive efforts to enforce fares in the PID network – was ensured. There was also a significant stabilisation of the department in terms of staff.

DPP also managed to make improvements to the electronic work performance tracking system. Now fare inspectors can record the checks they conduct in trams using special inspector cards. By waving this card over the mobile ticket machines (ticket machines in trams), they no longer need to write down their activities in the driver's operating log. The whole recording process is thus more effective and less burdensome on both inspectors and drivers. There are plans to expand the electronic work performance tracking system and fare inspections to buses in the near future.

The possibility of paying fines through the Pražana Portal has begun to be prepared for passengers. It is intended to make it easier for the inhabitants of the city to communicate with Prague City Hall, district authorities and municipal organizations. The same possibility will be offered by DPP's e-shop. This fine paying option should be fully operational in 2021.

Cooperation with the Municipal Police and the Police of the Czech Republic continued in 2020. In addition to the usual fare-check operations, 42 special operations were jointly organised and carried out. This cooperation has shown very good results over the long-term. The police assist inspectors not only with enforcing fare payment, but also with removing those passengers who violated fare regulations and are a burden to other paying passengers.

Even this year, passengers had the opportunity to pay a reduced fine of CZK 400 for using public transport without a valid ticket. The condition for this reduction is the obligation to purchase a full annual coupon within 5 days of the inspection. More than 16,000 passengers have already taken advantage of this opportunity.

Enforcement of unpaid fines continued in cooperation with four law firms. DPP has been cooperating with these law firms on the basis of the Mandate Agreement since 2017, and this cooperation can be assessed very positively, especially from the economic point of view. We are succeeding in reducing the number of fines not included in the enforcement procedure or where this procedure was not successful in collecting the fine.

Number of fines imposed	Net revenue from fines in CZK million
204 582	134.8
A decrease of 17.2% compared to 2019	A decrease of 21.5% compared to 2019

## TRANSIT AND TRANSPORT SURVEYS

In 2020, depending on the current restrictions imposed in connection with the Covid-19 pandemic, DPP carried out physical operational transit surveys on selected PID tram and bus lines, in particular:

- Surveys of the utilization of alternative bus transport during PID closures in Nádražní and Průběžná streets
- Monitoring of the degree of influence of regular surface transport lines by closure, e.g., during the closure of metro line C
- A survey of bus line utilization for people with reduced mobility and orientation
- Trolleybus line use surveys
- Surveys of regular PID lines at selected stops

All planned physical comprehensive and regional transport surveys of PID tram and bus lines were postponed this year.

Thanks to the successful introduction of other automatic passenger counting (APC) systems in DPP vehicles, this year it was possible to design transport in Prague using data on the number of transported passengers continuously obtained:

- from all 78 subway lobbies
- from 50 15T trams
- from almost 500 buses
- from the Petřín funicular

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

A detailed analysis of data on transported passengers regularly imported from APC systems throughout the metro and in selected trams and buses was performed daily.

When detecting and selecting inaccurate or erroneous data, the relevant DPP departments were handed over documents for continuous adjustments or repairing defective APC sensors.

It was also necessary to cooperate with individual APC system suppliers on improving the processes for importing data into DPP databases.

Depending on the current restrictions imposed in connection with the Covid-19 pandemic, physical verification surveys of the accuracy of APC systems in the metro, trams and buses were carried out.

The huge amount of data on the number of transported passengers, continuously obtained from the above-mentioned APC systems, made it possible to evaluate on a daily basis and submit to the cooperating departments of DPP and the City of Prague tabular and graphical evaluations of the current development of the number of passengers transported by metro, tram and bus.

In 2020, according to data from APC systems, DPP transported a total of 714,138,000 passengers, of which:

251,423,000 by metro  
239,792,000 by tram and the Petřín funicular  
218,659,000 by urban bus incl. ZLD and AE lines  
38,000 by trolleybus and  
4,226,000 suburban bus, incl. through outlying zones.

The total number of transported passengers in this year marked by the Covid-19 pandemic decreased by 39% year-on-year.

## ACCIDENT RATES

Transport accident rates decreased by 20.09% in 2020, with 727 fewer accidents than the year before (2891 vs 3618).

The number of metro accidents did not change (19 vs 19). The number of tram accidents decreased by 52 (1124 vs 1533), bus accidents by 317 (1748 vs 2065), trolleybus accidents by 1 (0 vs 1).

The number of accidents caused by DPP staff fell year-on-year by 14.82%, with 213 fewer accidents than the year before (1224 vs 1437). Specifically the number of metro accidents increase by 1 (3 vs 2), the number of tram accidents fell by 77 (168 vs 245), the number of bus accidents fell by 136 (1053 vs 1189), and the number of trolleybus accidents fell by 1 (0 vs 1).

The number of deaths in 2020 resulting from DPP vehicle accidents was 5, which is 5 people less than in 2019 (4 vs 5 metro operations, 0 vs 5 in tram operations, 1 vs 0 in bus operations and 0 vs 0 in trolleybus operations).

## INFORMATION FOR PASSENGERS

2020 was specific in many respects. The situation around the Covid-19 pandemic not only affected urban public transport, but also had an

impact on passenger information. Information about the current traffic, lines and timetables, but also about the imposed anti-pandemic measures, was one of the desired and sought-after services that DPP offered to passengers this year. Passengers could get this information in printed, electronic and acoustic form, for example in metro stations, at surface transport stops and directly in vehicles.

The most important topic of information was, of course, everything connected with anti-pandemic measures and changes to operations to reflect the current situation and the measures imposed by the government or the Prague administration. Thus the following was added to the standard types of traffic information available in the metro stations, on surface transport stops and in public transport: new information elements (stickers, leaflets, posters) on the obligation to wear facemasks (or some other item to cover the mouth and nose); information about the "Hands Face Space" rule; notice of preference for contactless payments at Info Centres and points of sale; notice of no access to surface transport vehicles via the front door; information on how to get to testing points, which was placed at surface transport stops in the immediate vicinity of the testing points; and stickers and posters concerning the earlier closure of the metro.

Announcements at metro stations also addressed current anti-pandemic measures (gradually during the year in five different text versions, including English). There were also announcements about restrictions of the scope of daily public transport operations.

Work on repairing and refurbishing tracks did not stop either. Among the most important in terms of information were, for example, the refurbishment of the tram tracks in Nádražní street (in two stages from March to the end of October), the refurbishment of the tram tracks in Starostražnická street (approximately from mid-May to the end of August) and refurbishment of the tram tracks in Na Veselí and Soudní streets connected with the extension of the tram line in Na Pankráci street (approximately from mid-September almost to the end of

November). We should also mention closures that also significantly affect operations in the city centre (e.g., the closure in several shorter stages in connection with the repair of the tracks in the area of Karlovo náměstí), closure of metro sections due to necessary track repairs, closure of the Opatov metro station on line C during two May weekends because of the refurbishment of the station and structural modifications related to the construction of the lift, and the temporary closure of the exit from the Anděl metro station in the direction of Na Knížecí due to the replacement of escalators and renovation of the vestibule (from November to September 2021).

For these and other planned and extraordinary projects with an impact on operations, permanent and temporary changes (e.g., other closures in tram operation or permanent changes in PID operation), message boards with site plans were prepared for 51 major projects on top of the signs at the affected surface transport stops. Leaflets of several different types were issued for a total of 18 projects (the number of leaflets for each project varies according to the impact the project has on operations). To provide information about more serious changes in PID operations, large information boards directly managed by DIP and located in the affected areas were also used for 26 projects (due to anti-pandemic measures, information boards have been used more since about the autumn in lieu of the originally planned use of people/information providers).

During the year, 162 reports for the DPP website and possible further use in the press and 213 metro station announcements (of which 109 in Czech and 104 in a foreign language, mainly English) were prepared on the topic of temporary or permanent changes in PID operations as well as on the aforementioned changes caused by emergency coronavirus measures.

At significant transport hubs and places affected by the changes, people/information providers were again deployed at 29 more serious closures and other projects to acquaint passengers (in Czech and

English) with the details of the changes on the spot. Their further deployment was put off due to stricter emergency measures and replaced by other means of information (e.g., more information boards).

In order to update and maintain information at surface transport stops, 3404 trips were made in 2020 to all tram stops and to bus stops equipped with stop markers owned by DPP, both in Prague and in the neighbouring 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 – 134,850 this year, which represents an increase of 20,000 compared to last year – including updates on the scope of operations and other adjustments in connection with coronavirus emergency measures; delivery, installation and, after completion of the project or event, removal of information boards; changes and minor maintenance of sign accessories, stop markers; and so on). For all implemented transport measures, closures and even regular operating conditions, 6,865 passenger information system elements were produced in 2020 for stop posts to provide information about the current status of the respective stop (interestingly, this represents approximately 1000 sqm of paper and approx. 5 km of laminating foils with an A3-size width). In 2020, as part of the efforts to provide of information to passengers at surface transport stops, DPP had more than a 90% share in all implemented transport measures in Prague.

Some other passenger information materials were updated as well. This includes maps of Prague showing the PID network (in the version for showcases in metro stations and at selected surface transport stop shelters), a promotional map calendar for 2021 (a portion also for sale at Information Centres and the Fan Shop) and, in connection with permanent changes in routes, PID night line diagrams for placement in surface transport vehicles and information showcases in metro stations.

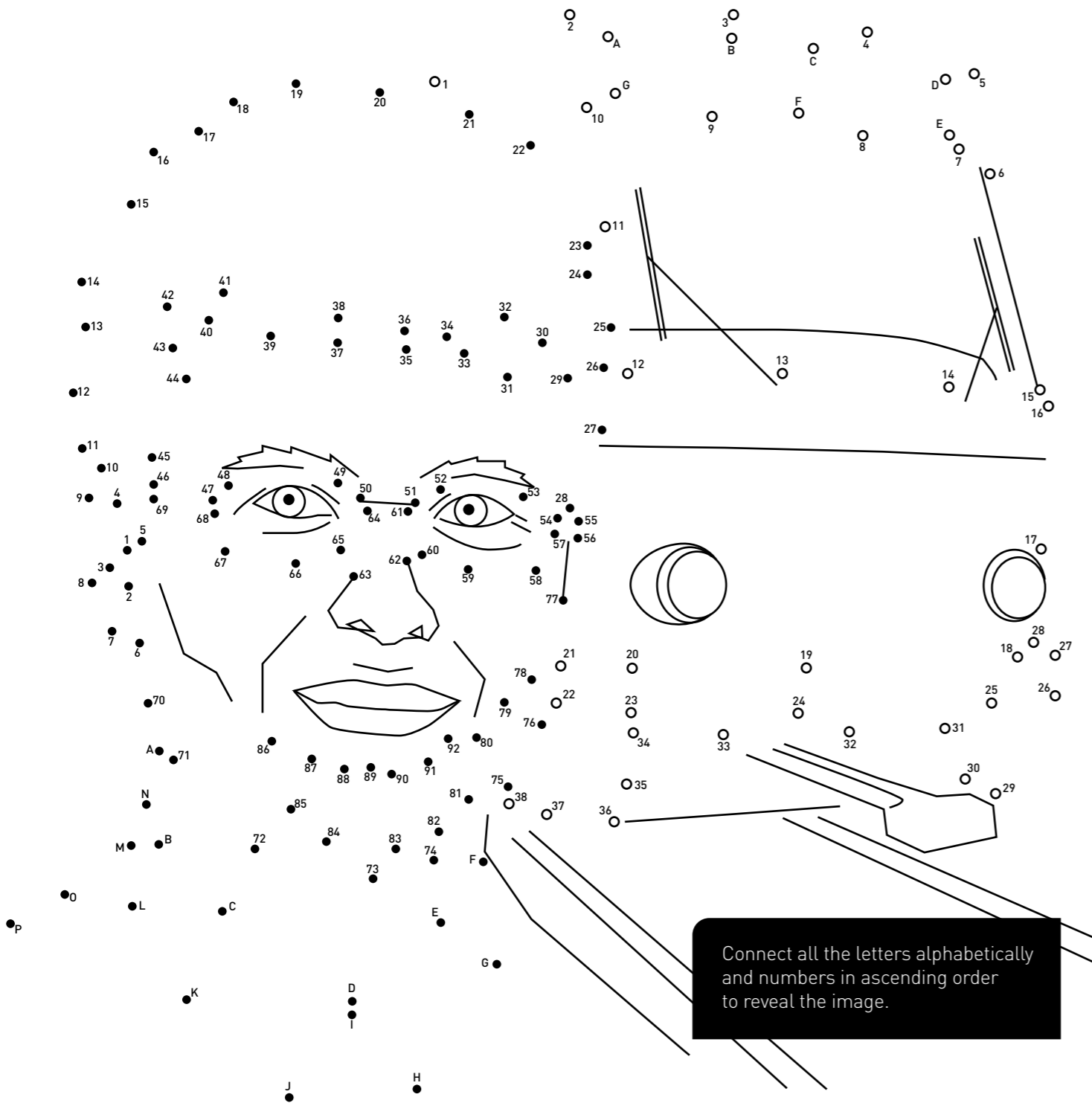
## TRANSIT INFORMATION CENTRES AND DPP FAN SHOP

Transit Information Centres (TICs) offered DPP clients the same range of services in 2020 as in previous years: comprehensive information and advice on operations and PID tariffs in Czech and in some foreign languages; sale of all types of individual and long-term travel documents and duplicates; receipt of suggestions to the public; distribution of many types of transport and tourist information materials; and sale of transport- and Prague-themed souvenirs. TIC employees also represented DPP at several marketing events and trade fairs.

The whole of 2020 had been affected by the global Covid-19 pandemic since mid-March. As a result of restrictions in domestic and international tourism and repeated restrictions on operating hours and offer of the Transit Information Centre (TIC), the number of visitors decreased by almost 50% to 814,948. The share of foreign-language visitors fell to 30%. However, in connection with frequent changes in transport, the share of domestic clients requesting current information increased significantly at the expense of foreigners compared to previous years.

TIC revenues exceeded CZK 472 million, incl. VAT, although sales of individual tickets fell by as much as 96% in some calendar months. The busiest branches were again the information offices at Hlavní nádraží, followed by the popular branches in Anděl and Hradčanská.

The DPP Fan Shop recorded a significant increase in customer interest, with almost 100,000 customers in 2020. The sale of fan items, publications and souvenirs increased year-on-year by 69% to a total of 8,085 items. Compared to 2019, due to government restrictions, fewer tickets for adventure events were sold, specifically 762. Revenues for 2020 reached almost CZK 1.7 million, incl. VAT.



Connect all the letters alphabetically and numbers in ascending order to reveal the image.

# technology

In 2020, the Technical Section was already working in a new organizational structure. The section was divided into two parts, Metro and Surface. With this division, investments were newly transferred to the competence of the department and to the Technical - Surface Section and the Historic Vehicles Unit.

The preparation and implementation of metro station reconstruction and modernization projects continued in the metro. One of the bigger events was the completion of an extensive reconstruction of the Opatov metro station. The implementation of barrier-free access to the stations and modifications to the edges of platforms for better boarding of passengers dependent on wheelchairs continued. Cooperation continued on preparations for the construction of the new I.D. metro line.

On the surface, in the area of tram line reconstruction projects, some of most important events included the reconstruction work in Nádražní and Starostrašnická streets, the modernization of the Hlubočepy - Barrandov tram line and the reconstruction of the 46-year-old tram line to Hvězdová street as part of the reconstruction work in Pankrác. The number of barrier-free tram stops also increased, bringing their percentage to 81% of all tram stops.

In the metro fleet, as in previous years, the number of service vehicles in 2020 remained unchanged, and the average age of vehicles has been rising steadily each year for several years. For buses, the average age of the vehicle fleet was again reduced, and at the same time all vehicles (except for four retro-cars) became low-floor ones. The dynamic charging test project continued, as was long-term test operation in the area of electric buses and trolleybus.

As regards trams, T6A5 trams are gradually being phased out as the delivery of 15T trams has come to an end, and the average age of

the rolling stock remains practically the same as in 2019. The total maintenance percentage was reduced compared to 2019 due to its reduction especially in 14T and some 15T trams.

## FLEET

### Metro

As of 31 December 2020, the metro operating fleet consisted of a total of 730 trains, of which:

- Reconstructed 81-71M trains: 465
- M1 trains: 265

This is an established number for the near future, and it is not expected to increase. The operating condition of metro vehicles does not include two historic sets, which consist of three Ečs and five 81-71 trains. These sets are intended for the implementation of the Adventure Tourism programme.

The overall maintenance percentage for 2020 was 11.98%. The average age of service vehicles reached 15.35 years.

### Trams

As of 31 December 2020, the operational tram fleet consisted of a total of 785 cars, of which:

- Modernized low-floor KT8D5.RN2P trams: 51
- T6A5 trams: 6
- Low-floor 14T trams: 55
- Low-floor 15T trams: 250
- T3R.P trams: 347
- Partially low-floor T3R.PLF trams: 35
- T3 + T3SU, T3M and T3M2DVC trams: 41 (785 historic cars are not included)

In 2020, the modernization of KT8D5 cars (originally from Miskolc) continued. By the end of 2020, cars 9099, 9101 and 9102 were placed in regular operation. Another car to be placed in operation will be car 9100, which has been waiting for the issuance of Certificates of Competence. In 2020, the crossmembers were repaired on seven 14T cars, including a minor modernization. As of 31 December 2020, all 55 14T cars were in regular operation. The T2 project, consisting of the repair of two T3SU cars using the body of two T2 cars, was completed, and since March 2020, cars 6003 and 6004 have been used in the operation of a nostalgic line. In 2020, 24 T6A5 trams were decommissioned and are gradually being sold. In 2020, 42 T6A5 trams were sold, the vast majority of which will continue to serve the public at other transit companies (20 cars were delivered to the Brno transit company and 15 to the Sofia transit company). The average age of service vehicles reached 12.49 years. Due to efforts to eliminate trams of an older production date and include modernized KT8N2 cars, the age of the vehicle fleet will continue to decrease.

The total maintenance percentage for 2020 was 17.82%. Compared to 2019, there was a slight improvement in almost all types of vehicles; its amount, however, is still negatively affected by the longer repair time needed for 15T cars.

In connection with the approved Tram Line Development Strategy and the related increased need for two-way cars, the modernization of KT8D5 cars to KT8N2 cars will continue in 2021. At the same time, in accordance with the requirement to introduce the operation of low-floor cars also to night-time operations, the reconstruction of selected T3R.P cars into T3R.PLF cars will commence in 2021.

### Buses

As at 31 December 2020, the operational fleet of buses and trolleybuses consisted of a total of 1165 buses and 1 trolleybus. There were 498 articulated buses (of which 496 were low-floor buses), a total of 588 standard buses (of which 586 were low-floor buses), 61 midibuses and a newly introduced midibus+ category with 18 newly acquired

vehicles (all midibuses are low-floor). A total of 184 buses (of which 143 were standard and 41 articulated) managed to be restored during the year. The process of continuous renewal helped achieve a full low-floor fleet in regular transport. The remaining high-floor buses – two category S and two category K – are intended for operation of "Retrolines" (on lines 180 and 213). During the year, we managed to unify the design of the check-in and information system of all standard buses. All newly delivered buses were equipped with full-vehicle compressor air conditioners, which increased the share of buses equipped with full-vehicle air conditioning to 46.95% of the bus fleet. The borrowed Ekova 12T Electron trolleybus was tested on line 58, and a Škoda 24Tr trolleybus was acquired.

The total maintenance percentage for 2020 was 8.01% and the average age of service buses was 5.32 years.

### Intra-company transport

2020 was relatively demanding for the Intra-Company Transport Facility (ICTF). As a standard, the ICTF had to provide all passenger cars, vans, trucks, special vehicles, construction machinery and other mechanization for the internal customer. By April, the operating leasing of 26 passenger cars had been terminated. Due to the incomplete replacement of the vehicles, PVD had to redistribute the vehicles for a short time in order to meet all the internal customer's demands. Another very demanding period was associated with the termination of outsourcing of part of freight transport to KARIR CZ s.r.o. In order to be able to take back all activities and vehicles, the ICTF underwent a reorganization, which consisted in the establishment of a new Truck Centre and the creation of 21 jobs. In connection with the takeover of outsourced activities, 98 vehicles and 10 additionally pieces of machinery (skid steer loaders and a forklift truck) were purchased as part the investment. This resulted in the replacement of the vehicles and machines originally provided by the outsourcer.

As part of the planned replacement of vehicles in the existing DPP fleet, 39 vehicles of various brands and designs were purchased as well as

1 Iveco Crossway driving school bus, 1 lift for the transport of immobile passenger cars and vans and 1 two-way Liebherr excavator.

At the end of 2020, the ICTF, with help from the supplier R-Altra, managed to successfully begin assembling the first telematics units in DPP-owned vehicles. The units are used to evaluate the effective use of vehicles, which in the future will contribute to the optimization of the operating costs of individual vehicles. Full deployment and evaluation of vehicle traffic data is expected to take place during 2021.

The average age of service vehicles reached 7.5 years.

### Electromobility

In connection with the announcement of the Climate Commitment of the City of Prague, by which the capital city declares its approach to meeting international targets for reducing CO<sub>2</sub> emissions, and with regard to forthcoming legislation in the field of bus fleet renewal, great emphasis is being placed on preparations for the wider use of alternative fuels in bus transport. Based on these requirements, DPP developed a Concept for the Use of Alternative Fuels in DPP Bus Transport, which comprehensively and systematically summarizes all existing knowledge and presents scenarios for possible development in the field of bus fleet renewal, including financial contexts. The concept was discussed in 2020 and also approved by Prague City Council.

Thus, conditions will continue to be created for the gradual development of electromobility in bus traffic as one of the ways to reduce emissions and other negative effects from transport. In addition to the preparation of major projects focused on the comprehensive electrification of selected bus lines, the verification of individual usable technologies and various types of vehicles is underway and will continue.

As part of development projects, plans are being made to electrify bus line No. 140 (Palmovka - Miškovice) using mainly the dynamic charging method. Also planned is the purchase of up to 15 battery articulated trolleybuses to replace the existing diesel buses deployed on this line.

The project should be implemented in 2022.

The preparation of the electrification of line 119 (Nádraží Veleslavín - Airport) is also continuing. Problems are being experienced on this line due to the lengthy preparation of rail connections and the ever-increasing number of air passengers. Line 119 should, similarly to line 140, be electrified by means of the so-called dynamic charging method, i.e., a charging trolley should be implemented on approximately half of the route. The purchase up to 20 three-section large-capacity battery trolleybuses with a length of up to 25 m is planned.

In 2021, charging infrastructure should be implemented in the Želivského and Strašnická turning loops as part of the project to acquire 14 standard electric buses using stationary charging. Deliveries of the first electric buses can be expected at the end of 2021.

In 2020, Prague City Council approved the electrification of bus lines 131, 137, 176 and 191, which mainly serve the left bank of the city. The implementation of an overhead contact line for dynamic charging via battery trolleybuses is envisaged on the mentioned lines. The project builds on the already prepared infrastructure on line 119.

DPP will continue to actively test new technologies in the field of bus electromobility. Among other things, pilot projects will be carried out together with external partners to test four-pole charging technology (on line 134) and hydrogen propulsion technology.

Part of meeting the emission and energy targets in the renewal of the bus fleet, which, in addition to the above-mentioned battery trolleybuses and electric buses, also envisages the acquisition of hybrid diesel-electric buses, which will reduce fuel consumption and emissions by up to 25%.



## TRANSPORT INFRASTRUCTURE

### Metro

The Technical – Metro Section arranged operation, maintenance and repairs of technological units:

The backbone power supply system, which is based on 22 kV power supply cables with a total cable length of 493 km from 15 110/22 kV PRE substations to 18 power stations and 22 kV distribution cables with a total length of 495 km; 70 power stations, of which 25 distribution transformers (DT), 1 substation (M) and 44 substations and distribution transformers (MDT), in which there are 342 transformers, of which 97 traction and 245 distribution; traction power supply network with a 302 km cable network; 157 uninterruptible power supplies (UPS); automated control systems for electrical power equipment and lighting; lighting system, which consists of 42,000 luminaires in public spaces, 44,700 luminaires in service areas and 24,300 luminaires in track tunnels, couplings, ventilation shafts, etc., i.e., a total of approximately 111,000 luminaires

Security and automation equipment, which consists of station and line security equipment, stationary part of train security systems on all metro lines and automated traffic control system (ASDŘ-D).

Communication equipment, i.e., telephone equipment including telephone network of DPP surface objects, DPP access system, electric fire warning systems (EFWS), electronic security system (ESS), CCTV system, clock equipment, radio equipment, check-in system, information systems (AIS, VIP), technological network, systems for guiding the blind, equipment for radio communication (VHF), electronic access control system (EACS), information panels above the check-in line (IPOČ), etc.

Metro stations, tunnels and operational buildings, which represents 61 metro stations, 169 km of single-track tracks and 108 km of tunnels; of this length, 139 km of track (incl. connections between tracks and connections to depots), 5 km of test tracks, 23 km of tracks in depots and

about 2 km is a long siding from the Kačerov depot to the SŽDC track; of the 108 km of tunnels, 88 are single-track and 20 km are double-track.

Independent traction rail vehicles for maintenance and repairs on metro lines: 37 traction vehicles, 3 special traction vehicles and 113 powered vehicles.

The fleet of independent traction vehicles was expanded in 2020 as part of investment projects by 1 Pvd4 truck and 4 VP trucks; technological removable superstructures were supplemented by 1 snow sweeper superstructure and 1 "Suction box" superstructure.

Transport equipment consists of a total of 268 escalator arms, 157 lifts and 5 platforms.

Machine-technological equipment consists of 177 main ventilation fans, 3667 air-conditioning fans, 6574 fire dampers and fire wall closures, 433 ASDŘ-T control system devices, 518 faecal and non-faecal pumping stations, 25 exchanger stations and 16 boiler rooms. All this equipment is powered by 2136 power switchboards.

In addition to the basic mechanical-technological devices, the metro security system (MSS) consists of special equipment for filter ventilation, pressure protection, and equipment for securing an independent source of energy and water. The metro protection system also includes an anti-chemical warning system located in some stations.

During 2020, the Technical – Metro Section, to the extent of its purview, participated in various stages of preparation or implementation of large-scale investment projects.

In December, the Opatov metro station, after the completion of an extensive reconstruction, was put into trial operation, where, among other things, barrier-free access was built in the form of a cascade of lifts, and lighting was reconstructed using modern energy-saving luminaires with LED sources. The implementation of barrier-free

access to the Karlovo náměstí station continued. In November, the reconstruction of the Na Knížecí vestibule began, which included the replacement of escalators in the Anděl metro station. Project preparation for the demanding reconstruction of the ceiling slab of the Florenc C station and preparation for the reconstruction of the Jiřího z Poděbrad station continued, which included the replacement of escalators and the creation of barrier-free access to the station. The bridge over the bus terminal at the Kačerov station was overhauled as was the footbridge over the Nové Butovice station. As part of the "Modernization of Public Toilets" project, toilet renovation was completed in another six stations.

In 2020, the installation of access ramps for the disabled continued. The introduction of a mobile signal into the metro also continued in cooperation with a consortium of operators.

On line C, the reconstruction of tunnel lighting continued in the Kačerov – Háje section using modern LED luminaires and the signalling of the supply rail in hall B of the Kačerov depot was gradually repaired. In Pankrác station, MDT was overhauled and the construction of a 22 kV cable from the PRE 110/22 kV Pankrác substation to MDT Pankrác was completed in part. Reconstruction of the DT at Budějovická station also commenced. Stage 1 of the modernization of backup equipment of UPS security systems in the metro stations also began.

In July, the first shutdown of the electronic security system for the purpose of upgrading the communication computers was completed in Ládví station. Despite the difficult situation associated with the Covid-19 pandemic, weekend closures continued to be used to allow replacement of the original wooden sleepers with concrete ones in the 1<sup>st</sup> and 2<sup>nd</sup> tracks in the Museum – IP Pavlova and Pražského Povstání – Pankrác sections on line C. Night transport closures were then used for the same work in the Můstek – Muzeum section on line A. Rail grinding continued according to the approved plan, especially on line C. The above activities are aimed at reducing noise and vibration from metro operation and also at increasing travel comfort. The sleepers in tracks 6 and 7a, 4 switches at the Zličín depot and 7 switches at the Kačerov

depot were successfully replaced. At the Hostivař depot, the sleepers on a part of the test track were replaced and the fire road in the station tracks was repaired.

In November 2020, a pilot project for predictive escalator maintenance was launched. A total of 21 selected escalators will be monitored with the help of installed vibrodiagnostic sensors and piezo sensors, monitoring the individual parts of the escalator drive with subsequent evaluation of their condition and degree of wear.

Due to the ongoing investment project, the modernization of the HVAC station has already been completed, including the power supply at the Dejvická, Muzeum A and Náměstí Republiky stations. In September, a more extensive repair of service sanitary facilities began, namely at the Chodov station and the men's sanitary facilities at the Háje station, which work was successfully completed in 2020. The repair of sanitary equipment for IOT at the Strašnická station and the addition of air conditioning at pre-sale points in 16 different stations also contributed to improving employees' working conditions.

### Trams

The Tram Transport (Dopravní cesta) Unit was in charge of the operation, maintenance and repair of technological units under its administration. In 2020, the modernization of tram lines continued with the aim of increasing travel comfort, shortening travel times, extending service life through the use of modern constructions and, last but not least, reducing noise.

February 2020 commenced with work on the reconstruction of the tram line in Sokolovská street, specifically in the section between the Na Břehu junction and náměstí OSN. The original tram line, consisting of large BKV panels, was replaced by a fixed carriageway with W-tram rails. Due to the limited height of the TT structure on the bridge deck, steel sleepers with Ortec fastening are used on the bridge over Rokytká creek. The whole section is covered with cast asphalt. Longitudinal dividing fittings are also installed in the section. During the reconstruction of the tram

line, the Nádraží Vysočany stop was also reconstructed in the direction of the city centre, where the parameters of the stop were improved, with the entrance edge being increased in particular. The Videňská stop in the direction from the city centre was shortened to one set and the ramps were modified. The construction was carried out by DPP itself. It took place in coordination with the construction activities provided by the Technical Administration of Roads. As part of this closure, the K Moravině and Kovářská crossings in Sokolovská street were repaired.

In the middle of March, the reconstruction of the tram line in Nádražní street began, in the section from the exit from the underground garages (the existing carpet shop) to Na Zlíčově street. The original tram line, consisting of obsolete BKV large-area panels, was replaced in the direction from the city centre to the Lihovar stop by a classic track structure with a gravel track bed and a 49E1 rail on reinforced concrete sleepers. The route of the tram line was relocated. The track is now straightened and located at the very edge of the road adjacent to the Railway Administration's line. In the section from the Lihovar stop to Na Zlíčově street, the original line was replaced by a fixed carriageway with fastened W-tram rails. In front of the Zlíčov Y002 bridge, a track branch was inserted for the planned Dvorecký bridge, which branch does not have a milled groove in the cores in order to extend its service life. Due to the height dispositions, the fastening on plastic-concrete cushions ("metro") is used on the Zlíčov Y002 bridge, and the tram line was re-laid in the direction from the city centre to the right side of the bridge deck. As part of the construction, the Lihovar stop underwent a complete reconstruction and conversion, and the ČSAD Smíchov stop was terminated, which shortened the travel time between Barrandov and the city centre. The construction was carried out by an external contractor, managed by the Surface Investment Department.

As part of the closure in Nádražní street, a section of large BKV panels was repanelled in the section between the Smíchovské nádraží stop and the point where the tram tracks should be shifted.

Simultaneously with the start of the reconstruction in Nádražní street,

the modernization of the Hlubočepy - Barrandov tram line began. The upper layer of the gravel bed was replaced in almost the entire section. Where the gravel bed was replaced, the original NT1 rails were also replaced with grooved 49E1 rails and, on the flyovers, 60E1 grooved rails using the original wooden sleepers and safety angles. An exception was the Lamačov and Trégllov underpasses, where NT1 rails were replaced with new ones without further intervention in the track superstructure. The straight section at the Chaplinovo náměstí stop, the curve track and part of the flat area at the Sídliště Barrandov stop were left unmodified. The modernization also succeeded in improving the geometric position of the track, which will result in less wear on the track surface and higher travel comfort. Among other things, four stationary lubrication machines were modernized, which will result in a reduction in rail wear in the entire section and, last but not least, in a reduction in noise for the surrounding inhabitants. As part of the modernization of the track superstructure at the flyover, four bridge closures were reconstructed and new insulations of the bridge structure were made in the area of the transition structures. Damaged concrete barriers, which form a safety restraint system and separate the TT from the service road, were replaced above the bridge closures. On both flyovers, the anti-corrosion coating of the steel railing on the concrete railing walls was renewed. At the Hlubočepy stop, the sunken subsoil and surface were repaired. The construction was carried out by an external contractor, managed by the Surface Investment Department in coordination with stage 0 of the extension of the Barrandov – Slivenec tram line.

The third major event, which took place in parallel with the reconstruction in Nádražní street, was the already mentioned construction of Stage 0 of the extension of the Barrandov - Slivenec tram line. As part of this project, a new double-track branch was built as were about 100 meters of the track of the new line to Slivenec, which consists of 49E1 rails on sleepers in a gravel bed. Furthermore, as part of the construction, a new shelter was built at the Sídliště Barrandov stop, which is located above the newly installed information kiosk. During the construction of Stage 0, a part of the curved return tracks of the Sídliště Barrandov loop was replaced. The construction was carried out by an external contractor

and managed by the Surface Investment Department.

The turn of the months of April and May was marked by the replacement of the track wye on Charles Square and other structures in the closed sections, i.e., double-track branching on Tylovo náměstí from Ječná street and double-track branching in the Moráň track structure. Due to reduced transport demand because of Covid-19, advantage was taken of the closure and the curved tracks in Na Moráni street were replaced.

At the end of June, the reconstruction of the tram line in Starostrašnická and V Olšinách streets began. This project focused on the section between the Vinice crossroads and the Průběžná x V Olšinách crossroads. The original tram line, consisting mainly of large-area BKV panels, was replaced by a fixed carriageway with W-tram fastening and a cast asphalt surface in the section between the Vinice junction to the end of the Starostrašnická - V Olšinách curve. From the mentioned curve to the intersection Průběžná x V Olšinách, the tram line is newly formed by grooved 49E1 rails on a gravel bed covered with a grass carpet without irrigation. As part of the reconstruction of the tram line, the Nad Primaskou and Vozovna Strašnice stops in the direction of ZC in Vinohradská street were terminated. These stops were replaced by one new stop, Vozovna Strašnice ZC, which is now in Starostrašnická street and consists of a stop cape. In the opposite direction, the Vozovna Strašnice stop in Starostrašnická street was moved back and made barrier-free accessible via the sidewalk. The Vozovna Strašnice DC stop in Vinohradská street was renamed the Vinice stop. Both of the current Vinice stops were made barrier-free from the pedestrian traffic lights via new access ramps as part of a coordinated Vinice traffic light reconstruction project. The reconstruction of the tram line was carried out by DPP itself and was timed to coincide with the reconstruction of the PVS sewer line.

During the reconstruction of the Starostrašnická - V Olšinách tram line, double-track branches were also replaced in the Průběžná x V Olšinách railway structure and in the Vinice railway structure.

During the reconstruction of the Starostrašnická - V Olšinách tram

line, it was also possible to replace the complete gridiron siding in the Strašnice depot, where compacted gravel now forms the surface until such time that the supporting structures in the hall are reconstructed. The gridiron siding is now completely laid on sleepers and its drainage across the entire extent of the depot yard has been overhauled.

In August, DPP took advantage of the situation caused by the Covid-19 pandemic and, in coordination with the ongoing reconstruction of the tram line in Nádražní street, repaired the tram line in the section from Anděl to the Smíchovské nádraží turning loop.

At the turn of August and September, the reconstruction of the tram line in Na Pankráci, Na Veselí and Soudní streets began in a continuous section from the Na Pankráci x Na Veselí intersection to the entrance to the Pankrác depot, and at the same time the line to the Na Pankráci x Hvězdova intersection was renewed. The original tram line, consisting of large-area BKV panels, was replaced by a fixed carriageway with W-tram fastening and cast asphalt cover. At the intersection Na Pankráci x Na Veselí, a complete track wye, connecting the renewed section of the tram line to the future final metro station D Pankrác, was newly installed. The renewed section consists of a grooved rail NT1 on used reinforced concrete sleepers in a gravel bed. At the end of the new section, the new terminus stop – Pankrác – with a single-track y-turn was built. Switch constructions made of NT1 rails are placed on wooden sleepers in a gravel bed. As part of the reconstruction, the Na Veselí stops were made barrier-free, and the stops are now accessed via a stop cape instead of the street. In the previously reconstructed Na Veselí - Soudní curve (2011), the rails were replaced and two stationary lubrication devices were installed in order to reduce the amount of wear of the rails in the curve as well as reduce the noise from trams. The construction of the track structure and the new section to the intersection with Hvězdova street was carried out by an external contractor. The reconstruction of the tram line in Na Veselí and Soudní streets was carried out by DPP itself.

At the same time, it was possible to repair the unsafe state of the

inspection pit in the Dvorce turning loop and thus restore its full functionality. The repairs were carried out by an external contractor.

In September, DPP itself repaired the Sazečská crossing, including the replacement of rails, and the closure was also used to cover the underside of the Hostivař - Malešická továrna section.

During September, two double-track branches in the Klárov x Letenská track structure were replaced, including the connecting curved tracks, which were already in a state of disrepair.

As part of the reconstruction in Pankrác, DPP replaced part of the track structure in front of the Pankrác depot and in the Pankrác depot turning loop.

In addition to the above-mentioned projects, several other minor projects took place during the year in the form of replacements of turnouts, curved rails, rail cut-outs, curve welding, rail grinding to remove corrugations and laps, and partial surface repairs.

The modernization of the track was in most cases accompanied by the modernization of the overhead trolley line. The most extensive projects included reconstructions in Nádražní street, then in Pankrác and Na Veselí streets, in the area around Strašnice and in Sokolovská street in front of the DPP building, during which a total of about 70 tramway poles were built. Another major project was the modification of the overhead trolley line at the Sídliště Barrandov turning loop with the construction of a connection for a new line in the direction of Holyně, during which it was necessary to build seven tramway posts.

As part of the maintenance of the overhead trolley line, or due to engineering network accidents, several emergency replacements of individual tramway posts were carried out in 2020, for example in Švehlova, Jičínská, Evropská, Plzeňská, Partyzánská and other streets. Throughout the year, minor modifications and interventions were made on the overhead trolley lines in connection with projects of other

investors, as well as more extensive modifications of a trolley line at the intersection of Plynární and Na Zátorách streets, which were carried out as part of the construction of a new accommodation facility.

As part of the modernization of the cable network, switch cabinets were replaced with plastic ones, the suction cables to the tracks were revamped and the cable lines of tram stops were reconstructed. As part of the programme to reduce electricity consumption, LED bulbs were installed in more tram-stop signs.

The power distribution cabinets underwent ongoing repair in the form of replacement of screwed bus-ties with disconnectors, which enable more operative and safer handling in the power mains.

Modifications of DPP fittings continued as a result of third-party projects. This year, namely during the construction projects Na Groši II., OC Bořislavka and SHH Holešovice, and repair work being done on the Škrétova building.

In connection with ongoing tram line reconstruction projects, partial modifications of cable lines were carried out. Major re-laying projects were carried out in connection with RTT Nádražní when it became necessary to move about 330 m of the cables because the tram tracks were shifted and the layout of the street changed. During ongoing repairs of the bridge in Nádražní street, the cables in this area were newly placed in multi-channels on the side of the bridge (TSK investment).

As part of Stage 0 of the TT Barrandov - Holyně - Slivenec construction project, protectors and multi-channels were established for the cables pertaining to the new line from the Barrandov substation. During the parallel repair of TT Hlubočepy - Barrandov the transverse interconnection of rails were modernized across the entire construction site and track lighting fixtures were equipped with energy-saving LED sources.

During the repair of the track of the Strašnice depot, preparatory

Connect all the letters  
alphabetically and numbers  
in ascending order to reveal  
the image.



work was carried out for the possibility of future cable route from the Strašnice substation to the planned TT Počernická, consisting in the establishment of guards under the track in the area of the depot.

The second stage of the modernization of the cable network of the Červený vrch substation continued. As the length of the implemented stage is approx. 490 m, a total of 6,200 m of cables, dating back to 1973, were replaced.

Due to the owner's disagreement with the storage of cables on restituted property, 220 m of cable leading from the Krejčířek substation towards the Žižkov depot were diverted via a forest park.

Tram line investments also included the reconstruction of electrically operated switches (EOS) or the construction of new ones. A total of eight EOS systems were implemented. Furthermore, in the Malovanka locality, the existing two different control systems were replaced with a single double one. During the replacement of exchanges in Starý Hloubětín and in ÚD (Central Workshops) Hostivař, two separate exchange heaters were also newly installed.

Traffic lights with tram priority signalling continued to be installed at intersections. Ten such devices were installed during the year.

In 2020, the number of barrier-free tram stops continued to expand and existing ones were improved. In addition to the above-mentioned modifications under RTT projects, the Malostranská stop underwent separate construction modifications in October 2020. The stop was expanded and, in the direction from the centre, two benches owned by the city were installed on the platform. As part of a separate TSK project, the platform on Náměstí Republiky was modified in both directions. During such work, the area around the stops and adjacent sidewalks was adjusted to one height by removing the stairs along most of its length. Furthermore, the pedestrian crossing for the Vítězné náměstí stop in the direction of DC was modified to allow for barrier-free access. The work was also carried out by TSK. TSK's last significant independent project

was the reconstruction of the islands of the Kněžská luka stop in both directions, during which the platforms were expanded, safety railings were installed and concrete paving surfaces were replaced by poured asphalt. Currently, 80.9% of tram stops in the network are barrier-free.

As part of the Prague without Barriers event, this year DPP dismantled the central railing in the area of the Biskupcova stop and in Koněvova street between the Ohrada and Vozovna Žižkov stops.

As part of maintenance work, three damaged sections of the noise barrier between the Nádraží Modřany and Modřanská škola stops were repaired, with six load-bearing columns being replaced.

In the Libeň substation, the reconstruction of the DC technology began, including the replacement of traction transformers and the necessary construction modifications to the building. The EFWS system, including the control panel and sensors, was also replaced. The reconstruction also includes a forced ventilation system.

Reconstruction of the DC technology began in the Podolí substation, but only with the replacement of the isolation transformer, rectifiers, DC switchboard and protection switchboard.

At the Michle substation, construction modifications and additions to the DC technology for powering future charging stations for electric buses commenced.

## INVESTMENTS

### Metro

In 2020, systematic preparation and implementation of investment projects within the metro network continued. These were both total reconstructions of metro stations and significant reconstructions of technological infrastructure or investments in the vehicle fleet.

In December, reconstruction of Opatov station was completed and

trial operation of the station began. On 1 November 2020, work on reconstructing the escalators and revitalizing the vestibule of the Anděl / Na Knížecí station began, a tender for the contractor for the investment project "Replacement of escalators, revitalization of the station and construction of barrier-free access in the Jiřího z Poděbrad station" was called, and bids are now being evaluated. Design work for the reconstruction of stations, replacement of escalators and barrier-free access to the Flora and Českomoravská stations continues. For the project "Modernization of the Zličín depot, including the construction of a new four-track hall and metro station", a public tender for the designer took place.

The most significant reconstructions of the technological infrastructure include the completion of the reconstruction of the main ventilation of the oldest I.C metro line, which was co-financed by the EU through subsidies, and preparation for further reconstruction of the main ventilation in other parts of line C and line B. Another major project was the reconstruction of the air conditioning systems in a total of twelve metro stations on lines A, B and C, which work has been scheduled to take place in the period of 2019–2022. This project is also mostly co-financed via EU subsidies. It is also not possible to omit mention of the practically continuous reconstruction of groundwater and faecal pumping stations in the metro, of which there are about 500 in operation. A contractor was selected for the same works in the Náměstí míru – Želivského section. Reconstructions of distribution transformer stations at Budějovická and Pankrác stations have also begun.

In 2020, the reconstruction of air conditioning at pre-sales points was completed. A project to instal air conditioning at pre-sales points in 16 metro stations and 2 stations of the transport handler was executed. The EFWS systems at the Florenc-B and Chodov stations were reconstructed. Diagnostic equipment for the security system was implemented on route A and the electronic security equipment in the metro tunnels in the I. P. Pavlova - Vyšehrad section and AC and CA couplings were revamped.

As part of the Comprehensive Metro Security System project, the

camera system was continuously modernized and expanded, the VHF communication system was modernized and digitized, which also included the introduction of the TETRA radio system, and electronic security systems were installed.

Work on modernizing the toilets in the stations Nové Butovice, Zličín, Hůrka, Lužiny, Radlická and making them barrier-free was completed. Another stage of reconstruction is now being prepared.

An investment in rolling stock certainly worthy of mention is the purchase of a unique suction truck, which will mainly be used for the suction of gravel. This truck will significantly facilitate and shorten the reconstruction of track superstructures with gravel beds, e.g., at switches and on bridges. The purchase and replacement of the chassis on M1 cars and the modernization of tachograph displays on 81-71M and M1 vehicles also commenced. Work on installing a new LZA train protection device on the B-line trains was ongoing.

### Surface

In 2020, systematic preparation of investment projects for the development of the tram network continued. This related both to ongoing projects from previous years as well as to the preparation of several new tram lines whose introduction was ordered by the City of Prague through a resolution of the Prague City Council. The preparation of new tram lines and other tram transport infrastructure adheres exactly to the Tram Line Development Strategy until 2030, which document was approved by the city administration in 2017 and will significantly contribute to the fulfilment of the Climate Commitment of the City of Prague, through which the city declared its commitment to taking a responsible approach to meeting international targets for reducing CO<sub>2</sub> emissions.

During 2020, Stage 0 of the construction of the new Barrandov - Holyně - Slivenec tram line actually began, during which the Sidliště Barrandov loop was modified by establishing a track branch into the new line. To allow Stage 1, i.e., the continuation to Holyně, to commence, the final

building permit was obtained in 2020 and subsidy co-financing from the EU was approved. The construction of this section is planned for the period 2021–2022. The last part to the Slivenec terminus will be the subject of the second stage planned for the middle of the current decade. Another section, specifically 250 metres of the new Na Veselí – Pankrác section, was built as part of the comprehensive reconstruction of the tram lines in the locality in question. In the future, work will continue on from this advance-built section and new stops at important locations in Pankrác (metro station, commercial facilities, post office) will be established. For this continuation, a study was approved in 2020 and project preparation will begin in 2021. The last planned project for which construction preparations took place in 2020 is the new Dvorecký bridge (an investment by the Strategic Invest Department of Prague City Hall). As part of coordination efforts, the DPP made use of the reconstruction of TT Nádražní to build a rail fork in Zlíchov.

The Sídliště Modřany – Libuš and Divoká Šárka – Dědinská tram lines are in a very advanced state of preparation, with a zoning decision having been issued for both plans. In 2020, work on securing valid building permits progressed and EU co-financing was approved. Implementation of the line to Libuše is expected to begin in 2021 and the line to Dědinská in 2022. Preparations are complete and EU subsidies have been approved for the Zahradní Město tram loop to be located at the future railway station of the same name. The Zahradní Město loop will be completely implemented and put into operation during 2021. A similar project, the new Depo Hostivař loop at the metro station and public transport terminal, made significant progress in 2020 when a valid building permit was obtained. Construction work is thus planned to start by the end of 2021. The process is, however, dependent on coordination with the P+R parking house in the given locality. Among the priorities of the City of Prague is the fundamental development of the tram network both in the suburbs and in the city centre. During 2020, intensive work was carried out on the Wenceslas Square Tram Line and the Museum Tram Line projects, the common goal of which is to restore the long-missing tram connection between Vinohradská street and Wenceslas Square.

In 2021, it is planned to ensure that the permit process for this crucial event begins. Looking ahead to the next few years, the tram connection Museum – Hlavní nádraží – Bolzanova is being prepared, in connection with which DPP, as a future investor of the tram line, participated in the architectural design competition conducted by IPR Prague in 2020 to determine the appearance of the route of this future line.

Other planned projects include the Kobylisy – Zdiby tram line, organized cooperation with the Central Bohemian Region. In 2020, this project received a favourable standpoint in the respective environmental impact assessment; therefore, project preparation will continue in 2021. Based on an updated study from 2020, preparation will also begin in 2021 on the project for the long-planned tram line in Počernická street. The Libuš – Nové Dvory, Malovanka – Strahov, Olšanská – Habrová and Kobylisy – Bohnice tram lines are also among the projects that the DPP was placed in charge of planning and for which the DPP intends to significantly speed up design preparations in 2021.

In addition to the new lines, the construction of the new Hloubětín tram depot is a major investment that has already been commenced. The original depot had to be demolished due to defects in the technical condition of the depot hall, and preparatory work was arranged in advance on the new depot. Since November 2020, the implementation of the first stage, which is the energy centre for the depot, has been underway. Once the energy centre is completed in 2021, DPP plans to continue with the next stages, which include the new depot hall and new operating buildings in the complex. The construction of a new depot is a challenge, as the facilities for the maintenance of low-floor trams must have layouts corresponding to the modern vehicle fleet of today. The new Hloubětín depot should again be back in operation no later than within three years. A parking track on the grounds of the Hostivaři tram repair shop – which was built in 2019 and had a maintenance hall added during 2020 for the purpose of strengthen tram repair capacity in the future – is being used temporarily to dispatch trams in place of the closed depot Hloubětín.

## INSPECTION

This department's main responsibility is ensuring that designated technical equipment (DTE) and reserved technical equipment (RTE) are being operated for the whole company in compliance with Decree No. 100/1995 and No. 50/1978 Collections and Decrees. In 2020, efforts were focused on the following:

Technical supervision:  
Implementation of prescribed inspections, namely gas and pressure, on designated and reserved equipment, pursuant to Act No. 266/1994 Coll. and Decree No. 100/1995 Coll.

In 2020, electrical, lifting and transport inspections that fall within the purview of the Railway Authority and TIČR were carried out. Technical inspections and tests were also performed for the issuance of the Certificate of Competence in accordance with the conditions stipulated by Act No. 266/1994 Coll. and Decree No. 100/1995 Coll.

A total of 3531 inspection and tests, including the issuance of protocols, were carried out, of which 696 were of electrical equipment, 66 of DTE, 925 of machinery - lifting equipment, 986 of transport equipment (escalators, lifts, platforms for the disabled), 747 of pressure equipment and 111 of gas equipment.

Legislative activity:  
Comment procedure for project documentation of lifting, transport, electrical equipment and ČSN proposals; processing of an application for extension of the authorization to perform technical inspections and tests of electrical equipment and for the implementation of technical and safety tests of rolling stock.

## TESTING CENTRE AND CORROSION PROTECTION

The E-09 High-voltage Testing Centre has a valid Certificate of Competence, ref. no. 250/2019, issued by the Association of High-Voltage

Testing Centres (Asociací zkušeben vysokého napětí), and may perform selected tests of electrical engineering aids nationally. It carries out periodic tests of dielectric properties of protective and work aids, e.g., dielectric gloves, high voltage testers, rescue hooks and handling rods. It also provides testing of lightning arresters and now also short-circuit sets. In 2020, the HV Testing Centre tested approximately 700 pairs of dielectric gloves, over 150 high-voltage testers, over 200 handling rods and rescue hooks, and dozens of other aids.

## ENVIRONMENT

A new emergency plan for metro line A was drawn up pursuant to the Water Act (254/2001 Coll.). Throughout the year, employees carried out regular inspections of metro grounds, stations and lines aimed at compliance with applicable legislation in all areas of the environment (waste, air, climate, water, nature and landscape, chemicals, etc.). They represented the company in inspections and negotiations with state administration bodies in relation to environmental issues. For preventive reasons, monitoring of hot water distribution continued with a focus primarily on monitoring the pathogenic Legionella bacterium. As part of monitoring efforts, 196 control samples were taken on the company's premises. In the area of wastewater management, more than 250 control samples were taken, with the aim of determining the quality of discharged wastewater.

According to the plan and in accordance with the Air Protection Act (201/2012 Coll.), emission measurements were performed on three stationary sources of air pollution, which proved that the inspected sources were well with the prescribed emission limits.

## FACILITY MANAGEMENT

This department provides comprehensive technical management of the various metro depots, tram depots, bus garages, the Sokolovská office building, the Central Dispatching building, the network of social facilities at terminal stations, recreational centres, land and other buildings. It is

also in charge of public works. It cooperates on long-term and annual technical management plans and building maintenance plans. It is in charge of activities related to dislocation and record keeping.

2020 was marked by the Covid-19 pandemic. For this reason, Facility Management worked with specialised companies to provide preventive disinfection of enclosed areas – mainly dispatch centres, hostels, offices, workshops and other areas on DPP premises – and provided containers for these disinfectants.

In 2020, approximately 3,580 cases within the scope of operational and technical maintenance of entrusted immovable property were resolved through the Servis Desk application. Emergencies and health and safety shortcomings were rectified immediately upon discovery. Throughout the year, improvements were made to the working environment of DPP's operational staff, especially painting interiors, laying new floor coverings and repairing sanitary facilities.

In the spring, new Premises and Vehicle Cleaning Service Contracts were signed.

Technical condition inventories and geometric measurements of DPP premises were performed throughout the year. Settlement of proprietary relationships took place together with the Real Property Division, and energy audits were carried out on DPP premises in co-operation with the Energy Department.

The most significant projects carried out on DPP premises (some in cooperation with the Surface Investment Department) are as follows:

- Depot Kačerov / Hall B – door wall replacement
- Klíčov Garage – repair of the roof in the parking hall
- Depot Hostivař and OZM Hostivař – replacement of windows of the medical premises, repair of plastic concrete surfaces in OZM
- OZT complex – overhaul of the outdoor fire escape of the SCS building, replacement of the windows of the UD Hostivař entrance building
- Garage and DOZ Hostivař complex – reconstruction of workplaces of the assembly pits and lifting platforms at the bottom washing hall

- Garage Řepy – reconstruction of the facade of the administrative building, including windows, and repair of retention tanks
- Vozovna Střešovice – fireproof coating
- SPŠD in Motol – roofing repair – building A

The 2<sup>nd</sup> stage of the reconstruction of lifts throughout DPP premises took place.

## ENERGY

DPP is the city's largest consumer of electricity. In 2020, total electricity consumption was 344 million kWh. Electricity outlays in 2020 amounted to CZK 837 million. For metro and tram traction operation, 223 million kWh were consumed. The cost of this energy was CZK 539 million.

### Heat

In 2020, the main and largest supplier of heat for DPP remained České teplo, s.r.o., which provides heating and maintenance of on-site heat networks and water distribution systems at the Hostivař, Kačerov and Pankrác depots (stage 1), Zličín depot, Motol depot, Řepy garage, Klíčov garage and Vršovice garage (stage 2), and the Žižkov, Vokovice, Strašnice, Střešovice, Hloubětín and Kobylisy depots (stage 3). In 2020, we purchased 220 thousand GJ of heat from this supplier, for which DPP paid CZK 111 million. Heat supplies from other suppliers amounted to 26 000 GJ, for which DPP paid CZK 13.8 million.

### Natural Gas

DPP provided heat in the Florenc metro station, the Radlice technical centre, in the Central Dispatch Office building and in the Orionka and Švábky complexes from its own sources (gas boilers). Gas consumption in 2020 was 962 000 m<sup>3</sup> for the price of CZK 8 million.

### Water Supply and Sewerage

The water supplier for DPP is Pražské vodovody a kanalizace, a.s. In 2020, DPP utilised 480 000 m<sup>3</sup> for the price of CZK 20.1 million. Sewerage includes not only water supply, but also water leaks in the metro and rainwater. In 2020, DPP paid sewerage for 2,063,000 m<sup>3</sup> in the amount of CZK 80.1 million.

The total costs of all utilities (electricity, heat, gas, water, sewage) in 2020 was CZK 1,070 million.

## HISTORIC VEHICLES UNIT

DPP's Historic Vehicles Unit was the unit most affected by the Covid-19 pandemic in 2020. The number of commercial rides in January and February was higher than in 2019, but mid-March heralded a major slowdown. Commercial rides resumed in May, but by the end of the year only 146 commercial rides had taken place. This is same number of rides that took place in the weaker months of 2019. In 2019, the maximum monthly number of commercial rides was more than double. The Museum of Public Transport was open from the beginning of 2020 until March 8, during which time interest in visiting was higher than in the previous year. After the easing of emergency pandemic measures and the completion of anti-fire paint application in the third hall of the Střešovice depot, the Museum was reopened on Saturday, June 13. The measures allowed for the museum to remain open until October 11 and then on the first two weekends of December. The opening of the Museum of Public Transport on Wednesday afternoon from 1 pm to 6 pm from June 17 to September 16 was something new. More than a hundred visitors found their way to the Museum of Public Transport every day, especially on holiday Wednesdays.

In 2020, the Museum of Public Transport was opened for a total of 76 days and received 15,904 visitors. This is indicative of continued great interest among the public in visiting historic transport-related monuments. The increase in the entrance fee from 50 to 100 crowns for adults did not have any negative effect on attendance. Those who visited the museum in December could use the new audio guide to the museum, which is available in the Prague Trips app.

Line 41 ran in 2020 from 16 May to 18 October. Its operation was shorter by more than two months compared to standard years. A total of 8,517 people used the historic line. Nostalgic line 23 was in operation only until Sunday, 15 March, after which it was cancelled due to the absence of tourists. Cars designed for the nostalgic line began to run on

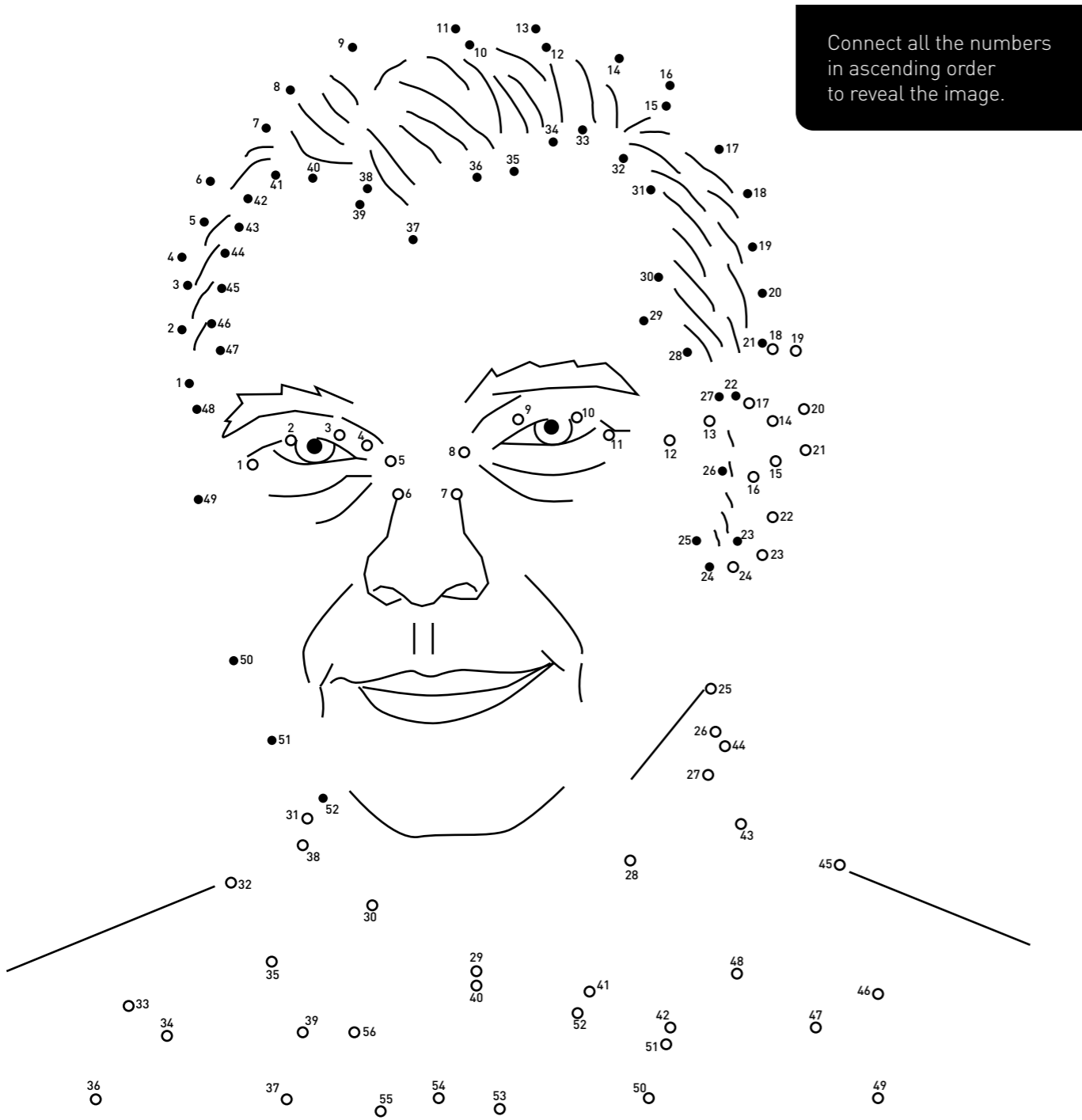
line no. 2 as part of retro operation. Their performance was higher than on line 23, and so DPP performed a higher number of extended daily treatment examinations and control examinations than in 2019.

DPP tried to make the pre-Christmas time more pleasant for Prague residents by decorating two cars (6921 and 7001) in retro style and also by lighting the gables of the depot, which effort received a very positive response.

A lot of work was done behind the scenes. Two T2 trams (registration numbers 6003 and 6004) could be seen since March regularly on line 2 as part of retro operation. Car 7269 has been undergoing refurbishment in Ostrava and should be put into operation in March 2021. Towing car 1522 was repaired using two-axle cars, and the work which began on lift 1562 should be completed by mid-March 2021. Work on refurbishing the interior of motor car 3062 began before the end of the year.

From the end of March to the beginning of June, the application of anti-fire paint to the third hall of the Střešovice depot took place, and thus operations were limited. In the first half of the year, anti-fire paint will be applied to the fourth hall of the Střešovice depot. In the Museum of Public Transport, long-term repairs of the Škoda 506 N bus and the Praga TOT trolleybus continued. The articulated Ikarus buses, known to passengers under the nickname Čabajka, are also undergoing a major overhaul. Work continues on obtaining certificates of competency for individual museum tram exhibits. In 2020, motor car 88, the oldest such car, received a license, and in mid-September, DPP made several public rides with it, with tickets being sold out within days.

Long-term projects also continued, be it the preparation of a new exhibition hall for road vehicles or the IT project for better organization of commercial rides in the unit and shift planning for drivers and guides. The IT project should be put into trial operation in the second quarter of 2021.



Connect all the numbers in ascending order to reveal the image.

# economy

## INTRODUCTION

DPP provides transport services to Prague and its suburbs under the Prague Integrated Transport (PID) system.

To ensure transport services in the capital, a Public Services Agreement between the City of Prague, represented by ROPID, and DPP (the "Public Services Agreement") has been in place long-term.

Public services agreements have been concluded with multiple clients for the operation of PID suburban lines, namely as follows:

- Basic transport services in Prague – Public Services Agreement represented by ROPID
- Basic transport services in the Central Bohemian Region – Contract with the Central Bohemian Region
- Other transport services - contracts with individual municipalities of the Central Bohemian Region.

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

## CITY OF PRAGUE

Amendment No. 38 of the Public Services Agreement, the subject of which was determination of a preliminary estimate of compensation for the 2020 calendar year, set out a preliminary estimate of the operating part of the compensation in the amount of CZK 14,657,014,000 in connection with the order for transport services of 182,880,000 vehicle kilometres. The amount of reasonable profit for 2020 was set at CZK 0. For the 2020 calendar year, the preliminary estimate of compensation corresponds to a total of CZK 14,657,014,000.

Amendment No. 40 transfers the amount of CZK 10,000,000 as part of the settlement for performance of the Public Services Agreement for 2019. This amount is an advance for compensation through 2020.

Amendments No. 41, 42, 44 and 45 of the Public Services Agreement were partially offset by differences in fare revenue items, variable costs due to reduced transport performance and unforeseeable costs of arranging protective chemicals and aids as protection and prevention against the emergence and spread of the Covid-19 disease caused by the novel coronavirus SARS-Co V-2.

Amendments No. 43 and 47 of the Contract increased the operational part of the compensation due to additional financing of public services on bus lines No. 180, 191, 263, 130, 246 and 128.

By evaluating the contractual risks in connection with the inclusion of the relevant amendments, the savings for unused transport services amount to CZK 432,732,000 (CZK 752,086,000 compared to the initial compensation estimate) and lower fare revenues by CZK 470,985,000. (CZK 1,052,059,000 compared to the initial compensation estimate). By evaluating other risks in accordance with the contractual arrangements – costs of diesel, traction energy, DC repair and maintenance, depreciation of cars and DC - the amount to be repaid is CZK 52,387,000. For non-utilisation of costs for the multifunctional check-in system and costs for providing protective equipment and aids, the amounts to be returned is CZK 68,371,000. Based on the evaluation of contractual risks, an amount to be repaid totalling CZK 22,269 thousand was reported.

Compensation, including a reasonable profit for 2020, was CZK 15,073,015 thousand in connection with actual transport performance of 168,032,000 vehicle-km.

## SUBURBAN TRANSPORT

A subsidy annually amounting to CZK 84,052,000 is provided for bus transport suburban lines, namely:

- for lines running in Prague in zone 0 (CZK 54,017,000)
- for lines running in outer zones 1 and 2 (CZK 18,478,000 from municipalities and CZK 11,557, from the Regional Office of the Central Bohemian Region).

The above subsidies include the amounts provided for the implementation of special measures for the situation caused by the Covid-19 pandemic – to cover the loss of fare revenues and to provide protective chemicals and aids against the emergence and spread of Covid-19 – in the amount of CZK 3,672,000 for lines running in zone 0 and CZK 36,000 for lines running in outer zones 1 and 2 from the Regional Office of the Central Bohemian Region.

With the introduction of nationwide fare discounts from 1 September 2018 on suburban routes, the Ministry of Transport provided DPP in 2020 with compensation for the loss of fares in the amount of CZK 10,484,000, including VAT (CZK 9,531,000 excluding VAT).

## OTHER ACTIVITIES AND ENTRIES

When planning and determining the value of other activities not included in individual public service obligations, DPP strives to make such activities profitable and their implementation effective in terms of capacity and productivity.

The entries that DPP must record from the perspective of its establishment are allocated to individual activities in accordance with their purpose. These include, for example, provisioning, accruals or deferred tax.

## ECONOMIC RESULTS

In 2020, the balance of the public service commitments for Prague, i.e., the main activity of DPP, amounts to CZK 22,269,000. DPP incurred a loss of CZK -34,292,000.

## FARE REVENUES

Revenues under the entire PID system for 2020 (excluding fare surcharges) are 29.9% lower (CZK -1.3 billion) compared to 2019.

The coronavirus pandemic, which hit the Czech Republic in early March 2020, caused a significant drop in revenues from time and individual fares across the entire PID system.

Revenues from the sale of season tickets (including employee and portable tickets) decreased by 11.0% (CZK -275.5 million) compared to the comparable period of 2019. Revenues from the sale of individual and short-term fares were 53.9% (CZK -1.0 billion) lower. This fact is caused on the one hand by repeated emergency measures during 2020 and the associated restriction of movement of the population and, on the other hand, by the marked decrease in domestic and foreign tourists.

DPP's revenues in connection with the long-term Public Services Agreement amounted to **CZK 2,562,636,000**, which represents **82.06%** of total fare revenues across the entire PID system.

## INFORMATION TECHNOLOGY UNIT

2020 was one of the most challenging for the Information Technology (IT) Unit in the history of DPP due to the outbreak of the SARS-CoV-2 pandemic. It was necessary for the employer to allow employees to work from home, i.e., Home Office, in line with the recommendations

of the Czech government. Within a very short period of time, it became necessary to cover a multiple-fold increase in the number of employee requests for mobile technology, implement better internet connectivity and ensure the availability of all systems from environments other than those belonging to DPP. Furthermore, it became necessary to arrange the possibility of team communication and cooperation with a standardized tool. In this respect, the Microsoft Teams tool has become a company standard. In addition to electronic communication, it allows conference calls, including video conferencing. The IT Unit responded successfully to this challenge and the operation of the DPP was not jeopardised even during the ongoing pandemic.

During the year, there was an organizational change in the management of the IT Unit effective from September: Ing. Ludek Steffel became Director of the IT Unit.

Despite the pandemic, the planned activities of the IT Unit were successfully completed. The IT Strategy and Development Department worked on the preparation and optimization of a number of processes in order to further optimize the operation of the IT Unit. An investment management process at the IT Unit was designed and successfully implemented. Processes have been set up to manage incidents, requests and changes. A catalogue of IT Unit services is being prepared so that the internal customer can gain a better overview of what services the IT Unit provides.

For the Applications Department, and for all IT in general, one of the biggest projects in 2020 was undoubtedly the transition from SAP R/3 to the latest version of SAP S/4 HANA, including all other components. Throughout the year, this project employed not only the staff of the IT Unit, but also the staff of the other units concerned. The staff also deserve thanks for the fact that the whole project was successfully completed and the new system was put into operation on 1 January 2021. In the first half of 2021, the remaining data will still be migrated and the system will be gradually put into routine operation.

The CCRS/TD system upgrade to SAP HANA 2.0 and the MS SharePoint platform upgrade to version 2019 were completed. The Transport Company's website was supplemented with online bus locations, including a map display, and a Survey model. A microsite for the planned Metro D line was also launched. Following a tender for cleaning services, a new application for recording cleaning work on the premises was also launched.

In the area of operational applications, design work for a new traffic information system (TIS) concept was completed. Its objective was optimizing traffic tasks and converting the system into a three-tier architecture. Work then began on a pilot project to digitize the process of ordering a ride on a historic tram (Historic vehicles Unit).

The Infrastructure Department continues to cooperate on many investment projects of other DPP departments that utilize data and server infrastructure. It implements, executes and configures systems in connection with legislative requirements while meeting the conditions of the GDPR, the Cyber Security Act and the Electronic Communications Act. The security perimeter has been extended and now uses online tools for the protection of DPP data. Some planned projects, such as the renewal of disk arrays, were not implemented in full and will be implemented in the next period.

In the area of server management, in 2020, the share of virtualization continues to be successfully increased, the dependence on physical servers decreased, and thus the costs of HW renewal and server operation reduced. The department also closely cooperates on efforts to centralize the IT service and take over the IT systems hitherto managed by individual professional departments with a different mission and purview. The Server Administration Department has provided the infrastructure for a number of projects, mainly related to the conversion of many agendas into electronic form. One of the most challenging tasks was the above-mentioned cooperation in connection with the transition to SAP S/4 HANA and the migration of the WAS system to a virtual environment.



In the area of data networks, in 2020, hardware was configured and implemented for the annual replacement of active elements of the data network with expiring support (terminated manufacturer support). Introduced was an F5 firewall for accessing systems without the need to create a VPN connection. In 2020, a feasibility study was performed to achieve the required TIER III level for existing data centres. Based on this study, implementation documentation will be created for the subsequent construction of new data centres.

In 2020, the User Support Department, in cooperation with the Infrastructure Department, carried out a mass migration of users' e-mail boxes to the Microsoft Exchange Online cloud environment and, at the same time, migrated to Office 365. As part of this migration, secure backup of emails was ensured and, at the same time, the capacity of users' email boxes was increased to 100GB. By migrating to Office 365, users also now have 1TB cloud storage that they can use to store their data. All Office 365 services are also available on the Office.com Internet portal.

Due to the constant efforts to improve the quality of services provided in the area of user support, in 2020, automated life cycle management of the operating system and installed software was introduced using the Microsoft SCCM tool. To increase user comfort, the "Software Centre" application portal was launched, which makes the installation of the most common approved software accessible without the need for administrator intervention.

Last but not least, in 2020, 144 new printers were installed in garages, yards and depots, thus successfully completing the centralization of printing services at all DPP locations.

Pursuant to Act No. 499/2004 Coll. on archiving and the file service, and the relevant implementing decrees, DPP is obliged to professionally manage all documents that arise from its activities and from the activities of its predecessors, including documents received. The File Service Department is obliged to take care of documents throughout

their lifecycle – from implementing proper entry and exit records (network of registries), maintaining order in document management and circulation, ensuring efficient and secure storage of documents (central registry) to selecting and destroying documents in shredding proceedings (archive).

In order to comply with the requirements of applicable legislation, it was essential for gradual implementation of the electronic filing service system to begin. In 2020, a pilot operation of the Athena system was launched. This involved selected departments with different types of agendas. The strategic objective of the department is for the electronic file service to become the backbone system and the main centre for the registration and management of documents at DPP in the future. Other information systems will be connected to this centre and supplement it appropriately. Two specialized departments were in charge of the file service at the File Service Department.

The Registry Department ensured the receipt of all types of documents delivered and sent and their proper registration. In the pilot operation of the electronic file service system, all documents that passed through the filing system were already marked with a unique identifier, i.e., a bar code, and successfully registered in the new system. The scanning of incoming external documents into the electronic file service system was also newly set up.

The Archive Department then provided the final link in the DPP file service chain – i.e., receipt of documents for storage in the central registry, shredding procedure and selection of documents for permanent storage in the archive.

In the course of 2020, the rooms on the ground floor of the archive were successfully renovated with the aim of building new facilities for the public (so-called research rooms) complying with current legislation and partial barrier-free accessibility. The efforts included expansion and modernization of the digital workplace facilities.

In the area of DPP's official publishing activities, work continued on the Public Transport Encyclopaedia project (tariff and ticket section, special vehicles). The project should be completed in 2025 on the occasion of DPP's 150<sup>th</sup> anniversary.

#### **REAL PROPERTY DIVISION**

The main focus of the Real Property Division at DPP is the provision of records of DPP's real property recorded in the public register, and even real property that is not subject to such registration, and subsequently its possible contractual protection.

The Real Property Division verifies, based on paper documents, the requests of various departments to record real property in the public register. It is involved in making sure that the record of real property in the public register corresponds with the actual situation in the field and cooperates with specialized departments to ensure that DPP's accounting records corresponds with the records in the public register. It ensures the recording of all changes related to real property in the public register, including changes related to the management of real property. This activity is carried out in 127 cadastral areas throughout the Czech Republic.

The Real Property Division was also involved in the implementation of the new SAP S4/HANA system, specifically the introduction of a central code list of localities and the establishment of master data in the Flexible Real Property Management module.

Another of the division's activities is securing all contractual relations in the field of real property management and, at the same time, the contractual protection of DPP's interests in the event that DPP's interests affect the real property of another entity. At the same time, it deals with contractual documentation for the property rights required for the implementation of DPP's construction projects. In 2020, the Real Property Division concluded 304 new contracts related to real property and 48 amendments to previously concluded contracts.

Furthermore, it comprehensively processes all concluded contracts related to real property, including invoicing, payments and investment projects.

Under concluded lease agreements, DPP invoiced rent in the total amount of CZK 241,094,738 and invoiced CZK 6,989,108 for payments associated with the establishment of services. CZK 1,564,864 was invoiced in connection with the charging of contractual penalties and interest on arrears. Based on the concluded purchase contracts, DPP was reimbursed CZK 33,766,779 in total.

The Real Property Division is also in charge of dealing with legal disputes related to real property and administrative proceedings related to the management of real property and securing rights to real property

#### **STOCK ECONOMY DIVISION**

During 2020, the Stock Economy Division methodically managed and comprehensively coordinated the quality management system implemented in the Central Purchasing and Stock Economy Departments and included these departments under joint certification under the auspices of the Transport Department. At the end of the year, a recertification audit performed by a supranational certification authority examined and confirmed the effective functioning of the established quality system, in particular the fulfilment of the requirements of the criterion standard and the achievement of set objectives. Full compliance with the certification requirements, a properly implemented and maintained quality management system and its continuous improvement were demonstrated.

Furthermore, in 2020, as part of emergency measures implemented to mitigate the consequences of the coronavirus pandemic, the Stock Economy Division set up a Security Warehouse for Protective Equipment and managed the use of preventive and disinfectant protective equipment.

As part of the planned transition to a higher version of the integrated economic information system, the division actively participated in the implementation, testing and development of ASW SAP S4 HANA.

## INVESTMENTS

In the course of 2020, the following funds were spent on the acquisition of investments:

DPP's own resources	CZK 3,126.713 million
Available funds (see note)	CZK 974.661 million
Compensation 2020 (reasonable profit)	CZK 0.000 million
Current subsidy from the City of Prague budget	CZK 1,605.711 million /*
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Total	CZK 5,707.085 million

Note:

By its Resolution No. 5/2020/9 of 3 March 2020 on the method of financing development investments at DPP (Print No. 73/2020/P), the Board of Directors of DPP approved the use of DPP's available funds to finance approved infrastructure development projects (including the geological survey for metro LD) until the moment of allocation of special-purpose investment subsidies by the owner of the company in 2020.

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### Current subsidy from the City of Prague budget

<b>in total</b>	<b>CZK 1,605.711 million</b>
- The 1 <sup>st</sup> operating section of metro line D	CZK 1,118.993 million
- Replacement of escalators, station revitalization and construction of barrier-free. access at the Jiří z Poděbrad metro station	CZK 0.001 million
- Reconstruction of the Opatov metro station	CZK 187.919 million
- Barrier-free access to the metro	

station Karlovo náměstí	CZK 66.503 million
- Access ramps on the edge of the metro platform on routes A and B	CZK 2.175 million
- Barrier-free measures	CZK 10.188 million
- Parking track in the area of the Tram Repair Shop	CZK 48.496 million
- TT Sídliště Barrandov – Holyně – Slivenec	CZK 74.979 million
- TT Muzeum	CZK 0.420 million
- Depo Hostivař turning loop	CZK 0.390 million
- TT Motol – Vypich study	CZK 0.459 million
- RTT Nádražní – Na Zlíchově	CZK 0.044 million
- RTT Starostrašnická – V Olšínách	CZK 48.064 million
- RTT Bubenské nábř. – Komunardův jih	CZK 0.148 million
- RTT Vladimírova – Na Pankráci	CZK 43.755 million
- Operating section of metro V.A Dejvická – Motol (retained subsidy from previous years)	CZK 3.177 million

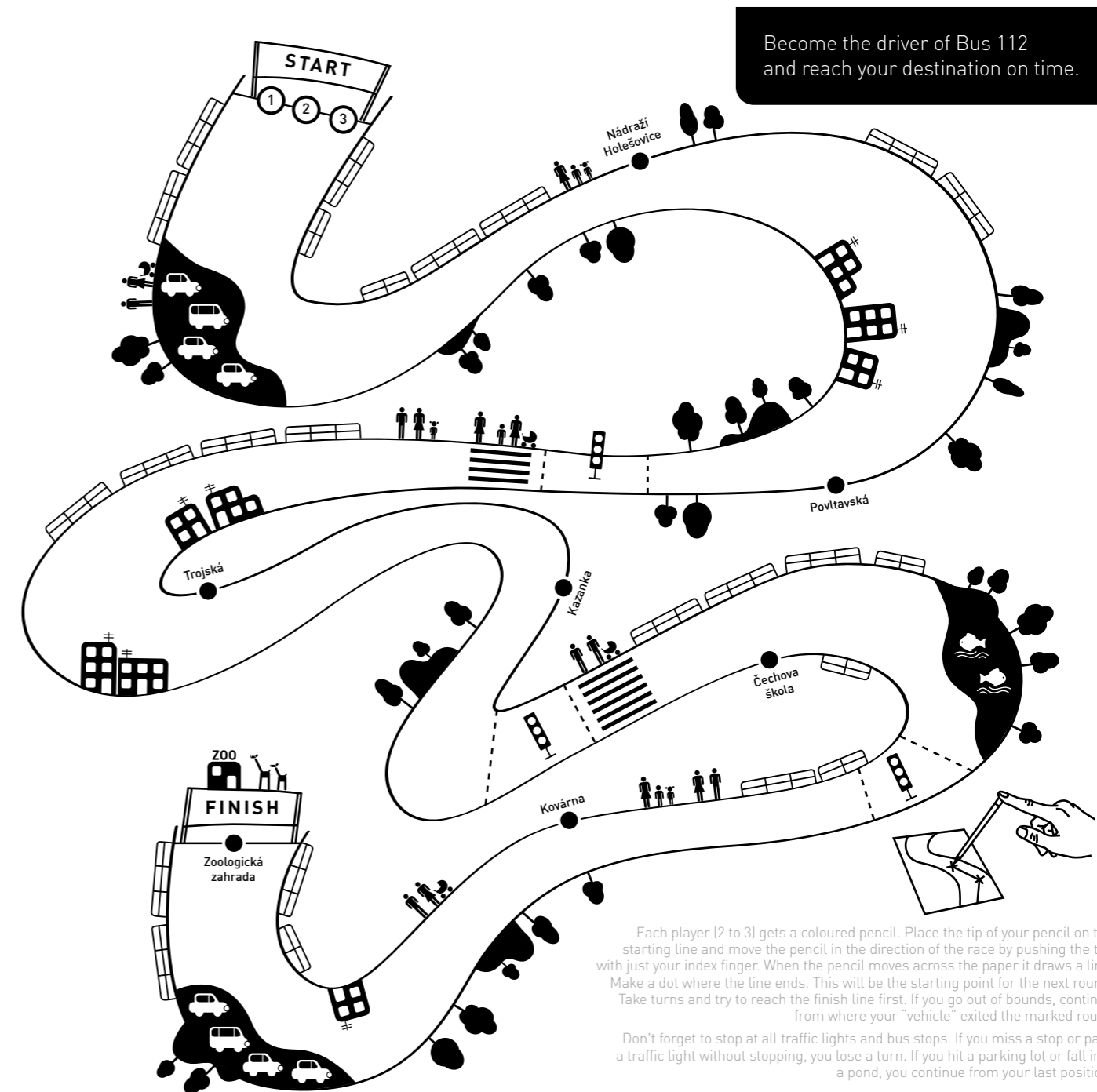
DPP used a large part of the funds for the renewal and modernization of vehicle fleets:

- CZK 34.197 million was spent on the reconstruction of KT8D5 trams into KT8N2 trams
- Buses were purchased for CZK 577.891 million.

DPP also paid an instalment of the bill of exchange programme used for payments for 15T trams in the amount of CZK 800.000 million.

In 2020, preparations for the construction of metro line D continued.

DPP used a significant part of the funds for the reconstruction of tram lines, specifically CZK 508.079 million. In 2020, the following projects were completed: RTT Nádražní – Na Zlíchově, RTT Strašnická (Vozovna Strašnice – Průběžná), RTT Trojská, RTT Sokolovská (Březinova – Zenklova) and Modernization of TT Hlubočepy – Barrandov.



Each player (2 to 3) gets a coloured pencil. Place the tip of your pencil on the starting line and move the pencil in the direction of the race by pushing the top with just your index finger. When the pencil moves across the paper it draws a line. Make a dot where the line ends. This will be the starting point for the next round. Take turns and try to reach the finish line first. If you go out of bounds, continue from where your "vehicle" exited the marked route.

Don't forget to stop at all traffic lights and bus stops. If you miss a stop or pass a traffic light without stopping, you lose a turn. If you hit a parking lot or fall into a pond, you continue from your last position.



Connect all the letters alphabetically and numbers in ascending order to reveal the image.

# human resources

## PERSONNEL DEVELOPMENT

As of 31 December 2020, there were 11,215 employees, of which 9,562 were men and 1,653 were women. The number and composition of employees is based on the needs and possibilities of employment within DPP. Numerically, the strongest group are public transport drivers/operators (39.16%), followed by employees in blue collar professions (32.20%) and technical and economic employees (28.64%).

The educational and age structure of the company's employees did not change significantly in 2020. Middle-generation employees with a secondary education completed with a school-leaving examination and a secondary education without a school-leaving examination still predominate.

The educational structure corresponds to the structures of professions in the transport-technical field.

## WAGE POLICY

The company's wage policy was implemented under a standard Collective Labour Agreement (the "CLA"), which includes common rules for the remuneration of all company employees.

The average monthly salary of employees in 2020 was CZK 44,496. Wage expenditures amounted to CZK 6,112,856,000. Wage costs were affected by severance paid out for organizational and health reasons.

In overtime work, there was a decrease of 429,802 hours in 2020 compared to 2019, mainly due to a decrease in traffic performance due to the epidemiological situation caused by Covid-19.

The proportion of overtime work to hours worked was 5.30% in 2020.

## WELFARE POLICY

DPP strives to compensate for its employees' workload by securing their social needs to the maximum extent possible, thereby also increasing their motivation and satisfaction. The welfare policy is implemented in the form of advantages and benefits for employees, which are set out in DPP's Collective Agreement.

DPP provided its employees with, for example, a contribution to supplementary pension insurance with a state contribution, supplementary pension savings, life insurance, leisure-time vouchers, a contribution for children's recreation, a meal allowance, a work anniversary bonus and bonus for the first termination of employment associated with retirement or disability, social emergency assistance, and special fares for employees, family members and retired former employees.

For selected professions, which are specified by the Collective Agreement, DPP pays part of the employee liability insurance for damage employees may cause to the employer as well as for accident insurance.

DPP also provided the opportunity for all employees to take upon request one day of unpaid leave per month and, in the event of sudden illness, another three working days a year with wage compensation. If this leave is not used, benefits are provided in the form of a contribution to the supplementary pension savings or supplementary pension insurance, or in the form of leisure-time vouchers in the financial amount corresponding to the wage compensation.

DPP also enables employees to take advantage of accommodation in its own dormitory in Řepy garages and discounted accommodation in a contractually secured dormitory. It also provides a contribution of CZK 1,500/month for this accommodation.

As part of improving the working environment, DPP allows vending machines to be placed in selected locations. It also arranges discounted meals for employees through external operators in rented canteens and dining rooms.

In 2020, the project of providing rehabilitation stays for employees of selected professions and functions began, with the focus being on the musculoskeletal system. Stays are provided to the drivers and night-shift employees who have worked at DPP for at least 20 years. In 2020, 312 rehabilitation stays were planned. Due to the coronavirus pandemic, the programme was partially discontinued, and therefore only 147 employees took advantage of rehabilitation stays in 2020. Rehabilitation stays will also continue next year.

## EMPLOYEE TRAINING AND DEVELOPMENT

The development of the Covid-19 pandemic also had a negative impact on the established systematic training and development programmes for employees. Following the security measures taken, it was only possible to implement in some months of 2020 the training employees needed to perform their work. Development activities for increasing a wider range of the employees' knowledge, skills and competencies had to be limited, in some cases unfortunately suspended or postponed until the following year. At the same time, efforts were made to ensure a workable alternative to full-time education in the form of extended use of electronic teaching and implementation of online courses. The newly introduced LMS Moodle e-learning system therefore became an important tool for providing education in 2020, with 18,637 employees completing this form of qualifications.

Throughout 2020, the main focus was on providing periodic training and examinations needed for employees perform their work and maintaining their professional competence, with 3,648 employees completing these training programmes. 709 employees attended other professional seminars, which in some cases were organized in the form of online courses in cooperation with educational agencies. 60 employees were trained in the field of information technology. As part of the Professional Development Programme, we conducted several online seminars for 215 employees focused on amendments to legislation, especially the Labour Code. In cooperation with SPŠD, a.s., we managed to complete the 17<sup>th</sup> year of the accredited Management Course, which was successfully completed by 16 employees. A training programme for dispatchers of the Bus Operation Unit aimed at resolving emergency situations reported by public transport drivers/operators was held. Attention was also paid to providing professional qualifications of Further Education Lecturer for selected employees in the position of Master of Vocational Education of the Department of Training and Education - Trams. As part of comprehensive work teams, we managed to hold a workshop on Effective Communication in Fulfilling Tasks for Heads of the Vehicle and Bus Administration Unit and, to a limited extent, the continuation of individual training courses on the topic Resolving Challenging Situations in Communicating with the Public for employees of Telephone Information.

An important personnel activity performed in 2021 aimed at increasing work performance and motivation and obtaining important feedback was also a regular annual evaluation of the competencies of all technical and economic employees with outputs in planning educational and training needs and supporting the growth of employees' working careers.

In 2020, based on the outputs of the annual competence assessment, 22 seminars were held for 204 employees on various soft skills topics.

By joining the Personnel Academy programme, designated groups of employees had the opportunity to gain a comprehensive view of selected personnel processes and improve their managerial skills.

The systematic improvement of English and German language skills continued for employees who demonstrably use one of these languages to perform their work. In the course of 2020, 126 employees were involved in language education in the form of individual lessons, group lessons or one-off conversation courses. At the time of the unfavourable situation in connection with the Covid-19 pandemic, language training was organized online within individual groups.

The Personnel Reserves System played an important role in motivating, developing and retaining employees with the potential to grow their working careers. Through this programme, the preparation of successors for key positions for retiring employees and the preparation of prospective employees suitable for filling higher-than-held positions continued. Individual Personal Development Plans were created for the newly included personnel reserves for a period of two years. As of 31 December 2020, 218 employees across DPP were included in the programme.

The Career Counselling for Secondary Schools and Career Counselling for Universities – programmes aimed at making it easier for employees to change their careers within the company and to use their knowledge and operational experience or achieved qualifications – were also provided.

The conclusion of qualification agreements was supported in line with the needs of the DPP in the case of increasing the qualifications of employees studying at a secondary school or university. In 2020, mainly qualification agreements were concluded with employees of operating departments who, in connection with the readiness of DPP for the planned development of electromobility, expanded their qualifications by studying the profession of Electrician at SPŠD, a.s.

In order to connect theory with practice and effective training of future potential employees, SPŠD, a.s. students were provided with professional training at DPP workplaces in 2020, even in this case only to a limited extent, unfortunately.

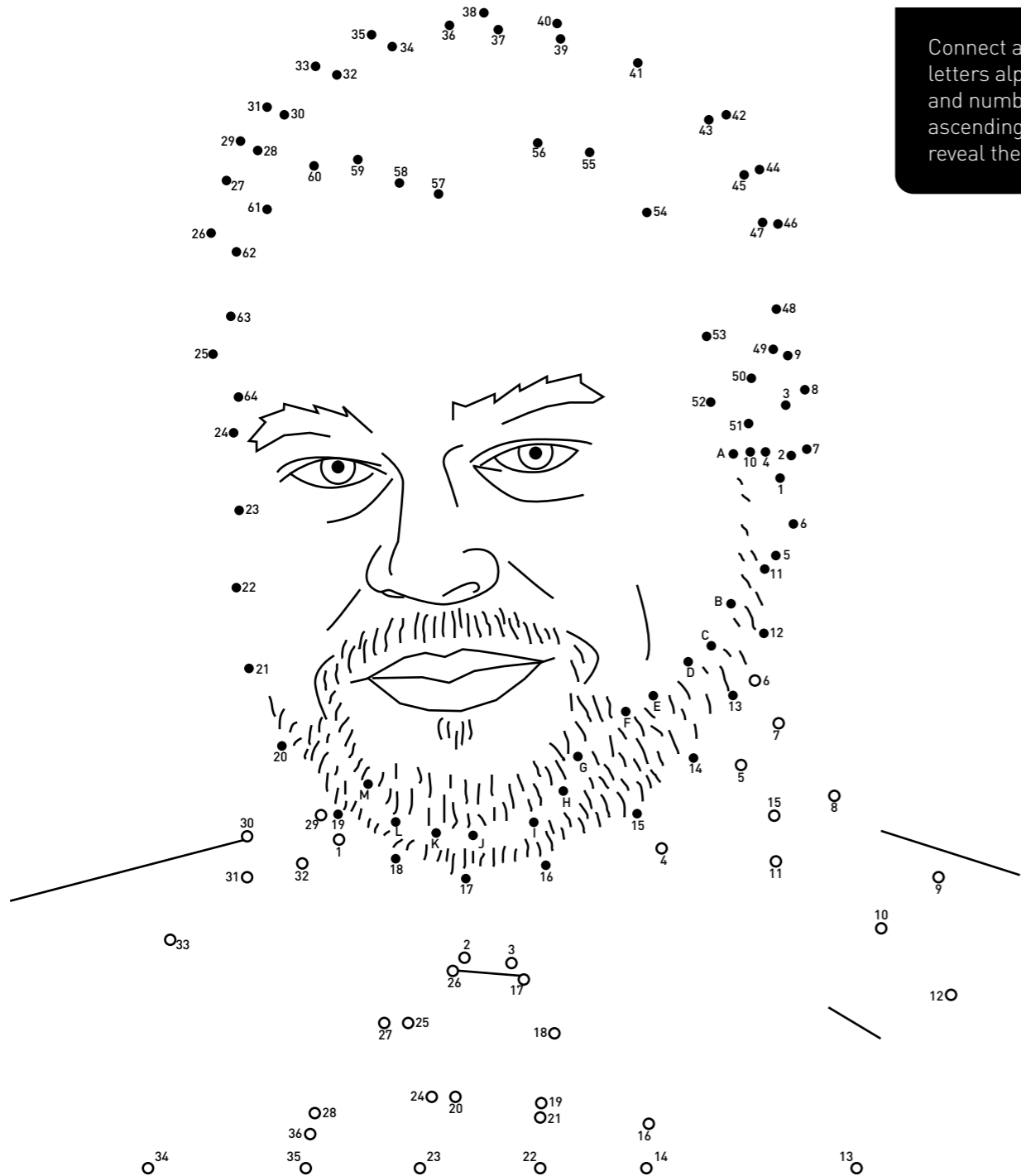
In the second half of 2020, the growing interest of graduates of SPŠD, a.s., and other technically oriented secondary schools and universities in working at DPP in professional blue collar professions and technical functions was evident. Graduates appreciated the chance to participate in the Graduate Motivation Programme and the prospect of obtaining a graduate position.

The implementation of the Scholarship Programme intended for full-time students of selected technical fields at SPŠD, a.s. and other selected secondary schools continued. Out of 14 pupils who were provided with a motivational allowance in the 2<sup>nd</sup> year of the programme, 12 graduates joined DPP during 2020 in blue collar professions, with two graduates to start next year.

Through a standardized adaptation process, efforts were made during 2020 to ensure that new employees can manage the demands of their position as efficiently and as quickly as possible, gain an overview of the functioning of DPP and identify with the company's interests and goals. An integral part of the adaptation process for all new employees was the Induction Training programme organised by HR, which also included DPP's Crime and Risk Prevention Programme. At the time of the unfavourable development of the Covid-19 pandemic, it was possible to participate in this training online.

A total of 1,201 educational activities were organised in 2020.

Connect all the letters alphabetically and numbers in ascending order to reveal the image.



# safety and security

## 600000 – SECURITY SECTION

- 600100 – Security and Crisis Management
- 600200 – Fire Rescue Service
- 600300 – Inspection

## SECURITY

- 600110 – Contingency Planning
- 600120 – Security and Property Protection
- 600130 – OHS
- 600140 – Building Security
- 600150 – Surveillance and Alarm Receiving Centre (DPPC)

The task of crisis planning is to create preventive measures that minimize the impact of crisis situations on lives, health, property and the environment, and to integrate these measures into other DPP plans and internal standards in cooperation with other departments. Crisis planning does not only address solutions to seemingly visible security situations, but also carefully prepares for natural disasters or various forms of terrorist attacks, whether in the metro or in surface transport, in cooperation with crisis management experts in the City of Prague.

2020 was marked by the pandemic, which had an impact on the activities of all DPP departments, but in particular affected the activities of this department.

At the end of January 2020, a meeting of crisis management staff of the City of Prague took place. The meeting was organized by the Crisis

Management Division of Prague City Hall's Security Department. The agenda of this meeting also included a lecture on the topic of THREAT in connection with Covid-19 and the declaration of a state of emergency in the Czech Republic. A large part of the workload focused on this crisis situation and the related emergency measures implemented at DPP.

The government declared a state of emergency for the first time on March 12 and, after several extensions, lasted until May 17, only to be declared again on 5 October (in 2020, the state of emergency in the Czech Republic lasted a total of 154 days).

At the beginning of the pandemic, there was a great lack of protective equipment and hand sanitizer. At the beginning of March, DPP managed through the 600100 workplace to deliver 120 dispensers and racks with hand sanitizer for the entrances to the metro. The transport of PPE provided by Prague City Hall to the DPP fire brigade was arranged, and subsequently these items were distributed by DPP to its employees.

Discussions were held with companies offering masks and respirators, thermometers, hand sanitiser, protective Plexiglas partitions, protective clothing, gloves, etc. to DPP. The possibility of cooperating with these companies was investigated.

In the spring, an inspection of the condition and equipment of sanitary facilities in the technical premises at individual metro stations was carried out in connection with Covid-19.

Since the beginning of the pandemic, adherence to government regulations has been monitored and this information then provided for publication on the DPP intranet so that all employees receive the latest information.

Co-operation took place with other departments in connection with the implementation of the government coronavirus measures, especially measures related to the Museum of Public Transport, staff development and training, organization of public events, organization of events with guests, etc. DPP also communicated with the Ministry of Health, Ministry of Culture and the Prague Public Health Office and consulted with these authorities official opinions on certain government resolutions and extraordinary measures.

In July, the Safety and Security Division set up the K600 emergency stock warehouse, which is in the remit of the Crisis Planning Department. Stocks of PPE (facemasks, respirators, gloves, etc.), which are stored in the warehouse, are sufficient for DPP to overcome a critical period of about two months and are not intended for regular use.

From March to December, disposable facemasks, cloth facemasks, respirators, disposable gloves, hand sanitiser gels and non-contact thermometers were distributed. As needed (subject to approval by the Security Director), another emergency distribution of PPE was made from the emergency stocks.

The document "Procedure for Employees in Case of Suspected Covid-19 infection" was drawn up. It was then discussed and approved by the Board of Directors and published on the intranet.

From mid-September, after an agreement with the Prague Public Health Office, cooperation began on priority tracing of DPP's Fire Rescue Service staff.

In the autumn, in cooperation with the Crisis Planning Department, 118 contactless disinfection stands were installed in metro stations and 115 in DPP buildings. The department provides follow-up servicing and addresses suggestions from transit users on this issue.

At the beginning of the year, a coordination meeting was held on the "SOUTOK 2020" night drill for the construction of mobile flood protection

elements, which was to take place in September 2020 around Prague Zbraslav, Prague 16 and Prague Velká Chuchle (stage 0006). Due to the pandemic, however, it was not possible to carry the drill out.

As every year, before the spring thaw, the flood commissions of the various districts of Prague were updated. Throughout the year, working meetings were held with the managers of all garages, focusing on a possible situation where the evacuation of the building's movable property (buses) will also be ordered. These meetings then resulted in an update of the Evacuation Plans for Surface Transport Facilities directive.

Participation in a networking event on the topic BLACKOUT, organized by T-SOFT, took place. The Blackout Prague 2014 drill was presented here, with a special focus on the escalation of crisis events. A discussion took place with the other participants of the seminar, experiences with verifying the readiness of organizations for critical situations were shared.

Cooperation was established with TLP Solutions, spol. s r. o., in the field of information support for crisis planning. The result of this cooperation will be the simplification and streamlining of crisis planning efforts.

One of the main tasks in the area of security and protection of property was HR's provision of already arranged entry and access cards to employees of external companies that perform ordered activities at DPP, and well as the printing and distribution of magnetic cards for all DPP employees.

Security guards began to make full use of the electronic system for logging visits and entries to DPP facilities. Guards were also given walkie-talkies, through which all work communication takes place, especially with the surveillance centre. In cooperation with the managers of security agencies, random inspections of service performance and penetration tests are performed. These measures serve to improve the quality of the service provided.

Close daily cooperation with both the city police and the Police of the Czech Republic also continued, particular with officers of the Prague Patrol Department and members of the Metro Department of the Czech Police. This year, co-operation with the state police took place during a search operation for a perpetrator who cut up seats of the trains running on metro line B.

Periodic training on classified information was organized for designated employees. Based on this training, access to such information is provided.

In cooperation with the National Office for Cyber and Information Security, the recertification of a new information system for the processing of classified information began, and completely processed documentation was handed over to the Office. Currently the documentation is awaiting evaluation.

In the area of personal data protection, together with the Commissioner for Personal Data Protection, the published information of data subjects was specified in accordance with the recommendations of the Office for Personal Data Protection. This Commissioner actively cooperated with the Tram Operation Unit on the commissioning of camera systems in trams in compliance with valid legislation.

In co-operation with operational departments, special exercises were also held with specialized units of the Police of the Czech Republic, the Prague Emergency Rescue Service and corporate firefighters. A total of 29 exercises took place. Due to the pandemic, further exercises were cancelled.

Because of the threat of vandalism, trams from the Motol and Pankrác depots – parked in the Barrandov and Modřany turning loops due to the reconstruction of tram lines and thus the decommissioning of these depots – were guarded physically and electronically.

Among the main activities of the Health and Safety Department in 2020 was to raise awareness of all employees about regulations and other

directives in the field of occupational safety in order to prevent possible risks. This includes close cooperation with managers at all levels in the form of methodological assistance. Awareness of regulations and tasks in the field of occupational safety and health for all employees was also ensured by a regular "DP Kontakt" column, where current topics were addressed in the form of popular educational articles.

Risk prevention is part of comprehensive measures to ensure health and safety at all DPP workplaces. The planned training of DPP employees took place and e-learning courses on occupational health and safety training were created in the LMS application. The launch of this application is planned for 2022.

Regular annual health and safety inspections of all above-ground and underground DPP facilities also took place.

The Safety and Security Division also participated in the investigation and compensation of accidents at work. In 2020, 277 such accidents were recorded, which is a significant reduction compared to the previous year. There were no fatal work accidents.

During 2020, a gradual update of the regulatory base also began.

Last year, in cooperation with the State Institute of Public Health, the muscle load of various professions were measured at the Pankrác depot as were the microclimatic conditions after the ozonation of metro trains in the Hostivař Depot. The Health and Safety Department always participates in inspections carried out at DPP by public health authorities, the Labour Inspection and trade unions. It also comments on project documentation and takes part in inspections of the various investment projects.

Safety and health at work, work culture, assessment of the impact of working conditions and the working environment has, of course, a direct impact on the health of all DPP employees, but also on their reliability and productivity.

For the sixth year in a row, the Building Security Department has been independently managing the core base of personal property protection workers. During that time, dozens of employees were provided with employment after losing their medical fitness for the original job. Currently, 39% of employees who have lost their medical fitness as part of their previous employment are employed here.

The past year has been a year full of trials and tribulations, but despite the spreading pandemic, the department has remained fully operational, and the tools for fulfilling responsibilities have been retained. From January to June, negotiations took place with Metroprojekt to incorporate all shortcomings and requirements into the project documentation for the construction of the new Hloubětín depot. In addition to this major construction project, co-operation took place in the reconstruction of the tram line and closures of the Pankrác depot, as well as in the repair of the RTT Starostrašnická - V Olšínách tram line and the track head in the Strašnice depot. Work was also done on the automatic opening of the barriers in both directions by trams themselves upon arrival from street level. The department, in cooperation with the Technical Administration of Buildings, also dealt with graffiti artists into the Hloubětín depot, where old cars intended for sale are kept while the depot is gradually undergoing construction. The use of standardized MRS Tetra radios was newly introduced in the gatehouses, and all detour routes on individual depots were revised.

The end of the year was devoted to the preparation of an application that enables electronic registration of vehicles and the movement of strangers in the building. These electronic guestbooks will be installed during the first quarter of 2021 and are expected to modernize the current system in place for registering people and vehicles while taking into account compliance with GDPR requirements.

Despite the unfavourable pandemic situation, practically the full scope of activities of the Monitoring Centre - DPPC was ensured. Vigorous organizational and hygienic rules were adopted at the dispatching

workplace at the very beginning of Covid-19 pandemic. Thanks to these measures as well as the responsible behaviour and approach in the personal and professional life of dispatchers, it was possible to maintain the range and high standard of the security services provided.

Despite the described situation, the activities of the Monitoring Centre - DPPC were expanded in cooperation with other DPP departments. Since 2020, the centre's dispatching office has been the only place from which the export of data from the tram camera recording equipment is organized and subsequently, in compliance with strict personal data handling rules, decrypted and handed over to the Czech Police.

The high standard of services provided in the area of technical support, maintenance and development of the security systems at DPP was maintained by the technical staff. Maintenance and servicing were carried out in full.

Due to generally applicable restrictions, it has become necessary to limit the development of security systems in cooperation with suppliers. Due to operational changes in planning, the development curve of the facilities managed by DPP was kept on an upward trend. The main changes include the reconstruction of the camera system of the Petřín funicular, which was built to the same standard as the IP camera systems of DPP surface facilities.

A new camera system server was put into operation, and the IP camera systems of surface facilities were transferred to the server x client architecture. This arrangement guarantees operational user management, control and system settings at the highest level, especially with regard to personal data protection. This solution also generates significant time savings: it is not necessary to commute to individual locations, and many interventions can be performed remotely.

In the middle of the year, unit 600150 became responsible for the parking in the garages of the Sokolovská Central Building. A new

automated system of vehicle entry registration known as LPR was set up. This system allows entry on the basis of verification of the vehicle's registration number. This server-side system enables detailed collection of information and its subsequent export both in managerial summaries and in a detailed, administrative form. In connection with system, the entrance to the so-called small garages, intended for the company's management, was also modified.

In 2020, the integration of the communication interfaces of the Safety and Security Division (management, technical staff and security guards) into the Tetra Municipal Radio System, which is part of the critical infrastructure of Prague, was completed. The Safety and Security Division is responsible for the part operated by DPP on the surface.

The last major project to be implemented was the takeover of software for the management and issuance of identification cards used at DPP (CMS4U - Card management system). This concerns approximately 17,000 active cards, both for employees and external DPP collaborators. Responsibility for the card issuance processes and the correct functioning of the system was delegated to DPP.

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## FIRE PROTECTION

600210 – FRS Professional Services  
600220 – Fire Protection Units  
600230 – Fire Prevention

The aim of fire protection activities is to prevent fires, create conditions to successfully extinguish them and minimize their impact on lives, health and property.

The DPP Fire and Rescue Service (the "FRS") is responsible for fire protection at DPP and is the partner for public authorities in the area of fire protection. Fire prevention, fire-fighting equipment maintenance,

action-ready firefighting units and the handling of other emergency events at DPP and in public transport are all in the purview of this department. The FRS operates three fire stations (Hostivař, Kačerov, Zličín), which have fire-fighting districts allocated to them according to driving time and distance.

In 2020, a total of 502 interventions by FRS Units were recorded. Of this number, 54 were fires, 103 road and rail vehicle accidents, 176 technical assistances, 27 liquidations of hazardous substances, 5 drills and 137 false alarms.

In accordance with the Fire Protection Unit Professional Training Plan for 2020, thorough and systematic professional and physical training of FRS staff was carried out. Regular training of emergency procedures for each type of metro train, tram and bus continued. Professional climbers, chainsaw operators and chemical service technicians were employed. Regular professional training was provided to volunteer firefighters from the ranks of DPP staff for providing fire protection of the bus garages.

During the year, the FRS was equipped with a new PS Alfa motor sprayer, an electric sludge pump, CM-6 protective masks and Dräger helmets. The CAS 24 Scania underwent a complete revamp, including an overhaul of the chassis, repair of the pump, partial repairs of the cab and body and overall paintwork of the vehicle. In the area of chemical services, six MSA breathing masks were overhauled and twenty BG-4 oxygen breathing masks underwent a six-year service. Multi-Trauma training dummies were purchased for training in the polygon. In 2020, the FRS was equipped with a new information system that enables data sharing between individual workplaces and remote alarm announcement to fire protection units, which includes the transmission of information to vehicle tablets. At the same time, the FSC control room technology underwent an extensive modernization.

In the framework of the emergency service, we cooperated closely with the Prague Emergency Medical Service to train their crews to deal with extraordinary events in the metro. Members of the Prague Emergency Medical Service were acquainted with the specifics of intervention activities at DPP. Special units of the Police of the Czech Republic were employed.

Inspections of all above-ground, underground and wall hydrants and dry ducts in DPP (almost 2,500 facilities in total) were carried out, and inspections and revisions of portable and mobile fire extinguishers at DPP (almost 14,500 in total) were coordinated. The fire control documentation was continuously updated, especially in connection with the building of barrier-free access to metro stations, the overall reconstruction of metro stations and the reconstruction the EFWS electronic alarm system.

A part of the organizational structure of the FRS is also the Fire Prevention Department. It is responsible for the prevention of fires and dangerous situations. The fulfilment of fire prevention efforts stems from valid legal regulations, especially Act No. 133/1985 Coll., on fire protection, as amended, and DPP directives, which aim to ensure the fire safety of employees and transit users. Fire Prevention Department staff are responsible for checking compliance with the obligations set out in fire regulations at DPP buildings and facilities (638 building inspections) and at accommodation facilities (816 inspections) as well for commenting on contracts concerning contractual relations with DPP (109 cases). They participated in on-site checks, inspections and approvals (266 events). An vital task of the department is also providing fire safety training (1450 people), negotiating with designers (354 events) and stipulating the conditions for flame cutting and welding (1445 orders).

The activities of the FRS were significantly affected by the Covid-19 pandemic. It was necessary to acquire the necessary gear and protective equipment, adopt organizational measures and adjust tactical procedures for interventions as well as for decontamination of own

premises and used equipment. During the year, the FRS participated in the distribution of personal protective equipment to DPP employees. Events that were not resolved in the past were addressed, such as the transport of buses whose drivers were dismissed from work due to an order from the public health authority and decontamination of DPP workplaces or premises in metro stations.

### INSPECTIONS

- 600310 – Internal Audit
- 600320 – Operational and Technical Inspection
- 600330 – Information Security Centre
- 600340 – Technical Inspection Centre

Inspections are one of the main ways for management to obtain reliable information and feedback about ongoing processes and uncover deviations from set rules. This includes comparing the ascertained status with the expected status, adjusted according to the respective rules. Knowledge and timely utilization of complete and reliable inspection information are a prerequisite to focused and effective management. In-house inspections (i.e., not internal audits, fare inspections etc.) are carried out by specialised workplaces that report to the Security Director.

Inspection employees are responsible for regular, systematic inspections aimed at making sure that legal regulations, internal standards and operating regulations are being observed, with a focus on quality and safety of operations. In addition to regular inspection activities, they also arrange analyses of management forms and methods not only for the needs of top management, but also for other senior DPP employees.

Integral activities also included responding to requests of the Police of the Czech Republic and helping to acquire supporting documentation for law enforcement authorities. In the area of prevention, random

checks of employees for alcohol and drug use were also carried out using the "Dräger DrugTest 5000" analyser as were checks, according to applicable legislation, of the work of temporarily incapacitated employees based on requests from managers.

In 2020, the Information Security Centre mainly dealt with tasks related to cyber and information security. In the legislative area, work focused on NDA matters – specifically adjustments to documentation, comments on requirements and expert consultations on individual cases – and on activities related to the designation of DPP as the operator of significant infrastructure pursuant to the Cyber Security Act and related regulations. In the operational area, work focused not just on handling standard requirements and preparing regular reports, but also administration of the Flowmon system, monitoring the deployment of new technologies (PIM, M365, etc.), network traffic analysis, testing of selected (network, system and application) vulnerabilities and, last but not least, managing secure network storage. Most employees completed CompTIA Security+ professional security training during the year. Furthermore, lots of work was carried out in the conceptual area (preparing and commenting on directives, adjusting methodological changes, drafting support materials for decision-making, etc.), which required cooperation with other professional departments or participation in the implementation of projects.

A re-certification audit was conducted at the technical control station in the autumn of 2020 in order to reaffirm compliance with certification requirements, which were fully met. The process was evaluated as effectively implemented, and no deviations or discrepancies were found. The MOT infrastructure is at a good level and sufficient to ensure the required quality of service. During the year, investments were made (brake testing system, FOTO DOK, new floor), which have clearly had a positive impact on the quality and efficiency of the service. Processes are planned and implemented in accordance with the requirements of standard ISO 9001: 2015. The certification was performed by LRQA (Lloyd's Register Quality Assurance).



LUBRICATION TRAM



T3 TRAM



HISTORIC BUS



TROLLEY BUS



HISTORIC TRAM



BUS



T3 COUPÉ TRAM



HORSE-DRAWN TRAM

Matching. Can you match the names with the icons.



# Legal division

The Legal Division is in charge of all legal issues within DPP, with the exception legal issues related to real estate.

**Since April 2020, five departments comprise the Legal Division:**

Department 900210 Operational Damages provided activities related to the liquidation of operational damages. In 2020, this department dealt with a total of 4356 events, which comprised 9,040 processing procedures – all accidents and damage to DPP assets, including vandalism and crime, and claims for damages made by the transit users. Compared to 2019, there was a slight decrease in the administrative burden related to the liquidation of operational damages, which situation is likely due to lower intensity of urban transit while Covid-19 emergency measures were in place. Furthermore, the department coordinated activities related to the management of reinsurance and insurance contracts.

Department 2020220 Organization and Management Standards, in 2020, commented on 190 organizational and management standards, cooperated on modifying 328 organizational and

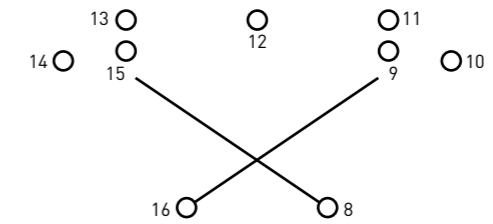
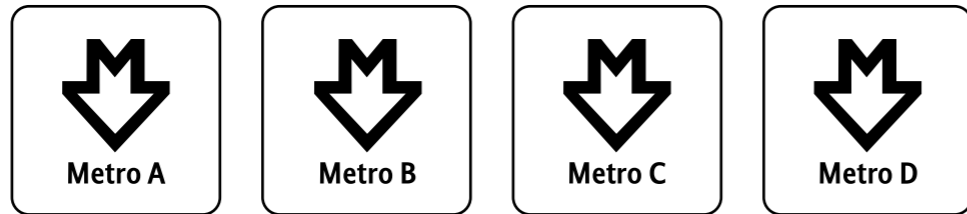
management standards in the process of being drafted and provided processing and editing of 269 form templates. In 2020, 309 new or updated organizational and management standards were issued, which represents an increase of 30% compared to 2019.

Department 900230 Public Procurement Support, Department 900240 Legal Support and Department 900250 Contracts.

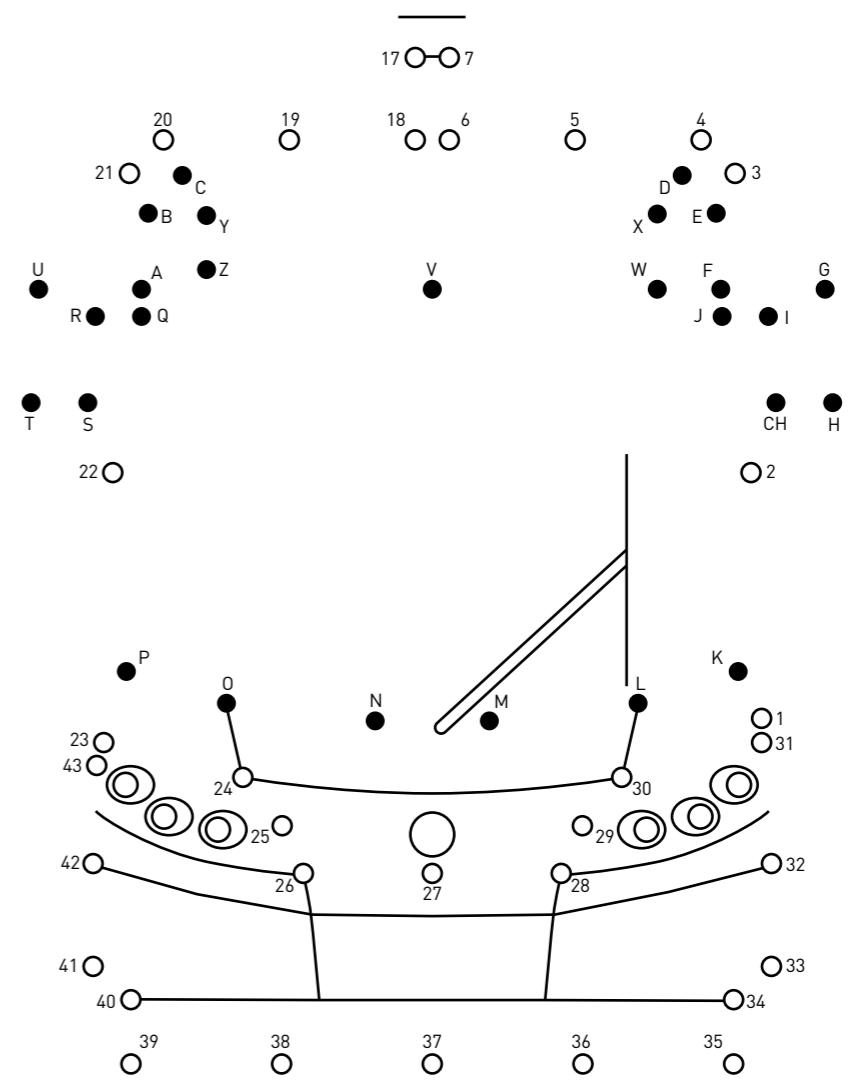
Department 900250 Contracts was created as part of efforts to optimize the department's processes and streamline operations. The task of the newly created department is to methodically cover the issue of contracts and to manage the process of drafting and concluding contracts. It aims to ensure a uniform framework for contractual relations at DPP.

In 2020, these departments dealt with a total of 1797 requests, in particular the incorporation of comments to draft contracts, opinions and responses to internal issues regarding labour law, debt and litigation. Compared to 2019, the department reported a 23% increase in the number of requests. Since 2020, the Legal Division has been providing centralized procurement of DPP legal services.

Do you know which colours are used for each line of the Prague metro to facilitate transfers between them? Which line is not one that exists at this time. Colour them in.



Connect all the letters alphabetically and numbers in ascending order to reveal the image.



# Central purchasing division

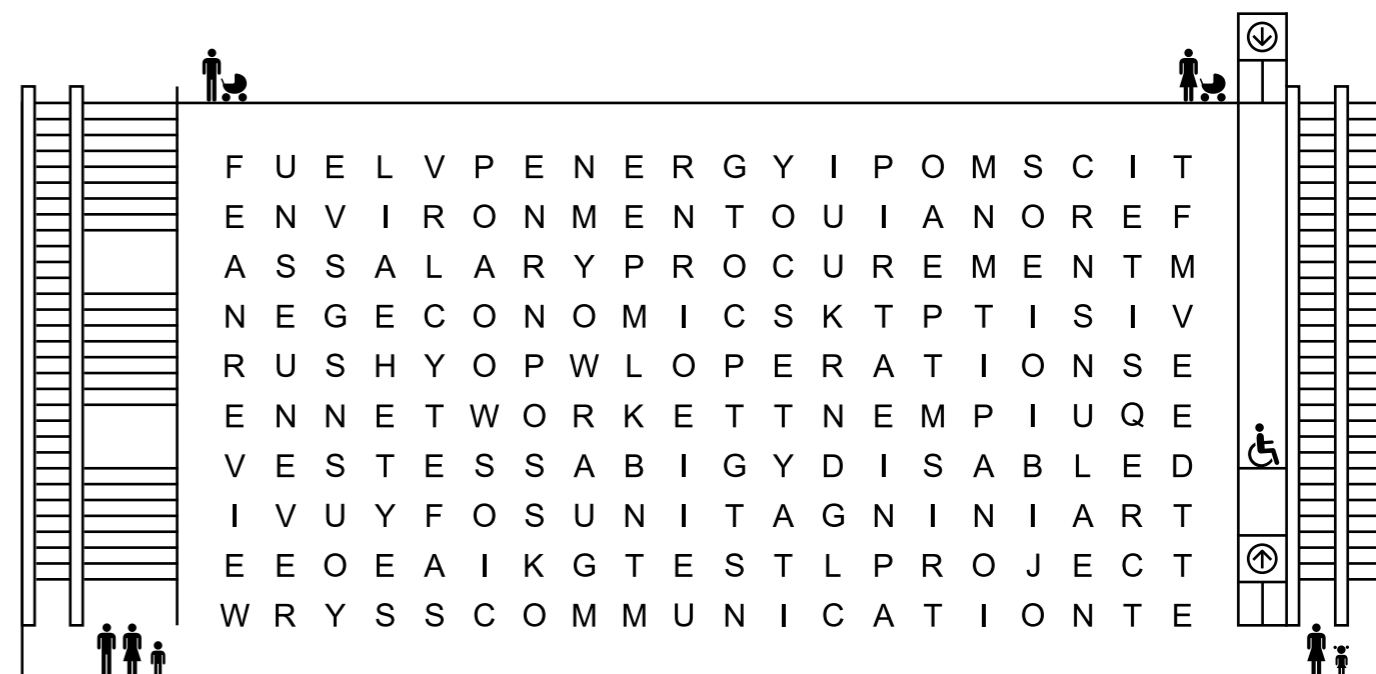
In 2020, the Central Purchasing Division prepared an updated version of the Public Procurement Directive effective from 30 November 2020. It continued to deal with the aggregation of requests from the various DPP departments. This aggregation is carried out in two stages according to the updated Directive: in the first stage by the various departments and in the second stage by the Central Purchasing Division. Furthermore, preparations were made for the introduction of socially and environmentally responsible public procurement across all departments of the Central Purchasing Division. The Division also dealt with a new tool for handling requests by internal customers, a tool that should replace the SAP environment as of January 2020. It also works with an external supplier on a tool for extracting data from contracts in PDF format, which are stored in the electronic contract system, and analysing contractual relationships. The preparation of the transition from the original SAP/3 accounting system to the new SAP/4 HANA accounting system, which took place at the end of the year, was also a crucial project. The standard processes of publishing contracts and orders in the register of contracts and checking already concluded contractual relations were not neglected either.

In 2020, the Public Procurement Department participated in updating the Public Procurement Directive based on findings from audits of the purchasing process. Above all, however, it implemented responsible procurement in the public procurement preparation process. The department managed to announce many public contracts that incorporated many responsible aspects and very actively, even before the amendment of the Public Procurement Act, to implement aspects of responsible public procurement into its own contracts. It should be mentioned that in the past year, DPP received from the Ministry of Labour and Social Affairs of the Czech Republic an award for its contribution to the development of responsible public procurement in

the Czech Republic. DPP used innovative and efficient procedures such as DPS, MTB and preliminary market consultations in its procurement practice, and not just in 2020. The Public Procurement Department also very actively shares its experience in a number of professional periodicals and represents DPP at a host of conferences or workshops.

In 2020, the Inquiry Department made a complete switch to a comprehensive electronic procurement tool called "Tender Arena" for use in certain tenders. As in the previous year, Tender Arena made it possible for selected tender procedures to publish information and documents on the contracting authority's profile for an unlimited number of tenderers, as well as to accept and evaluate electronic bids. A total of 186 contracts were concluded on the basis of the results of tender procedures and a further 184 contracts, addenda to contracts and terminations of contracts processed.

In 2020, the Service Purchasing Department and Material Purchasing Department began preparing for the transition of the accounting system for the execution of orders from the original SAP/3 accounting system to the new SAP/4 HANA accounting system. In connection with this, they participated in the updating and developing order requests. The unification of the data specified in the requests was achieved by this effort. They also participated in preparing other functions for validating the value of orders. The Material Purchasing department continues to use a dynamic purchasing system for the supply of spare parts for buses and trams and for the supply of other commodities and materials. To the maximum extent possible, supplies and services continued to be purchased from companies with a workforce comprising at least 50% disabled persons or directly from disabled persons. In 2020, the Service Purchasing Department and Material Purchasing Department issued 37,133 orders in total.



In 2020, the Asset Liquidation Department received a total of 4,083 requests for the disposal of assets and their deletion from DPP's records. Assets that were moved to the Liquidation Centre based on these requests were first and foremost sold and, if there were not interested buyers, destroyed in an environmentally friendly manner. Out of the above number of decommissioned assets, 246 were means of transport (buses, trams, cars, etc.).

In connection with the sale of assets, the Asset Liquidation Department drew up a total of 85 purchase contracts, 781 advance invoices and tax documents and 392 cash receipts.

ASSETS	COMMUNICATION	COMPANY
DISABLED	ECONOMICS	ENERGY
ENVIRONMENT	EQUIPMENT	FUEL
LEGAL	MARKETING	ME
NETWORK	NO	OK
OPERATIONS	PRAGUE	PROCUREMENT
PROJECT	REVENUES	REVIEW
SAFETY	SALARY	TEST
TRAINING	TRIP	UNIT
VISIT	YES	YOU

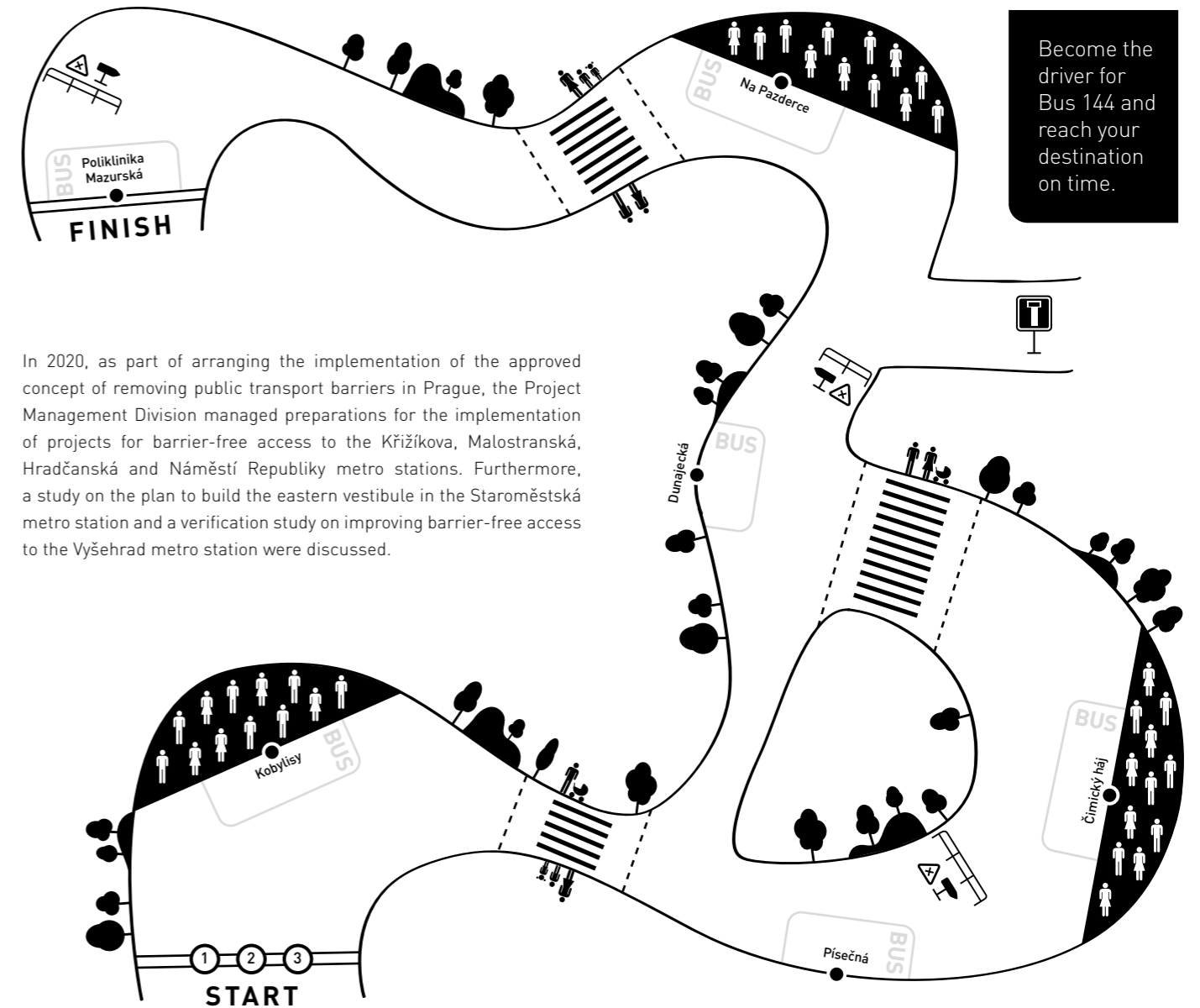
# Project management division

The Project Management Division is in charge of all matters connected with DPP's development strategy and with the implementation, development and control of compliance with the company's project management methodology. The main activities of the division include the management of strategic projects and priorities, the management of non-routine, cross-sectional tasks and the support of operational and technical departments in the creation and registration of documents in the framework of project management. The division is also responsible for matters related to the co-financing of DPP projects and plans from EU funds, fulfilment of the strategy leading to barrier-free access to metro stations and cooperation on changes to the Prague Spatial Plan in connection with DPP development projects.

In 2020, the Project Management division managed and implemented important strategic projects, especially in the area of long-term servicing of metro cars and related concepts for the development of the Prague metro until 2040, new design of uniforms for DPP employees, and a number of smaller Smart City projects. Furthermore, the Projects Department began implementing process-oriented DPP projects in the area of the investment procedure and planning and looking at the issue of obligations connected to the management and lease of DPP real estate. In connection with efforts to improve passenger services, a project aimed at introducing contactless payments in buses that would allow passengers to pay using payment cards began to be implemented.

The Project Management Division and the Projects Department are in charge of managing the long-term "Metro 2040" project. The main objective of this project is to define the strategy and concept for the development of the Prague metro until 2040. In 2020, in the framework of this project, a pilot project aimed at modernizing internal surveillance systems and passenger information systems on M1 metro trains was discussed, as was preparation of a feasibility study for the introduction of fully automatic operation of the metro without drivers on line C of the Prague metro. In this area, a separate project entitled Automation of Line C was also launched in 2020.

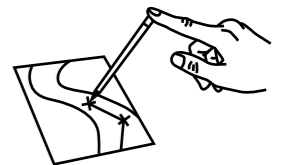
In 2020, the Project Management Division arranged co-financing from EU funds for selected DPP investment projects. This is financing from the Operational Programme Transport for the following projects: Zahradní Město Turning Loop, TT Divoká Šárka – Sídlíště Na Dědině, TT Sídlíště Barrandov – Holyně – Slivenec (stages 0-1) and TT Sídlíště Modřany – Libuš (stage 1). Financing was also arranged from the Operational Programme Prague - Growth Pole of the Czech Republic in the area of emission-free vehicles for the following projects: Acquisition of 14 standard electric buses - electrification of line 154, Acquisition of 15 battery-powered articulated trolleybuses - line 140. Financing from this operational programme was also arranged in the area of energy savings for the following projects: Metro station Opatov, and Revitalization of the vestibule of the Anděl / Na Knížecí station, including modernization of the escalator. Management of the utilization of the funds for the mentioned projects will gradually take place in the coming years while the projects are being implemented.



Become the driver for Bus 144 and reach your destination on time.

In 2020, as part of arranging the implementation of the approved concept of removing public transport barriers in Prague, the Project Management Division managed preparations for the implementation of projects for barrier-free access to the Křižíkova, Malostranská, Hradčanská and Náměstí Republiky metro stations. Furthermore, a study on the plan to build the eastern vestibule in the Staroměstská metro station and a verification study on improving barrier-free access to the Vyšehrad metro station were discussed.

Each player [2 to 3] gets a coloured pencil. Place the tip of your pencil on the starting line and move the pencil in the direction of the race by pushing the top with just your index finger. When the pencil moves across the paper it draws a line. Make a dot where the line ends. This will be the starting point for the next round. Take turns and try to reach the finish line first. If you go out of bounds, continue from where your "vehicle" exited the marked route. Don't forget to stop at all bus stops. If you miss a stop, you lose a turn. If you stop on a crosswalk, you continue from your last position. Try to avoid all obstacles on the route.



# communication and public relations

During the 2020 pandemic year, a total of 17,354 submissions from public transport users were processed, which represents a year-on-year decrease of 22%. Submissions can be divided into complaints, compliments and inquiries, while the share of individual categories of submissions did not change much year-on-year.

In 2020, a total of 9,858 reports on DPP and Prague public transport were published in the monitored media, a year-on-year decrease of 5%. Outputs appeared in all media types, i.e., in the press, on news servers, on TV and on the radio. The media published the most articles on DPP (1,136) in March, and published the least (610) in April. The Covid-19 pandemic, the state of emergency and emergency measures played a significant role in this regard. The Covid-19 pandemic and its effects on the DPP, the functioning of public transport and its use by passengers have become the main topics of almost all media for most of the year. Internet news servers with 5,682 outputs contributed the most to DPP's publicity, which is 58% of the total number of articles. The share of this segment and the total number of articles published on online portals about DPP is gradually growing. Printed publications published 2,198 articles (22% share), television broadcast 793 reports (8% share), radio stations broadcast 510 reports (approx. 5% share) and ČTK (Czech Press Agency) published 675 reports on DPP (7% share). ČTK published the most articles on DPP last year (675 outputs), followed by blesk.cz with 563 articles and denik.cz with 528 outputs. The order of the publications is the same as in 2019.

In terms of tone, neutral articles and reports dominated, accounting for 64.4% (6,351 reports) of the total number about DPP. The second most numerous group were positive articles and reports which accounted for more than a fifth (20.8%, 2,052 articles). Ambivalent articles and reports constituted 7.3% of outputs last year (716 outputs) and negative ones 7.5% (739 outputs). These percentages have not changed fundamentally compared to 2019, with the differences being up to 0.5 pp. In absolute numbers, negative news decreased most year-on-year, specifically by more than 15%, while ambivalent articles and reports decreased by more than 6%. In terms of tone, DPP's media image in 2020 was significantly affected by a large number of mostly neutral articles and reports related to coronavirus measures and consequences of the pandemic.

The main topics of the positively tuned articles last year were, for example, the renewal of the vehicle fleet, the expansion of the mobile signal in the metro, the publication of the actual positions of DPP buses and trams, the reconstruction of tram lines, and investments and plans for new lines. Unfortunately, last year's pandemic measures made it practically impossible to organize some of the traditional events that contribute to DPP's positive media image. Last year, the effects of the pandemic and the associated declines in DPP revenues, a significant decline in public transport users and the consequent reduction in connections had a negative (or ambivalent) effect on the media. The debate about a possible increase in fares in Prague resonated negatively in the media. Another controversial topic was the preparation of a new

unified visual style of PID devices. Critical views also appeared in the media in connection with downtime in the preparation of metro D or previous DPP cases being heard in court.

In December 2019, DPP launched a new version of its website, which, thanks to its user-friendliness, modern design and a number of innovations, was to attract more visitors the following year. However, the Covid-19 pandemic also had a significant impact on DPP web traffic. The most significant drop in DPP web traffic was recorded in April 2020, when the website of the largest carrier of the PID system was visited by only 216,752 users. In the year-on-year comparison, this was a drop of almost 63%, which, on the other hand, corresponded to the drop in the number of public transport users. The daily average website traffic dropped to approximately 40,000 visits. For the first time in its history, the DPP website recorded a higher number of visits from mobile phones compared to visits via desktop computers. In 2020, more than 55% of users came to the web via smartphones and most often searched for information on traffic restrictions, timetables and fare information.

The viewership of DPP's profiles on social networks grew in 2020. The number of fans of DPP's Facebook profile increased by almost 4,000 year-on-year to more than 24,000, and the number of followers exceeded 25,000 users. Last year, DPP's Twitter account also saw an increase in followers, by almost 4,000 year-on-year to almost 10,500. DPP managed to increase the number of its Instagram followers to more than 8,000 users in 2020. Last year, the posts that received the greatest number of views on DPP social network profiles were, for example, about the preparation and operation of Christmas vehicles, the farewells to the CityBus and Karosa buses, the Facebook call "Thank Public Transit Drivers and Operators" or a humerus video of celebrities asking the public to observe the "Hands Face Space" rule.

The intranet has proven to be the main tool for communication with DPP employees. In 2020, a total of 210 updates were published on its main page, mainly with information from meetings of the company's bodies

and about vacancies and anti-epidemic measures, as well as press releases, personnel, security, operational and other communications. All messages are sent to Communication Points and put on bulletin boards for employees who do not have access to the intranet. The DP bulletin is a quick tool through which DPP informed its employees in 2020 mainly about employee benefits at partner companies. The jubilee 25<sup>th</sup> year in 2020 concluded the monthly DP kontakt, which was published seven times in the standard form, three times as an extended issue and once as a summer double issue. In three cases, it was supplemented with cut-outs of models of public transport vehicles, once with a large-format poster and twice with specialized appendices: 145 years of public transport in Prague and the history of CityBus vehicles.

The development of road electromobility is being monitored under the international ASSURED project, which deals mainly with charging technologies for larger fleets of electric buses. DPP is involved in a user group to share information and experience across European cities. Another international project that DPP participates in is E-LOBSTER. The aim of this project is the efficient use of electrical energy in public rail transit (especially railways or metro), especially with regard to possible surpluses, storage and use of recovered energy or additional energy sources. From the point of view of DPP, the option of using energy from the metro network for charging electric buses is being looked at, among other things. International cooperation within the UITP did not stop even during the pandemic. On the contrary, there was intensive communication and transfer of information within individual UITP expert groups, both in terms of operational and technical measures, as well as in relation to economic impacts and ways to maintain a sufficient quality level of public transport in the coming years.

The schedule of expert visits in 2020 was very limited due to the emergency pandemic measures; nevertheless, DPP participated in many online webinars, conferences and other events, during which mainly the experience with the Covid-19 pandemic was shared.

# marketing and sales

## MARKETING

As part of the Marketing Strategy for 2019–2024, funds allocated in 2020 were spent as efficiently as possible on the main areas that the Marketing Department committed itself to under this strategy.

In 2020, the Marketing Department supported the recruitment of new employees through advertising, signage, promotional items, support for scholarship programmes, advertising on the side of trams and buses, etc. Thanks to this comprehensive coverage of public transport, DPP became the first choice for those who wished to change their jobs.

Unfortunately, several events that give us an opportunity to meet could not take place in 2021. Important events, such as ones focused on appreciation of loyal DPP employees, were either cancelled or postponed until 2021: “35 Years at the Company” – a meeting with the HR Director, Transport Director, Technical Director - Surface and CEO – was cancelled; and “Retirements” event – which commemorates employees who went into retirement the previous year, with the first meeting with the HR director and handover of gifts with a dedication having been planned for the spring – was postponed until 2021.

Kinobus is a DPP project that took place for the thirteenth time in 2020. This charitable project, which has become well-known among Prague residents, is unique at DPP. Attendance in 2020 was an average of 186 spectators per screening. This means that there were a total of 8,168 tickets sold. An incredible CZK 50,000 was raised for the charity. According to a survey by Stem/Mark, 42% of respondents in Prague know of the existence of Kinobus and one in every 12 respondents attended at least one of the screenings in the past 13 years.

On Facebook, Kinobus had over 50,000 unique views over a 3-month period. The Kinobus section on the dpp.cz website was opened by 70,000 unique users per season.

In cooperation with HVU and operational units, the Marketing Department supported several important events this year. Of them all, we would like to mention in particular the farewell to high-floor cars and the farewell to Citybus cars after 28 years of operation.

Unfortunately, some popular events that the Marketing Department and HVU had been working on together until the very last moment had to be cancelled: a meeting of auto-moto veterans/DPP employees – April; PID Letňany Day, with a historic bus line running between Letňany and the Museum of Public Transport in Střešovice and the annual DPP Choir concert on the occasion of its 10<sup>th</sup> anniversary – May; the traditional Prague Museum Night and the 95<sup>th</sup> anniversary of regular bus operation, with a museum bus ride from Vršovice to Záběhllice approximately along the route of the 1<sup>st</sup> bus line – June; guided tours of the Střešovice depot – October; an Advent concert in the Museum of Public Transport with the DPP Choir – November; and finally St. Nicholas afternoon in Střešovice and Advent concerts in the Museum of Public Transport – December. The DPP Open House also did not take place in 2020.

As part of adventure tourism, only two trips by historic metro trains were organized this year.

In 2020, another section of the Encyclopaedia – tariffs and tickets – was printed. The Annual Report, Yearbook and the book Prague Metro Stations were also published. A revised version of the Výlety (Trips) publication also came out before the end of the year.

## Christmas 2020 and Decorations

15T For City 9401 trams, Lubrication tram 5572, Retrobus 3510, two T3 trams of the Public Transit Museum and the facade of the Střešovice depot were given a Christmas makeover. The decorations had a very positive response from public transport users. Four spots – preparations of the Christmas fleet, the festive parade with Christmas greetings and the CEO’s thanks entitled “How Time Passed”, and time-lapses – were filmed. The spots received almost 9,000 views on YouTube, 198,000 on Facebook and thousands more on Mall.tv and Blesk.tv. They received 8,900 thumbs up on the Instagram feed and more than 47,000 views on Twitter.

Since 2020, audio-visual recordings have been continuously made of selected events. These recordings are also used for subsequent promotion of DPP.

In 2020, the “For the Return of Passengers to Public Transit” campaign – emphasizing the safety of public transport – was launched. Due to the current situation, the campaign kept being moved and was finally launched in December 2020 and continued in 2021. It ran on TV (30-second spot), radio (20-second spot), on CLV panels at shopping centres and on online media (banners). In addition to focusing on the safety of public transport, its objective was also to communicate the DPP brand and its services in a positive way. According to surveys, the campaign was a success. It was the largest campaign of its kind in the history of the DPP. Moreover, it was the first campaign to appear on national television.

“Don’t Jump Under My Wheels” is a long-running campaign that has helped keep the tally of fatal tram-related accidents to zero in 2020. Over 200,000 people saw the campaign spots. After more than

15 years, we are celebrating the Tram vs. Pedestrian score of 0:0. We took advantage of the promotional synergy together with the project partners: Police of the Czech Republic, BESIP and ROPID. According to a Stem/Mark survey, 43% of respondents were aware of the campaign. In 2020, the campaign received almost 120,000 organic views.

In 2020, DPP also supported the joint activities of the Association of Transport Companies of the Czech Republic, and two videos with a common theme were shot.

DPP’s partnerships with other entities took place to a lesser extent this year. They were mainly used to arrange benefits for our colleagues.

In 2020, DPP cooperated with the Ministry of Health of the Czech Republic on the “Hands Face Space” campaign and on promoting Health Line 1212. DPP also cooperated with the City of Prague on the following projects: “We Cook for You”, which is aimed at supporting Prague restaurants and their take-out windows; “Protect Yourself and Others”, which aims to thank IRS (Integrated Rescue System) Units; Prague Sticks Together “Online Help Line”, which provides important contact numbers in the time of the corona pandemic; and Prague Sticks Together “Red Cross” #POMAHAMEPECOVET (we help with care), which provides training for volunteers.

Last year, comparative surveys were conducted on basic issues related to passenger transport, the way DPP is perceived and other topics. We plan to continue with these surveys and verify not only the efficiency of spending, but also how DPP is perceived as a whole and the interest in public transport, improvements in this area being in our company’s direct interest. Outputs and conclusions are used to make adjustments to our marketing strategy.

## SALES

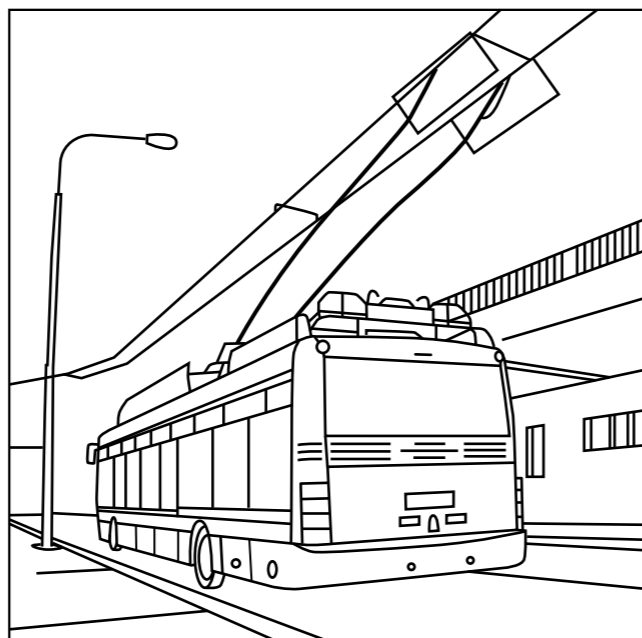
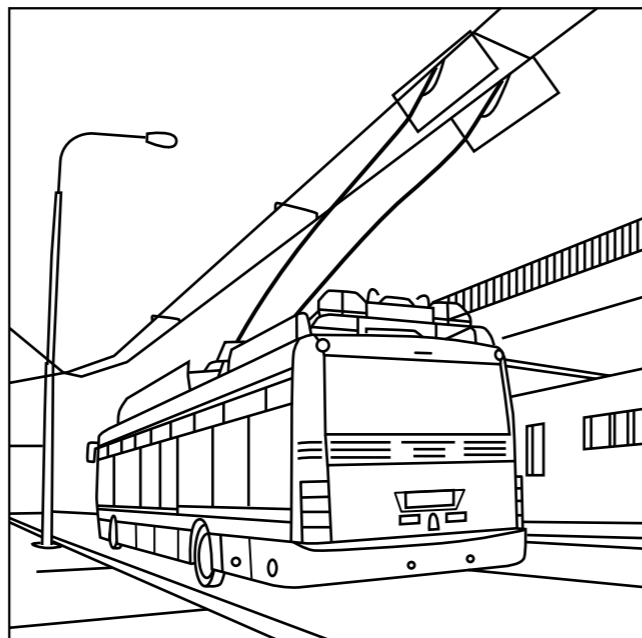
At the beginning of 2020, the Sales Department continued to further expand short-term leases of movable and immovable property and maximized revenues from commercial activities.

In connection with the spread of Covid-19, at the end of February 2020, orders were gradually cancelled as were requests from clients. Later, the operation of all commercial events was completely suspended due to government measures and restrictions. As a result, there was a significant decline in sales from commercial activities in Q2. This decline continued throughout 2020, when government measures were partially relaxed and new, more stringent measures (anti-pandemic "PES" model, etc.) subsequently introduced.

Due to the above factors, the business plan fell to one-fifth of the total sales in 2019. The decline in sales in the transport section was fully offset by savings in the marketing budget and an increase in sales of DPP assets for advertising purposes.

In 2020, the Sales Department focused on improving internal company processes when ordering commercial tram rides and on digitizing processes associated with the implementation of new services such as card payment, ordering through a payment gateway, interactive order form, etc.

Spot seven differences and colour in the pictures. Do you recognize the stop that the Prague trolleybus is at?



## metro line D

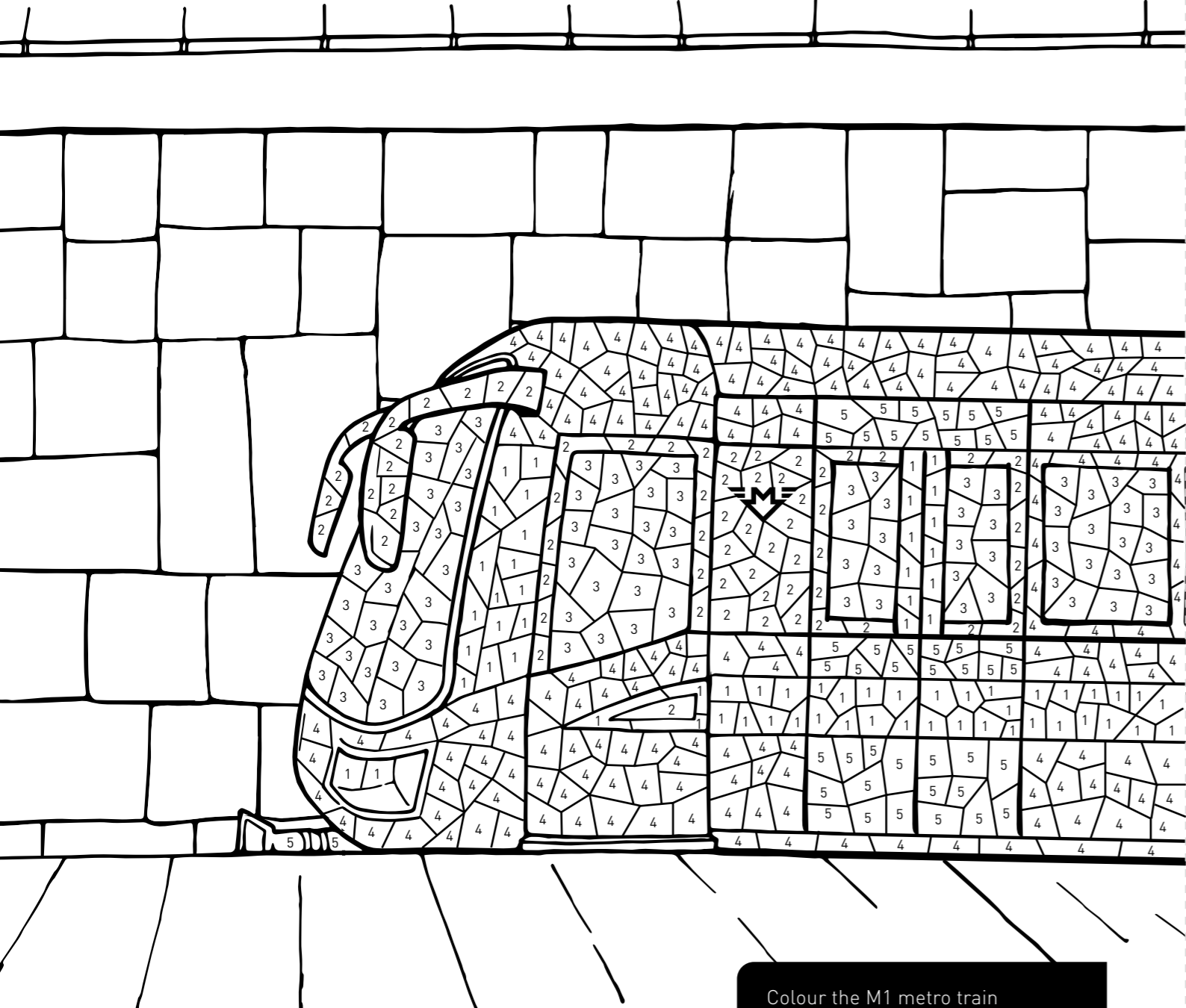
The current network of the Prague metro with a total operating length of 65.2 km consists of three lines – A, B and C – on which 61 stations are located. A fourth line of the Prague metro was already included in the first concept for the Prague metro network. It is a linear transport structure, and the preparation of any such investment takes many years. A project of this type always starts with a transport and urban solution. The route of Metro line D has been part of the Prague Spatial Plan since the 1990s and later in the Principles of Spatial Development as a connection of the southern sector of Prague with the city centre. The 10.6 km section of the I.D route includes ten stations. The route starts in the city centre at the Náměstí Míru station on line A, crosses line C at the Pankrác station and continues on to Písnice at the southern edge of the city.

In 2020, preparations for the construction of the Metro line D continued. During the year, an additional geological survey of the I.D1a section (Pankrác – Olbrachtova) took place. In August 2020, work on two of the four exploration sites was successfully completed. In early 2020, selection of the contractor for the Pankrác – Olbrachtov Construction Part and the contractor for Comprehensive Monitoring, which includes certification for the Pankrác – Olbrachtov Construction Part, began. During the year, complaints about the tenders were submitted to the Office for the Protection of Competition; therefore, the anticipated launch of construction work on I.D. could not begin. DPP managed to obtain a five-year extension of the EIA. Line D construction documentation for the selection of the contractor for the construction part of Olbrachtov (outside) – Nové Dvory and for the Transport System for Pankrác – Nové Dvory was completed.

In June 2020, Decree No. 177/1995 was amended, and this amendment enabled the automatic metro operation project. In collaboration with the National Gallery in Prague and architect David Vávra, visual artists were successfully selected for the creation of a uniform aesthetic character of the Metro D stations, namely for the Nádraží Krč station, the Krč Hospital and the Nové Dvory station. In the autumn of 2020, DPP successfully launched a website with information about Metro D.

In 2020, DPP further managed to obtain almost full property rights for the first section of the Pankrác – Olbrachtova construction project, when an important lease agreement was concluded with City Empiria (PAD 2 area). Furthermore, progress was also made in negotiations with Gemini Office, which, along with Czech Post, is the last of the landowners. This property needs to be acquired for the first section of the construction. Contracts are expected to be finalized and concluded in the first half of 2021. DPP also managed to postpone negotiations in the area of the Krč and Libuš Railway Stations to allow the required contracts to be concluded in the following year. Several plots of land were purchased in the area of the Písnice Depot, while a price agreement was reached with other owners, with purchases expected to continue in 2021.

The most important activities planned to take place until the end of 2021 include: completing the selection of contractors; obtaining a building permit for Variant VI; obtaining follow-up permits for the section, such as water management and felling; and continuing geological exploration at two sites, including the start of construction of the I.D. metro in the section Pankrác – Olbrachtova.



Colour the M1 metro train according to the numbers in each field and design your own station.

1. RED | 2. BLACK | 3. BLUE | 4. LIGHT GREY | 5. DARK GREY

## *companies with an investment interest*

### **Pražská strojirna a. s.**

The main activity of this company is the development and production of rail structures and switch systems for tram transport. Complete service and maintenance of switch systems is complemented by other components, such as tram exchanges with flexible interchangeable tongues in various modifications in accordance with customer requirements, heating exchanges, drainage and other engineering production.

DPP is the sole shareholder.

### **Střední průmyslová škola dopravní, a. s.**

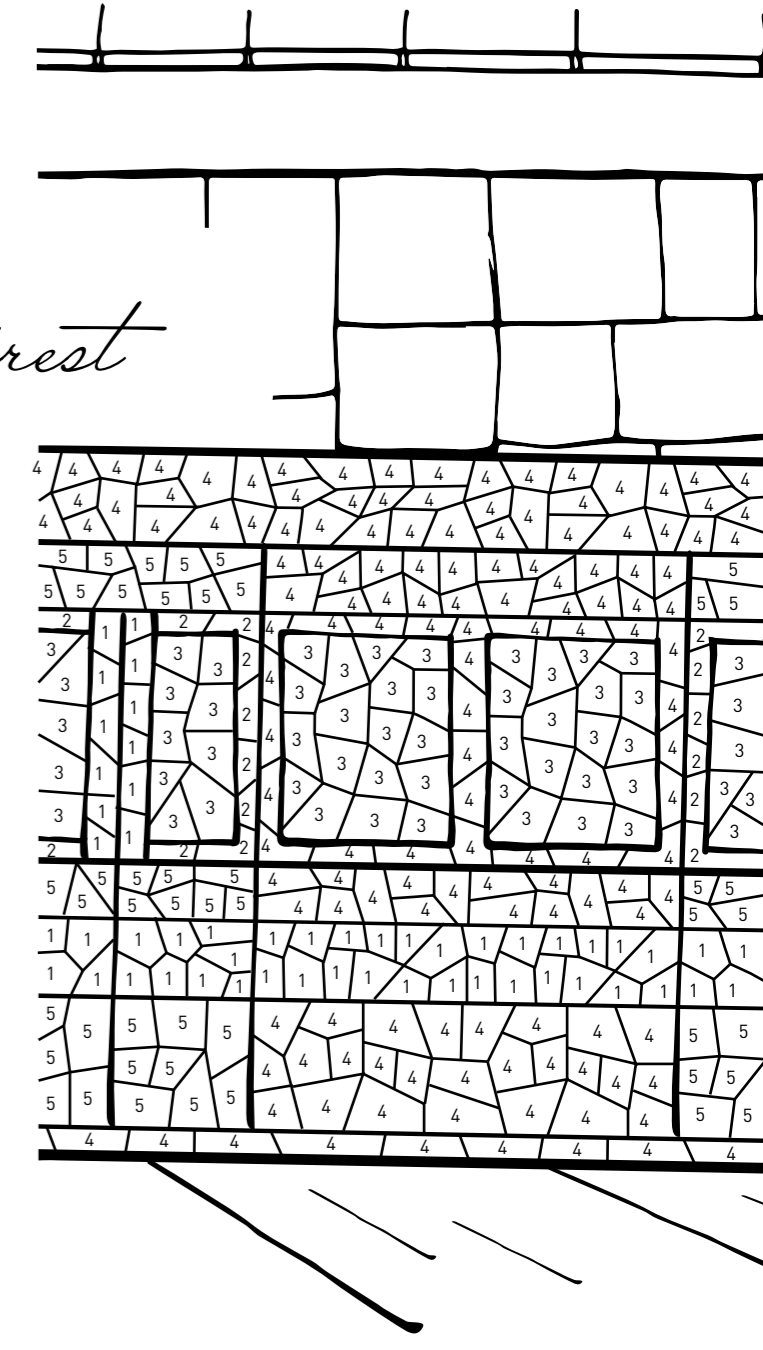
The main activity is teaching, training and education at three entities: the Secondary Technical School of Transport, the Secondary Vocational School and the Apprentice School.

DPP is the sole shareholder.

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

The company is dedicated to all kinds of advertising activities ranging from the operation of promotional all-decor trams, buses and metro trains to the rental of showcases at bus stops.

DPP owns a 28% share.



# report of the Audit committee

## of the Prague Public Transit Company for 2020

In accordance with Act No. 93/2009 Coll. (on Auditors), the General Assembly held on 19 January 2010 decided to set up an Audit Committee as a body of the Prague Public Transit Company ("DPP"). In 2019, the Audit Committee worked as an independent company body, taking resolutions and minutes from its meetings, which are archived.

### The Audit Committee has three members elected by the General Assembly of DPP:

- Mgr. Marta Gellová (Chairwoman)
- Ing. Zdena Javornická (Vice-Chairwoman)
- Ing. Ladislav Langr (Member)

In 2020, Audit Committee met for a total of six meetings. The individual meetings always followed the approved agenda and materials sent to Audit Committee members in advance.

### The Audit Committee dealt mainly with the following topics in particular at its meetings:

- The process of compiling financial statements
- Recommendations of the external auditor
- Assessment of the statutory auditor's independence
- The process of the mandatory audit of financial statements
- Monitoring the effectiveness of the internal control and the risk management system
- Monitoring the effectiveness of internal audit and its functional independence
- The interim quarterly financial results of DPP
- Information on the activities of the Internal Audit Department
- The final internal audit reports
- Information on the implementation of corrective measures

- Information from the Board of Directors and Supervisory Board meetings

In view of the issues discussed, the Managing Director, the Economic Director, the Head of the Internal Audit Department and, as required, other external DPPI staff and DPP's external auditor were regularly invited to the meetings.

In 2020, the Audit Committee fulfilled its obligations under the applicable legislation and the Company's Articles of Association.

### Of the activities of the Audit Committee, the following are worthy of mention:

At its meeting of 14 February 2020, the Audit Committee began by approving the submitted Report on the Activities of the Audit Committee for 2019 and tasked the Audit Committee Chairwoman to present this report to the company's Board of Directors and Supervisory Board and then to the company's General Meeting.

The Audit Committee then took note of the submitted report from the ongoing audit of the DPP's 2019 Financial Statements dated 30 January 2020, sent by the statutory auditor NEXIA AP, a.s., and asked the Board of Directors to discuss the Audit Committee's draft Audit Report before issuance of the report.

At the end of the meeting, the Audit Committee approved the internal audit schedule for 2020 and took note of the submitted audit report.

On 17 April 2020, by Resolution No. 2/2020/2 on the 2019 Financial Statements and Annual Report, the Audit Committee took note of

DPP's Financial Statements for 2019, DPP's Annual Report for the 2019 accounting period and the report of the independent auditor and stated that it believes that signification reservations to the DPP's 2019 Financial Statements could have been dealt with differently by the auditor.

Furthermore, the Audit Committee took note of the independent auditor's report to the 2019 Financial Statements and 2019 Annual Report.

Finally, the Audit Committee was informed about the management report and calculation of PID costs for 2019, the Report on Activities of the Internal Audit Committee for 2019 and the status of the internal control system, and approved Update 1 of the Internal Audit Plan for 2020.

At its meeting dated 10 June 2020, the Audit Committee addressed the letter from the statutory auditor, NEXIA AP, a.s., to the management of the accounting entity (the Management Letter), approved the report on the tender for the provision of services in the period 2020-2023 and recommended presenting the winning bidder of the tender, i.e., NEXIA AP, as., to the Company's General Meeting for approval.

The Audit Committee was informed about the integrated risk management system for 2019 and on the status of cybersecurity in 2020.

At the end of the meeting, the Audit Committee approved the internal audit quality improvement programme and noted the submitted audit report.

On 16 September 2020, the Audit Committee Chairwoman called a vote by letter (per rollam), and the Audit Committee, by Resolution No. PR/2020/1, approved the change of the Audit Committee's Rules of Procedure (possibility to hold meetings remotely).

On 17 September 2020, the Audit Committee was informed of the adoption of Resolution of the Prague City Council in the Capacity of the General Meeting No. 1557 of 3 August 2020 on the election of Audit Committee members and the approval of Contracts on the Performance of Office of Audit Committee Members. In connection with the end of the term of office of Audit Committee members Ing. Javornická and Ing. Langer on 17 August 2020, Mgr. Gellová was recalled from her position of Audit Committee member. Then, at the General Meeting on 18 August

2020, Mgr. Gellová, Ing. Javornická and Ing. Langer were appointed Audit Committee members. The General Meeting also approved new Agreements on the Performance of Office of Audit Committee Member.

The Audit Committee took note of significant legal disputes, an overview of DPP's tax obligations and the Management Report and PID Cost Calculation.

The meeting ended with the Audit Committee approving Update No. 2 of the internal audit plan and reviewing the overview of the implementation of corrective measures and the regular report of the PPTČ Team.

At the beginning of the meeting on 14 October 2020, the Audit Committee was acquainted with the planning stage of the audit of the 2020 Financial Statements and the results of external audits that took place in the period 1 January 2019–June 30, 2020.

Furthermore, the Audit Committee discussed information on the positions and risks of the HR Section, on the positions and risks of the Safety and Security Section and on the position and risks of the Technical – Surface Section.

Audit Committee approved Update No. 3 of the internal audit plan for 2020 and was acquainted with the content of audit reports.

At the meeting of 9 December 2020, the Audit Committee initially approved the Audit Committee work plan for 2021, took note of the write-off of failed investments in 2020, the purchase of securities – bills of exchange of ČSOB Leasing, a.s., and the Management Report and PIC Cost Calculation from the first to the third quarters of 2020.

Furthermore, the Audit Committee discussed significant changes in the legislation for 2021 and was informed about the positions and risks of the Technical – Metro Section, the risk management cybersecurity system - vectors and attacks at DPP.

At the end of the meeting, the Audit Committee was acquainted with the implementation of corrective measures, the proposal of topics for the Internal Audit Plan for 2021 and the submitted audit reports.



# report of the Supervisory board

## of the Prague Public Transit Company (“DPP”) in 2020

### **The Supervisory Board of DPP (the “Supervisory Board”) comprised the following members in 2020:**

Ing. Adam Scheinherr (Chairman), MSc., Ph.D., 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, Ing. Michal Štěpán, PaedDr. Ivo Vašíček, Josef Buriánek, Jiří Obitko, Bc. Jan Holub and Tomáš Novotný.

During 2020, no personnel changes were made in the Supervisory Board.

### **Issues regularly discussed:**

In 2020, ten meetings of the Supervisory Board were held. The Company’s Supervisory Board, among other things, regularly:

- monitored the operating economy of DPP and monitored revenue development (discussed quarterly and half-yearly financial results, the annual financial statements, the PID cost calculation and fund utilization)
- discussed tenders and its members’ participation in evaluation committees to assess suppliers’ bids
- discussed the materials and conclusions adopted by the Board of Directors and the General Assembly

- dealt with property rights issues: granted consent to the conclusion of various contracts restricting ownership rights or the right of lien to movable or immovable property owned by DPP and granted consent to the conclusion of certain contracts for the sale of the real estate owned by DPP and for the lease of real estate owned by DPP for a definite period of time (exceeding a one year lease term)
- monitored compliance with recommended corrective measures resulting from internal audit results
- 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 approved the conclusion of contractual documentation in the matter of property rights from the Board of Directors, took note of information on the Full Service contract for 81-71 M metro trains for the 2020-2035 period and asked the Board of Directors to immediately conduct an external audit to check the efficiency of the concluded contract, compliance with the company’s Articles of Association and the legality of negotiation procedures without publication for arranging Full Service maintenance of 81-71M trains for the Prague metro.

The Supervisory Board approved the recognition and payment of the target remuneration of the members of the Board of Directors for 2019 and was informed about the strategy for the renewal of the 2020-2024 bus fleet.

During the year, due to the expiration of the term of office of a member of the Board of Directors, the Supervisory Board re-elected Ing. Ladislav Urbánek as a member of the Board of Directors.

The Supervisory Board was regularly informed about the various steps in the construction and preparation of the I.D metro line route. It also dealt with issues arising from the contractual relationships with the companies RENCAR PRAHA, a.s. and euroAWK s.r.o. and repeatedly focused closely on the issue of enforcement of fare-related receivables.

Among other things, the Supervisory Board dealt with measures in the fight against Covid-19 throughout the year. In connection with this, the Supervisory Board approved an amendment to the Supervisory Board’s Rules of Procedure allowing the Supervisory Board to meet remotely.

The attention of the Supervisory Board was also focused on progress in negotiations on the revitalization of metro stations in cooperation with a private entity - it decided to conclude new contractual documentation for the revitalization of the Kačerov metro station.

The Supervisory Board also discussed DPP’s strategic documentation, such as the concept for using alternative fuels in the DPP environment and the DPP Business Plan.

### **Conclusion:**

Throughout the year, the DPP Supervisory Board monitored with due professional care the interim financial results and regularly discussed quarterly reports on the achieved financial results, including calculations of PID costs.

The DPP Supervisory Board paid great attention to selected contractual obligations of DPP, and delegated Supervisory Board representatives contributed significantly in 2020 to the work of the Evaluation Committee on tenders and public contracts.

It should be noted that during 2020, the Supervisory Board duly fulfilled its mission as the Company’s controlling body in accordance with applicable laws, the Company’s Articles of Association, other regulations and the interests of the sole shareholder, the City of Prague, and supervised the performance of the Board of Directors’ powers and the Company’s financial performance.

Through its activities, the Supervisory Board contributed in no small degree to the proper functioning of DPP.

*act no. 106/1999 coll.,  
on free access to  
information*

Provision of information pursuant to Act No. 106/1999 Coll., on free access to Information, as amended

In accordance with Section 18(1) of Act No. 106/1999 Coll., on Free Access to Information, as amended (the "Information Act"), this Annual Report for 2020 is submitted on the activities of the Prague Public Transit Company, Inc. ("DPP") in the area of providing information pursuant to the Information Act.

<b>1. Number of requests for information submitted and the number of refusal decisions issued:</b>	
a) Number of requests for information submitted:	<b>88</b>
b) Number of refusal decisions issued:	<b>9</b>
<b>2. Number appeals lodged against decisions:</b>	<b>2</b>
<b>3. Information on judicial review of the decision on appeal:</b>	<b>9</b>
a) a copy of the substantial parts of individual judgments of the court to review the legality of the decision to reject the request for information: <b>see appendices</b>	
• in addition to Judgment Ref. No. 14 A 91/2019, judgments were also issued under Ref. No. 14 A 92/2019 and Ref. No. 14 A 93/2019, which are identical on the merits and differed from each other by mere formal nuances	
• in addition to Judgment Ref. No. 14 A 94/2019, judgments were also issued under Ref. No. 14 A 95/2019, Ref. No. 14 A 96/2019 and Ref. NO. 14 A 97/2019, which are identical on the merits and differed from each other by mere formal nuances	
b) Overview of all expenses incurred in connection with lawsuits and legal proceedings, including the cost of own employees and legal representation costs: CZK 11,228 (payment of costs of proceedings)	

<b>4. List of exclusive licences granted, including the justification for the need to grant an exclusive licence:</b> no exclusive licences were granted	
<b>5. Information on complaints about the procedure for handling requests for information ("complaints"):</b>	
a) Number of complaints filed:	<b>5</b>
b) Reason for filing complaints about the procedure of DPP:	
• Section 16a(1)(b)	<b>5</b>
• Section 16a (1)(d)	<b>1</b>
c) Method of settlement by DPP:	
• Section 16a(5) (by reconsideration)	<b>4</b>
• Section 16a (5)(by referral to the appeal body)	<b>1</b>
d) Method of settlement by appeal body (Office for Personal Data Protection):	
• Section 16a (6)(a), Section 16(7)(a)	<b>1</b>
<b>6. Further information regarding handling requests for information:</b> most often, requests for information were related to: advertising space owned by DPP and demand procedures for non-residential premises in the metro	



PRAGUE CASTLE



CONGRESS CENTRE



O2 ARENA



STAR SUMMER PALACE (LETOHRÁDEK HVĚZDA)



NATIONAL MUSEUM



CHARLES BRIDGE



ŽIŽKOV MONUMENT



NATIONAL THEATRE

Connect. Can you match the pictures of the monuments with their names?



CZECH REPUBLIC  
**JUDGMENT**  
**IN THE NAME OF THE REPUBLIC**

The Prague Municipal Court, in a senate composed of the chairman [REDACTED], and the judges [REDACTED], has ruled in the following case:

Plaintiff: [REDACTED]

v.

Defendant: **Dopravní podnik hl. m. Prahy, a. s.**,  
with its registered office at Sokolovská 42/217, 190 00 Prague 9 – Vysočany

**on the legal action against the decision of the Board of Directors of Dopravní podnik hl. m. Prahy, a.s., dated 6 May 2019, ref. no. PP/61/2019**

**as follows:**

- I. Decision of the Board of Directors of Dopravní podnik hl. m. Prahy, a.s., dated 6 May 2019, Ref. no. PP/61/2019 is cancelled and the case is returned to the defendant for further proceedings.
- II. The decision of Dopravní podnik hl. m. Prahy, a.s. of 25 March 2019, ref. no. 2019/47/900200, is cancelled.
- III. The obliged entity Dopravní podnik hl. m. Prahy, a.s., is ordered to process the plaintiff's request for information dated 16 March 2019 in full and provide the requested information.
- IV. The plaintiff's motion that the court order the obliged entity Dopravní podnik hl. m. Prahy, a.s. to allow him to inspect the file in its entirety, especially Part 2, is denied.
- V. The defendant is obliged to pay the plaintiff the costs of the proceedings in the amount of CZK 11,228 to the plaintiff's lawyer [REDACTED] within 30 days of the legal force of this judgment.

Confirms compliance with the original [REDACTED]

**Justification:**

1. By the legal action filed with the Prague Municipal Court, the plaintiff seeks review and cancellation of the decision of the defendant's Board of Directors of 6 May 2019, ref. no. PP/61/2019, by which it dismissed the plaintiff's appeal and upheld the defendant's decision of 25 March 2019, ref. no. 2019/47/900200, to deny the plaintiff's request for information under the Act on Free Access to Information. In the present legal action, the plaintiff stated that he had submitted a request for information in the form of the full wording of the building approval decision for the Ohrada - Palmovka tram line, including other information concerning the proceedings in question.

2. In the filed legal action, the plaintiff does not agree with request being rejected for the reason of Section 11(4)(b) of Act No. 106/1999 Coll., on Information (the "Information Act"), and criticizes the defendant in particular for erroneously and unreasonably extensively interpreting the statutory provision or, more precisely, the term "information on the decision-making activity of the courts". He stated that, after submitting his request, he asked for access to the file, but on 26 April 2019 was refused access to its Part 2. A decision was not issued thereon on the grounds that the Administrative Procedure Code did not apply to these proceedings and the defendant was not an administrative body.

3. In the decision, the defendant argues that he was unable to provide the information requested because it related to legal proceedings. The result of the administrative proceedings concluded sometime in the early 1990s, i.e., the required building approval decision, is not information on the decision-making activity of the courts, as the respective proceedings only began many years later. If the defendant bases his course of action on Instructions of the Ministry of Justice of the Czech Republic of 24 July 2009, ref. no. 13/2008-SOSV-SP, the plaintiff contends that these instructions also unacceptably expand the meaning and erroneously conclude that the term "information on the proceedings" or "information on the actions of the parties vis-à-vis the court and other parties to the proceedings" may apply even to the collection of documents for decision-making purposes. If certain information in the form of a public instrument is available (or, according to the information, obtainable by filing a request), the content or information cannot be withheld from the requesting party solely on the basis of the fact that the requested document has been submitted to a court or filed in some court proceedings. In an effort to conceal selected information outside the scope of the law, it would be sufficient to attach this information to virtually any court file and thus make it inaccessible to the public.

4. He requested that the court pass the following judgment in the case:

I/ Decision of the Board of Directors of Dopravní podnik hl. m. Prahy, a.s., PP / 61/2019 of 5 June 2019 on an appeal against the decision of Dopravní podnik hl. m. Prahy 2019/47/900200 of 25 March 2019 on the dismissal of a request for information is cancelled.

II/ Decision of Dopravní podnik hl. m. Prahy, a.s., 2019/47/900200 of 25 March 2019 on the denial of a request for information is cancelled.

III/ The obliged entity Dopravní podnik hl. m. Prahy, a.s., is ordered to process the plaintiff's request for information dated 16 March 2019 in full and to provide the requested information.

IV/ The obliged entity Dopravní podnik hl. m. Prahy, a.s., is ordered to allow the plaintiff to inspect the file in its entirety, particularly Part 2.

V/ The defendant is obliged to reimburse the plaintiff for the costs of the proceedings in the amount determined by the court to the plaintiff's legal representative within three days of the legal force of this judgment.

5. In his response to the filed action, the defendant emphasized that the existing status on the date of the decision of the request or, as the case may be, appeal is essential. An exception from the obligation to provide information is applicable to the period of fulfilment of the legal hypothesis, i.e., for the entire period when the requested information is information on the decision-making activity of the courts. The court

Confirms compliance with the original [REDACTED]

proceedings may not concern the administrative proceedings of the building authority, but the requested information is decisive for the court proceedings being conducted at the Prague 5 District Court under ref. no. 26 C 669/2008, specifically, in sheets nos. 39, 47, 55, 189 and 215 of the court file, this information is repeatedly proposed as evidence and then also attached to the defendant's filing; it is further included in sheets nos. 50-51 of file no. 26 C 141/2004 of the case file, which was annexed to file no. 26 C 669/2608 for the taking of evidence. The defendant is also a party to court proceedings conducted at the Praha 5 District Court under ref. no. 26 C 659/2008 in the same procedural role as in the present proceedings before the Prague Municipal Court. The fact that the file was background information essential for the court's decision ensues from point 18/ of the justification of the judgment of the Prague 5 District Court of 16 May 2019, ref. no. 26 C 669/2008-829. Regarding the objection concerning access to the file and the absence of instructions on possible further procedural steps, he stated that he had already dealt with them and that there was no obligation on an obliged entity to inform the requesting party about the possibility of taking legal action. The defendant further points out that the plaintiff conflates the terms "administrative body" and "obliged entity" under the Information Act, i.e., not every obliged entity is at the same time an administrative body, as he seems to believe. His allegation that the defendant refused to issue a resolution on access to the file is based on a misunderstanding of this difference: when the obliged entity is not an administrative body, it applies the Administrative Procedure Code to the extent specified in Section 20(4) of the Act on Free Access to Information. He emphasized that it was not always appropriate to order the disclosure of information as requested by the requesting party under point III/ of the legal action and that the proposed verdict IV/, by which the plaintiff seeks access to the file, cannot, in the defendant's opinion, be satisfied. If the plaintiff requested access to the file for the reason of protection against unlawful intervention, then the time limit for filing legal action expired on 26 June 2019, as he learned of the refusal to allow him access to part of the file on 26 April 2019. He, however, did not file the legal action until 10 July 2019. Missing the deadline cannot be excused.

6. From the administrative file submitted by the defendant/administrative authority, the court found that on 16 March 2018 the plaintiff submitted to the defendant a request for information, specifically for the full text of the building approval decision for the Ohrada - Palmovka tram line. He also requested the following information in connection with the building approval decision:

1 / All the parties to the proceedings

2 / When this decision was taken over by Dopravní podnik hl.m. Prahy, a.s. (or its legal predecessor) - please provide proof of the date of this takeover

3 / Whether an appeal was lodged by any party to the proceedings against that decision

4 / Whether and when this decision came into force

5 / Whether a legal force clause was attached to the decision - if so, please send a copy of this clause.

7. On 18 March 2019, the defendant issued a decision denying the request pursuant to Section 11(b) in conjunction with Section 15 of the Act on Free Access to Information. He emphasized that the concept of decision-making activity of the courts includes not only the announcement of the decision itself, but also the gathering of documents for this decision. Related to the decision-making activity of the courts is information relevant to the courts' own decision-making and the procedure of the courts and their actions aimed at ascertaining the facts as well as the actions of the parties to the proceedings vis-à-vis the courts and other participants in the proceedings. Not only the submissions of the participants, but also the annexes to these submissions and other documents relevant to the decision of the court in the matter need to be considered the participants' actions. Thus, the filing of a request under the Act on Free Access to information cannot be directed at information that could affect ongoing legal proceedings.

8. The plaintiff appealed against that decision, in that he did not agree that the release of the information requested (the building approval decision from the early 1990s) should be rejected on the grounds that, allegedly, the information requested was information on the decisions-making activity of the court in the proceedings, as the proceedings were initiated many years after the requested information was

Confirms compliance with the original [REDACTED]

created and, moreover, do not concern the administrative proceedings of the building authority, where the requested information arose, but a dispute over unjust enrichment.

9. The defendant decided on the appeal through the contested decision, by which he dismissed the appeal and upheld the action of the obliged entity. The defendant referred to the Instructions of the Ministry of Justice of the Czech Republic of 24 July 2009, ref. no. 13/2008-SOSV-SP, according to which the concept "decision-making activity of the courts" is broader than just the announcement of the decision: it includes the procedure in court proceedings, court actions aimed at ascertaining the facts of the case and the actions of the other parties vis-a-vis the courts and other parties to the proceedings as part of dispute resolution and other legal matters, including the collection of documents for making the decision. It therefore applies not only to the submissions of the parties, but also to the annexes to these submissions and other documents relevant to the court's decision on the matter. Therefore, a request under the Act on Free Access to Information cannot be directed at information that has been communicated to the court by the obliged entity in ongoing court proceedings. Regarding the origin of the requested information, it is possible to agree with the requesting party that the information itself arose before the specific court proceedings were initiated; however, the exception from the obligation to provide information arises when the legal hypothesis is fulfilled, i.e., on the day the requested information becomes information on the decision-making activity of the courts. The legal exception that allows information not to be provided can be applied regardless of the date of origin of the requested information, because at the time of submitting the request, the legal hypothesis had already been fulfilled, i.e., that the requested information relates to the decision-making activity of the courts. The requested information is part of the argumentation of the obliged entity as a participant in the court proceedings conducted at the Prague 5 District Court under ref. no. 26 C 669/2008. If the requesting party argues that the exception could only be applied if he explicitly stated in his request that he is requesting information on the court proceedings and identified the proceedings, the defendant considers this argument to be misleading, as this would make it practically impossible to apply the exemption, as application of any exception under the law would require the requesting party to explicitly state that exception applies to him. Finally, he stated that the requesting party had been given a chance to familiarize himself with the grounds for the appellate body's decision on his request, to which he had submitted a comprehensive statement by e-mail on 29 December 2019 challenging the obliged entity's way of keeping the file and reiterating that the obliged entity's interpretation of the concept "decision-making activity of the courts" is erroneous. However, the requesting party did not provide any new facts relevant to the appellate body's decision.

10. For the sake of completeness, the court states that the administrative file also includes the part excluded from inspection, marked as Part 2, which the court, by way of a measure of the chairman of the senate, excluded from inspection in court pursuant to Section 45(3) of the Administrative Procedure Code and which it familiarised itself in detail.

11. The Prague Municipal Court reviewed the contested decision and the previous proceedings before the administrative authorities of both instances in the light of the objections raised in the filed legal action and based its review on the factual and legal situation at the time of the contested decision (Article 75 of Act No. 150/2002 Coll., the Code of Administrative Procedure, as amended – the "Administrative Procedure Code:"). As none of the participants requested an oral hearing, the Prague Municipal Court proceeded in accordance with Section 51(1) of the Administrative Procedure Code and decided on the legal action without holding an oral hearing. At the same time, however, it concluded that the legal action was warranted.

12. In the case under review, the administrative authorities refused to provide the requested information by referencing Section 11(4)(b) of the Information Act. The administrative authorities justified the application of this provision by stating that the requested information relates to court proceedings being conducted at the Prague 5 District Court under ref. no. 26 C 669/2008, in which the obliged entity is a participant. The defendant held that this information fell within the concept "*information concerning the decision-making activity of the courts*" and could therefore not be provided with reference to Section 11(4)

Confirms compliance with the original [REDACTED]

(b) of the Information Act. The plaintiff, in his action against such interpretation of Section 11(4)(b) of the Information Act, argued that this reason was not relevant in the present case.

13. The court must emphasize at this point that the right to information is a constitutionally guaranteed right. According to Article 17 of the Charter, the right to information is guaranteed. The right to information is also enshrined at the international level: Article 10 of the *Convention for the Protection of Human Rights and Fundamental Freedoms* and Article 19 of the *International Covenant on Civil and Political Rights* (the right to information is understood in these international instruments as part of freedom of expression). Under Article 7(5) of the Charter, state and local authorities are required to provide information on their activities in an appropriate manner. However, this right is not an absolute right, but a qualified right that can be limited in certain circumstances. The conditions for such limitations are then set out in Article 4(2) of the Charter, according to which *"the limits of fundamental rights and freedoms (...) may be regulated only by law"*. This law is Act No. 106/1999 Coll., on Free Access to Information.

14. According to Section 11(4)( b) of the Information Act, obliged entities shall not provide information on the decision-making activity of the courts (with the exception of judgments). According to legal literature, information related to court decisions, court proceedings and their actions aimed at ascertaining the facts of a case and information related to the actions of the parties vis-a-vis the court and other parties to the proceedings shall not be disclosed (Jelínková, Jitka and Tuhiaček, Miloš. *Zákon o svobodném přístupu k informacím. Praktický komentář. Komentář k §11*. 2017. Wolters Kluwer ISBN: 978-80-7552-859-9). The same conclusion follows from Instructions of the Ministry of Justice of the Czech Republic of 24 July 2039, Ref. no. 13/2008-SOSV-SP, which implement certain provisions of Act No. 106/1999 Coll., on Free Access to Information, and on which both administrative bodies relied when issuing the contested decisions.

15. The concept *"decision-making activity of the courts"* was then interpreted by the Brno Regional Court in its decision of 7 December 2016, ref. no. 29 A 133/2015 - 112. In this case, the Brno Regional Court assessed the legal issue of whether the term *"decision-making activity of the courts"* includes information on the name of the court assistant who prepared the documents for the Constitutional Court's decision, a list of all his/her work in connection with the case in question, information on whether he/she prepared extracts from the case law of the Supreme Court, etc. The Brno Regional Court first referred to the judgment of the Supreme Court of 29 April 2009, ref. no. 8As 50/2008 -75, according to which the decision-making activity of courts in accordance with Section 11(4)(b) of the Information Act *"must be considered not only the procedure of courts in proceedings and their acts aimed at ascertaining the factual state of affairs and its legal assessment, but also the actual decision-making activity of the courts or decisions on the substance"*. The Brno Regional Court subsequently concluded that the entire decision-making mechanism of the court in a specific case (with the exception of the decision itself) is exempted from the information obligation. This mechanism then includes, for example, preparation of documents for the decision (summary of factual or legal circumstances of the case, research on relevant legal opinions arising from case law, literature or other information sources, an outline of the solution of disputed issues, elaboration of the concept of a decision, etc.).

16. As stated above, case-law has already given an interpretation of the concept *"decision-making activity of the courts"*, which is crucial for the interpretation of Section 11(4)(b) of the Information Act. However, that interpretation does not include the information required by the plaintiff in the case presently being assessed by the defendant. Based on the interpretation given by case law and legal literature, the information requested by the plaintiff from the defendant cannot be classified as information related to the *"decision-making activity of courts"* according to Section 11 (4)(b) of the Information Act.

17. It is clear from Section 5(3) of the cited instructions of the Ministry of Justice that the concept of *"decision-making activity of the court"* includes *"not only the courts' own decisions but also their procedure in court proceedings, their actions to establish the facts and the parties' actions vis-à-vis the court and the other parties to proceedings in dispute resolution and other legal matters"*. What is essential according to

Confirms compliance with the original [REDACTED]

the Municipal Court is that the instructions also state that all information contained in court decisions be provided unless their provision is excluded for other reasons.

18. It is not possible to infer from the above the conclusion reached by the defendant, namely that the exclusion pursuant to Section 11(4)(b) of the Information Act applies to all documents to be submitted by a party as annexes to its submission in ongoing legal proceedings. According to the court, it is always necessary to individually assess the nature of the requested information.

19. In the present case, the plaintiff did not request any information concerning the legal proceedings. It is clear from the request that he requested the full wording of the building approval decision for the Ohrada - Palmovka tram line, a decision of an administrative body issued on the basis of a previous administrative procedure as early as 1992. The requested information does not relate to the legal proceedings; on the contrary, it follows from the submitted request that the requesting party is asking for information relating exclusively to administrative proceedings and the building approval decision issued in such administrative proceedings. It cannot be deduced that just because the approval decision was transferred to court proceedings that it will become part of the *"decision-making activity of the courts"*. The Municipal Court considers it absurd that only by submitting an administrative decision to the court, its character changes and remains inaccessible to the public although it was issued more than 25 years prior to the now contested decision and governs the conditions for the operation of the Ohrada-Palmovka tram line, which line has been serving the public for many years.

20. The defendant's interpretation would thus lead to the absurd conclusion that, where a obliged entity participates in any legal proceedings, it may not provide the public with any information which would be even remotely related to the legal proceedings if it submitted the document in question to the court. In the present case, the situation is all the more absurd as the court proceedings were not initiated until many years after the requested approval decision was issued – i.e., the administrative decision was available to the public until such time that it was submitted to the court. Moreover, the court proceedings do not concern the administrative proceedings of the building authority, but a dispute over unjust enrichment. The Municipal Court therefore did not identify with the defendant's interpretation of Section 11(4)(b) of the Information Act.

21. It also follows from the Instructions of the Ministry of Justice that all information contained in court decisions shall be provided unless their provision is precluded for other reasons. The court therefore states that in point 18 of the judgment of the Prague 5 District Court of 16 May 2019, ref. no. 26 C 668/2008 – 829, the court essentially applies this interpretation to the entire content of the approval decision requested by the plaintiff, i.e., that it is information contained in the court decision. The defendant, however, did not address this point of view at all when handling the request.

22. The court thus concluded in the present case that the defendant had erred in rejecting the plaintiff's request for information pursuant to Section 11(4)(b) of the Information Act. The legal action is therefore warranted and the court cancelled the contested decision pursuant to Section 76(a) of the Administrative Procedure Code for the reason of partial non-reviewability due to a lack of reasons, and returned the case to the defendant for further proceedings. At the same time, the court annulled the first-instance decision, as in the situation where it concluded that the administrative body was obliged to provide the requested information, it believes that in this case the appellate body itself cannot rectify the defects of the first-instance decision.

23. In further proceedings, the defendant must again decide on the plaintiff's request and provide the information required therein. Pursuant to Section 78(5) of the Administrative Procedure Code, the defendant is bound by the legal opinion expressed by the court in this judgment in further proceedings.

24. As regards the plaintiff's proposal referred to in point 4 of the legal action asking the court to order the obliged entity, Dopravní podnik hl.m. Prahy, to give the plaintiff access to the file in its entirety,

Confirms compliance with the original [REDACTED]

in particular to Part 2, the court states that it was not possible to comply with this motion. If the court imposed an obligation on the defendant to allow the plaintiff to inspect the file, including the part excluded from review, it would anticipate the defendant's decision on the content of the administrative file, which he is only deciding on now. The court therefore considers it premature to uphold this part of the legal action in the light of the foregoing and has therefore dismissed the legal action in that respect.

25. The statement on the reimbursement of the costs of the proceedings is justified by Section 60(1) of the Administrative Procedure Code. The plaintiff was successful in the matter; therefore the court recognised his right to being reimbursed for the costs of the proceedings, specifically the paid court fee in the amount of CZK 3,000, a lawyer's fee for two acts of legal service of CZK 3,100 (taking over and preparation representation, drafting a lawsuit) and twice an overhead lump sum of CZK 300, so in total CZK 6,800 pursuant to Section 9(4)(d), Section 11(1) and Section 13(3) of Decree No. 177/1996 Coll., on Lawyers' Fees and Lawyers' Compensation for the Provision of Legal Services (Lawyer Tariff), as amended. As the plaintiff's representative was a lawyer who is a payer of value added tax, the remuneration is increased by the amount corresponding to the tax which she is obliged to pay from the remuneration for representation and reimbursement of cash expenses according to Act No. 235/2004 Coll. (Section 57(2) of the Administrative Procedure Act). The amount of the tax is CZK 1,428 and the total costs of the proceedings are therefore CZK 11,228.

**Instruction:**

A cassation complaint can be filed against this decision within two weeks from the date of its delivery. The cassation complaint is filed in two (multiple) copies with the Supreme Administrative Court, with its registered office at Moravské náměstí 6, Brno. The Supreme Administrative Court decides on the cassation complaint.

The time limit for lodging a cassation complaint ends on the day which coincides with the date which determined the beginning of the time limit (the day of delivery of the decision). If the last day of the period falls on a Saturday, Sunday or public holiday, the last day of the period is the next working day. Missing the deadline for filing a cassation complaint cannot be excused.

A cassation complaint may be filed only for the reasons stated in Section 103(1) of the Administrative Procedure Code, and, in addition to general information, it must indicate the decision against which the complaint is filed, in what extent and for what reasons it is being challenged and an indication of when the decision was delivered.

In cassation proceedings, the complainant must be represented by a lawyer. This does not apply if the complainant, his employee or member acting on his behalf or representing him has a university degree in law, which is required under special law to practice law.

The court fee for a cassation complaint is collected by the Supreme Administrative Court. The variable symbol for payment of the court fee to the Account of the Supreme Administrative Court can be obtained on its website, [www.nssoud.cz](http://www.nssoud.cz).

Prague, 26 November 2020

██████████  
Chairman of the Senate

Confirms compliance with the original ██████████



CZECH REPUBLIC  
**JUDGMENT**  
**IN THE NAME OF THE REPUBLIC**

The Prague Municipal Court, in a senate composed of the chairwoman ██████████, and the judges ██████████, has ruled in the following case:

Plaintiff: ██████████

v.

Defendant: **Dopravní podnik hl. m. Prahy, akciová společnost,**  
with its registered office at Sokolovská 42/217, Prague 9

on the legal action against the decision of the Board of Directors of Dopravní podnik hl. m. Prahy, a.s., dated 11 May 2019, ref. no. PP/33/2019

as follows:

- I. **The legal action is denied.**
- II. **Neither of the parties is entitled to reimbursement of the costs of the proceedings.**

**Justification:**

1. With his legal action, the plaintiff sought to cancel the decision of 11 March 2019, ref. no. PP/33/2019, by which the defendant's board of directors denied the plaintiff's appeal and confirmed the defendant's decision of 22 January 2019, file no. 2018/253-262/900200, on denial of the request for information pursuant to Section 15(1) of Act No. 106/1999 Coll., on free access to information, as amended (the "Act on Free Access to Information").

2. From the content of the case file, the court discovered the following facts fundamental to the case.

3. On 20 December 2018, the plaintiff filed a total of ten requests for information pursuant to the Act on Free Access to Information. In each, the plaintiff requested information and documentation pertaining to

Confirms compliance with the original ██████████

the listed flyers containing communication intended for the public and placed on DPP property (in transit vehicles and premises related to the transport of passengers). He requested information about the specific legal title for placing the communication on DP Property (identification of legal title and copy of the document), information about the total number of copies of the communication placed on DPP property, information about what specific DPP property the communication was placed on, information about the number of copies of the communication placed on each type of property, and information about the period of time that the communication was placed on the property, along with differentiation of each type of property or specific property, if the period of placement differed.

4. By way of the decision of 22 January 2019, file no. 2018/253-262/900200, the defendant denied the plaintiff's request for information "for factual reasons". In the justification, the defendant stated that the plaintiff's request was always directed at the provision of the same type of information, with the plaintiff having already filed 128 similar requests beginning 14 September 2018, and so the defendant deduced that the plaintiff's motivation is not public scrutiny of the obliged entity, but to inundate him with requests and increase his administrative burden. The defendant expressed the opinion that the plaintiff's actions were chicanery when he, immediately after the expiration of the deadline for the provision of information, filed a complaint that the information was not provided. Furthermore, the defendant called attention to the decision of the Supreme Administrative Court of 2 April 2008, ref. no. 2 As 71/2007-56, according to which a request for information may be rejected also for factual reasons. The abuse of the right to information for the purpose of subjecting the obliged entity to chicanery can be considered a factual reason.

5. The defendant's board of directors confirmed the decision of the administrative body of the first instance by dismissing the plaintiff's appeal.

6. In the justification for the decision, the appellate body first called attention to the number of requests filed by the plaintiff beginning September 2018, adding that the information continued to be provided until December 2018.

7. It further reiterated the hitherto course of proceedings and added that a factual reason for refusing to provide the information need not always be the obliged entity not having the information. The nature of the requests filed by the appellant does not differ, the appellant himself stated in the appeal that the requests were formulated in the same way and only differed by specification of the advertising campaign. The appellate body also called attention to the fact that the requests for information were being dealt with by a single employee, who had other duties to attend to as well. By filing individual request in separate filings increased the administrative steps for handling the requests, as each request has to be recorded separately and filed separately. According to the appellate body, not adhering to the statutory deadline for handling requests is not an option, so the requests have to be dealt with concurrently. The appellant responds to missed deadlines for handling requests by filing complaints. In such cases, it is not possible to extend the deadline for handling requests, as there is nothing in the law allowing the extension of deadlines.

8. As regards the appellant's reference to the decision of the Ostrava Regional Court, ref no. 22a 35/2013-49, and the claim that the appellant is conducting public scrutiny because it is an entity that has knowledge of the advertising market, the appellate body stated that in addition to the number of requests in the case at hand, court disputes exist between the appellant and the defendant, and so the case at hand is not one of public scrutiny. The conclusion that the case is abuse of rights is also supported by the fact that the requests also pertained in part to information from the MediaCheck application, which the appellant has at his disposal.

9. The appellate body further rejected the plaintiff's claim that he is ready to cover the costs associated with the provision of information as purely self-serving, as no fee can be charged for the provision of information.

10. The plaintiff also increases the defendant's administrative burden by filing complaints about the request not being processed. If any complaint was handled within the framework of reconsideration after the deadline under Section 16a(5) of the Act on Free Access to Information, this was so because of the late handover of the documents required to handle the complaint by the department in charge of advertising

Confirms compliance with the original [REDACTED]

campaigns. The defendant, however, did not have the option of using the ten-day deadline extension under Section 14(7) of the Act on Free Access to Information.

11. The failure to publish the provided information is then due to the defendant's being inundated with administrative work.

12. The plaintiff in the filed legal action objected that he did not abuse his right to information and, therefore, there was no reason to dismiss his requests for information. The objective was to obtain relevant information for mapping the conditions for the provision of advertising to third parties by the defendant and thereby subject the defendant's procedure in connection with utilising of advertising space on his property to public scrutiny. At the same time, it is logical that such monitoring – related to utilization of the obligated entity's property for advertising purposes – is being carried out for the public by the plaintiff as an entity that is knowledgeable about the advertising market. In such case, it cannot be deduced that the objective of the filed complaints was to abuse the right to information for the purpose of subjecting the obliged entity to chicanery; such conclusion is entirely absurd and made up by the defendant to avoid his obligation to provide the requested information.

13. The plaintiff emphasised that his requests, content-wise, do not always focus on the same thing; in fact, their objective is to ascertain relevant information regarding specific contractual relationships.

14. The plaintiff called attention to the fact he had always received materially different responses to this requests (content, facts). The respective information always related to different things and pertained to the provision of substantively different information, the content of which is dependent on a specific matter. The requested information does not relate to any disputes in progress between the plaintiff and the defendant (the plaintiff is not seeking lost profit from the lease of this advertising space), so it is entirely untrue that by filing the requests he is just following his own private interests. The fact that legal disputes exist between the requesting party and the obliged entity cannot be a reason for refusing to provide information under the Act on Free Access to information. The alleged abuse of rights by the plaintiff has thus been construed by the defendant to unlawfully deny the plaintiff his right to the requested information without there being a legal reason for such denial.

15. The plaintiff stated that he considered the filing of each, substantively different request in a separate filing as warranted and meaningful. The administrative demands related to handling the requests was reduced by the fact that they are the same formally; thus, the response to them could have been formulated in practically the same way and then only supplemented with other relevant information. The opinion about inundating the defendant with an incommensurate number of requests is confuted by the fact that the plaintiff spread out his requests for information over time, so that weekly they would not exceed ten. The defendant surely has such an administrative apparatus to be able to handle this number requests for information. The defendant cannot claim that it only has one employee for such work.

16. The defendant reiterate that he declared that he is, in line with Section 17 of the Act on Free Access to Information, prepared to reimburse the obliged entity for the costs associated with the provision of the requested information.

17. In the next part of the legal action, the plaintiff then dealt with the deadline for handling requests, as he had filed complaints when his requests were not processed by the statutory deadline. Thereby, he countered the claim that he filed the complaints the very first day after the statutory deadline for the provision of information expired pursuant to Section 16a of the Act on Free Access to Information. Moreover, the legitimate use of procedures and processes permitted by law to protect his subjective rights cannot be held against him.

18. In his statement, the defendant first called attention to the number of private claims the plaintiff had filed against him, adding that if the plaintiff won the most important legal dispute, he would be given a monopoly on the lease of advertising space in the Prague transit system until 2032.

Confirms compliance with the original [REDACTED]

19. The defendant stated that the plaintiff's requests constituted chicanery and self-serving acts with the aim of harming him to the greatest possible degree. The plaintiff's motivation is not public scrutiny of the defendant, but inundating him with requests with the same (very similar) content one at a time to cause a higher administrative burden. To add to that, he kept filing other requests although he had to have known that he had already obtained a part of the information requested. The great number of requests for information was intended to create psychological pressure for out-of-court settlement of the aforementioned disputes. By filing the requests, the plaintiff was pursuing purely private interests. It is also not true that he filed "just" ten requests a week. For example, he filed ten requests on 6 November 2018, and then another eight on 7 November 2018.

20. The defendant called attention to the fact only one person was in charge of responding to requests. The plaintiff's claim that he was prepared to reimburse the costs associated with the provision of information pursuant to Section 17 of the Act on Free Access to Information is then purely self-serving, as the plaintiff cannot apply this provision in the matter concerned.

21. In his response to the defendant's statement, the plaintiff reiterated that the requested information always pertained to different advertising campaigns, i.e., they were intended to ascertain substantively different information and did not relate to any ongoing disputes between the plaintiff and the defendant. He rejected the idea that his effort was to inundate the defendant with requests and not to obtain the requested information. The defendant attributed the opposite intent to the plaintiff purely for self-serving reasons, specifically to avoid his statutory obligation to provide the requested information and thereby possibly concealing the impropriety of his actions. Moreover, the defendant at first did not consider the requests for information to be abuse of rights, because until December 2018, he provided the information based on the plaintiff's requests without any objections regarding the alleged abuse of rights.

22. The plaintiff then, just like in the legal action, argued that the filing of each – substantively different – request in separate filings is warranted, logical and reasonable. The law does not limit the amount of information or number of requests by a single requesting party; in fact, it anticipates this by being "silent" on this issue.

23. The plaintiff was entirely warranted in assuming that the defendant had a sufficient administrative apparatus in place, and the defendant cannot defend his unlawful course of action by arguing that he does not have sufficient staff to fulfil his statutory obligation.

24. The plaintiff is thus certain that in the given cases there is nothing in the Act on Free Access to Information or other legal regulations that would allow the defendant not to satisfy his requests. The defendant did not incur any unwarranted harm: there can be no such harm if the plaintiff is demanding the fulfilment of obligations that the law imposes on the defendant. Each step taken by the plaintiff thus can in no way fulfil the definition of "chicanery" or abuse of rights.

25. The plaintiff also insisted on his argument regarding the reimbursement of costs of processing the requests and regarding the fact that nothing essentially prevented the defendant from extending the deadline for processing requests by ten days in accordance with Section 14(7) of the Act on Free Access to Information in the event he could not handle the plaintiff's requests by the statutory deadline. He repeated that the legitimate use of processes and procedures permitted by law to protect subjective rights (lodging complaints) cannot be held against him.

26. The court decided on the matter without ordering an oral hearing by way of the procedure under Section 51(1) of Act No. 150/2002 Coll., the code of administrative procedure, as amended (the "Administrative Procedure Code"), as the parties accepted the court's choice of procedure.

27. Under Section 75 of the Administrative Procedure Code, the court reviewed the decision contested by the plaintiff, as well as the proceedings prior to its issuance, in the scope of the plaintiff's points claiming unlawfulness, to which the court is bound, according to the facts and the law as they stood on the date that the decision contested by the plaintiff was issued, and concluded that the action is unwarranted.

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28. The court first addressed the claim that the contested decision cannot be reviewed, because if the decision could not be reviewed, it would not be appropriate to assess its lawfulness.

29. In the court's opinion, it is clear from the contested and first-instance decision what reasons led the obligated entity to deny the requests for information. The defendant clearly stated that the reason for doing so is the abuse of rights to information by the plaintiff, as he placed an incommensurate administrative burden on the defendant by the number of requests he filed on the same topic. The defendant also called attention to the mutual private law disputes between him and the plaintiff and to other circumstances. The expressed conclusions are clear and do not cast any doubt over what led the plaintiff to decide to take his course of action. In the court's opinion, the decision shows the reason why the plaintiff's requests were denied, whereas the claim that the contested decision is unreviewable cannot be based on the fact that the appellate body did not address all the plaintiff's presented arguments. The stance of the appellate body to these objections could be deduced from its solid arguments. The fact that the first-instance decision and the decision on appeal are closely related needs to be taken into account and they need to be evaluated together as a whole. The court thus found that the defendant acted in line with Section 68(3) of the Administrative Procedure Code, and the contested decision does not suffer from internal contradictions, incomprehensibility or insufficient justification, and so it proceeded to review its lawfulness.

30. Pursuant to Section 15(2) of the Act on Free Access to Information, if the entity obliged to respond to request denies the request even in part, it shall issue a decision on denial or, as the case may be, partial denial within the request processing deadline, save those cases where the request is suspended.

31. The essence of the case at hand is whether the plaintiff's requests for information were warranted or whether they were a case of abuse of this right.

32. Abuse of rights is a situation where someone exercises his subjective right in order to cause unwarranted harm to someone else or a company, and this behaviour, which achieves an impermissible result, is only seemingly permissible. The behaviour is only seemingly permissible in that objective law does not know behaviour that is permissible and impermissible at the same time. According to the principle *lex specialis derogate legi generali*, the prohibition on abusing the law is strong than the permission given by the law; therefore, such behaviour is not the exercise of a right, but an unlawful action (see Knapp, V. Teorie práva. Prague: C.H. Beck, 1995, pp. 184-185). The exercise of right that is in fact an abuse of such right is not protected by the courts (decision of the Supreme Administrative Court of 11 November 2005, ref. no. 1 As 107/2004-48).

33. The Supreme Administrative Court in its decision of 26 October 2011, ref. no. 7 As 101/2011-66, stated that it is possible to deny those requests that are "vexatious, clearly a case of chicanery or even intended, for whatever reason, to paralyse the working capacity of public authorities". The application of the general principle of the prohibition of abuse of rights can only be considered if a specific legal provision that deals with the issue cannot be applied. This occurs even in the case of the Act on Free Access to Information, which does not address abuse of rights by a party making a request. Therefore, a factual reason for denying a request for information is such a reason (judgment of the expanded senate of the Supreme Administrative Court of 22 October 2014, ref. no. 8 As 55/2012-62).

34. At the same time, the prohibition to abuse rights has to be applied at most restrictively and after thorough assessment against other similarly important principles of the law, especially the principle of legal certainty, which it is most at odds with (judgment of the expanded senate of the Supreme Administrative Court of 27 May 2010, ref. no. As 70/2008-5). Denying information for the reason of abuse of rights can only occur if the specific circumstances are ascertained and documented and it ensues from such circumstances that the requesting party has another intent in mind than that of scrutinizing the use of public funds. At the same time, it is not possible to say in advance what such abuse of right will or will not be. It all depends on the circumstances of the case. Setting strict rules would go against the purpose and essence of the prohibition of the concept of abuse of subjective rights, as this concept has to be characterised by a certain degree of flexibility in order to respond to the infinite number of situations in life that legislation, in its generality,

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cannot address (judgment of the Supreme Administrative Court of 25 June 2014, ref. no. 6 As 68/2014-21) or of 10 November 2005, ref. no. 1 Afs107/2004 – 48).

35. The Prague Municipal Court has already dealt with similar complaints by the plaintiff against the decision of the defendant's board of directors. In the judgment of 4 May 2020, ref. no. 14A 95/2019-64, it expressed conclusions, which it then confirmed in, e.g., judgment ref. no. 14 A 93/2019-59 and that can be applied in this case as a reckoning of the plaintiff's objections.

36. In the mentioned judgment, the court stated that the plaintiff requested information that he would generally have a right to. Scrutiny of the business and activities of the defendant is absolutely legitimate, as the purpose for which the defendant was founded - operating (providing) public transport in Prague – is of a public nature (see judgment of the Supreme Administrative Court of 19 October 2011, ref. no. 1 As 114/2011-121). It is thus anyone's right to be able to scrutinize whether the defendant expends funds in line with the principles of good public administration, and the form of such review can also be the possibility of obtaining information about the circumstances of an advertising campaign, or the barter agreements concluded in connection with them. The court thus states that the plaintiff requested information that he has a right to.

37. The essence of the dispute is, however, whether the number of requests filed by the plaintiff was legitimate or whether they constituted an effort to inundate the defendant's administrative apparatus groundlessly.

38. With respect to the number of requests for information, the court first and foremost agrees with the plaintiff that he generally has a right to this number if there is no abuse of rights (see also the judgment of the Supreme Administrative Court of 24 September 2015, ref. no. 10 As 112/2015 – 54). It generally applies, however, that the high number of requests against one entity can indicate an abuse of rights. It will, however, constitute an abuse of the right to information only if there is another factor added to the "number" aspect, a factor that will without a doubt indicate an abuse of this right (cf. judgments of the Supreme Administrative Court of 12 March 2015, ref. no. 2 As 24/2005 – 52; of 25 June 2014, ref. no. 6 As 68/2014 – 21; of 12 April 2012, ref. no. 9 As 111/2011 -30; and of 28 March 2012, ref. no. 1 As 59/2012 – 33).

39. The same conclusion can be deduced also from specialised literature, which adds the following to the aforementioned: "It can concern, e.g., the filing of a large number of requests for various kinds of information that do not relate to each other content-wise, an effort to "paralyze" by the number of requests filed the usual work of the obliged entity (e.g., in small municipalities which do not have general office staff available, such "activity" of such a requesting party can practically halt work on ordinary matters), the purposeless filing of complaints pursuant to Section 16a in situations where the requesting party has already obtained the information, although after the deadline, repeated non-payment of clearly warranted expenditure (e.g., reimbursement of the costs of copies of documents where there is no dispute about either the number or amount to be reimbursed), meaningless insistence on having the information sent electronically when the information was provided in paper form (save situations where it is clear that the requesting party wishes to continue to "work" with the information electronically), warrantless insistence on the principle of provision of public information [cf. judgment of the Supreme Administrative Court, ref. no. 1 As 162/2014-63 (327/2015 Coll. of the Supreme Administrative Court), point 54 of the justification], or thematically clearly ridiculous questions (from case law, questions like "who on day XY swept the courtyard of the national chateau MN" etc.)" (See Furek, A., Rothanzl, L. Jirovec, T. Zákon o svobodném přístupu k informacím. Komentář. C.H., Beck, Prague, 2016, pp. 751-835).

40. The court thus focused on assessing whether in the case of the plaintiff whether other factors applied to the "number" aspect that undoubtedly indicate an abuse of the right to information. It concluded that this was the case, as it cannot be recognised that his intention was to scrutinize public administration, i.e., the fulfilment of the purpose of the right to information. Regardless of how the plaintiff declared this aim both during the proceedings before the defendant and in the legal action and response to the defendant's statement, the court cannot accept this declaration at face value.

41. As stems from the information provided by the defendant (and the plaintiff does not contest it in any way), the plaintiff requested in hundreds of cases (in the case of barter agreement tens of cases) the provision of

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information that pertained to the same topic, i.e., the conditions for the provision of advertising space to third parties by the defendant in those cases where the defendant is the partner of the promoted events. The court acknowledges that each request cannot be considered identical, as the plaintiff always targeted a different barter agreement. At the same time, however, it cannot be denied that the substance of the requests for information were aimed at the same material. This also corresponds to the fact that the plaintiff's requests were identical content-wise save specification of the barter agreement, and the defendant's responses to the requests not always being identical in no way changes this fact, as even though the requests were similar, the obliged entity could provide a different response. This fact does not change the conclusion about the same character of the filed requests and their substantial similarity.

42. The court cannot deny that requesting such a number of similar pieces of information could have meaning in the situation where the requesting party clearly focused on scrutinizing the business and financial management of the public entity as a whole, and for this the requesting party would need to obtain a maximum amount of data. The plaintiff's requests however contain certain attributes that led the court to conclude that the plaintiff was not using the possibilities provided by the Act on Free Access to Information for legitimate purposes, but was abusing them instead.

43. The court first and foremost could not disregard the fact the plaintiff has brought private lawsuit against the defendant, the subject of which is, among other things, assessment of the validity of agreements on the use of advertising space on the defendant's property. And although the court does not intend to contest the plaintiff's claim that these disputes are not related to the reimbursement of lost profit from the lease of the advertising space that he is seeking information about, it is clear to the court that the plaintiff's requests are aimed at the same area related to the defendant's activities. Although the plaintiff's actions against the defendant cannot in any way lead to the absolute conclusion that the plaintiff cannot request information from the defendant under the Act on Free Access to information, they can lead to the suspicion that the plaintiff is indeed abusing his mentioned right. And the foregoing applies especially in the case where the plaintiff systematically requests from the defendant a substantial amount of information, as in these cases suspicion of abuse of the right can increase in intensity. Nevertheless, it holds that the private law dispute itself between the plaintiff and the defendant cannot disqualify the plaintiff's right to obtain information from the defendant. That is why the court focused on other factors that could testify to the conclusion of the abuse of the right to information.

44. In this respect, the defendant further called attention to the fact that the plaintiff files numerous individual requests always related to one advertising campaign (barter), without requesting information about this topic at once. Regarding this, the court points out that it is first and foremost up to the requesting party whether he requests certain information comprehensively or individually, even though the information pertains to the same topic. At the same time, however, the court agrees with the defendant that even this fact can constitute another factor indicative of a suspected abuse of the right to information on the part of the requesting party. According to the court, it appears that in the case of a legitimate pursuit of the purpose of the right to information, the plaintiff would request the provision of the information in question in summary to the maximum degree and would not be requesting its provision over such a long period of time without such period being justified in any way. The court is aware of the reasons given by the plaintiff as to why he filed the individual requests and why he first requested information about the advertising campaign and only then about the conditions of the barter. To this fact, however, the court points out that the aim of using the right to information should not be the provision of maximum service to the requesting party by the public entity. If the plaintiff's true aim is to scrutinize public administration, it is clear that he is able to process summary information and obtain the required data from it, especially if his aim is the broad scrutiny of the activities of the obliged entity in a certain area. In the event of filing individual requests, however, it has to be clear to the requesting party that he is substantially administratively burdening the obliged entity, as the obliged entity is obliged to handle each request separately. And if the number of these requests are in the hundreds, it is clear that the obliged entity will begin to doubt whether the requesting party is pursuing legitimate interests in connection with his requests and whether it is not an attempt at obstruction or chicanery. Even this fact (filing individual and not summary requests) could, in the court's opinion, testify, although not alone, to the abuse of right to information.

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45. To reach a conclusion on the abuse of a right on the part of the plaintiff, the final pivotal fact is that during the proceedings before the defendant, in the action or in the response, he did not indicate that he was creating any output from the provided information, i.e., output that would contain information for the public about the defendant's business and financial management in connection with promoting events that the defendant is a partner of. If the court is to accept the plaintiff's claim about his legitimate interest in the provision of the respective information, the plaintiff, with regard to the amount of requested information, shows that he is actually using it to scrutinize the defendant, which he, however, failed to do. According to the court, with regard to the amount of requested information and other circumstances in the case, it cannot accept the plaintiff's general claim of legitimate purpose in collecting the information if it is not documented by other evidence. Conversely, the court has to agree with the defendant that the filing of template requests testifies to the fact that the plaintiff's aim is to inundate the defendant's administrative apparatus and not the scrutiny of public administration.

46. All of the above circumstance have led the court to conclude that the plaintiff's requests for information did not constitute the legitimate exercise of his basic right, but abuse. Leading the court to this conclusion were several factors that together testify to the fact that no matter how formally the plaintiff's actions were in compliance with the law, the main aim of these actions was in fact entirely different than achieving the purpose of the law. Testifying to the mentioned conclusion is mainly the hundreds of similar requests filed, the isolated filing of separate requests without thought to their relating to the same topic and the previous queries on similar advertising campaigns and, on top of that, failing to document any outputs that would show that the plaintiff was in fact scrutinizing the defendant's public administration. That is why the court found that the true purpose of the plaintiff's exercise of this right to information was to cause harm to the defendant by inundating his administrative apparatus, which, however, does not benefit from protection. The law does not protect actions that consciously and intentionally use the law at variance with its meaning and purposes but instead abuses it, as in the opposite case it could even lead to the discreditation of the right to information in the eyes of the public and public authorities.

47. The court thus agrees with the defendant's decision to deny the plaintiff's other requests for factual reasons due to the abuse of rights, with the previous provision of similar information having no bearing on this. In fact, it is this period of time, together with the unending filing of template requests by the plaintiff, that proved that the plaintiff's aim is not to scrutinize the defendant's activities. That is why after a certain period of time the defendant could have made the decision to deny later requests for information. For the above reasons, the court found the plaintiff's objections contained in the action to be unwarranted and in fact affirmed the defendant's conclusions contained in the contested decision.

48. Despite the above, the court has to correct some of the defendant's conclusions. This however has no bearing on the correctness of the expressed conclusion.

49. The court first does not give any weight to the defendant's claim that he has only one employee allocated to handling requests for information. The right to information cannot be limited by the way duties are allocated by the obliged entity, as it is his obligation to arrange, with regard to the importance of the right to information, such an administrative apparatus for the administration of public affairs that can handle all requests for information by the statutory deadline. The requesting party cannot be at fault if the obliged entity fails to set aside a sufficient number of employees for handling this agenda.

50. In the same way, the court cannot accept in any way the defendant's reference to the plaintiff's filing of complaints due to the defendant's failure to process requests by the statutory deadline. It is the obliged entity's obligation to process requests for information by the deadline set by law. If he fails to do so, he must be aware that the requesting party may file a complaint. And filing a warranted complaint about the unlawful approach of the obliged entity consisting in failure to process a request by the statutory deadline cannot be held against the plaintiff. A requesting party is fully entitled in the pursuit of its rights to file a complaint against the obliged entity if such entity did not proceed in compliance with the law (the opposite situation would occur if the complaint were clearly unwarranted, which, however, did not occur in the case concerned). And such action cannot negatively affect the exercise of this right to information in any way.

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51. The court has decided not to address the defendant's and plaintiff's argument regarding the possibility to impose the obligation on the plaintiff to reimburse the costs of processing the requests. The subject of the judicial decision is only the plaintiff's contestation of the decisions and proceedings in which they were issued. In these proceedings, however, the defendant in no way decided on reimbursement of the costs associated with providing the information pursuant to Section 17 of the Act on Free Access to Information. For this reason, the arguments can be considered purely hypothetical, and as such, the court is not obliged to address them. This also applies to the argument regarding extension of the deadline for processing requests by up to 10 days pursuant to Section 14(7) of the Act on Free Access to Information.

52. The court also cannot comment on the defendant's course of action in case of processing previous requests, when the defendant, according to the plaintiff, should have acted in breach of Section 16a(5) of the Act on Free Access to Information. In the case at hand, the plaintiff's requests for information were rejected and that is why the defendant did not at all use the possibility of reconsideration according to the cited provision, and as the subject of the judicial review is only the contested decisions, it is not the court's place to respond to the defendant's course of action in other administrative proceedings.

53. With reference to the above cited judgment, ref. no. 14A 95/2019-64, the motion in this case can be denied as unwarranted. Even in the case of the currently assessed requests, the conditions were in place for their denial for the factual reason of abuse of rights.

54. Concerning the reimbursement of the costs of the proceedings, the court decided in line with Section 60(1) of the Administration Procedure Code. The plaintiff was not successful in the case and therefore does not have the right to reimbursement of the costs of the proceedings; the defendant did not incur any costs in the proceedings concerning the legal action that would be outside the framework of regular official operations.

#### Information

A cassation complaint can be filed against this decision within two weeks of the date of its delivery. The cassation complaint is filed in two (multiple) copies with the Supreme Administrative Court, with its registered office at Moravské náměstí 6, Brno. The Supreme Administrative Court decides on the cassation complaint.

The time limit for lodging a cassation complaint ends on the day which coincides with the date which determined the beginning of the time limit (the day of delivery of the decision). If the last day of the period falls on a Saturday, Sunday or public holiday, the last day of the period is the next working day. Missing the deadline for filing a cassation complaint cannot be excused.

A cassation complaint may be filed only for the reasons stated in Section 103(1) of the Administrative Procedure Code, and, in addition to general information, it must indicate the decision against which the complaint is filed, in what extent and for what reasons it is being challenged and an indication of when the decision was delivered.

In cassation proceedings, the complainant must be represented by a lawyer. This does not apply if the complainant, his employee or member acting on his behalf or representing him has a university degree in law, which is required under special law to practice law.

The court fee for a cassation complaint is collected by the Supreme Administrative Court. The variable symbol for payment of the court fee to the Account of the Supreme Administrative Court<sup>1</sup> can be obtained on its website, [www.nssoud.cz](http://www.nssoud.cz).

Prague, 11 November 2020

[REDACTED]  
Chairwoman of the Senate

Confirms compliance with the original [REDACTED]



CZECH REPUBLIC  
**JUDGMENT**  
**IN THE NAME OF THE REPUBLIC**

The Prague Municipal Court, in a senate composed of the chairwoman [REDACTED], and the judges [REDACTED], has ruled in the following case:

Plaintiff: [REDACTED]

v.

Defendant: **Dopravní podnik hl. m. Prahy, akciová společnost,**  
with its registered office at Sokolovská 42/217, Prague 9

on the legal action against the decision of the Board of Directors of Dopravní podnik hl. m. Prahy, a.s., dated 11 May 2019, ref. no. PP/33/2019

as follows:

- I. **The legal action is denied.**
- II. **Neither of the parties is entitled to reimbursement of the costs of the proceedings.**

**Justification:**

1. With his legal action, the plaintiff sought to cancel the decision of 11 March 2019, ref. no. PP/33/2019, by which the defendant's board of directors denied the plaintiff's appeal and confirmed the defendant's decision of 11 January 2019, file no. 2018/245-251/900200, on denial of the request for information pursuant to Section 15(1) of Act No. 106/1999 Coll., on free access to information, as amended (the "Act on Free Access to Information").

2. From the content of the case file, the court discovered the following facts fundamental to the case.

3. On 17 December 2018, the plaintiff filed a total of seven requests for information pursuant to the Act on Free Access to Information. In each, the plaintiff requested information and documentation pertaining to the listed flyers containing communication intended for the public and placed on DPP property (in transit

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vehicles and premises related to the transport of passengers). He requested information about the specific legal title for placing the communication on DP Property (identification of legal title and copy of the document), information about the total number of copies of the communication placed on DPP property, information about the specific DPP property the communication was placed on, information about the number of copies of the communication that were placed on each type of property, and information about the period of time that the communication was placed on the property, along with differentiation of each type of property or specific property, if the period of placement differed.

4. By way of the decision of 11 January 2019, file no. 2018/245-251/900200, the defendant denied the plaintiff's request for information "for factual reasons". In the justification, the defendant stated that the plaintiff's request was always directed at the provision of the same type of information, with the plaintiff having already filed 174 similar requests beginning 14 September 2018, and so the defendant deduced that the plaintiff's motivation is not public scrutiny of the obliged entity, but to inundate him with requests and increase his administrative burden. The defendant expressed the opinion that the plaintiff's actions were chicanery when he, immediately after the expiration of the deadline for the provision of information, filed a complaint that the information was not provided. Furthermore, the defendant called attention to the decision of the Supreme Administrative Court of 2 April 2008, ref. no. 2 As 71/2007-56, according to which a request for information may be rejected also for factual reasons. The abuse of the right to information for the purpose of subjecting the obliged entity to chicanery can be considered a factual reason.

5. The defendant's board of directors confirmed the decision of the administrative body of the first instance by dismissing the plaintiff's appeal.

6. In the justification for the decision, the appellate body first called attention to the number of requests filed by the plaintiff beginning September 2018, adding that the information continued to be provided until December 2018.

7. It further reiterated the hitherto course of proceedings and added that a factual reason for refusing to provide the information need not always be the obliged entity not having the information. The nature of the requests filed by the appellant does not differ, the appellant himself stated in the appeal that the requests were formulated in the same way and only differed by the specification of the advertising campaign. The appellate body also called attention to the fact that the requests for information were being dealt with by a single employee, who had other duties to attend to as well. By filing individual request in separate filings increased the administrative steps for handling the requests, as each request has to be recorded separately and filed separately. According to the appellate body, not adhering to the statutory deadline for handling requests is not an option, so the requests have to be dealt with concurrently. The appellant responds to missed deadlines for handling requests by filing complaints. In such cases, it is not possible to extend the deadline for handling requests, as there is nothing in the law allowing extension of the deadlines.

8. As regards the appellant's reference to the decision of the Ostrava Regional Court, ref no. 22A 35/2013-49 and the claim that the appellant is conducting public scrutiny because it is an entity that has knowledge of the advertising market, the appellate body stated that in addition to the number of requests in the case at hand, court disputes exist between the appellant and the defendant, and so the case at hand is thus not of public scrutiny. The conclusion that the case is abuse of rights is also supported by the fact that the requests also pertained in part to information from the MediaCheck application, which the appellant has at his disposal.

9. The appellate body further rejected the plaintiff's claim that he is ready to cover the costs associated with the provision of information as purely self-serving, as no fee can be charged for the provision of information.

10. The plaintiff also increases the defendant's administrative burden by filing complaints about the request not being processed. If any complaint was handled within the framework of reconsideration after the deadline under Section 16a(5) of the Act on Free Access to Information, this was so because of the late handover of the documents required to handle the complaint by the department in charge of advertising

Confirms compliance with the original [REDACTED]

campaigns. The defendant, however, did not have the option of using the ten-day deadline extension under Section 14(7) of the Act on Free Access to Information, as the situation was not one that the mentioned provision addresses.

11. The failure to publish the provided information is then due to the defendant's being inundated with administrative work.

12. The plaintiff in the filed legal action objected that he did not abuse his right to information and, therefore, there was no reason to dismiss his requests for information. The objective was to obtain relevant information for mapping the conditions for the provision of advertising to third parties by the defendant and thereby subject the defendant's procedure in connection with utilising of advertising space on his property to public scrutiny. At the same time, it is logical that such monitoring – related to utilization of the obligated entity's property for advertising purposes – is being carried out for the public by the plaintiff as an entity that is knowledgeable about the advertising market. In such case, it cannot be deduced that the objective of the filed complaints was to abuse the right to information for the purpose of subjecting the obliged entity to chicanery; such conclusion is entirely absurd and made up by the defendant to avoid his obligation to provide the requested information.

13. The plaintiff emphasised that his requests, content-wise, do not always focus on the same thing; in fact, their objective is to ascertain relevant information regarding specific contractual relationships.

14. The plaintiff called attention to the fact he had always received materially different responses to his requests (content, facts). The respective information always related to different things and pertained to the provision of substantively different information, the content of which is dependent on a specific matter. The requested information does not relate to any disputes in progress between the plaintiff and the defendant (the plaintiff is not seeking lost profit from the lease of this advertising space), so it is entirely untrue that by filing the requests he is just following his own private interests. The fact that legal disputes exist between the requesting party and the obliged entity cannot be a reason for refusing to provide information under the Act on Free Access to information. The alleged abuse of rights by the plaintiff has thus been construed by the defendant to unlawfully deny the plaintiff his right to the requested information without there being a legal reason for such denial.

15. The plaintiff stated that he considered the filing of each, substantively different request in a separate filing as warranted and meaningful. The administrative demands related to handling the requests was reduced by the fact that they are the same formally; thus, the response to them could have been formulated in practically the same way and then only supplemented with the other relevant information. The opinion about inundating the defendant with an incommensurate number of requests is confuted by the fact that the plaintiff spread out his requests for information over time, so that weekly they would not exceed ten. The defendant surely has such an administrative apparatus to be able to handle this number of requests for information. The defendant cannot claim that it only has one employee for such work.

16. The defendant reiterate that he declared that he is, in line with Section 17 of the Act on Free Access to Information, prepared to reimburse the obliged entity for the costs associated with the provision of the requested information.

17. In the next part of the legal action, the plaintiff then dealt with the deadline for handling requests, as he had filed complaints when his requests were not processed by the statutory deadline. Thereby, he countered the claim that he filed the complaints the very first day after the statutory deadline for the provision of information expired pursuant to Section 16a of the Act on Free Access to Information. Moreover, the legitimate use of procedures and processes permitted by law to protect his subjective rights cannot be held against him.

18. In his statement, the defendant first called attention to the number of private claims the plaintiff had filed against him, adding that if the plaintiff won the most important legal dispute, he would be given a monopoly on the lease of advertising space in the Prague transit system until 2032.

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19. The defendant stated that the plaintiff's requests constituted chicanery and self-serving acts with the aim of harming him to the greatest possible degree. The plaintiff's motivation is not public scrutiny of the defendant, but inundating him with requests with the same (very similar) content on at a time to cause a higher administrative burden. To add to that, he kept filing other requests although he had to have known that he had already obtained a part of the information requested. The great number of requests for information was intended to create psychological pressure for out-of-court settlement of the aforementioned disputes. By filing the requests, the plaintiff was pursuing purely private interests. It is also not true that he filed "just" ten requests a week. For example, he filed ten requests on 6 November 2018, and then another eight on 7 November 2018.

20. The defendant called attention to the fact only one person was in charge of responding to requests. The plaintiff's claim that he was prepared to reimburse the costs associated with the provision of information pursuant to Section 17 of the Act on Free Access to Information is then purely self-serving, as the plaintiff cannot apply this provision in the matter concerned.

21. In his response to the defendant's statement, the plaintiff reiterated that the requested information always pertained to different advertising campaigns, i.e., they were intended to ascertain substantively different information and did not relate to any ongoing disputes between the plaintiff and the defendant. He rejected the idea that his effort was to inundate the defendant with requests and not to obtain the requested information. The defendant attributed the opposite intent to the plaintiff purely for self-serving reasons, specifically to avoid his statutory obligation to provide the requested information and thereby possibly concealing the impropriety of his actions. Moreover, the defendant at first did not consider the requests for information to be abuse of rights, because until December 2018, he provided the information based on the plaintiff's requests without any objections regarding the alleged abuse of rights.

22. The plaintiff then, just like in the legal action, argued that the filing of each – substantively different – request in separate filings is warranted, logical and reasonable. The law does not limit the amount of information or number of requests by a single requesting party; in fact, it anticipates this by being "silent" on this issue.

23. The plaintiff was entirely warranted in assuming that the defendant had a sufficient administrative apparatus in place, and the defendant cannot defend his unlawful course of action by arguing that he does not have sufficient staff to fulfil his statutory obligation.

24. The plaintiff is thus certain that in the given cases there is nothing in the Act on Free Access to Information or other legal regulations that would allow the defendant not to satisfy his requests. The defendant did not incur any unwarranted harm: there can be no such harm if the plaintiff is demanding the fulfilment of obligations that the law imposes on the defendant. Each step taken by the plaintiff thus can in no way fulfil the definition of "chicanery" or abuse of rights.

25. The plaintiff also insisted on his argument regarding the reimbursement of costs of processing the requests and regarding the fact that nothing essentially prevented the defendant from extending the deadline for processing requests by ten days in accordance with Section 14(7) of the Act on Free Access to Information in the event he could not handle the plaintiff's requests by the statutory deadline. He repeated that the legitimate use of processes and procedures permitted by law to protect subjective rights (lodging complaints) cannot be held against him.

26. The court decided on the matter without ordering an oral hearing by way of the procedure under Section 51(1) of Act No. 150/2002 Coll., the code of administrative procedure, as amended (the "Administrative Procedure Code"), as the parties accepted the court's choice of procedure.

27. Under Section 75 of the Administrative Procedure Code, the court reviewed the decision contested by the plaintiff, as well as the proceedings prior to its issuance, in the scope of the plaintiff's points claiming unlawfulness, to which the court is bound, according to the facts and the law as they stood on the date that the decision contested by the plaintiff was issued, and concluded that the action is unwarranted.

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28. The court first addressed the claim that the contested decision cannot be reviewed, because if the decision could not be reviewed, it would not be appropriate to assess its lawfulness.

29. In the court's opinion, it is clear from the contested and first-instance decision what reasons led the obligated entity to deny the requests for information. The defendant clearly stated that the reason for doing so is the abuse of rights to information by the plaintiff, as he placed an incommensurate administrative burden on the defendant by the number of requests he filed on the same topic. The defendant also called attention to the mutual private law disputes between him and the plaintiff and to other circumstances. The expressed conclusions are clear and do not cast any doubt over what led the defendant to take his course of action. In the court's opinion, the decision shows the reason why the plaintiff's requests were denied, whereas the claim that the contested decision is unreviewable cannot be based on the fact that the appellate body did not address all the plaintiff's presented arguments. The stance of the appellate body to these objections could be deduced from its solid arguments. The fact that the first-instance decision and the decision on appeal are closely related needs to be taken into account and they need to be evaluated together as a whole. The court thus found that the defendant acted in line with Section 68(3) of the Administrative Procedure Code, and the contested decision does not suffer from internal contradictions, incomprehensibility or insufficient justification, and so it proceeded to review its lawfulness.

30. Pursuant to Section 15(2) of the Act on Free Access to Information, if the entity obliged to respond to request denies the request even in part, it shall issue a decision on denial or, as the case may be, partial denial within the request processing deadline, save those cases where the request is suspended.

31. The essence of the case at hand is whether the plaintiff's requests for information were warranted or whether they were a case of abuse of this right.

32. Abuse of rights is a situation where someone exercises his subjective right in order to cause unwarranted harm to someone else or a company and this behaviour, which achieves an impermissible result, is only seemingly permissible. The behaviour is only seemingly permissible in that objective law does not know behaviour that is permissible and impermissible at the same time. According to the principle *lex specialis derogat legi generali*, the prohibition on abusing the law is strong than the permission given by the law; therefore, such behaviour is not the exercise of a right, but an unlawful action (see Knapp, V. *Teorie práva*. Prague: C.H. Beck, 1995, pp. 184-185). The exercise of a right that is in fact an abuse of such right is not protected by the courts (decision of the Supreme Administrative Court of 11 November 2005, ref. no. 1 Afs 107/2004-48).

33. The Supreme Administrative Court in its decision of 26 October 2011, ref. no. 7 As 101/2011-66, stated that it is possible to deny those requests that are "vexatious, clearly a case of chicanery or even intended, for whatever reason, to paralyse the working capacity of public authorities". The application of the general principle of the prohibition of abuse of rights can only be considered if a specific legal provision that deals with the issue cannot be applied. This occurs even in the case of the Act on Free Access to Information, which does not address abuse of rights by a party making a request. Therefore, a factual reason for denying a request for information is such a reason (judgment of the expanded senate of the Supreme Administrative Court of 22 October 2014, ref. no. 8 As 55/2012-62).

34. At the same time, the prohibition to abuse rights has to be applied at most restrictively and after thorough assessment against other similarly important principles of the law, especially the principle of legal certainty, which it is most at odds with (judgment of the expanded senate of the Supreme Administrative Court of 27 May 2010, ref. no. As 70/2008-5). Denying information for the reason of abuse of rights can only occur if the specific circumstances are ascertained and documented and it ensues from such circumstances that the requesting party has another intent in mind than that of scrutinizing the use of public funds. At the same time, it is not possible to say in advance what such abuse of rights will or will not be. It all depends on the circumstances of the case. Setting strict rules would go against the purpose and essence of the prohibition of the concept of abuse of subjective rights, as this concept has to be characterised by a certain degree of flexibility in order to respond to the infinite number of situations in life that legislation, in its generality,

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cannot address (judgment of the Supreme Administrative Court of 25 June 2014, ref. no. 6 As 68/2014-21) or of 10 November 2005, ref. no. 1 Afs107/2004 – 48).

35. The Prague Municipal Court has already dealt with similar complaints by the plaintiff against the decision of the defendant's board of directors. In the judgment of 4 May 2020, ref. no. 14A 95/2019-64, it expressed conclusions, which it then confirmed in, e.g., judgment ref. no. 14 A 93/2019-59 and that can be applied in this case as a reckoning of the plaintiff's objections.

36. *In the mentioned judgment, the court stated that the plaintiff requested information that he would generally have a right to. Scrutiny of the business and activities of the defendant is absolutely legitimate, as the purpose for which the defendant was founded - operating (providing) public transport in Prague - is of a public nature (see judgment of the Supreme Administrative Court of 19 October 2011, ref. no. 1 As 114/2011-121). It is thus anyone's right to be able to scrutinize whether the defendant expends funds in line with the principles of good public administration, and the form of such review can also be the possibility of obtaining information about the circumstances of an advertising campaign, or the barter agreements concluded in connection with them. The court thus states that the plaintiff requested information that he has a right to.*

37. *The essence of the dispute is, however, whether the number of requests filed by the plaintiff was legitimate or whether they constituted an effort to inundate the defendant's administrative apparatus groundlessly.*

38. *With respect to the number of requests for information, the court first and foremost agrees with the plaintiff that he generally has a right to this number if there is no abuse of rights (see also the judgment of the Supreme Administrative Court of 24 September 2015, ref. no. 10 As 112/2015 - 54). It generally applies, however, that the high number of requests against one entity can indicate an abuse of right. It will, however, constitute an abuse of the right to information only if there is another factor added to the "number" aspect, a factor that will without a doubt indicate an abuse of this right (cf. judgments of the Supreme Administrative Court of 12 March 2015, ref. no. 2 As 24/2005 - 52; if 25 June 2014, ref. no. 6 As 68/2014 - 21; of 12 April 2012, ref. no. 9 As 111/2011 -30; and of 28 March 2012, ref. no. 1 As 59/2012 - 33).*

39. *The same conclusion can be deduced also from specialised literature, which adds the following to the aforementioned: "It can concern, e.g., the filing of a large number of requests for various kinds of information that do not relate to each other content-wise, an effort to "paralyze" by the number of requests filed the usual work of the obliged entity (e.g., in small municipalities which do not have general office staff available, such "activity" of such a requesting party can practically halt work on ordinary matters), the purposeless filing of complaints pursuant to Section 16a in situations, where the requesting party has already obtained the information, although after the deadline, repeated non-payment of clearly warranted expenditure (e.g., reimbursement of the costs of copies of documents where there is no dispute about either the number or amount to be reimbursed), meaningless insistence on having the information sent electronically when the information was provided in paper form (save situations where it is clear that the requesting party wishes to continue to "work" with the information electronically), warrantless insistence on the principle of provision of public information [cf. judgment of the Supreme Administrative Court, ref no. 1 As 162/2014-63 (327/2015 Coll. of the Supreme Administrative Court), point 54 of the justification], or thematically clearly ridiculous questions (from case law, questions like "who on day XY swept the courtyard of the national chateau MN" etc.)" (See Furek, A., Rothanzl, L. Jirovec, T. *Zákon o svobodném přístupu k informacím. Komentář*. C.H., Beck, Prague, 2016, pp. 751-835).*

40. *The court thus focused on assessing whether in the case of the plaintiff whether other factors applied to the "number" aspect that undoubtedly indicate an abuse of the right to information. It concluded that this was the case, as it cannot be recognised that his intention was to scrutinize public administration, i.e., the fulfilment of the purpose of the right to information. Regardless of how the plaintiff declared this aim both during the proceedings before the defendant and in the legal action and response to the defendant's statement, the court cannot accept this declaration at face value.*

41. *As stems from the information provided by the defendant (and the plaintiff does not contest it in any way), the plaintiff requested in hundreds of cases (in the case of barter agreement tens of cases) the provision of information that pertained to the same topic, i.e., the conditions for the provision of advertising space to third*

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parties by the defendant in those cases where the defendant is the partner of the promoted events. The court acknowledges that each request cannot be considered identical, as the plaintiff always targeted a different barter agreement. At the same time, however, it cannot be denied that the substance of the requests for information were aimed at the same material. This also corresponds to the fact that the plaintiff's requests were identical content-wise save specification of the barter agreement, and the defendant's responses to the requests not always being identical in no way changes this fact, as even though the requests were similar, the obliged entity could provide a different response. This fact does not change the conclusion about the same character of the filed requests and their substantial similarity.

42. The court cannot deny that requesting such a number of similar pieces of information could have meaning in the situation where the requesting party clearly focused on scrutinizing the business and financial management of the public entity as a whole, and for this the requesting party would need to obtain a maximum amount of data. The plaintiff's requests however contain certain attributes that led the court to conclude that the plaintiff was not using the possibilities provided by the Act on Free Access to Information for legitimate purposes, but was abusing them instead.

43. The court first and foremost could not disregard the fact the plaintiff has brought private law lawsuit against the defendant, the subject of which is, among other things, assessment of the validity of agreements on the use of advertising space on the defendant's property. And although the court does not intend to contest the plaintiff's claim that these disputes are not related to the reimbursement of lost profit from the lease of the advertising space that he is seeking information about, it is clear to the court that the plaintiff's requests are aimed at the same area related to the defendant's activities. Although the plaintiff's actions against the defendant cannot in any way lead to the absolute conclusion that the plaintiff cannot request information from the defendant under the Act on Free Access to information, they can lead to the suspicion that the plaintiff is indeed abusing his mentioned right. And the foregoing applies especially in the case where the plaintiff systematically requests from the defendant a substantial amount of information, as in these cases suspicion of abuse of the right can increase in intensity. Nevertheless, it holds that the private law dispute itself between the plaintiff and the defendant cannot disqualify the plaintiff's right to obtain information from the defendant. That is why the court focused on other factors that could testify to the conclusion of the abuse of the right to information.

44. In this respect, the defendant further called attention to the fact that the plaintiff files numerous individual requests always related to one advertising campaign (barter), without requesting information about this topic at once. Regarding this, the court points out that it is first and foremost up to the requesting party whether he requests certain information comprehensively or individually, even though the information pertains to the same topic. At the same time, however, the court agrees with the defendant that even this fact can constitute another factor indicative of a suspected abuse of the right to information on the part of the requesting party. According to the court, it appears that in the case of a legitimate pursuit of the purpose of the right to information, the plaintiff would request the provision of the information in question in summary to the maximum degree and would not be requesting its provision over such a long period of time without such period being justified in any way. The court is aware of the reasons given by the plaintiff as to why he filed the individual requests and why he first requested information about the advertising campaign and only then about the conditions of the barter. To this fact, however, the court points out that the aim of using the right to information should not be the provision of maximum service to the requesting party by the public entity. If the plaintiff's true aim is to scrutinize public administration, it is clear that he is able to process summary information and obtain the required data from it, especially if his aim is the broad scrutiny of the activities of the obliged entity in a certain area. In the event of filing individual requests, however, it has to be clear to the requesting party that he is substantially administratively burdening the obliged entity, as the obliged entity is obliged to handle each request separately. And if the number of these requests are in the hundreds, it is clear that the obliged entity will begin to doubt whether the requesting party is pursuing legitimate interests in connection with his requests and whether it is not an attempt at obstruction or chicanery. Even this fact (filing individual and not summary requests) could, in the court's opinion, testify, although not alone, to the abuse of right to information.

45. To reach a conclusion on the abuse of a right on the part of the plaintiff, the final pivotal fact is that during the proceedings before the defendant, in the action or in the response, he did not indicate that he was creating any output from the provided information, i.e. output that would contain information for the public

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about the defendant's business and financial management in connection with promoting events that the defendant is partner of. If the court is to accept the plaintiff's claim about his legitimate interest in the provision of the respective information, the plaintiff, with regard to the amount of requested information, shows that he is actually using it to scrutinize the defendant, which he, however, failed to do. According to the court, with regard to the amount of requested information and other circumstances in the case, it cannot accept the plaintiff's general claim of legitimate purpose in collecting the information if it is not documented by other evidence. Conversely, the court has to agree with the defendant that the filing of template requests testifies to the fact that the plaintiff's aim is to inundate the defendant's administrative apparatus and not the scrutiny of public administration.

46. All of the above circumstances have led the court to conclude that the plaintiff's requests for information did not constitute the legitimate exercise of his basic right, but abuse. Leading the court to this conclusion were several factors that together testify to the fact that no matter how formally the plaintiff's actions were in compliance with the law, the main aim of these actions was in fact entirely different than achieving the purpose of the law. Testifying to the mentioned conclusion is mainly the hundreds of similar requests filed, the isolated filing of separate requests without thought to their relating to the same topic and the previous queries on similar advertising campaigns and, on top of that, failing to document any outputs that would show that the plaintiff was in fact scrutinizing the defendant's public administration. That is why the court found that the true purpose of the plaintiff's exercise of this right to information was to cause harm to the defendant by inundating his administrative apparatus, which, however, does not benefit from protection. The law does not protect actions that consciously and intentionally use the law at variance with its meaning and purposes but instead abuses it, as in the opposite case it could even lead to the discreditation of the right to information in the eyes of the public and public authorities.

47. The court thus agrees with the defendant's decision to deny the plaintiff's other requests for factual reasons due to the abuse of rights, with the previous provision of similar information having no bearing on this. In fact, it is this period of time, together with the unending filing of template requests by the plaintiff, that proved that the plaintiff's aim is not to scrutinize the defendant's activities. That is why after a certain period of time the defendant could have made the decision to deny later requests for information. For the above reasons, the court found the plaintiff's objections contained in the action to be unwarranted and in fact affirmed the defendant's conclusions contained in the contested decision.

48. Despite the above, the court has to correct some of the defendant's conclusions. This however has no bearing on the correctness of the expressed conclusion.

49. The court first does not give any weight to the defendant's claim that he has only one employee allocated to handling requests for information. The right to information cannot be limited by the way duties are allocated by the obliged entity, as it is his obligation to arrange, with regard to the importance of the right to information, such an administrative apparatus for the administration of public affairs that can handle all requests for information by the statutory deadline. The requesting party cannot be at fault if the obliged entity fails to set aside a sufficient number of employees for handling this agenda.

50. In the same way, the court cannot accept in any way the defendant's reference to the plaintiff's filing of complaints due to the defendant's failure to process requests by the statutory deadline. It is the obliged entity's obligation to process requests for information by the deadline set by law. If he fails to do so, he must be aware that the requesting party may file a complaint. And filing a warranted complaint about the unlawful approach of the obliged entity consisting in failure to process a request by the statutory deadline cannot be held against the plaintiff. A requesting party is fully entitled in the pursuit of its rights to file a complaint against the obliged entity if such entity did not proceed in compliance with the law (the opposite situation would occur if the complaint were clearly unwarranted, which, however, did not occur in the case concerned). And such action cannot negatively affect the exercise of this right to information in any way.

51. The court has decided not to address the defendant's and plaintiff's argument regarding the possibility to impose the obligation on the plaintiff to reimburse the costs of processing the requests. The subject of the judicial decision is only the plaintiff's contestation of the decisions and proceedings in which they were issued. In these proceedings, however, the defendant in no way decided on reimbursement of the costs associated with providing

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the information pursuant to Section 17 of the Act on Free Access to information. For this reason, the arguments can be considered purely hypothetical, and as such the court is not obliged to address them. This also applies to the argument regarding extension of the deadline for processing requests by up to 10 days pursuant to Section 14(7) of the Act on Free Access to Information.

52. The court also cannot comment on the defendant's course of action in case of processing previous requests, when the defendant, according to the plaintiff, should have acted in breach of Section 16a(5) of the Act on Free Access to Information. In the case at hand, the plaintiff's requests for information were rejected and that is why the defendant did not at all use the possibility of reconsideration according to the cited provision, and as the subject of the judicial review is only the contested decisions, it is not the court's place to respond to the defendant's course of action in other administrative proceedings.

53. With reference to the above cited judgment, ref. no. 14A 95/2019-64, the motion in this case can be denied as unwarranted. Even in the case of the currently assessed requests, the conditions were in place for their denial for the factual reason of abuse of rights.

54. Concerning the reimbursement of the costs of the proceedings, the court decided in line with Section 60(1) of the Administration Procedure Code. The plaintiff was not successful in the case and therefore does not have the right to reimbursement of the costs of the proceedings; the defendant did not incur any costs in the proceedings concerning the legal action that would be outside the framework of regular official operations.

#### Information

A cassation complaint can be filed against this decision within two weeks of the date of its delivery. The cassation complaint is filed in two (multiple) copies with the Supreme Administrative Court, with its registered office at Moravské náměstí 6, Brno. The Supreme Administrative Court decides on the cassation complaint.

The time limit for lodging a cassation complaint ends on the day which coincides with the date which determined the beginning of the time limit (the day of delivery of the decision). If the last day of the period falls on a Saturday, Sunday or public holiday, the last day of the period is the next working day. Missing the deadline for filing a cassation complaint cannot be excused.

A cassation complaint may be filed only for the reasons stated in Section 103(1) of the Administrative Procedure Code, and, in addition to general information, it must indicate the decision against which the complaint is filed, in what extent and for what reasons it is being challenged and an indication of when the decision was delivered.

In cassation proceedings, the complainant must be represented by a lawyer. This does not apply if the complainant, his employee or member acting on his behalf or representing him has a university degree in law, which is required under special law to practice law.

The court fee for a cassation complaint is collected by the Supreme Administrative Court. The variable symbol for payment of the court fee to the Account of the Supreme Administrative Court can be obtained on its website, [www.nssoud.cz](http://www.nssoud.cz).

Prague, 11 November 2020

██████████  
Chairwoman of the Senate

Confirms compliance with the original ██████████



CZECH REPUBLIC  
**JUDGMENT**  
**IN THE NAME OF THE REPUBLIC**

The Prague Municipal Court, in a senate composed of the chairwoman ██████████, and the judges ██████████, has ruled in the following case:

Plaintiff: ██████████

v.

Defendant: **Dopravní podnik hl. m. Prahy, akciová společnost**, Company ID No.: 00005886 with its registered office at Sokolovská 42/217, Prague 9

**in the proceedings concerning the legal actions taken against the decisions of the Board of Directors of Dopravní podnik hl. m. Prahy, a.s., of 13 February 2019, ref. no. PP/24/2019, and of 13 February 2019, ref. no. PP/25/2019**

as follows:

- I. The legal actions against the decisions of the defendant's board of directors of 13 February 2019, ref. no. PP/24/2019, and of 13 February 2019, ref. no. PP/25/2019, **are dismissed**.
- II. The plaintiff **has no entitlement** to reimbursement of the costs of the proceedings.
- III. The defendant **is not conferred the right** to reimbursement of the costs of the proceedings

Justification:

#### I. Subject of the Dispute

1. By his legal action lodged under file no. 10 A 71/2019, the plaintiff is seeking to cancel the decision of 13 February 2019, ref. no. PP/24/2019, by which the defendant's board of directors dismissed the plaintiff's appeal and confirmed the defendant's decision of 21 December 2018, ref. no. 2018/217-226/900200, on denial of the request for information pursuant to Section 15(1) of Act No. 106/1999 Coll., on free access to information, as amended (the "Act on Free Access to Information").

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2. By his legal action lodged under file no. 10 A 72/2019, the plaintiff is seeking to cancel the decision of 13 February 2019, ref. no. PP/25/2019, by which the defendant's board of directors dismissed the plaintiff's appeal and confirmed the defendant's decision of 21 December 2018, ref. no. 2018/230-239/900200, on denial of the request for information pursuant to Section 15(1) of the Act on Free Access to Information.

3. By its ruling of 5 August 2019, ref. no. 10 A 71/2019 – 68, the Prague Municipal Court combined both actions into one proceedings conducted under ref. no. 10 A 71/2019, as it found that, for the reason of efficiency, both actions can be combined in a joint hearing because the parties to the proceeding are the same, both actions are aimed against a decision on dismissal of an appeal against a decision on denial of request for information of the same kind, the requests were denied for the same reasons and the content of both legal actions are identical for all intents and purposes.

#### II. Course of the proceedings before administrative bodies

4. On 6 December 2018 (in case file no. 10 A 71/2018) and 13 December 2018 (in case file no. 10 A 72/2018), the plaintiff filed with the defendant 20 requests for information pursuant to the Act on Free Access to Information. Specifically, the plaintiff requested, in separate requests, the following information and documents concerning ten promotional communications, with each communication specified in a separate request:

- The legal title (e.g., contract, order, master agreement etc.) based on which the respective communication was placed on the defendant's property, including the provision of a copy thereof
- The total amount (number) of reproductions (copies) of the communication to be placed on the defendant's property
- The defendant's specific property – type (e.g., tram, bus, metro, public transport stop, entrance corridor of the metro etc.) – on which the respective communication was placed, including the number of reproductions (copies) of such communication placed on each specific type of the defendant's property
- The dates from when to when the respective communication was placed on the defendant's property; if these dates differed depending on the type of assets or on the specific property on which it was placed, the plaintiff requested information on the requested dates, broken down according to the defendant's property on which the communication was placed.

5. By way of above-specified decisions of 21 December, no. 2018/217-226/900200, and of 21 December 2018, no. 2018/230-239/900200, the defendant rejected the petitioner's requests for information "for factual reasons". The justification in both decisions were the same: the plaintiff's requests were always aimed at the same type of information, whereas beginning 14 September 2018, the defendant had already filed 126 similar requests, based on which the defendant deduced that the plaintiff's motive is to inundate the defendant with requests and increase his administrative burden. The defendant further stated that the requests were partially unwarranted because the information the plaintiff was seeking was already available to him through the MediaCheck application. He further mentioned that the plaintiff's actions constituted chicanery in that immediately after the expiration of the deadline for the provision of information, he opted to take legal action against the obliged entity for the reason of non-provision of information. Furthermore, the defendant called attention to the decision of the Supreme Administrative Court of 2 April 2008, ref. no. 2 As 71/2007-56, according to which a request for information may be rejected also for factual reasons. The abuse of the right to information for the purpose of subjecting the obliged entity to chicanery can be considered a factual reason. For this reason, the defendant denied the plaintiff's requests for information.

6. The defendant's board of directors now confirmed the previous decision of the administrative body of the first instance by dismissing the plaintiff's appeals against both decisions on denial of the requests for information.

7. In the justifications for both decisions, the appellate body first called attention to the number of requests filed by the plaintiff and then to the fact that he continued to be provided with the information until December 2018.

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8. The appellate body also stated that it considered the filed requests to constitute chicanery, as the plaintiff and the defendant were involved in several legal disputes against each other, e.g., the dispute about the invalidity of the agreement on the lease of advertising space. This was thus a continuation of a civil dispute through other means. The plaintiff's requests therefore did not constitute public scrutiny of the obliged entity, but the plaintiff's sole effort to inundate the defendant with administrative work. The defendant, despite having 11,000 employees, does not have a massive administrative apparatus that is able to focus only on handling requests for information. The appellate body also called attention to Judgment ref. no. 2 AS 71/2007 and emphasised that a factual reason for refusing to provide information need not only be that the obliged entity does not have the information, but also other reasons listed in the law. It found that the information requested by the plaintiff always regarded the same subject, i.e., information concerning advertising campaigns. Constituting an abuse of rights was not only the number of requests, but other circumstances as well, such as the plaintiff already having some of the information available to him through the MediaCheck application. The defendant also called attention to the statutory deadline for handling requests and to the fact that the plaintiff had already taken legal action several times against the defendant for missing the deadline. The filing of individual requests in separate filings also pointlessly increase the administrative steps needed to handle the requests, as each request must be recorded and filed and separately.

9. The appellate body further rejected the plaintiff's claim that he is ready to cover the costs associated with the provision of information as purely self-serving, as no fee can be charged for the provision of information.

10. The plaintiff also increases the defendant's administrative burden by filing complaints about the request not being processed. If any complaint was handled within the framework of reconsideration after the deadline under Section 16a(5) of the Act on Free Access to Information, this was so because of the late handover of the documents required to handle the complaint by the department in charge of advertising campaigns. The defendant, however, did not have the option of using the ten-day deadline extension under Section 14(7) of the Act on Free Access to Information, as the situation was not one that the mentioned provision addresses.

11. The failure to publish the provided information is then due to the defendant's being inundated with administrative work.

#### III. Complaint

12. The plaintiff in both filed legal actions objected that he did not abuse his right to information and, therefore, there was no reason to dismiss his requests for information. The objective was to obtain relevant information for mapping the conditions for the provision of advertising to third parties by the defendant and thereby subject the defendant's procedure in connection with utilising of advertising space on his property to public scrutiny. At the same time, it is logical that such monitoring – related to utilization of the obliged entity's property for advertising purposes – is being carried out for the public by the plaintiff as an entity that is knowledgeable about the advertising market. In such case, it cannot be deduced that the objective of the filed complaints was to abuse the right to information for the purpose of subjecting the obliged entity to chicanery; such conclusion is entirely absurd and made up by the defendant to avoid his obligation to provide the requested information.

13. The plaintiff emphasised that his requests, content-wise, do not always focus on the same thing. Testifying to this fact is that he had always received materially different responses to his requests (content, facts). The respective information always relate to different things, and it pertained to the provision of substantively different information, the content of which is dependent on a specific matter. The requested information does not relate to any disputes in progress between the plaintiff and the defendant (the plaintiff is not seeking lost profit from the lease of this advertising space), so it is entirely untrue that by filing the requests he is just following his own private interests. The fact legal disputes exist between the requesting party and the obliged entity cannot be a reason for refusing to provide information under the Act on Free Access to information. The alleged abuse of rights by the plaintiff has thus been construed by

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the defendant to unlawfully deny the plaintiff his right to the requested information (without there being a legal reason for such denial).

14. According to the plaintiff, the defendant's reference to Judgment of the Supreme Administration Court, file no. 2 As 71/2007, is, irrelevant, as this decision pertains only to situations where the information cannot be objectively (factually) provided because the obliged entity does not have the requested information.

15. The plaintiff considered it entirely logical that, with regard to the dissimilarity of the campaigns that the requests for information were directed at, a separate – individually marked – request for information should be filed for each campaign. In the opposite case, the response to the request might not be sufficient or clear. Moreover, this approach by the plaintiff allowed the defendant to effectively and continuously (and thus more smoothly) deal with each request for information by the statutory deadline. Then, due to the similarity of each request, the administration required to deal with them would then be minimal. The plaintiff stressed that the difference in each request consisted in the difference in the advertising campaigns that the requests were directed at. It cannot therefore be suggested that the plaintiff tried to inundate the defendant with an unreasonable number of requests with the aim of burdening him with excessive administration let alone paralyse him. With regard to the number of employees the defendant has (that is with respect to his size), it can be assumed that he (generally) has a relatively massive administrative apparatus. The claim that he does not have the staff to deal with requests for information in a timely manner cannot be a reason to dismiss his requests for information. The idea that the plaintiff abused his rights cannot be derived from the number of – substantively different – requests for information.

16. The defendant reiterated that he declared that he is, in line with Section 17 of the Act on Free Access to Information, prepared to reimburse the obliged entity for the costs associated with the provision of the requested information. He rejected the defendant's claim that he had some of the information available through the MediaCheck system, as his objective was to verify whether the information recorded by the plaintiff in his internal system corresponds to the information recorded by the defendant in his system.

17. The plaintiff considered untrue the defendant's claim that if the obliged entity was unable to handle requests by the statutory deadline, the plaintiff filed complaints the very next day after the expiration of the deadline for the provision of information to Section 16a of the Act on Free Access to Information. Only when he found out from the obliged entity's course of action that the obliged entity only provides information when pressed, did he decide to file a complaint immediately after the expiration of the statutory period for processing requests for information. Moreover, the plaintiff's legitimate use of procedures and processes permitted by law to protect his subjective rights cannot be held against him.

18. Untrue is also the defendant's claim that he did not managed to deal with just a few requests by the statutory deadline. The number of requests for information handled by the statutory period were 11 and the number of requests were handled after the statutory deadline were 77. It is highly likely that the defendant's claim that all of the plaintiff's complaints were dealt with in the framework of reconsideration is untrue. In response, the plaintiff stated examples of the course of some of the proceedings concerning his requests, in which the information was only provided to the plaintiff, in his opinion, on the order of the appellate body in accordance with Section 16a(6)(b) of the Act on Free Access to Information. Otherwise, the defendant would be in violation of Section 16a(5) of this law. The defendant then did not respond to this in any way in the contested decisions. The plaintiff conclude that the laggard approach of the obliged entity in fulfilling his obligations under the law can in no way be attributed to the plaintiff's actions, especially in the situation where the defendant could have proceeded according to Section 14(7)(b) of the Act on Free Access to Information and extend the deadline for handling request by up to 10 days.

#### IV. Defendant's response

19. In both legal actions, the defendant responded with the same argument. He summarised that the requests for information dated 6 December 2018 and 13 December 2018 were rejected on 21 December 2018 as they evidently constituted the exercise of a right in way that constituted chicanery, as the same

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type of information was always requested, and beginning 14 September 2018, the plaintiff had already filed 126 such requests, the requests were partially aimed at the provision of information the plaintiff already had at his disposal, and the plaintiff, immediately after the expiration of the deadline for the provision of information, filed a complaint against the obliged entity for not providing the information by the deadline despite that fact that he had previously been given the requested information with a slight delay and, therefore, there was no reason for filing complaints in this regard.

20. The refusal to provide information was not based on the reasons stipulated in the Act on Free Access to Information but on factual reasons based on the conclusions reached by the Supreme Administrative Court in its judgment of 2 April 2008, ref. no. 2 As 71/2007-56, which concluded that the provision of information can be denied not only for legal reasons, which are exhaustively listed in the Act on Free Access to Information, but for factual reasons as well, which, for understandable reasons, are not listed. It mentioned that a typical, although not only, factual reason is the case where the obliged entity does not have the requested information. That fact that it is possible to refuse a request for information for the reason of abuse of rights to information was deduced by the Supreme Administrative Court in its judgment of 12 March 2015, ref. no. As 24/2015-52, in a similar situation where the obliged entity tried to respond duly, but the number of requests made processing impossible. From such number, it is clear that the purpose of the requests is not to obtain information, but to inundate the obliged entity. The plaintiff's requests always sought the same information about concluded advertising campaigns, and, despite this, the plaintiff filed a separate request for each. In the requests, however, the plaintiff, using the method of Ctrl+C Ctrl+V, just changed the name of the campaign and the picture. As such, these were form requests. By this method, the plaintiff forced the obliged entity to create a separate file and register each request in its records separately.

21. According to the defendant, it is thus evident that the plaintiff could have filed the requests at once. By doing so, however, he would not have achieved his objective, which is not to map the terms and conditions for providing advertising pace, but to bully the obliged entity. For each request, a separate file had to be created and maintained, and each request had to be recorded separately. The administration needed to handle the requests thus grows with the number of requests filed. The plaintiff's claim about the readiness to pay for the costs of such processing according to Section 17 of the Act on Free Access to Information is thus purely self-serving. It had already been explained to the plaintiff that it was not possible to apply in connection with requests for information the provision on reimbursement of costs or the extension of the deadline for providing information. As the information was provided by e-mail, the defendant could not, with regard to Section 4a of the Act on Free Access to Information, provide the information in any other way. Also, as finding the information did not require an extensive search, the defendant could not demand the reimbursement of any costs. It was also not possible to apply any the statutory reasons for extending the deadline – the plaintiff's requests were sent by a different department than the one preparing the responses to the requests. Several departments were not working together as the plaintiff suggests.

22. The defendant stated that the plaintiff had all the requested information available through internal MediaCheck system. If the plaintiff considers it logical that a separate request for information needs to be made for each campaign, the claim about the risk of information received could not be paired with a specific campaign is, in the defendant's opinion, purely self-serving. If a single request were filed, all the campaigns would be listed and the need for creating a separate file for each campaign would no longer be unnecessary. The claim that nobody and nothing forces the obliged entity to deal with all the requests at once goes against the existence of deadlines for the provision of information under the law. Spreading out the handling of requests for information in the defendant's environment, where only one person is responsible for handling such requests along with many other administrative duties, is not possible. It had to have been clear to the plaintiff that the defendant would be inundated, as all the responses that the plaintiff received had always been sent by one person, and it had to have at least been clear to him that requests under the Act on Free Access to Information are being dealt with by one person. The plaintiff's claim that he filed just ten requests a week is not true, which the defendant documented by way of an overview of requests for information filed by the plaintiff. For example, on 6 November 2018, the plaintiff filed ten requests and immediately thereafter, on 7 November 2018, he filed a further eight. Then on 15 November 2018, he

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filed twenty requests in a single day, with ten requesting the provision of information and the other ten requesting additional information, information that naturally could have been included in the original requests. The same happened on 30 November 2018, when the plaintiff filed twenty requests in a single day. Then on 6 December 2018, the plaintiff again filed 10 request for information about advertising campaigns and then eight for the provision of addition information in connection with the previously filed requests.

23. According to the defendant, another factor that supports the bulk aspect and that testifies to the abuse of rights, is the continuation of a civil law dispute through other means, specifically through chicanery on the part of the plaintiff. The plaintiff has filed several law suits against the defendant. As negotiations on out-of-court settlement in this dispute failed, the plaintiff is increasing pressure on the defendant through all possible means. The date of the first request for information coincides with the date when the defendant, according to the plaintiff's motion of 27 August 2018, should have provided comments to the basic principles of settlement and future cooperation. An additional factor testifying to abuse of rights is the plaintiff's exercising the claim for reducing rental fees according to the agreement, the validity of which is the subject of the proceedings at the Prague 6 District Court under file no. 9 C 394/2016, concerning the lease of the advertising space by the defendant Czech Outdoor s.r.o., i.e., for the same activity that the plaintiff, in his own words, is mapping for the purpose of public scrutiny through the Act on Free Access to Information.

24. If the plaintiff stated that the information in his request for information of 11 October 2018 was not provided until 5 November 2018, i.e., ten days after the statutory period, and that he did not proceed to make a complaint, the defendant stated that the plaintiff subsequently did proceed to lodge a complaint eight days after expiration of the statutory period. Furthermore, the plaintiff filed complaints immediately, which he admits in the action. The plaintiff thus did proceed to lodge complaints even though the information had previously been provided even when no complaints were lodge. The statutory deadlines for providing information may not have been met, but the lodging of complaints were, with regard to the previous practices of the plaintiff, groundless. The only effect of lodging complaints was to increase administrative work, as information had previously always been provided with a delay even when complaints had not been lodged.

#### V. Plaintiff's response

25. In his replies to the defendant's rejoinders, the plaintiff reiterated that the information he requests always pertains to different advertising campaigns, i.e., the requests for information were intended to ascertain substantively different information and did not related to any ongoing disputes between the plaintiff and the defendant. He rejected the idea that his effort was to inundate the defendant with requests and not to obtain the requested information. The defendant is attributing a different purpose to the plaintiff purely in an effort to avoid his legal obligation to provide the plaintiff with the requested information and, thereby, perhaps even to conceal the impropriety of his actions.

26. The plaintiff then, just like in the legal action, argues that the filing of each – substantively different – requests in separate filings is warranted, logical and reasonable. The law does not limit the amount of information or number of requests by a single requesting party; in fact, it anticipates this by being "silent" on this issue.

27. The plaintiff is entirely warranted in assuming that the defendant had a sufficient administrative apparatus in place, and the defendant cannot defend his unlawful course of action by arguing that he does not have sufficient staff to fulfil his statutory obligation.

28. The plaintiff is thus certain that in the given cases there is nothing in the Act on Free Access to Information or other legal regulations that would allow the defendant not to satisfy his requests. The defendant did not incur any unwarranted harm: there can be no such harm if the plaintiff is demanding the fulfilment of obligations that the law imposes on the defendant. Each step taken by the plaintiff thus can in no way fulfil the definition of "chicanery" or abuse of rights.

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29. The plaintiff also insisted on his argument regarding the reimbursement of costs of processing the requests and regarding the fact that nothing essentially prevented the defendant from extending the deadline for processing requests by ten days in accordance with Section 14(7) of the Act on Free Access to Information in the event he could not handle the plaintiff's requests by the statutory deadline. He repeated that the legitimate use of processes and procedures permitted by law to protect subjective rights (lodging complaints) cannot be held against him.

30. Moreover, the defendant first did not consider the filing of requests for information as an abuse of rights when until December 2018 he provided information based on the plaintiff's requests without objections about the abuse of rights. The fact that the plaintiff has several legal disputes with the defendant does not necessarily mean that all requests for information are related to such disputes. As the plaintiff is active in the field of providing advertising services, it is logical that his requests related to the rental and provision of advertising space.

31. The plaintiff again point out that the defendant refused to provide the plaintiff with information for factual reasons with reference to the ruling of the Supreme Administrative Court of 2 April 2008, ref. no. 2 A 71/2007-56. The plaintiff again stated that the judgment deduces that a request for information may be denied also for factual reasons, which is the non-existence of the requested information or the fact that the obliged entity does not have the requested information at his disposal (with the plaintiff never stating that it was the only "factual" reason, but only that it is the only factual reasons stated in the decision denying a request for information).

32. The Supreme Administrative Court in its judgment of 8 October 2015, ref. no. As 24/2015-36 (published in the collection of Supreme Administrative Court rulings under ref. no. 1849/2015), it was also deduced by the plaintiff that in addition to the reasons for refusing requests stipulated directly in legislation there could also be other – factual – reasons for denying a request, but not even in this decision was any other – factual – reason for denying a request stated, other than the factual non-existence of the requested information and the related impossibility to provide it. In the plaintiff's opinion, it is clear that no other factual reasons were deduced in case law known to the plaintiff, and it is thus not clear what the defendant is trying to construe in his arguments. If the defendant was referring to this ruling, the subject of these proceedings was not a decision on denial of a request for information under the law, but a ruling of the administrative court on dismissal of the proposal to waive court fees and the proposal to appoint a representative from the ranks of attorneys. The administrative court (assessing the respective case in the cassation complaint) deemed disputes regarding "the number of requests for information that, however, do not pertain to the substantial circumstances of the defendant's life, with some of them being considered bizarre or pathological" to be chicanery through the exercise of a right. The plaintiff is of the opinion that such a situation did not occur in his case.

33. The plaintiff concluded that abuse of rights is generally regarded as the situation where someone exercises his subjective right in order to cause unjust harm to an individual or a company. At the same time, it is clear that the defendant could not have incurred unjust harm, with harm allegedly arising from the situation where the plaintiff requests the fulfilment of his legal obligations, which the defendant refuses to do with regard to the alleged workload of one of his staff members, whose ability to carry out her duties was paralysed by dealing with a maximum of twenty requests for information a week (although the requests being only of two types, the handling of which could not have taken up much time). Such activity in the claimed scope (fulfilment of his legal obligation) cannot in any way be considered to be the cause of unjust harm or chicanery of the defendant.

#### VI. Assessment of the legal action by the Prague Municipal Court

34. The Municipal Court reviewed the contested decision to the extent of the points made in the complaint, and it is bound by these points [cf. Section 75(2) of Act No. 150/2002 Coll., the Code of Administrative Procedure, as amended – the "Administrative Procedure Code"], including the proceedings that preceded its issuance. When reviewing this decision, the Municipal Court based its work on the facts

Confirms compliance with the original [REDACTED]

of the case and the legal situation that existed at the time when the decision of the administrative body was made [cf. Section 75(1) of the Administrative Procedure Code].

35. The Municipal Court decided on the case in compliance with Section 51(1) of the Administrative Procedure Code without a hearing, as the plaintiff agreed to this and the defendant did not respond to the Municipal Court's request with a statement on whether he agrees with a ruling without a hearing (his agreement was thus presumed). The Municipal Court also did not find a reason for calling a hearing for the parties to give evidence – all the supporting documentation (i.e., about the course of handling the requests for information of 6 December and 13 December 2018) are part of the administrative case file, from which the defendant based his actions on, and his course of action is the subject of the Municipal Court's review.

36. The Municipal Court states beforehand that it has assessed a similar situation – factually and legally – in other cases related to the same parties under file no. 14 A 92/2019, file no. 14 A 93/2019, file no. 14 A 95/2019, file no. 14 A 96/2019 and file no. 14 A 97/2019. It then did not find reason to deviate from the main conclusions expressed in the cited rulings as it did not find that the cases being reviewed were sufficient different – factually or legally – to warrant such a deviation.

37. The Municipal Court found that the plaintiff in his objections factually objected to the non-reviewability of the defendant's decisions. The Municipal Court states that the cancellation of an administrative decision for the reason of non-reviewability is reserved for the most serious defects of administrative decisions where due the absence of reasons or due to illegibility it is truly not possible to review an administrative decision on its merits. Non-reviewability for a lack of reasons must, however, be interpreted in terms of its factual meaning, i.e., as the impossibility to review a certain decision for the reason of the impossibility to ascertain its content or the reasons why it was issued (cf. ruling of the expanded senate of the Supreme Administrative Court of 19 February 2008, ref. no. 7 Afs 212/2006-76). It is thus not possible to impose unreasonably high demands on justifications found in decisions of administrative bodies. The concept of non-reviewability cannot be expanded and applied to cases where, e.g., the administrative body duly addressed the essence of the party's objections and explained why it does not consider the party's arguments as correct, even though it does not in its justification for its decision express all possible aspects of the raised objection and commits a partial shortcoming in the justification (see, e.g., the judgment of the Supreme Administrative Court of 17 January 2013, ref. no. Afs 92/2012-45, point 28). The decision cannot be considered non-reviewable due to partial shortcomings in the justification, as it is also necessary to take into account that the administrative proceedings form a whole and nothing stands in the way of the body of second instance of simply identifying with it and referring to the justification of the first instance decision.

38. The Municipal Court did not, in accordance with the above, identify any reasons for non-reviewability of the contested decisions. In both cases, the defendant, in the first and second instance decisions, explained its deliberations and explain why it denied the plaintiff's requests for information. It clearly stated that the reason for the denial was the plaintiff's abuse of his right to information because of his inundating the defendant with bulk requests on the same topic, thereby placing an incommensurate administrative burden on the defendant. The defendant also called attention to the mutual private law disputes between him and the plaintiff and to other circumstances. The expressed conclusions are clear and do not cast any doubt on what lead the defendant to take his course of action. According to the court, both contested decisions state why the requests were denied, and so the non-reviewability of the contested decision cannot be based on the fact that the appellate body failed to address in detail all the arguments presented by the plaintiff. The position of the appellate body to these objections could be deduced from its solid arguments, with derogation of the contested decision for the purpose of "finishing" the justification not being appropriate, as this approach would not give even the plaintiff the desired results and would lead only to a prolongation of period for resolving the merits of the case.

39. The Municipal Court thus found that the defendant proceeded in compliance with Section 68(3) of Act No. 500/2004 Coll., the Administrative Procedure Code, the contested decision does not suffer from internal inconsistency, incomprehensibility or insufficient justification, and so it proceeded to review its lawfulness.

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40. Pursuant to Section 15(2) of the Act on Free Access to information, if the obliged entity denies a request, even partially, it shall issue a decision on denial of the request, or part of the request, by the deadline for handling the request, except in those cases where the request is suspended.

41. In the case at hand, the issue is whether the requests for information filed by the plaintiff were a justified use of the right to information or if it was a case of abuse of this right.

42. According to Article 17(1) of the Charter of Human Rights and Freedoms (the "Charter"), the freedom of expression and the right to information are guaranteed. Informing the public pertains to the functioning of public authority as such, and through this information the public can scrutinize it. This concerns the provision of information and the free formation of opinions (the inner aspect of an individual, their self-fulfilment and development) and then, as the case may be, public assessment of the activities of the state. If an individual due to censorship does not have all the relevant information about a certain issue, such individual cannot then form an opinion on it [cf. judgment of the Constitutional Court file no. I. ÚS 517/10 of 15 November 201 (N 233/59 SbNU 217)]. The purpose of this right is to allow civil society to participate in public matters. The Constitutional Court, in its judgment, file no. I. ÚS 367/03, supports, in a similar spirit, the right to an individual having information available about the functioning of the state to allow such individual to form a free opinion and, as the case may be, initiate or participate in public discussion and thereby keep state authority in check. This is also why the basic right to information is placed in the Charter systematically under the section "political rights", i.e., under the same section that enshrines, among other things, the right of citizens to participate in the administration of public affairs directly or the freedom to elect their representatives.

43. The broadly embraced free access to information in the public sphere is thus one of the most effective ways to give transparency to public authority and to allow for multifaceted, effective and continuous public scrutiny and one of the tools for preventing abuse of power. On the other hand, like other political rights, the right to information has its limits and can be restricted. Restricting the right to free access to information can occur, for example, in cases where this right is not exercised but abused.

44. Objective law presumes that when rights are exercised, the objectives pursued by the law in question are being pursued. Generally, it holds that if a party acts within its rights but, through behaviour otherwise allowed by law, strives to harm the other party in the legal relationship, rights are being exercised, but defectively: the action and its result perhaps correspond to the result pursued by the right being exercised, but when the actions are carried out not for the purpose of attaining the results, the right to which is protected, but to achieve a different result that is otherwise considered an unwelcome side effect of such exercise. Exercising a right in this way, even though formally in compliance with the law, is in fact just an illusory exercise of rights: the purpose is not to exercise a right, but to harm someone else, because the acting party, at variance with established good morals, is motivated by the intention to cause the other party harm, and achieving the actual purpose and meaning of the respective law continues to be secondary and of no meaning to the acting party (see judgment of the Supreme Court of 6 March 2002, file no. 21 Co 624/2001).

45. Abuse of rights is thus the situation where someone exercises their subjective right to cause unjustified harm to some other individual or company and such conduct, which leads to the unpermitted results, is only seemingly allowed. The behaviour is only seemingly permissible in that objective law does not know behaviour that is permissible and impermissible at the same time. According to the principle *lex specialis derogate legi generali*, the prohibition on abusing the law is strong than the permission given by the law; therefore, such behaviour is not the exercise of a right, but an unlawful action (see Knapp, V. Teorie práva. Prague: C.H. Beck, 1995, pp. 184-185). The exercise of rights that is in fact an abuse of such rights is not protected by the courts (decision of the Supreme Administrative Court of 11 November 2005, ref. no. 1 Afs 107/2004-48).

46. As already explained, the objective of the right to free access information is to give the public the possibility to obtain information about how public authorities operate and, with that, the possibility for the public to scrutinize such operations. If the request for information honours the objective and purpose of

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this respective basic right and the Act on Free Access to Information, the requesting party should be given full protection when exercising this right. If, however, it is clear from the requesting party's actions or the request for information itself that the party is not pursuing this principal purpose of the right to free access to information, the respective administrative body may deny such request and not deal with its substance. This opinion is generally not at variance with Article 17 of the Charter. As stated by the Constitution Court, deceitful proposals or procedures are characterised by the party's intention to do harm, and not just to the other parties in the proceedings, and to generally burden the public authorities' systems without leading to the objective assumed by the law, which is to apply the substantive right to information (judgment of the Constitutional Court of 21 May 2019, I. ÚS 1083/16).

47. That is why the Supreme Administrative Court allowed that the abuse of right to information on the part of the party requesting the information can in certain cases be a reason to deny a request. In its decision of 26 October 2011, ref. no. 7 As 101/2011-66, the court stated that it is possible to deny those requests that are "vexatious, clearly a case of chicanery or even intended, for whatever reason, to paralyse the working capacity of public authorities". The application of the general principle of the prohibition of abuse of rights can only be considered if a specific legal provision that deals with the issue cannot be applied. This occurs even in the case of the Act on Free Access to Information, which does not address abuse of rights by a party making a request. Therefore, a factual reason for denying a request for information is such a reason (judgment of an expanded senate of the Supreme Administrative Court of 22 October 2014, ref. no. 8 As 55/2012-62, paragraphs 91 and 120).

48. At the same time, the prohibition to abuse rights has to be applied at most restrictively and after thorough assessment against other similarly important principles of the law, especially the principle of legal certainty, which it is most at odds with (judgment of an expanded senate of the Supreme Administrative Court of 27 May 2010, ref. no. As 70/2008-5). Denying information for the reason of abuse of a right can only occur if the specific circumstances are ascertained and documented and it ensues from such circumstances that the requesting party has another intent in mind than that of scrutinizing the use of public funds. At the same time, it is not possible to say in advance what such abuse of a right will or will not be. It all depends on the circumstances of the case. Setting strict rules would go against the purpose and essence of the prohibition of the concept of abuse of subjective rights, as this concept has to be characterised by a certain degree of flexibility in order to respond to the infinite number of situations in life that legislation, in its generality, cannot address (judgment of the Supreme Administrative Court of 25 June 2014, ref. no. 6 As 68/2014-21) or of 10 November 2005, ref. no. 1 Af5107/2004 – 48).

49. As already stated above, the basic issue of the case at hand is assessing whether the request for information was the exercise of a right (the plaintiff's opinion) or abuse (the defendant's opinion). The Municipal Court, based on the above standpoints, deliberated as follows.

50. The Municipal Court agrees with the plaintiff that he requested information that he would generally have a right to. Scrutiny of the business and activities of the defendant is absolutely legitimate, as the purpose for which the defendant was founded - operating (providing) public transport in Prague - is of a public nature (see judgment of the Supreme Administrative Court of 19 October 2011, ref. no. 1 As 114/2011-121). It is thus anyone's right to be able to scrutinize whether the defendant expends funds in compliance with the principal of good public administration. A form of such review can also be the possibility of obtaining information about the circumstances of advertising campaigns found in public transport or in locations managed by the defendant, including all information that the plaintiff requested.

51. The essence of the dispute is, however, whether the number of requests filed by the plaintiff was legitimate or whether they constituted an effort to inundate the defendant's administrative apparatus groundlessly.

52. The Municipal Court agrees with the plaintiff that the number of requests itself does not constitute abuse (see also the judgment of the Supreme Administrative Court of 24 September 2015, ref. no. 10 As 112/2015 – 54). It generally applies, however, that the high number of requests against one entity can indicate an abuse of rights. It will, however, constitute an abuse of the right to information only if there is

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another factor added to the "number" aspect, a factor that will without a doubt indicate an abuse of this right (cf. judgments of the Supreme Administrative Court of 12 March 2015, ref. no. 2 As 24/2005 – 52; of 25 June 2014, ref. no. 6 As 68/2014 – 21; of 12 April 2012, ref. no. 9 As 111/2011 -30; and of 28 March 2012, ref. no. 1 As 59/2012 – 33).

53. The same conclusion can be deduced also from specialised literature, which adds the following to the aforementioned: "It can concern e.g. the filing of a large number of requests for various kinds of information that do not relate to each other content-wise, an effort to "paralyze" by the number of requests filed the usual work of the obliged entity (e.g., in small municipalities which do not have general office staff available, such "activity" of such a requesting party can practically halt work on ordinary matters), the purposeless filing of complaints pursuant to Section 16a in situations, where the requesting party has already obtained the information, although after the deadline, repeated non-payment of clearly warranted expenditure (e.g., reimbursement of the costs of copies of documents where there is no dispute about either the number or amount to be reimbursed), meaningless insistence on having the information sent electronically when the information was provided in paper form (save situations where it is clear that the requesting party wishes to continue to "work" with the information electronically), warrantless insistence on the principle of provision of public information [cf. judgment of the Supreme Administrative Court, ref. no. 1 As 162/2014-63 (327/2015 Coll. of the Supreme Administrative Court), point 54 of the justification], or thematically clearly ridiculous questions (from case law, questions like "who on day XY swept the courtyard of the national chateau MN" etc.)" (See Furek, A., Rothanzl, L. Jirovec, T. Zákon o svobodném přístupu k informacím. Komentář. C.H., Beck, Prague, 2016, pp. 751-835).

54. As stems from the information provided by the defendant (and the plaintiff does not contest it in any way), the plaintiff requested in hundreds of cases the provision of information that pertained to the same topic, i.e., the conditions for the provision of advertising space to third parties by the defendant in those cases where the defendant is the partner of the promoted events. The Municipal Court acknowledges that each request cannot be considered identical, as the plaintiff always targeted different promotional material. At the same time, however, it cannot be denied that the substance of the requests for information were aimed at the same material. This also corresponds to the fact that the plaintiff's requests were identical content-wise, save specification of the promotional flyer the request was targeting, and the defendant's responses to the requests not always being identical in no way changes this fact, as even though the requests were similar, the obliged entity could provide a different response. This fact does not change the conclusion about the same character of the filed requests and their substantial similarity.

55. The court cannot deny that requesting such a number of similar pieces of information could have meaning in the situation where the requesting party clearly focused on scrutinizing the business and financial management of the public entity as a whole, and for this the requesting party would need to obtain a maximum amount of data. The plaintiff's requests however contain certain attributes that led the court to conclude that the plaintiff was not using the possibilities provided by the Act on Free Access to Information for legitimate purposes, but was abusing them instead.

56. The court first and foremost could not disregard the fact the plaintiff has brought private lawsuit against the defendant, the subject of which is, among other things, assessment of the validity of agreements on the use of advertising space on the defendant's property. And although the court does not intend to contest the plaintiff's claim that these disputes are not related to the reimbursement of lost profit from the lease of the advertising space that he is seeking information about, it is clear to the court that the plaintiff's requests are aimed at the same area related to the defendant's activities. Although the plaintiff's actions against the defendant cannot in any way lead to the absolute conclusion that the plaintiff cannot request information from the defendant under the Act on Free Access to information, they can lead to the suspicion that the plaintiff is indeed abusing his mentioned right. And the foregoing applies especially in the case where the plaintiff systematically requests from the defendant a substantial amount of information, as in these cases suspicion of abuse of the right can increase in intensity. Nevertheless, it holds that the private law dispute itself between the plaintiff and the defendant cannot disqualify the plaintiff's right to obtain information from the defendant. That is why the court focused on other factors that could testify to the conclusion of the abuse of the right to information.

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57. In this respect, the defendant further called attention to the fact that the plaintiff files numerous individual requests always related to one advertising campaign (barter), without requesting information about this topic at once. Regarding this, the court points out that it is first and foremost up to the requesting party whether he requests certain information comprehensively or individually, even though the information pertains to the same topic. At the same time, however, the court agrees with the defendant that even this fact can constitute another factor indicative of a suspected abuse of the right to information on the part of the requesting party. According to the court, it appears that in the case of a legitimate pursuit of the purpose of the right to information, the plaintiff would request the provision of the information in question in summary to the maximum degree and would not be requesting its provision over such a long period of time without such period being justified in any way. The court is aware of the reasons given by the plaintiff as to why he filed the individual requests and why he first requested information about the advertising campaign and only then about the conditions of the barter. To this fact, however, the court points out that the aim of using the right to information should not be the provision of maximum service to the requesting party by the public entity. If the plaintiff's true aim is to scrutinize public administration, it is clear that he is able to process summary information and obtain the required data from it, especially if his aim is the broad scrutiny of the activities of the obliged entity in a certain area. In the event of filing individual requests, however, it has to be clear to the requesting party that he is substantially administratively burdening the obliged entity, as the obliged entity is obliged to handle each request separately. And if the number of these requests are in the hundreds, it is clear that the obliged entity will begin to doubt whether the requesting party is pursuing legitimate interests in connection with his requests and whether it is not an attempt at obstruction or chicanery. Even this fact (filing individual and not summary requests) could, in the court's opinion, testify, although not alone, to the abuse of right to information.

58. The court considers the fact that the plaintiff in his requests requested information that he clearly had access to through the MediaCheck application to be another partial factor. The court is aware of his claim that he needed the respective information to check the correctness of the data contained in this application, which can be deemed a wise and acceptable reason for requesting this information. However, if the true and only purpose was to check the defendant's business and financial management, then he would somehow have responded to the findings from previous responses that he truly has the requested information in the MediaCheck application and would not file other practically identical form requests for information. The plaintiff, however, does not mention in any way that he had doubts based on previous responses that the information in the respective application and in the defendant's database do not correspond, and, therefore, this claim of his also loses relevance. For this reason, the court is of the opinion that this factor indicates that the plaintiff is abusing his right to information.

59. To reach a conclusion on the abuse of a right on the part of the plaintiff, the final pivotal fact is that during the proceedings before the defendant, in the action or in the response, he did not indicate that he was creating any output from the provided information, i.e. output that would contain information for the public about the defendant's business and financial management in connection with promoting events that the defendant is partner of. If the court is to accept the plaintiff's claim about his legitimate interest in the provision of the respective information, the plaintiff, with regard to the amount of requested information, shows that he is actually using it to scrutinize the defendant, which he, however, failed to do. According to the court, with regard to the amount of requested information and other circumstances in the case, it cannot accept the plaintiff's general claim of legitimate purpose in collecting the information if it is not documented by other evidence.

60. Conversely, the court has to agree with the defendant that the filing of template requests testifies to the fact that the plaintiff's aim is to inundate the defendant's administrative apparatus and not the scrutiny of public administration.

61. All of the above circumstances have led the court to conclude that the plaintiff's requests for information did not constitute the legitimate exercise of his basic right, but abuse. Leading the court to this conclusion were several factors that together testify to the fact that no matter how formally the plaintiff's actions were in compliance with the law, the main aim of these actions was in fact entirely different than achieving the purpose of the law. Testifying to the mentioned conclusion is mainly the hundreds of similar

Confirms compliance with the original [REDACTED]

requests filed, the isolated filing of separate requests without thought to their relating to the same topic and the previous queries on similar advertising campaigns and, on top of that, failing to document any outputs that would show that the plaintiff was in fact scrutinizing the defendant's public administration. That is why the court found that the true purpose of the plaintiff's exercise of this right to information was to cause harm to the defendant by inundating his administrative apparatus, which, however, does not benefit from protection. The law does not protect actions that consciously and intentionally use the law at variance with its meaning and purposes but instead abuses it, as in the opposite case it could even lead to the discredit of the right to information in the eyes of the public and public authorities.

62. The court thus agrees with the defendant's decision to deny the plaintiff's other requests for factual reasons due to the abuse of rights, with the previous provision of similar information having no bearing on this. In fact, it is this period of time together with the unending filing of template requests by the plaintiff that provided that the plaintiff's aim is not to scrutinize the defendant's activities. That is why after a certain period of time the defendant could have made the decision to deny later requests for information. For the above reasons, the court found the plaintiff's objections contained in the action to be unwarranted and in fact affirmed the defendant's conclusions contained in the contested decisions.

63. Despite the above, the court has to correct some of the defendant's conclusions. This however has no bearing on the correctness of the expressed conclusion.

64. The court first does not give any weight to the defendant's claim that he has only one employee allocated to handling requests for information. The right to information cannot be limited by the way duties are allocated by the obliged entity, as it is his obligation to arrange, with regard to the importance of the right to information, such an administrative apparatus for the administration of public affairs that can handle all requests for information by the statutory deadline. The requesting party cannot be at fault if the obliged entity fails to set aside a sufficient number of employees for handling this agenda.

65. In the same way, the court cannot accept in any way the defendant's reference to the plaintiff's filing of complaints due to the defendant's failure to process requests by the statutory deadline. It is the obliged entity's obligation to process requests for information by the deadline set by law. If he fails to do so, he must be aware that the requesting party may file a complaint. And filing a warranted complaint about the unlawful approach of the obliged entity consisting in failure to process a request by the statutory deadline cannot be held against the plaintiff. A requesting party is fully entitled in the pursuit of its rights to file a complaint against the obliged entity if such entity did not proceed in compliance with the law (the opposite situation would occur if the complaint were clearly unwarranted, which, however, did not occur in the case concerned). Such action cannot negatively affect the exercise of this right to information in any way.

66. The court has decided not to address the defendant's and plaintiff's argument regarding the possibility to impose the obligation on the plaintiff to reimburse the costs of processing the requests. The subject of the judicial decision is only the plaintiff's contestation of the decisions and proceedings in which they were issued. In these proceedings, however, the defendant in no way decided on reimbursement of the costs associated with providing the information pursuant to Section 17 of the Act on Free Access to information. For this reason, the arguments can be considered purely hypothetical, and as such, the court is not obliged to address them. This also applies to the argument regarding extension of the deadline for processing requests by up to 10 days pursuant to Section 14(7) of the Act on Free Access to Information.

67. The court also cannot comment on the defendant's course of action in case of processing previous requests, when the defendant, according to the plaintiff, should have acted in breach of Section 16a(5) of the Act on Free Access to Information. In the case at hand, the plaintiff's requests for information were rejected and that is why the defendant did not at all use the possibility of reconsideration according to the cited provision, and as the subject of the judicial review is only the contested decisions and circumstance under which the requests for information were denied, it is not the court's place to respond to the defendant's course of action in other administrative proceedings.

Confirms compliance with the original [REDACTED]

VII. Conclusion and costs of proceedings

68. The plaintiff was not successful with his objections; as no shortcomings that would need to be taken into account due to official obligations arose as a result of the proceedings on the complaint, the Municipal Court has dismissed the complaint as unwarranted.

69. Concerning the reimbursement of the costs of the proceedings, the court has decided in line with Section 60(1) of the Administration Procedure Code. The plaintiff was not successful in the case and therefore does not have the right to reimbursement of the costs of the proceedings; the defendant did not incur any costs in the proceedings concerning the legal action that would be outside the framework of regular official operations.

Information

A cassation complaint can be filed against this decision within two weeks of the date of its delivery. The cassation complaint is filed in two (multiple) copies with the Supreme Administrative Court, with its registered office at Moravské náměstí 6, Brno. The Supreme Administrative Court decides on the cassation complaint.

The time limit for lodging a cassation complaint ends on the day which coincides with the date which determined the beginning of the time limit (the day of delivery of the decision). If the last day of the period falls on a Saturday, Sunday or public holiday, the last day of the period is the next working day. Missing the deadline for filing a cassation complaint cannot be excused.

A cassation complaint may be filed only for the reasons stated in Section 103(1) of the Administrative Procedure Code, and, in addition to general information, it must indicate the decision against which the complaint is filed, in what extent and for what reasons it is being challenged and an indication of when the decision was delivered.

In cassation proceedings, the complainant must be represented by a lawyer. This does not apply if the complainant, his employee or member acting on his behalf or representing him has a university degree in law, which is required under special law to practice law.

The court fee for a cassation complaint is collected by the Supreme Administrative Court. The variable symbol for payment of the court fee to the Account of the Supreme Administrative Court' can be obtained on its website, [www.nssoud.cz](http://www.nssoud.cz).

Prague, 22 October 2020

Chairwoman of the Senate

Confirms compliance with the original

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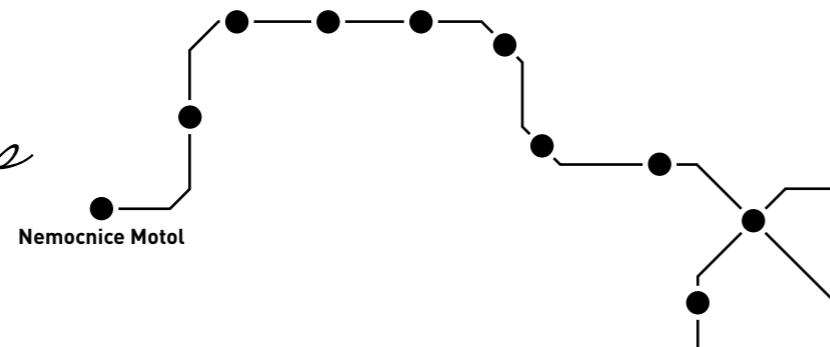
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Name the pictures and write the words in the crossword puzzle.

# report on relations



Dated 28 January 2021  
Prague Public Transit Company, Inc. ["DPP"]

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## Preamble

The Board of Directors of the DPP, with its registered office at Sokolovská 217/42, Vysočany, Postal Code 190 22, Prague 9, Company ID No.: 000 05 886, incorporated in the Commercial Register maintained by the Prague Municipal Court under Section B, File 847, as a controlled company,

prepared, pursuant to Section 82 of the Act on Business Corporations, the following report on relations between DPP and the controlling entity and between the DPP and entities controlled by the same controlling entity (the "related entities") for the previous accounting period from 1 January 2020 and 31 December 2020 (the "reporting period").

This report for the reporting period will be attached to the annual report in accordance with accounting legislation. The sole shareholder of the controlled entity will have the opportunity to become acquainted with it at the same time and under the same conditions as with the financial statements.

## 1. Structure of relations between the controlling entity and the controlled entity and between the controlled entity and the entities controlled by the same controlling entity; the role of the controlled entity in the structure of these relationships, the method and means of control

### 1.1 Relationship structure

**1.1.1.** The structure of relations between the related entities is branched and multi-tiered and it depends on the controlling (legal) entity, the City of Prague, Company ID No.: 000 64 581 (the "controlling entity"). The controlling entity directly controls fifteen trading companies in the group of controlled entities (business corporations). Two of these companies, namely Pražská strojírna a.s., Company ID No.: 601 93 298, with its registered office at Prague 9 - Vinoř, Mladoboleslavská 133, Postal Code 190 17, and Střední průmyslová škola dopravní, a.s., Company ID No.: 256 32 141, with its registered office in Prague 5, Plzeňská 298/217a, Postal Code 150 00, controls the controlling entity within the scope of their general assemblies.

**1.1.2.** The basic structure of relationships in the group is shown in the diagram, which constitutes an integral part of this report. The structure of specific relationships in the group, of DPP was a member in the reporting period, and the position of individual members of this structure results, in addition to the aforementioned facts, also from the breakdown of related entities as contracting parties in the overview of mutual contracts referred to in this report.

**1.2** In accordance with the information available to the controlled entity, the controlling entity controls the following **directly controlled entities:**

**a)** Kolektory Praha, a.s., with its registered office in Prague 9, Pešlova 3,

House No. 341, Postal Code 190 00, incorporated in the Commercial Register, File No. B 7813, maintained by the Prague Municipal Court, Company ID No.: 267 14 124 (100% share)

**b)** Kongresové centrum Praha, a.s., with its registered office at 5. května 1640/65, Nusle, 140 00 Prague 4, incorporated in the Commercial Register, File No. B 3275, maintained by the Prague Municipal Court, Company 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, incorporated in the Commercial Register, File No. B 9990, maintained by the Prague Municipal Court, Company ID No.: 272 51 918 (100% share)

**d)** Pražská energetika Holding a.s. with its registered office in Prague 10, Na Hroudě 1492, Postal Code 10005, incorporated in the Commercial Register, File No. B 7020, maintained by the Prague Municipal Court, Company 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 Prague 4, incorporated in the Commercial Register, File No. B 7151, maintained by the Prague Municipal Court, Company ID No.: 264 42 272 (100% share)

**f)** Pražská vodohospodářská společnost a.s. with its registered office in Prague 1 – Staré Město, Žatecká 110/2, Postal Code 11000, incorporated in the Commercial Register, File No. B 5290, maintained by the Prague Municipal Court, Company ID No.: 256 56 112 (100% share)

**g)** Pražské služby, a.s. with its registered office in Prague 9, Pod Šancemi 444/1, incorporated in the Commercial Register, File No. B 2432, maintained by the Prague Municipal Court, Company ID No.: 601 94 120 (100% share)

**h)** TRADE CENTRE PRAHA a.s. with its registered office in Prague 2, Blanická 1008/28, Postal Code 12000, incorporated in the Commercial Register, File No. B 43, maintained by the Prague Municipal Court, Company ID No.: 004 09 316 (100% share)

**i)** Úpravná vody Želivka, a.s. with its registered office at K Horkám 16/23, Hostivař, 102 00 Prague 10, incorporated in the Commercial Register, File No. B 7437, maintained by the Prague Municipal Court, Company ID No.: 264 96 224 (90.0353% share)

**j)** Zdroj pitné vody Káraný, a.s. with its registered office in Prague 1, Žatecká 110/2, Postal Code 11000, incorporated in the Commercial Register, File No. B 7438, maintained by the Prague Municipal Court,

Company ID No.: 264 96 402 (97.25% share)

**k)** Operátor ICT, a.s. with its registered office at Dělnická 213/12, Holešovice, 170 00 Prague 7, incorporated in the Commercial Register, File No. B 19676, maintained by the Prague Municipal Court, Company 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, incorporated in the Commercial Register, File No. B 20059, maintained by the Prague Municipal Court, Company ID No.: 034 47 286 (100% share)

**m)** Výstaviště Praha, a.s. with its registered office at Výstaviště 67, Bubeneč, 170 00 Prague 7, incorporated in the Commercial Register, File No. B 5231, maintained by the Prague Municipal Court, Company 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, incorporated in the Commercial Register, File No. B 5402, maintained by the Prague Municipal Court, Company 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, incorporated in the Commercial Register, File No. B 23670, maintained by the Prague Municipal Court, Company ID No.: 073 12 890 (100% share)

**1.3** In accordance with data available to the controlled entity, the controlling entity **controls indirectly these other entities and their subsidiaries**

#### Companies with capital participation of DPP

**a)** Pražská strojírna a. s. with its registered office in Prague 9 – Vínov, Mladoboleslavská 133, Postal Code 19017, incorporated in the Commercial Register, File No. B 2318, maintained by the Prague Municipal Court, Company ID No.: 601 93 298 (100% share)

**b)** Střední průmyslová škola dopravní, a.s. with its registered office in Prague 5, Plzeňská 298/217a, Postal Code 15000, incorporated in the Commercial Register, File No. B 5097, maintained by the Prague Municipal Court, Company ID No.: 256 32 141 (100% share)

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

#### Companies with capital participation of Pražská energetika Holding a.s.

**a)** Pražská energetika, a.s. with its registered office in Prague 10, Na Hroudě 1492/4, Vršovice 100 00 Prague 10, incorporated in the Commercial Register, File No. B 2405, maintained by the Prague Municipal Court, Company ID No.: 601 93 913 (58.046% share)

#### Companies with capital participation of Pražská energetika, a.s.

**a)** PREdistribuce, a.s. with its registered office in Prague 5, Svornosti 3199/19a, Postal Code 15000, incorporated in the Commercial Register, File No. B 10158, maintained by the Prague Municipal Court, Company ID No.: 273 76 516 (100% share)

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

**c)** PREměření, a.s. with its registered office in Prague 10, Na Hroudě 2149/19, Postal Code 10005, incorporated in the Commercial Register, File No. B 5433, maintained by the Prague Municipal Court, Company ID No.: 256 77 063 (100% share)

**d)** KORMAK Praha a.s. with its registered office at K sokolovně 667/9, Uhřetěves, 104 00 Prague 10, incorporated in the Commercial Register, File No. B 20181, maintained by the Prague Municipal Court, Company ID No.: 485 92 307 (100% share)

**e)** PREservisní, s.r.o. with its registered office at Na hroudě 1492/4, Vršovice, 100 00 Prague 10, incorporated in the Commercial Register, File No. C 215222, maintained by the Prague Municipal Court, Company ID No.: 02065801 (100% share)

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

**g)** VOLTCOM, spol. s r.o., with its registered office at Otevřená 1092/2, 169 00 Prague 6, incorporated in the Commercial Register, File No. C 7541, maintained by the Prague Municipal Court, Company 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, incorporated in the Commercial Register,

File No. B 23057, maintained by the Prague Municipal Court, Company 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, incorporated in the Commercial Register, File No. C 287994, maintained by the Prague Municipal Court, Company 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, incorporated in the Commercial Register, File No. C 153406, maintained by the Prague Municipal Court, Company 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, incorporated in the Commercial Register, File No. C 106530, maintained by the Prague Municipal Court, Company ID No.: 272 34 835 (100% share)

**d)** PRE VTE Částkov, s.r.o., with its registered office Na hroudě 2149/19, Strašnice, 100 00 Prague 10, incorporated in the Commercial Register, File No. C 19065 maintained by the Plzeň Regional Court, Company ID No.: 279 66 26 (100% share)

#### Companies with capital participation of Pražská plynárenská Holding a.s.

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

#### Companies with capital participation of Pražská plynárenská a.s.

**a)** Pražská plynárenská Distribuce, a.s., Member of the Pražská plynárenská, a.s. Group, with its registered office in Prague 4, U Plynárny 500, Postal Code 14508, incorporated in the Commercial Register, File No. B 10356, maintained by the Prague Municipal Court, Company ID No.: 274 03 505 (100% share)

**b)** Pražská plynárenská Servis distribuce, a.s., Member of the Pražská plynárenská, a.s. Group, with its registered office at U plynárny 1450/2a, Michle, 140 00 Prague 4, incorporated in the Commercial Register, File No. B 1878, maintained by the Prague Municipal Court, Company ID No.: 471 16 471 (100% share)

**c)** Prometheus, energetické služby, a.s., Member of the Pražská plynárenská, a.s. Group, with its registered office in Prague 4, U Plynárny 500, Postal Code 14000, incorporated in the Commercial Register, File No. B 17568, maintained by the Prague Municipal Court, Company ID No.: 630 72 599 (100% share)

**d)** Pražská plynárenská Správa majetku, a.s., Member of the Pražská plynárenská, a.s. Group, with its registered office in Prague 4 - Michle, U Plynárny 500, Postal Code 14508, incorporated in the Commercial Register, File No. B 17753, maintained by the Prague Municipal Court, Company ID No.: 274 36 551 (100% share)

**e)** Informační služby - energetika, a.s. with its registered office in Prague 4, U Plynárny 500, Postal Code 14100, incorporated in the Commercial Register, File No. B 7946, maintained by the Prague Municipal Court, Company ID No.: 264 20 830 (100% share)

**f)** Montservis PRAHA, a.s., with its registered office at Prachatická 209, Letňany, 199 00 Prague 9, incorporated in the Commercial Register, File No. B 270, maintained by the Prague Municipal Court, Company ID No.: 005 51 899 (95% share)

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

**a)** AKROP s.r.o. with its registered office in Tuchoměřice, Ke Špejcharu 392, Postal Code 25267, incorporated in the Commercial Register, File No. C 81758, maintained by the Prague Municipal Court, Company ID No.: 264 32 331 (100% share)

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

#### Companies with capital participation of Úpravna vody Želivka, a.s.

**a)** Želivská provozní a.s. with its registered office in Prague 10 - Hostivař, K Horkám 16/23, Postal Code 10200, incorporated in the Commercial Register, File No. B 19766, maintained by the Prague Municipal Court, Company ID No.: 291 31 804 (100% share)

#### Companies with capital participation of Zdroj pitné vody Káraný, a.s.

**a)** Vodárna Káraný, a.s. with its registered office at Žatecká 110/2, Staré Město, 110 00 Prague 1, incorporated in the Commercial Register, File



No. B 18857, maintained by the Prague Municipal Court, Company 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, incorporated in the Commercial Register, File No. B 5297, maintained by the Prague Municipal Court, Company ID No.: 256 56 635 (49% share)

Companies with capital participation of Technická správa komunikací hl. m. Prahy, a.s.

a) CDSw - City Data Software, spol. s r.o., with its registered office at Nepravídelná 156/2, 102 00 Prague 10, incorporated in the Commercial Register, File No. C 9845, maintained by the Prague Municipal Court, , Company ID: 452 78 482 (100% share)

## 2. Method and means of control

2.1. The controlling entity exercised direct control of the companies listed above in paragraph 1.1. during the reporting period through its shareholder rights. The control of other controlled corporations is carried out only through companies that control them and are themselves controlled by the City of Prague, that is, exclusively indirectly.

2.2. DPP is directly controlled by the City of Prague.

## 3. The role of DPP in the structure of controlling relationships in the group and in business relations with related entities

3.1. In relation to other controlled companies, DPP does not have any functional role either as a manager or supplier of business activities in accordance with its subject of business.

## 4. Negotiations conducted in the last financial year that have been made in the interests of the controlling entity or its controlled entities

4.1 In the last accounting period, the controlled entity did not take any action in the interests of the controlling entity or its controlled entities and that would involve assets that exceed 10% of the controlled entity's equity as determined by the most recent financial statements.

4.2 The contracts listed in Appendix No. 1 were concluded between the controlled entity and the controlling entity in the 2020 accounting period. The fulfilment of these contracts did not cause any detriment to the controlled entity since they were concluded under terms and conditions customary in business relations and performance and consideration resulting therein correspond to the terms of the usual business relationship, taking into account the nature of the controlled entity's subject of business.

4.3 No other legal acts were performed between the controlled entity and the controlling entity in the interests of the controlling entity.

4.4 No measures have been taken in the interests of the controlling entity.

4.5 No measures have been implemented in the interests of the controlling entity.

4.6 No measures have been taken at the instigation of the controlling entity.

4.7 No measures have been implemented at the instigation of the controlling entity.

4.8 The contracts listed in Appendix No. 2 were concluded directly between the controlled entity and other entities controlled directly by the controlling entity in the 2020 accounting period. These contracts were concluded in the normal course of business and performance and consideration correspond to the conditions of normal business relations so that the fulfilment of these contracts cannot cause any damage to the controlled entity.

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

4.10 No measures have been taken in the interests of other entities directly controlled by the controlling entity.

4.11 No measures have been implemented in the interests of other entities directly controlled by the controlling entity.

4.12 No measures have been taken at the instigation of other entities directly controlled by the controlling entity.

4.13 No measures have been implemented at the instigation of other entities directly controlled by the controlling entity.

## Information on relations to other entities controlled indirectly by the controlling entity

4.14 The contracts listed in Appendix No. 3 were concluded directly between the controlled entity and other entities controlled indirectly by the controlling entity in the 2020 accounting period. These contracts were concluded in the normal course of business and performance and consideration correspond to the conditions of normal business relations so that the fulfilment of these contracts cannot cause any damage to the controlled entity.

4.15 No other legal acts were carried out between the controlled entity and other entities controlled indirectly by the controlling entity in the interests of other entities controlled indirectly by the controlling entity.

4.16 No measures have been taken in the interests of other entities indirectly controlled by the controlling entity.

4.17 No measures have been implemented in the interests of other entities indirectly controlled by the controlling entity.

4.18 No measures have been taken at the instigation of other entities indirectly controlled by the controlling entity.

4.19 No measures have been implemented at the instigation of other entities indirectly controlled by the controlling entity.

## 5. Assessment and evaluation

The Board of Directors of the controlled entity states that it is generally not possible to deduce the prevailing advantages or disadvantages or any risks from the relations between the entities referred to above. All contractual relationships were concluded between them in accordance with generally binding legal regulations and under conditions common in business relations between entrepreneurs.

Certain risks can be deduced from the relationship with RENCAR PRAHA, a.s., ID No.: 005 06 397, where several pending court proceedings are being conducted between the controlled entity and this entity related to the alleged existence of a contractual relationship between Dopravní podnik hl. m. Prahy, akciová společnost, and RENCAR PRAHA a.s. As a result of the possible reversal of the hitherto favourable decisions, certain mutual claims could arise, relating, inter alia, to 2020.

It follows from the above that the controlled entity incurred no financial loss due to the influence of the controlling entity in the fiscal year 2020.

On behalf of DPP:



Ing. Petr Witowski

Chairman of the Board of Directors



Ing. Ladislav Urbánek

Vice-Chairman of the Board of Directors

## APPENDIX 1

### List of contracts concluded in 2020 by the controlled entity with the controlling entity

Controlling entity	Controlled entity	Number of contracts concluded
City of Prague	DPP	180

#### Characteristics of contracts and their number:

- Addendum to the financing agreement within the operational programme PRAGUE - POLE OF GROWTH OF THE CZECH REPUBLIC – 8
- Addendum to the Agreement on the Provision of Services Necessary to Ensure the Proper Provision of Public Transit Services in Prague – 1
- Amendment to the Agreement on Public Services in Public Rail and Urban Bus Transport in the PID System for the years 2010 to 2019 – 8
- Amendment to the Agreement on the Public Service Obligation in Regular Public Transport in the PID System – 3
- Amendment to the Agreement on the Public Service Obligation in Regular Public Transport in the PID System for 2010–2019 – 6
- Amendment to the Agreement on the Public Service Obligation in Regular Public Transport in the PID System for 2020–2024 – 4
- Addendum to the Agreement on Electricity Consumption and Re-charging of Its Consumption Costs – 1
- Agreement on Assignment of Rights and Assumption of Obligations – 1, Agreement on Authorized Person – 7
- Purchase Agreement – 1, Agreement on Termination of the Purchase Agreement – 1
- Lease Agreement – 32, Addendum to the Lease Agreement – 1
- Exchange Agreement – 1, Loan Agreement – 13
- Agreement on Future Usufruct Agreement – 1
- Water Supply and Drainage Agreement – 51, Addendum to the Water Supply and Drainage Agreement – 1
- Agreement on the Provision of Services to Ensure the Uniform Fulfilment of the Public Service Obligation – 1
- Public Lighting Relocation Agreement – 1
- Water Supply or Sewerage Transfer Agreement – 2
- Agreement on Future Usufruct Agreement – 6
- Agreement on Future Easement Agreement – 18
- Agreement on Placement of Non-advertising Accessories on Public Lighting Equipment – 1
- Settlement Agreement – 1
- Easement Agreement – 7, Usufruct Agreement – 2

## APPENDIX 2

### Contracts concluded in 2020 with entities DIRECTLY controlled by the controlling entity

Company's name	Number of contracts	Characteristics of contract
Kolektory Praha, a.s.	0	
Kongresové centrum Praha, a.s.	0	
Obecní dům, a.s.	0	
Operátor ICT, a.s.	4	Amendment to the Commission Agreement on Business Cooperation – 4
Prague City Tourism a.s.	4	Amendment to the Agreement on the Provision of Guide Services – Transfer of Rights – 1, Agreement on the Assignment of the Agreement – 1, Framework PID Ticket Sales Agreement – 1, Barter Cooperation Agreement – 1
Pražská energetika Holding a.s.	0	
Pražská plynárenská Holding a.s.	0	
Pražská vodohospodářská společnost a. s.	1	Agreement on Regulation of Mutual Relations
Pražské služby, a.s.	0	
Technická správa komunikací hl. m. Prahy, a.s.	12	Barter Cooperation Agreement – 1, Lease Agreement – 5, Agreement on Transfer of Rights – 2, Declaration on the Investment Project RECONSTRUCTION OF LIBEŇSKÝ BRIDGE COMPLEX, PRAGUE 7 and 8 – 1, Confidentiality Agreement – 1, Agreement on the Future Easement Agreement – 1, Agreement on Future Usufruct Agreement
Technologie hlavního města Prahy, a.s.	0	
TRADE CENTRE PRAHA a.s.	0	
Úprava vody Želivka, a.s.	0	
Výstaviště Praha, a.s.	0	
Zdroj pitné vody Káraný, a.s.	0	

## APPENDIX 3

### Contracts concluded in 2020 with entities controlled INDIRECTLY by the controlling entity

Company's Name	Number of contracts	Characteristics of contract
Střední průmyslová škola dopravní, a.s.	3	Addendum to the Agreement on the Provision of Education and Training to Obtain the Authorization of Groups B + C and RB / C – 1, Addendum to the Service Agreement – 1, Addendum to the Agreement on the Conditions for Providing Vocational Training Courses and Line Management within Lifelong Learning – 1
RENCAR PRAHA	0	

Pražská strojírna, a.s.	3	Purchase Agreement – 1, Amendment to the Master Purchase Agreement – 2
Pražská energetika a.s.	199	Associated Power Supply Service Contract – 1, Power Supply Contract – 1, Amendment to the Associated Power Supply Service Contract – 196, Amendment to the Power Supply Contract – 1
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.	55	Agreement on the Transfer of Rights and Obligations – 2, Lease Agreement – 5, Power Distribution Agreement – 1, Agreement on Handling, Operation and Work on El. Equipment – 11, Agreement on the Provision of Design Work and Engineering Activities for Relocation of Distribution System Equipment – 1, Connection Agreement – 3, Agreement on Future Connection Agreement – 6, Agreement on Future Easement Agreement – 2, Agreement on Future Easement Agreement – Personal Usufruct – 2, Agreement on Relocation of Distribution System Equipment – 4, Agreement on Cancellation of Easement – Personal Usufruct – 1, Agreement on Cancellation of Easement and Establishment of Easement – Personal Usufruct – 1, Agreement on Establishment of Easement – 4, Agreement on Establishment of Easement – Personal Usufruct – 11, Cancellation of Agreement on Future Easement Agreement – 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	
Pražská plynárenská a.s.	17	Easement Agreement – 1, Amendment to the Agreement on Combined Natural Gas Supply and Consumption – 16
Pražská plynárenská Distribuce, a.s.	6	Agreement on Future Easement Agreement – Personal Usufruct – 3, Agreement on Future Easement Agreement – 2, Gas Relocation Agreement – 1
Pražská plynárenská Servis distribuce	2	Lease Agreement – 2
Prometheus, energetické služby, a.s.	0	
Pražská plynárenská Správa majetku, a.s.	0	
Informační služby – energetika, a.s.	0	
Montservis Praha, a.s.	0	
Pražské vodovody a kanalizace, a.s.	3	Agreement on Settlement of Liabilities – 1, Agreement on Regulation of Mutual Relations between the Parties – 1, Agreement on Relocation of Water Mains or Sewerage – 1
AKROP s.r.o.	0	
Pražský EKOservis, s.r.o.	0	
Želivská provozní a.s.	0	
Vodárna Káraný, a.s.	0	
CDSw - City Data Software, spol. s r.o.	0	

## APPENDIX 4

### Diagram

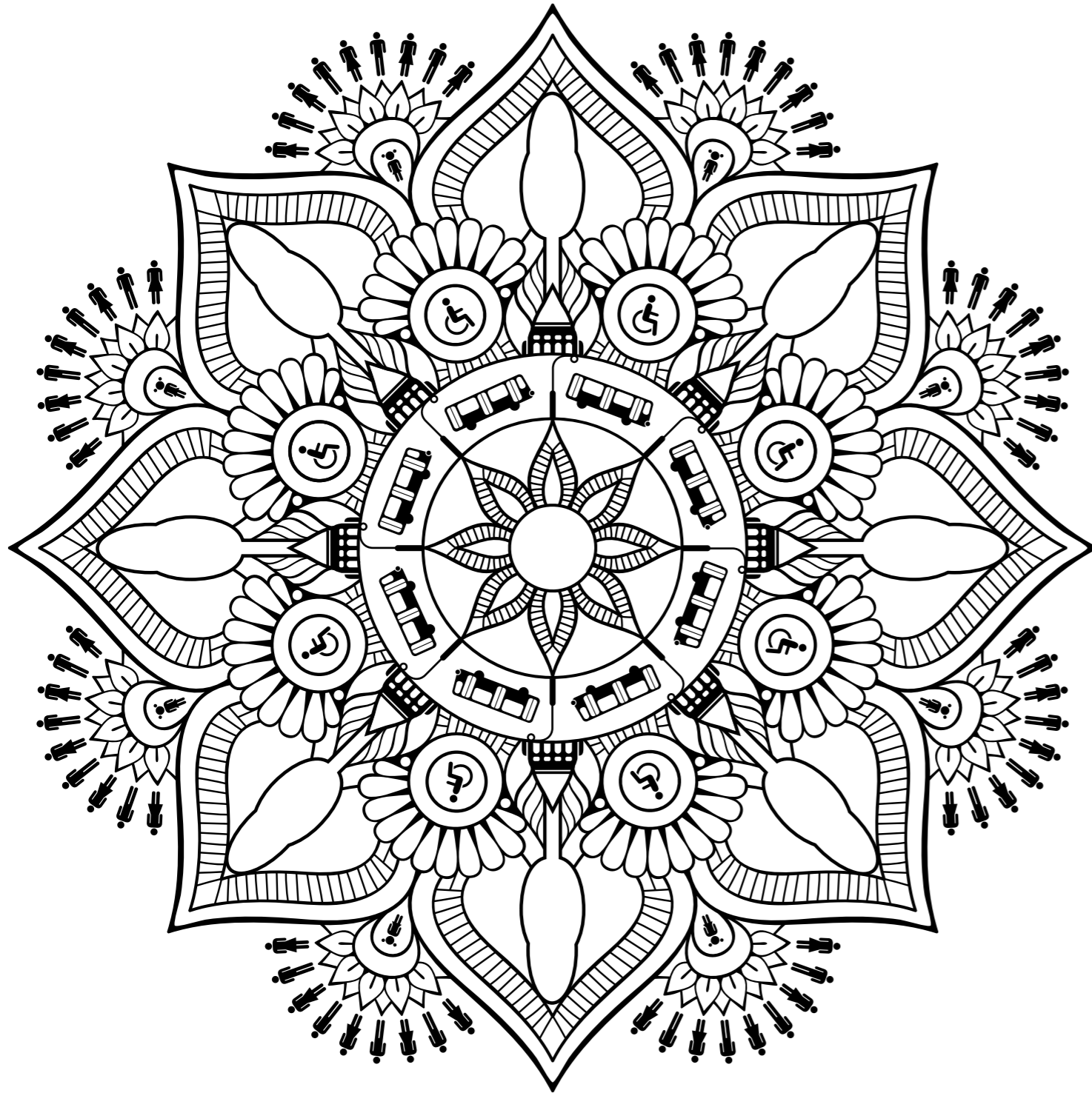
#### Controlling Entity – City of Prague

Directly controlled entities	Company ID No.	Indirectly controlled entities	Company ID No.	Indirectly controlled entities	Company ID No.	Indirectly controlled entities	Company ID No.
<b>Dopravní podnik hl. m. Prahy, akciová společnost</b>	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				
<b>Kolektory Praha, a.s.</b>	267 14 124						
<b>Kongresové centrum Praha, a.s.</b>	630 80 249						
<b>Obecní dům, a.s.</b>	272 51 918						
<b>Operátor ICT, a.s.</b>	027 95 281						
<b>Pražská energetika Holding a.s.</b>	264 28 059						
		Pražská energetika, a.s.	601 93 913				
				PREdistribuce, a.s.	273 76 516		
						PREnetcom, a.s.	067 14 366
				eYello CZ, k.s.	250 54 040		
				PREměření, a.s.	256 77 063		
						PRE FVE Světlík, s.r.o.	280 80 378
						SOLARINVEST - GREEN ENERGY, s.r.o.	289 23 405
						FRONTIER TECHNOLOGIES, s.r.o.	272 34 835
						PRE VTE Částkov, s.r.o.	279 66 216
						KORMAK Praha a.s.	485 92 307
						PREzákaznická, a.s.	065 32 438
						PREservisní, s.r.o.	020 65 801
						VOLTCOM, spol s r.o.	447 94 274

<b>Pražská plynárenská Holding a.s.</b>	264 42 272						
		Pražská plynárenská, a.s.	601 93 492				
				Pražská plynárenská Distribuce a.s.	274 03 505		
				Pražská plynárenská servis Distribuce, a.s.	471 16 471		
				Prometheus, energetické služby, a.s.	630 72 599		
				Pražská plynárenská Správa majetku, a.s.	274 36 551		
				Informační služby-energetika, a.s.	264 20 830		
				Montservis PRAHA, a.s.	005 51 899		
<b>Pražská vodohospodářská společnost a.s.</b>	256 56 112						
		Pražské vodovody a kanalizace, a.s.	256 56 635				
<b>Pražské služby, a.s.</b>	601 94 120						
		AKROP s.r.o.	264 32 331				
		Pražský EK0servis, s.r.o.	032 98 973				
<b>Technická správa komunikací hl. m. Prahy, a.s.</b>	034 47 286						
		CDSw - City Data Software, spol. s r.o.	452 78 482				
<b>TRADE CENTRE PRAHA a.s.</b>	004 09 316						
<b>Úpravna vody Želivka, a.s.</b>	264 96 224						
		Želivská provozní a.s.	291 31 804				
<b>Výstaviště Praha, a.s.</b>	256 49 329						
<b>Zdroj pitné vody Káraný, a.s.</b>	264 96 402						
		Vodárna Káraný, a.s.	291 48 995				
<b>Technologie hlavního města Prahy a.s.</b>	256 72 541						
<b>Prague City Tourism a.s.</b>	073 12 890						

## list of abbreviations

<b>AE</b>	Airport Express	<b>OPC</b>	Other personnel costs
<b>APC</b>	Automatic Passenger Counting	<b>PPE</b>	Personal protective equipment
<b>ASDŘ-D</b>	Automated Traffic Control System	<b>MSS</b>	Metro security system
<b>OHS</b>	Occupational Health and Safety	<b>P+R</b>	park + ride
<b>CCRS/TD</b>	Central cash register system/travel documents	<b>PID</b>	Prague Integrated Transport
<b>ČS</b>	Česká spořitelna (bank)	<b>QMS</b>	Quality management system
<b>ČSOB</b>	Československá obchodní banka (bank)	<b>ROPID</b>	Prague Public Transport Regional Organiser
<b>TFA</b>	Tangible fixed assets	<b>RTT</b>	Tram track reconstruction
<b>IFA</b>	Intangible fixed assets	<b>TIC</b>	Transit Information Centre
<b>DPS</b>	Dynamic Purchasing System	<b>SPŠD</b>	Secondary Technical School of Transport
<b>VAT</b>	Value added tax	<b>IOT</b>	Independent operational technician
<b>DPP</b>	Prague Public Transit Company, Inc.	<b>TT</b>	Tram track
<b>DPPC</b>	Surveillance and Alarm Receiving Centre	<b>DTE</b>	Designated technical equipment
<b>STA</b>	Small tangible assets	<b>Vehicle-km</b>	Vehicle kilometres
<b>SIA</b>	Small intangible assets	<b>STE</b>	Selected technical equipment
<b>EU</b>	European Union		
<b>EIA</b>	Environment Impact Assessment		
<b>EFWS</b>	Electronic fire warning system		
<b>EU</b>	European Union		
<b>ESS</b>	Electronic security system		
<b>FRS</b>	Fire Rescue Service of the Public Transit Company		
<b>IT</b>	Information technology		
<b>JDCM</b>	Metro Traffic Infrastructure Unit		
<b>HVU</b>	Historic Vehicles Unit		
<b>CZK</b>	Czech crowns		
<b>CLA</b>	Collective labour agreement		
<b>NDA</b>	Non-disclosure agreement		



*table part*

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# operating-technical indicators

## NUMBER OF OPERATED LINES, THEIR LENGTH (in km) AND AVERAGE SPEED (in km/h)

	Number of operated lines		Length of lines in km	Average speed (in km/h)	
	Day-time	Night-time		Transit	Circulating (oper.)
Metro	3	-	65,4	35,65	33,21
Trams	25	9	556,7	19,51	13,40
Buses	128	14	1 802,6	24,94	16,80
Trolleybuses	1	-	4,9	24,50	10,10

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

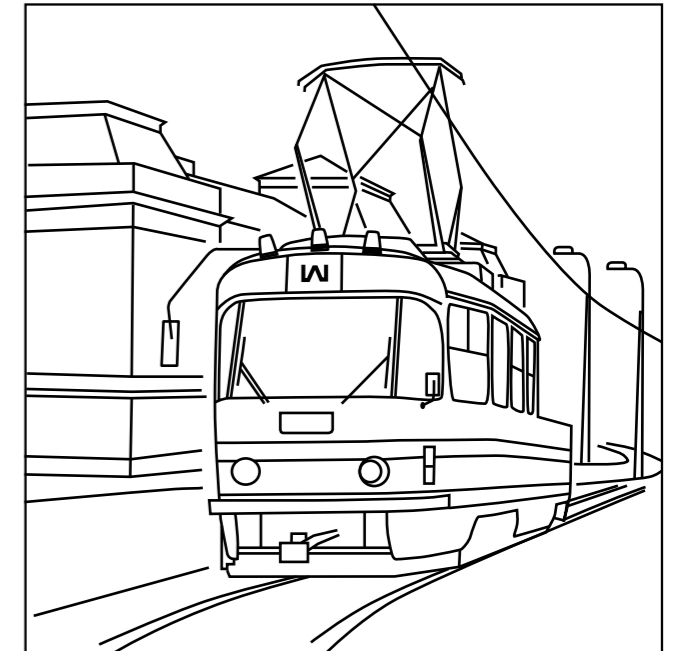
## AVERAGE NUMBER OF DISPATCHED VEHICLES PER DAY (in regular operation excluding the operation during holidays)

	Morning Peak	Saddle	Afternoon Peak	Saturday	Sunday
Metro	445	253	393	175	178
Trams	613	441	535	329	330
Buses	789	456	767	428	424
Trolleybuses	0	0	0	1	0

## OPERATING KILOMETRES PER VEHICLE AND PLACE (in km thousand)

	Vehicle km (ths of vehicle km)	place km (ths of place km)
Metro	56 660	10 451 589
Trams	54 368	5 980 571
Buses	59 781	5 155 910
Trolleybuses	7	504
Funicular	18	1 815
<b>Total</b>	<b>170 834</b>	<b>21 590 389</b>

Note: Excluding kilometres of contractual transport and the historic (nostalgic) tram line.  
Kilometres per vehicle per tram are converted.  
Buses are counted including suburban lines.



Find 7 differences and colour the pictures. Do you know the real colours of the lubricating tram?

## PERCENTAGE OF MENDS AND ENERGY CONSUMPTION

	Percentage of mends of vehicles	Consumption of traction energy		Consumption of diesel fuel	
		in kWh thousand	for 1 km per vehicle	in litres thousand	for 1 km per vehicle
Metro	11,98	106 208	1,87	-	-
Trams	17,82	116 563	3,21	-	-
Buses	31,97	6	0,80	-	-
Trolleybuses	8,01	-	-	25 758	0,42

## LIST OF LINES

### Metro lines operated as of 31 Dec. 2020

Line	Route	Length of track in m *	Running time in min.
A	Nemocnice Motol – Depo Hostivař	16 957	31,17
B	Černý Most – Zličín	25 706	41,17
C	Háje – Letňany	22 425	35,83

\* Length of track means the distance between mid points of terminal stations on the 1<sup>st</sup> rail, the data comes from the survey of actual situation and was provided by the Metro Transport Route Unit (JDCM). Time in accordance with timetables (SJŘ) was utilised for the running time – always the longest one for each route.

Line A consists of 17 stations:	Line B consists of 24 stations:	Line C consists of 20 stations:
<b>Nemocnice Motol</b>	<b>Černý Most</b>	<b>Háje</b>
Petřiny	Rajská zahrada	Opatov
Nádraží Veleslavín	Hloubětín	Chodov
Bořislavka	Kolbenova	Roztyly
Dejvická	Vysočanská	Kačerov
Hradčanská	Českomoravská	Budějovická
Malostranská	Palmovka	Pankrác
Staroměstská	Invalidovna	Pražského povstání
<b>Můstek</b> (transfer station)	Křižíkova	Vyšehrad
<b>Muzeum</b> (transfer station)	<b>Florenc</b> (transfer station)	I. P. Pavlova
Náměstí Míru	Náměstí Republiky	<b>Muzeum</b> (transfer station)
Jiřího z Poděbrad	<b>Můstek</b> (transfer station)	Hlavní nádraží
Flora	Národní třída	<b>Florenc</b> (transfer station)
Želivského	Karlovo náměstí	Vltavská
Strašnická	Anděl	Nádraží Holešovice
Skalka	Smíchovské nádraží	Kobylisy
<b>Depo Hostivař</b>	Radlická	Ládví
	Jinonice	Střížkov
	Nové Butovice	Prosek
	Hůrka	<b>Letňany</b>
	Lužiny	
	Luka	
	Stodůlky	
	<b>Zličín</b>	



### Tram lines operated as of 31 Dec. 2020 (basic line connection – the situation without closures)

#### Day-time lines

Line	Route	Average length without loops in m	Average running time in minutes
1	Sídlíště Petřiny – Spojovací	14 110	42,5
2	Sídlíště Petřiny – Nádraží Braník	14 670	43,5
3	Levského / Sídl. Modřany – Kobylisy / Březiněveská	20 270	56,0
4	Sídlíště Barrandov – Čechovo náměstí	11 240	35,5
5	Sídlíště Barrandov – Ústřední dílny DP	17 560	52,0
6	Palmovka – Kubánské náměstí	13 230	46,5
7	Radlická – Černokostecká	11 590	39,0
8	Nádraží Podbaba – Starý Hloubětín	13 790	42,5
9	Sídlíště Řepy – Spojovací	17 380	53,0
10	Sídlíště Řepy – Sídlíště Ďáblice	22 290	68,0
11	Spořilov – Spojovací	12 700	42,5
12	Sídlíště Barrandov – Výstaviště Holešovice	15 980	48,5
13	Čechovo náměstí – Černokostecká	8 331	28,5
14	Spořilov – Vysočanská	15 330	50,5
15	Kotlářka – Olšanské hřbitovy	11 450	37,5
16	Sídlíště Řepy – Lehovec	22 740	70,0
17	Levského / Sídl. Modřany – Vozovna Kobylisy	20 030	52,0
18	Nádraží Podbaba – Vozovna Pankrác	11 390	39,5
20	Sídlíště Barrandov – Divoká Šárka	16 920	47,0
21	Levského / Sídl. Modřany – Radlická	13 997	35,0
22	Bílá Hora – Nádraží Hostivař	20 950	64,5
23	Zvonařka – Královka	8 275	30,0
24	Březiněveská / Kobylisy – Kubánské náměstí	14 340	47,5
25	Bílá Hora – Lehovec	17 560	51,5
26	Divoká Šárka – Nádraží Hostivař	20 550	61,0

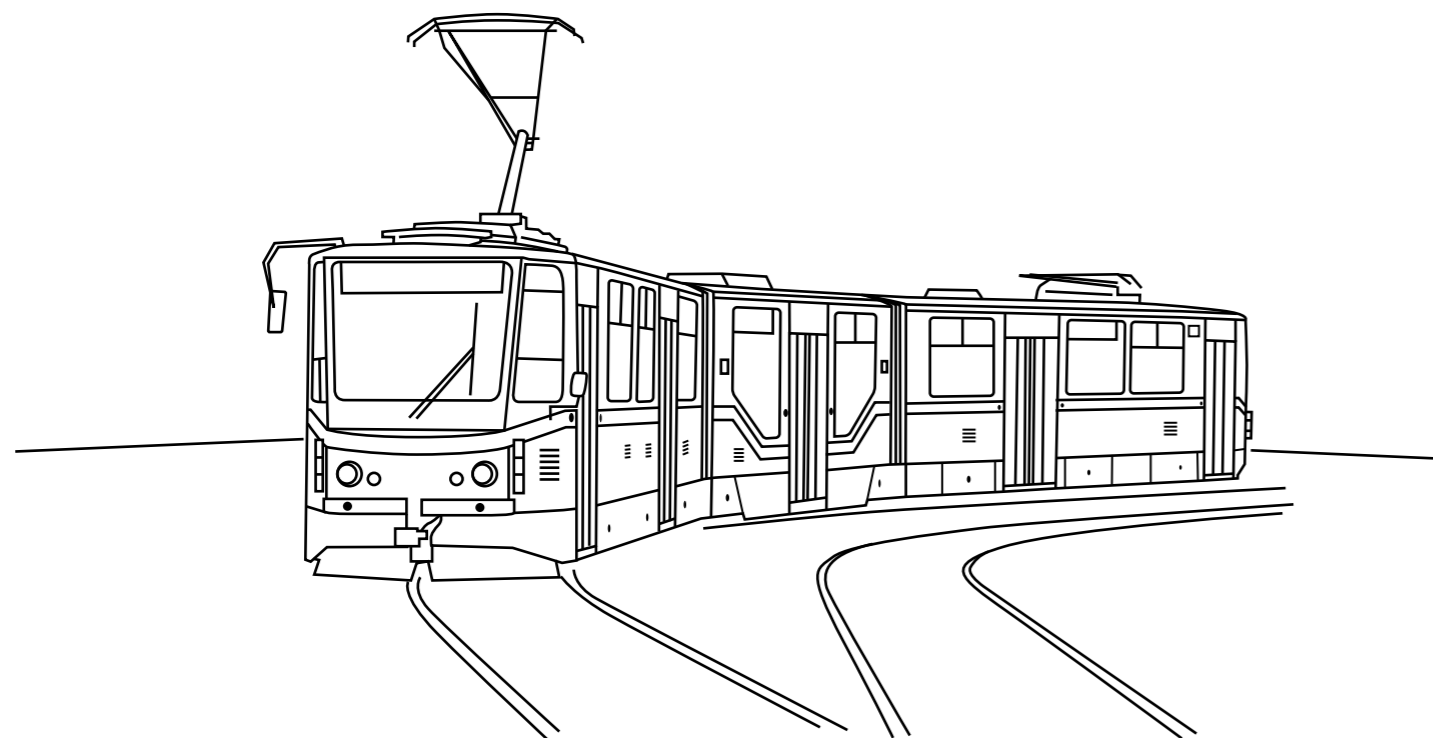


#### Night-time lines

Line	Route	Average length without loops in m	Average running time in minutes
91	Divoká Šárka – Nádraží Strašnice / Radošovická	18 840	58,5
92	Lehovec – Sídliště Modřany / Levského	22 230	55,5
93	Sídliště Ďáblice – Vozovna Pankrác	16 020	46,5
94	Lehovec – Sídliště Barrandov	22 240	61,5
95	Vozovna Kobylisy – Ústřední dílny DP	21 500	59,0
96	Sídliště Petřiny – Spořilov	17 220	50,0
97	Bílá Hora – Nádraží Hostivař	21 310	61,0
98	Sídliště Řepy – Spojovací	18 610	51,5
99	Sídliště Řepy – Nádraží Hostivař	20 600	57,0

#### Funicular and historic tram

Line	Route	Average length without loops in m	Average running time in minutes
LD	Újezd – Petřín	510	4,0
41	Vozovna Střešovice – Výstaviště Holešovice / Planetárium Praha	9 635	32,5



#### Bus lines operated by DPP as of 31 Dec. 2020

##### a) Bus lines within the basic network

Line	Route	Average length in m	Average running time in minutes
100	Zličín – Letiště	11 050	19
101	Zentiva – Tolstého	12 225	35
102	Šimůnkova – Sídliště Bohnice	6 125	16
103	Ládví – Březiněves	6 500	15
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 – Podhoří	4 525	12
113	Kačerov – Točná	10 975	27
116	Dejvická – Nebušice	9 600	23
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	26
122	Opatov – K Sukovu	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	13 050	21
130	Zličín – Chaplinovo náměstí	13 325	32
131	Bořislavka – Hradčanská	5 650	18
133	Florenc – Sídliště Malešice	6 425	20
134	Podolská vodárna – Dvorce	8 850	31
135	Florenc – Chodov	12 825	40
136	Sídliště Čakovice – Jižní Město	26 000	75
137	Na Knížecí – Malá Ohrada	12 600	37

138	Sídlíště 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	4 000	12
144	Kobylisy – Poliklinika Mazurská	3 475	7
145	Kobylisy – Sídlíště Čimice	4 300	11
147	Dejvická – Výhledy	6 575	15
148	I. P. Pavlova – I. P. Pavlova	4 200	16
149	Dejvická – Bavorská	17 075	46
150	Želivského – Na Beránku	14 275	41
151	Českomoravská – Novoborská	8 575	24
152	Sídlíště Čimice – Českomoravská	10 925	29
154	Strašnická – Koleje Jižní Město	21 100	56
156	Nádraží Holešovice – Nádraží Holešovice	10 300	35
157	Kačerov – Násirovo náměstí	6 850	18
158	Letňany – Třeboradice	8 025	20
160	Dejvická – Výhledy	11 425	31
161	Bořislavka – Přední Kopanina	6 575	14
162	Kobylisy – Dolní Chabry	4 450	11
165	Sídlíště Zbraslav – Háje	21 200	52
167	Na Knížecí – Nemocnice Na Homolce	7 675	21
168	Nové Butovice – Bílá Hora	17 175	45
169	Kobylisy – Sídlíště Čimice	4 400	11
170	Jižní Město – Pražská čtvrť	19 825	55
172	Smíchovské nádraží – Na Hvězdárně	8 325	17
174	Vypich – Třebonice	12 100	30
175	Florenc – Háje	18 250	55
176	Karlovo náměstí – Stadion Strahov	4 575	15
177	Poliklinika Mazurská – Chodov	27 850	75
180	Obchodní centrum Zličín – Dejvická	14 700	41
181	Černý Most – Opatov	14 300	38
182	Vinoř – Opatov	27 875	67
183	Vozovna Kobylisy – Háje	23 025	57

184	Velká Ohrada – Vypich	8 050	20
185	Letňany – Kbelský hřbitov	5 175	13
187	Nádraží Holešovice – Nádraží Holešovice	3 000	7
188	Želivského – Kavčí hory	13 650	40
189	Kačerov – Sídlíště Lhotka	4 375	13
190	Smíchovské nádraží – Na Beránku	9 450	22
191	Na Knížecí – Letiště	20 575	52
193	Nádraží Vršovice – Šeberák	11 700	37
195	Sídlíště Letňany – Jesenická	16 050	45
196	Kloboučnická – Smíchovské nádraží	12 800	34
197	Háje – Smíchovské nádraží	22 725	54
199	Želivského – Sídlíště Malešice	2 575	8
200	Kobylisy – Sídlíště Bohnice	4 100	10
201	Nádraží Holešovice – Černý most	21 825	55
202	Poliklinika Mazurská – Kbelský pivovar	16 125	39
207	Staroměstská – Ohrada	5 375	22
213	Želivského – Nádraží Uhříněves	17 875	46
215	Kačerov – Sídlíště Libuš	4 700	13
216	Poliklinika Petřiny – Sídlíště Baba	8 400	26
225	Velká Ohrada – Nové Vokovice	14 100	39
	<i>227 – transferred to another carrier on 1. 1. 2020</i>		
229	Depo Hostivař – Královice	14 375	31
230	Holyně – Filmové ateliéry	7 800	21
231	Na Knížecí – Na Knížecí	5 050	16
236	Zámky – Podhoří	6 900	16
241	Smíchovské nádraží – Lipence	13 950	25
244	Smíchovské nádraží – Sídlíště Radotín	10 975	21
245	Nádraží Radotín – Otěšinská – Nádraží Radotín	6 150	18
246	Zličín – Zbraslavské náměstí	21 250	46
247	Nádraží Radotín – Sídlíště Zbraslav	6 875	13
248	Nádraží Radotín – Viničky – Nádraží Radotín	2 000	7
249	Nový Zličín – Zličín	650	3
250	Černý Most – Sídlíště Rohožník	12 075	24
AE*	Hlavní nádraží – Letiště	17 975	40

\* Airport Express (AE) Line newly within the basic PID lines, a special tariff applies.

## b) Night-time lines

Line	Route	Average length in m	Average running time in minutes
901	Anděl – Skalka	30 250	63
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 – Lipence	40 425	78
908	Jínonice – Klánovice	37 025	80
909	Suchdol – Sídliště Rohožník	33 325	71
910	Letiště – Na Beránku	34 875	77
911	Sídliště Čakovice – Nádraží Hostivař	38 000	76
912	Lehovce – Ve Žlíbku	8 075	17
913	Dolní Chabry – Točná	36 575	79
914	Třebenická – Březiněves	5 675	11
915	Miškovice – Cukrovar Čakovice	2 600	6

## c) School lines

Line	Route	Average length in m	Average running time in minutes
251	Sídliště Čimice – Šimůnkova	4 250	10
252	Ústřední – Morseova	6 450	17
255	Nebušice – Dejvická	10 950	27
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	13 700	30
262	Sídliště Rohožník – Ratibořická	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	Otěšinská – Škola Radotín	3 450	12
	270 – transferred to another carrier on 1 Jan. 2020		



271	Správa sociálního zabezpečení – Radlická	4 050	12
272	Dolnokřeslická – Nádraží Uhřetěves	7 250	19
275	Náměstí Jiřího Berana – Sídliště Čakovice	2 200	6

## d) Suburban lines

Line	Route	Average length in m	Average running 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
359	Suchdol – Roztoky, Bělina	11 625	27
363	Opatov – Velké Popovice, Todice	23 900	53
364	Depo Hostivař – Doubek	23 025	45
366	Depo Hostivař – Březi, Podskalí	20 125	41
955	Terminál 1 – Tuchoměřice, Obecní úřad	4 875	9

## e) ZLD lines (these lines are intended for persons with disabilities and for their guardians)

Line	Route	Average length in m	Average running time in minutes
H1	Chodov – Florenc – Náměstí Republiky – Chodov	39 950	95

## Trolleybus lines

Line	Route	Average length in m	Average running time in minutes
58	Palmovka – Letňany	4 475	12

## IMPORTANT CHANGES IN LINE CONNECTIONS WITHIN PID DURING 2020

### 1 Jan. 2020

- line no. 227 (Háje – Nedvězí) transferred to another carrier
- line no. 270 (Pitkovice – Na Vartě) transferred to another carrier

### 6 Jan. 2020

- new line no. 268 established on the route Na Pískách – Vojenská nemocnice

### 2 March 2020

- new line no. 122 established on the route Opatov – K Sukovu
- line no. 185 extended to the route Letňany – Bakovská – Vinoř
- new line no. 249 established on the route Zličín – Nový Zličín – Zličín
- line no. 268 cancelled (Na Pískách – Vojenská nemocnice)

### 1 Aug. 2020

- line no. 112 run in both directions via Troja bridge (the Pelc-Tyrolka stop cancelled)

### 31 Aug. 2020

- line no. 185 shortened to the route Letňany – Kbelský hřbitov
- new line no. 187 established on the route Nádraží Holešovice – Pelc-Tyrolka – Nádraží Holešovice
- line no. 202 transferred to the route Poliklinika Mazurská – Čakovice – Kbelský pivovar
- line no. 266 transferred to the route Nové Butovice – Zadní Kopanina

### 5 Oct. 2020

- line no. 102 shortened to the route Sídliště Bohnice – Kobylisy – Šimůnkova

#### Note:

The overview of changes includes only fundamental changes of a permanent nature. It does not include numerous temporary changes related to investment activities, although their duration would be longer.

Similarly, the overview does not include changes related to measures associated with the Covid-19 epidemic. Since 16 March, the operation of nostalgic line no. 23 has been temporarily suspended, just as has the operation of the AE line between Hlavní nádraží (Main Railway Station) and Ruzyně Airport since 17 March.

Due to the increasing number of introductions of request stops in both bus and tram transport, these changes in the nature of stops are no longer mentioned in tram transport either. The stated data relate only to the lines operated by DPP.



## DIVISION OF THE TRANSPORT SERVICE AREA INTO ZONES

**Public City Transport (MHD)** is mass transport of passengers operated in Prague. It is an integral part of the Prague Integrated Transport system.

Prague is, for the purpose of the tariff and fare, divided into four tariff zones – "P" zone, which has the double tariff value (i.e. it is counted as two tariff zones), and line zone "0", which includes cross-border "B" zone.

**"P" tariff zone** has the double tariff value (i.e. it is counted as two tariff zones). This zone includes all metro lines, tram lines, city bus lines and urban lines, non-rail electric traction lines (trolleybuses, electric buses), funicular to Petřín, ferries in Prague and on railway tracks the trains operated in the sections between stations and stops in Prague, except for stops included in "0" and "B" zones. Tariff zones "0" and "B" are counted separately for individual fare (i.e. as two tariff zones) and as one zone for per-paid time-limited fare.

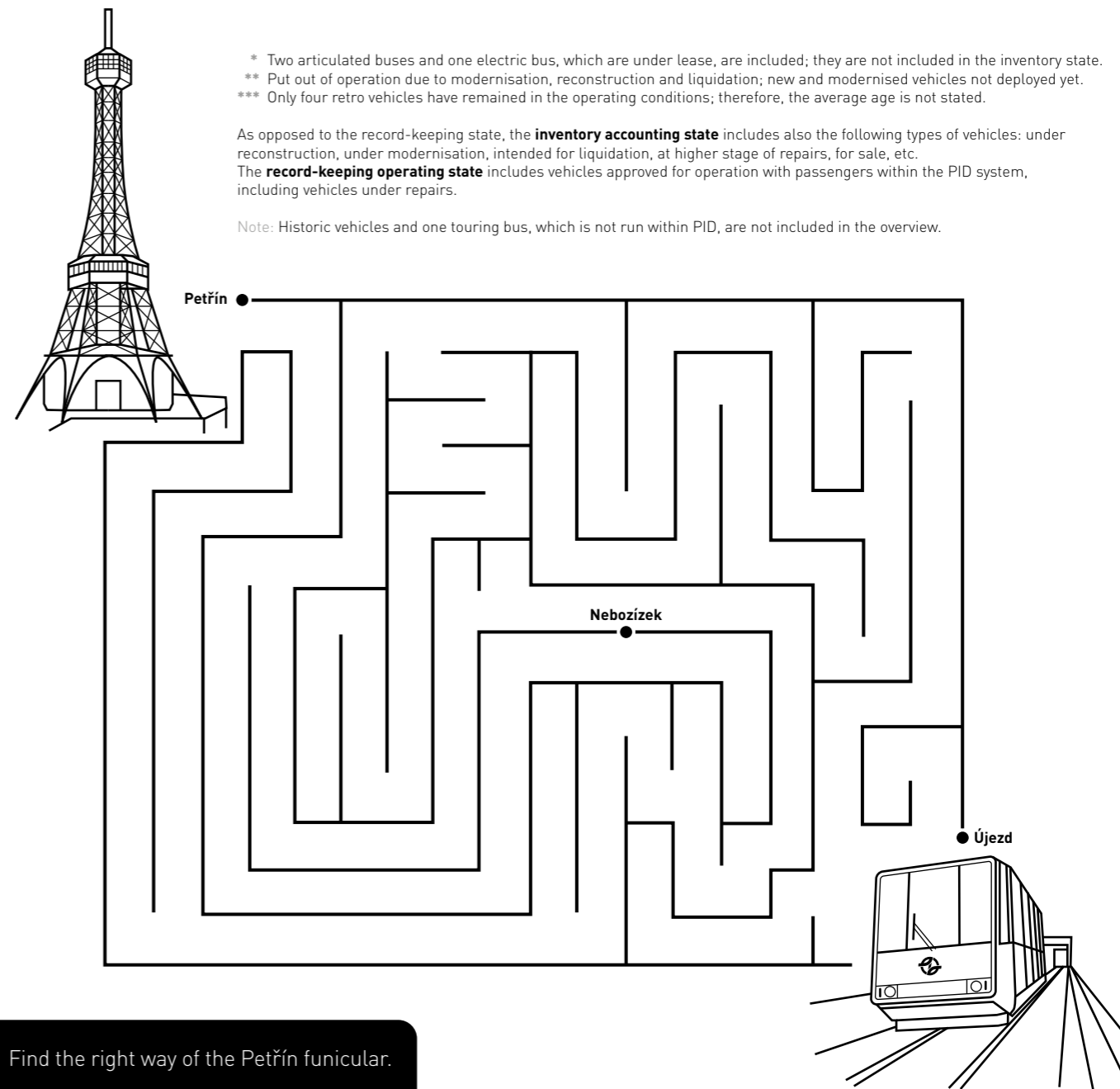
**"0" tariff zone**, which includes **"B" zone**, includes suburban lines in Prague and selected track sections of railway.

The list of stations and stops included in zones "0" or "B" for trains and buses connected to the PID system is stated in the PID Tariff valid from 1 August 2018 – including all amendments.

**Prague Integrated Transport (PID)** is the system that ensures transport service in Prague and the suburban areas jointly by individual carriers in various types of transport. The surroundings of Prague are divided into nine external zones (zones "1, 2, 3, 4, 5, 6, 7, 8, 9"). Timetables show the tariff zones each station and stop is located in.

DATA CONCERNING THE PID COMPANY'S FLEET AS OF 31 DEC. 2020

		Actual inventory (accounting) state	Actual operating (record-keeping) state *	Put out of operation **	Average service life from the actual operating state	
M	81-71M	465	465	0	14,14	
	M1	265	265	0	17,45	
<b>In total Metro</b>		<b>730</b>	<b>730</b>	<b>0</b>	<b>15,35</b>	
T	Solo	T3 R.P	347	347	0	15,65
		T3 R.PLF low-floor	35	35	0	10,80
		T3 M	23	22	1	26,91
		T3 + T3 SU	20	19	1	34,68
		T6A5	28	6	22	24,00
	Articulated	KT8N2 low-floor	51	51	0	10,16
		14 T low-floor	57	55	2	12,38
		15 T low-floor	250	250	0	5,60
		<b>In total solo</b>	<b>453</b>	<b>429</b>	<b>24</b>	<b>16,79</b>
		<b>In total articulated</b>	<b>358</b>	<b>356</b>	<b>2</b>	<b>7,30</b>
<b>In total Trams</b>		<b>811</b>	<b>785</b>	<b>26</b>	<b>12,49</b>	
B	Midi	Solaris U 10,5 low-floor	18	18	0	0,09
		Solaris U BN 8,9LE low-floor	40	40	0	6,74
		SOR BN 8,5 low-floor	21	21	0	9,68
	Standard	B 951	51	2	49	***
		Citybus + Citelis low-floor	22	3	19	13,46
		Crossway low-floor	10	10	0	8,36
		SOR NB12,BN12,NS12, EBN11 low-floor	572	573	0	4,15
	Articulated	B 961	3	2	1	***
		SOR NB18 low-floor	493	495	0	6,19
		City kloubový low-floor	11	1	10	13,46
<b>In total Midi</b>		<b>79</b>	<b>79</b>	<b>0</b>	<b>6,00</b>	
<b>In total standard</b>		<b>655</b>	<b>588</b>	<b>68</b>	<b>4,48</b>	
<b>In total articulated</b>		<b>507</b>	<b>498</b>	<b>11</b>	<b>6,20</b>	
<b>In total Buses</b>		<b>1 241</b>	<b>1 165</b>	<b>79</b>	<b>5,32</b>	
T	TBS Škoda 24Tr Irisbus, low-floor	1	1		15,00	
	<b>In total standard</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15,00</b>	
<b>In total Trolleybuses</b>		<b>1</b>	<b>1</b>	<b>0</b>	<b>15,00</b>	



- \* Two articulated buses and one electric bus, which are under lease, are included; they are not included in the inventory state.
- \*\* Put out of operation due to modernisation, reconstruction and liquidation; new and modernised vehicles not deployed yet.
- \*\*\* Only four retro vehicles have remained in the operating conditions; therefore, the average age is not stated.

As opposed to the record-keeping state, the **inventory accounting state** includes also the following types of vehicles: under reconstruction, under modernisation, intended for liquidation, at higher stage of repairs, for sale, etc. The **record-keeping operating state** includes vehicles approved for operation with passengers within the PID system, including vehicles under repairs.

Note: Historic vehicles and one touring bus, which is not run within PID, are not included in the overview.

Find the right way of the Petřín funicular.

# personnel indicators

## NUMBER OF EMPLOYEES (record-keeping state as of 31 Dec. 2020)

Category		
<b>Public transport drivers</b>		<b>4 392</b>
of which:	M engine-drivers	673
	T drivers	1 409
	B drivers	2 310
<b>Manual workers</b>		<b>3 186</b>
<b>POP</b>		<b>425</b>
<b>Technical-economic employees (TH)</b>		<b>3 212</b>
of which:	TH employees as per point 2.5.1 a) KS	1 014
	TH employees as per point 2.5.1 b) KS	2 198
<b>In total</b>		<b>11 215</b>

## NUMBER OF EMPLOYEES PER PROFESSION FOR 2020 (average converted state)

Category		
<b>Public transport drivers</b>		<b>4 371</b>
of which:	M engine-drivers	673
	T drivers	1 428
	B drivers	2 270
<b>Manual workers</b>		<b>3 141</b>
<b>POP</b>		<b>427</b>
<b>Technical-economic employees (TH)</b>		<b>3 173</b>
of which:	TH employees as per point 2.5.1 a) KS	1 012
	TH employees as per point 2.5.1 b) KS	2 161
<b>In total</b>		<b>11 112</b>

The average converted record-keeping number of employees is the conversion of average record-keeping number of employees in natural persons according to duration of their workload for working hours (full) determined by the employer.

## WAGE COSTS, INCLUDING OPC IN CZK THOUSAND AND THE AVERAGE WAGE IN CZK FOR 2020

Category	Wage costs incl. OPC in CZK thousand	Average wage in CZK
Public transport drivers	2 424 347	44 198
Manual workers	1 477 242	38 556
POP	188 475	35 113
Technical-economic employees (TH)	2 022 792	52 048
<b>Total</b>	<b>6 112 856</b>	<b>44 496</b>

## STRUCTURE BY EDUCATION ACCORDING TO RECORDED STATE AS OF 31 DEC. 2020

Education	In total	%
University	737	6,57
Secondary with a school-leaving exam	4 787	42,69
Secondary without a school-leaving exam	4 714	42,03
Elementary	977	8,71
<b>Total</b>	<b>11 215</b>	<b>100,00</b>

## economic indicators

### SHARE OF INDIVIDUAL TYPES OF COSTS IN TOTAL PID COSTS (in CZK thousand)

		%
Direct costs (incl. costs of transport routes)	14 876 548	81,57
Operating overhead costs	732 865	4,02
Costs of services	778 649	4,27
Costs of coordination and management	1 126 196	6,17
Other costs (museum, central dispatching management, dispatching system...)	723 704	3,97
<b>Total PID costs</b>	<b>18 237 962</b>	<b>100,00</b>

### STRUCTURE OF DIRECT PID'S COSTS WITHOUT TRANSPORT ROUTES (in CZK thousand)

		%
Repairs of PID vehicles	3 555 718	33,23
Consumption of fuels, materials and traction energy	1 090 436	10,19
Personnel expenses for PID drivers	4 010 625	37,48
Depreciation of PID vehicles	1 743 098	16,29
Other direct costs for PID operation	300 112	2,81
<b>Total PID direct costs (for transport operation)</b>	<b>10 699 989</b>	<b>100,00</b>

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

		%
PID operating costs	14 061 403	77,10
Costs of transport routes	4 176 559	22,90
<b>Total PID costs</b>	<b>18 237 962</b>	<b>100,00</b>

## revenues from transit

### REVENUES FROM FARE WITHIN THE FRAMEWORK OF THE PID SYSTEM FOR 2020 (in CZK thousand)

		%
<b>Prague (P+0 zone):</b>		
- revenues from time-limited tickets incl. fixed payments, employees tickets and duplicates	1 971 148	70,37
- revenues from individual fare, incl. USV machines	829 777	29,63
<b>Prague (P+0 zone) in total</b>	<b>2 800 925</b>	<b>100,00</b>
<b>External zones:</b>		
- revenues from combined time-limited coupons	253 560	78,74%
- revenues from individual fare incl. USV machines	68 479	21,26%
<b>External zones in total</b>	<b>322 039</b>	<b>100,00%</b>
<b>Revenues from fare within the PID system in 2020 in total</b>	<b>3 122 964</b>	
of which:		
- revenues of DPP – HMP contract	2 562 636	
- revenues of DPP – suburban lines	38 522	
- revenues of contractual carriers	521 806	
<b>Revenues from fare within the PID system in 2020 in total</b>	<b>3 122 964</b>	
<b>Revenues from surcharges to fare *</b>	<b>200 845</b>	
<b>Revenues from fare within the PID system incl. surcharges to fare in 2020 in total</b>	<b>3 323 809</b>	

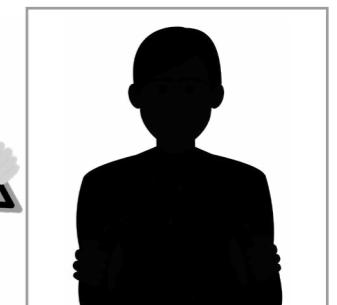
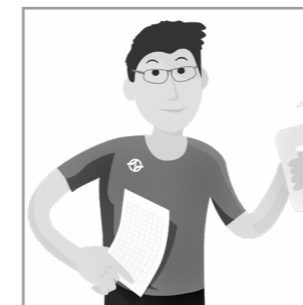
\* Prescriptions of surcharges to fare for 2020.

# special-purpose grant

## SPECIAL-PURPOSE INVESTMENT GRANT FROM THE CITY OF PRAGUE BUDGET (in CZK thousand)

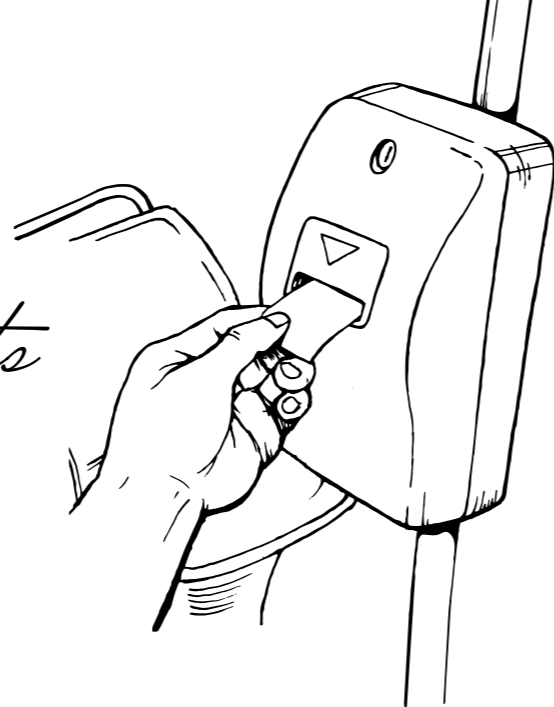
	Drawn from the Prague budget	Drawn from the national budget	Drawn from the EU structural funds
<b>Regular grant from the Prague budget</b>			
Preparation of I. operating section of metro D line	1 118 993		
Barrier-free access in the Karlovo náměstí metro station	66 503		
Barrier-free access in the Jiřího z Poděbrad metro station	1		
Barrier-free access in the Opatov metro station	187 919		
Ramps on the edge of the metro platform on line A and B	2 175		
TT Museum	420		
TT Sídliště Barrandov – Holyně – Slivenec	74 979		
Tram loop Depo Hostivař	390		
TT Motol – Vypich study	459		
Parking yard in the area of Trams Repair	48 496		
RTT Nádražní – Na Zlíchově	44		
RTT Bubenské nábřeží – Komunardů (Vltavská – Dělnická)	148		
RTT Starostrašnická (vozovna Strašnice – Průběžná)	48 064		
RTT Vladimírova – Na Pankráci	43 755		
Barrier-free measures	10 188		
Oper. section of the metro V.A Dejvická – Motol – GRANT FROM PREV. YEARS	3 177		
<b>Regular grant from the Prague budget in total</b>	<b>1 605 711</b>	<b>0</b>	<b>0</b>
<b>Operational Programme Prague – Growth Pole</b>			
Modernisation of ventilation and heating in the Háje metro station	3 272		4 674
Modernisation of main ventilation of metro lines A, B, C	8 649		12 358
Modernisation of main ventilation of metro lines A, B, C – 2 <sup>nd</sup> phase	7 644		10 920
<b>Operational Programme Prague – Growth Pole</b>	<b>19 565</b>	<b>0</b>	<b>27 952</b>
<b>Special-purpose investment grant in total</b>	<b>1 625 276</b>	<b>0</b>	<b>27 952</b>

Match the profession with its shadow.





*overview of types  
of transit documents  
as of 31 dec. 2020*



**TIME-LIMITED COUPONS TO THE PREPAID TICKETS VALID IN PRAGUE WITH A SELECTABLE START OF VALIDITY**

Type of transit document	Price of ticket in CZK
<b>Citizen time-limited coupons – discounted:</b>	
- 30-day	550
- 90-day	1 480
- 150-day	2 450
- 365-day	3 650
<b>Time-limited coupons discounted:</b>	
For juniors from 15 to 18 years of age	
- 30-day	130
- 90-day	360
- 365-day	1 280
For pupils and students from 18 to 26 years of age	
- 30-day	130
- 90-day	360
- 365-day	1 280
For seniors from 60 to 65 years of age, citizens in financial distress *	
- 30-day	130
- 90-day	360
- 365-day	1 280

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

Type of transit document	Price of ticket in CZK
<b>Citizens time-limited coupons – discounted:</b>	
- monthly	550
- quarterly	1 480
- 5-month	2 450
- annual (from 1 July 2015)	3 650
<b>Time-limited coupons – discounted:</b>	
For juniors from 15 to 18 years of age	
- monthly	130
- quarterly	360
- annual	1 280
For pupils and students from 18 to 26 years of age	
- monthly	130
- quarterly	360
- annual	1 280
For seniors from 60 to 65 years of age, for citizens in financial distress *	
- monthly	130
- quarterly	360
- annual	1 280

\* F or seniors from 65 to 70 years of age, who hold a Document proving the right for special fare prices (the price of electronic document is CZK 120 and the price of paper document is CZK 20), the price of fare for journeys through Prague (tariff zones P, 0 and B) is CZK 0.

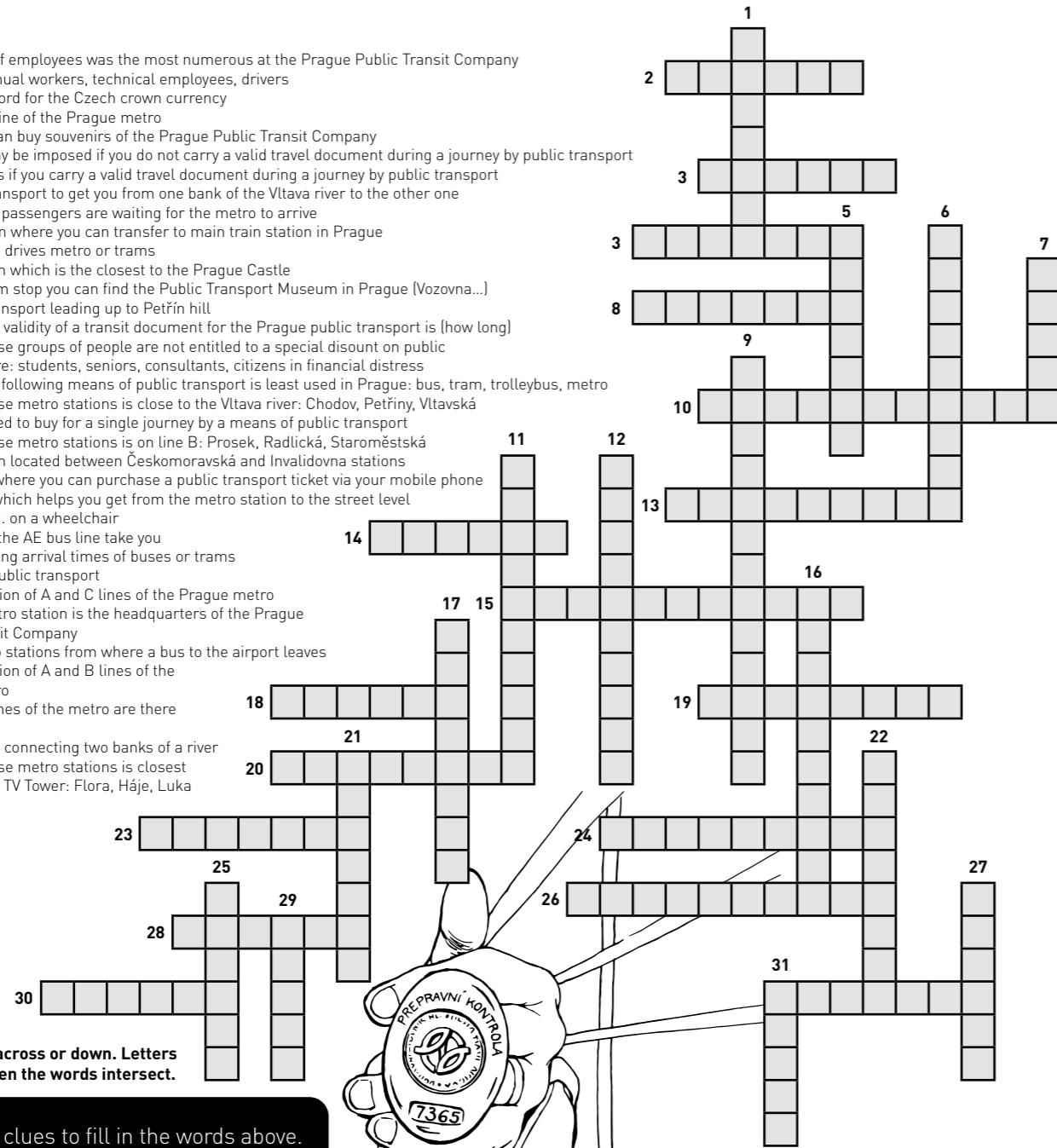
**TIME-LIMITED COUPONS TO THE NON-PERSONALISED CARD VALID IN PRAGUE WITH A SELECTABLE START OF VALIDITY**

Type of transit document	Price of ticket in CZK
<b>Time-limited transferable coupons with a selectable start of validity:</b>	
- monthly	670
- quarterly	1 880
- annual	6 100

**TIME-LIMITED TRANSFERABLE COUPONS VALID IN PRAGUE WITH A SELECTABLE START OF VALIDITY**

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

1. which type of employees was the most numerous at the Prague Public Transit Company in 2020: manual workers, technical employees, drivers
2. the Czech word for the Czech crown currency
3. colour of B line of the Prague metro
4. where you can buy souvenirs of the Prague Public Transit Company
5. what you may be imposed if you do not carry a valid travel document during a journey by public transport
6. who inspects if you carry a valid travel document during a journey by public transport
7. means of transport to get you from one bank of the Vltava river to the other one
8. place where passengers are waiting for the metro to arrive
9. metro station where you can transfer to main train station in Prague
10. power which drives metro or trams
11. metro station which is the closest to the Prague Castle
12. at which tram stop you can find the Public Transport Museum in Prague (Vozovna...)
13. means of transport leading up to Petřín hill
14. longest time validity of a transit document for the Prague public transport is (how long)
15. which of these groups of people are not entitled to a special discount on public transport fare: students, seniors, consultants, citizens in financial distress
16. which of the following means of public transport is least used in Prague: bus, tram, trolleybus, metro
17. which of these metro stations is close to the Vltava river: Chodov, Petřiny, Vltavská
18. what you need to buy for a single journey by a means of public transport
19. which of these metro stations is on line B: Prosek, Radlická, Staroměstská
20. metro station located between Českomoravská and Invalidovna stations
21. application where you can purchase a public transport ticket via your mobile phone
22. equipment which helps you get from the metro station to the street level if you are e.g. on a wheelchair
23. where does the AE bus line take you
24. a list indicating arrival times of buses or trams at stops of public transport
25. transfer station of A and C lines of the Prague metro
26. at which metro station is the headquarters of the Prague Public Transit Company
27. one of metro stations from where a bus to the airport leaves
28. transfer station of A and B lines of the Prague metro
29. how many lines of the metro are there in Prague
30. construction connecting two banks of a river
31. which of these metro stations is closest to the Žižkov TV Tower: Flora, Háje, Luka



Words can go across or down. Letters are shared when the words intersect.

Use the clues to fill in the words above.

## EMPLOYEES FARE

Type of transit document	Price of ticket in CZK
- Annual for employees	50
- Annual for employees' family relatives	200
- Annual for pensioners	50
- Annual for pensioners' family members	200
- Coupon "PHA train"	2 130

## TICKETS FOR A SINGLE JOURNEY IN PRAGUE (P+0+B)

Type of transit document	Price of ticket in CZK
<b>Transfer full-price tickets:</b>	
- 30-minute	24
- 90-minute	32
- In case of purchase from a bus driver – 90-minute	40
<b>Transfer discounted tickets:</b>	
- 30-minute	12
- 90-minute	16
- In case of purchase from a bus driver – 90-minute	20
<b>Pre-paid time-limited short-term tickets for public transport (P+0+B):</b>	
- 24-hour full-price	110
- 24-hour for children from 6 to 15 years of age and holders of PID cards for seniors	55
- 3-day full-price	310
<b>Pre-paid time-limited short-term tickets for all zones:*</b>	
- 24-hour Prague + zones 1, 2, 3, 4	160
- 24-hour System-wide	240

\* 70% share for the public transport.

## SPECIAL AE (AIRPORT EXPRESS) TICKETS

Type of transit document	Price of ticket in CZK
<b>Full-price non-transfer</b>	
- Hlavní nádraží – Letiště	60
<b>Discounted non-transfer for children from 6 to 15 years of age</b>	
- Hlavní nádraží – Letiště	30

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

Type of transit document	Price of ticket in CZK
<b>Coupons for one external zone:</b>	
- monthly citizen – discounted	300
- quarterly citizen – discounted	760
- annual	3 010
- monthly discounted for children, juniors, students and seniors	75
- quarterly discounted for children, juniors, students and seniors	190
- annual discounted for children, juniors, students and seniors	752
<b>Coupons for two zones:</b>	
- monthly citizen – discounted	460
- quarterly citizen – discounted	1 200
- annual	4 752
- monthly discounted for children, juniors, students and seniors	115
- quarterly discounted for children, juniors, students and seniors	300
- annual discounted for children, juniors, students and seniors	1 188
<b>Coupons for three zones:</b>	
- monthly citizen – discounted	700
- quarterly citizen – discounted	1 800
- annual	7 128
- monthly discounted for children, juniors, students and seniors	175
- quarterly discounted for children, juniors, students and seniors	450
- annual discounted for children, juniors, students and seniors	1 782
<b>Coupons for four zones:</b>	
- monthly citizen – discounted	920
- quarterly citizen – discounted	2 400
- annual	9 504
- monthly discounted for children, juniors, students and seniors	230
- quarterly discounted for children, juniors, students and seniors	600
- annual discounted for children, juniors, students and seniors	2 376
<b>Coupons for five zones:</b>	
- monthly citizen – discounted	1 130

- quarterly citizen – discounted	3 000
- annual	11 880
- monthly discounted for children, juniors, students and seniors	282
- quarterly discounted for children, juniors, students and seniors	750
- annual discounted for children, juniors, students and seniors	2 970
<b>Coupons for six zones:</b>	
- monthly citizen – discounted	1 350
- quarterly citizen – discounted	3 600
- annual	14 256
- monthly discounted for children, juniors, students and seniors	337
- quarterly discounted for children, juniors, students and seniors	900
- annual discounted for children, juniors, students and seniors	3 564
<b>Coupons for seven zones:</b>	
- monthly citizen – discounted	1 560
- quarterly citizen – discounted	4 200
- annual	16 632
- monthly discounted for children, juniors, students and seniors	390
- quarterly discounted for children, juniors, students and seniors	1 050
- annual discounted for children, juniors, students and seniors	4 158
<b>Coupons for eight zones:</b>	
- monthly citizen – discounted	1 780
- quarterly citizen – discounted	4 800
- annual	19 008
- monthly discounted for children, juniors, students and seniors	445
- quarterly discounted for children, juniors, students and seniors	1 200
- annual discounted for children, juniors, students and seniors	4 752
<b>Coupons for nine zones:</b>	
- monthly citizen – discounted	2 000
- quarterly citizen – discounted	5 400
- annual	21 384
- monthly discounted for children, juniors, students and seniors	500
- quarterly discounted for children, juniors, students and seniors	1 350
- annual discounted for children, juniors, students and seniors	5 346

<b>Coupons for ten zones:</b>	
- monthly citizen – discounted	2 220
- quarterly citizen – discounted	6 000
- annual	23 760
- monthly discounted for children, juniors, students and seniors	555
- quarterly discounted for children, juniors, students and seniors	1 500
- annual discounted for children, juniors, students and seniors	5 940

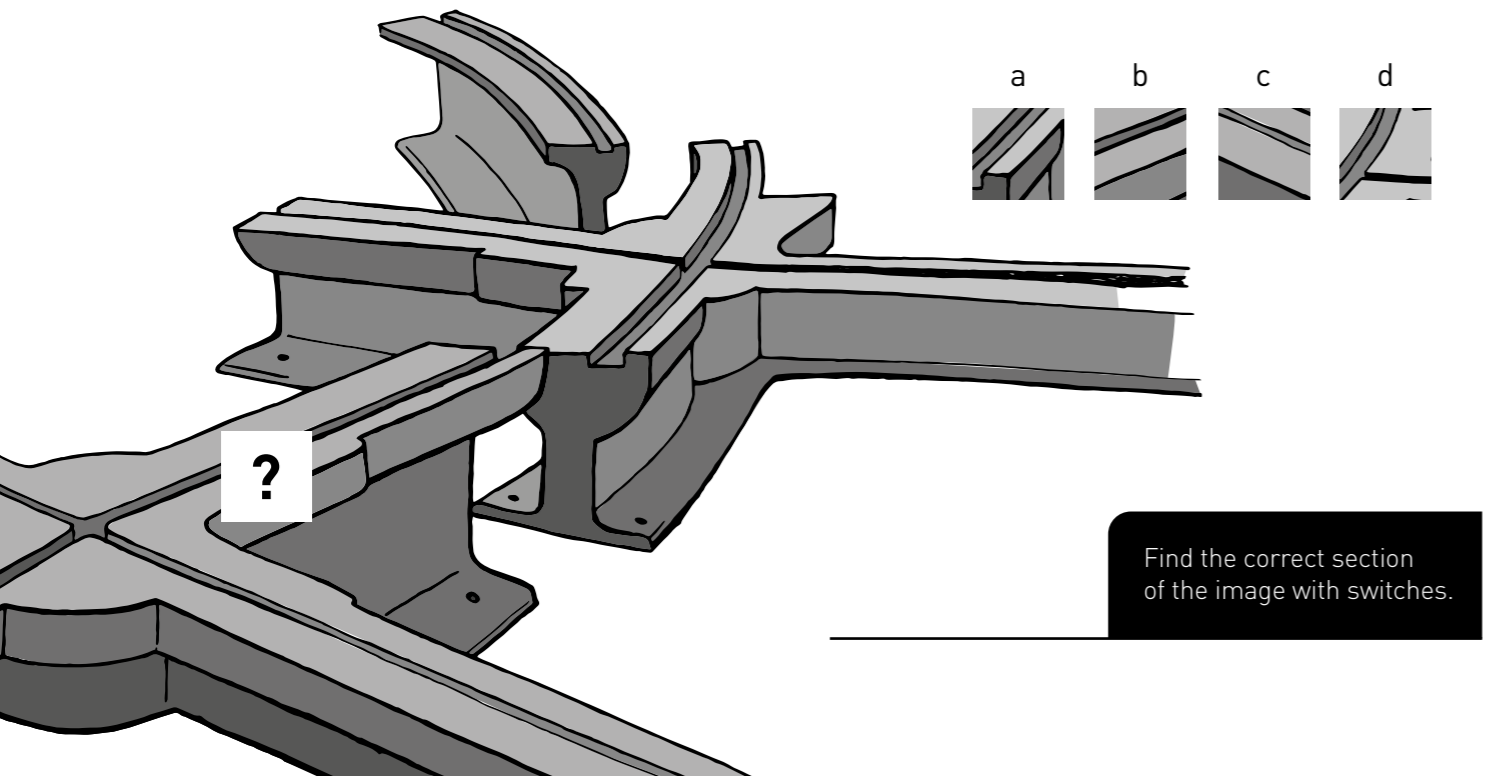
**COMBINED TIME-LIMITED COUPONS BUS+TRAIN TO THE PRE-PAID TIME-LIMITED TRANSIT TICKET WITHIN PID EXTERNAL ZONES WITH A SELECTABLE START OF VALIDITY**

Type of transit document	Price of ticket in CZK	Price of ticket in CZK
<b>Coupons for one external zone:</b>		
- 30-day citizen – discounted		300
- 90-day citizen – discounted		760
- 365-day		3 010
- 30-day discounted for children, juniors, students and seniors		75
- 90-day discounted for children, juniors, students and seniors		190
- 365-day discounted for children, juniors, students and seniors		752
<b>Coupons for two zones:</b>		
- 30-day citizen – discounted		460
- 90-day citizen – discounted		1 200
- 365-day		4 752
- 30-day discounted for children, juniors, students and seniors		115
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- 30-day citizen – discounted	2 000
- 90-day citizen – discounted	5 400
- 365-day	21 384
- 30-day discounted for children, juniors, students and seniors	500
- 90-day discounted for children, juniors, students and seniors	1 350
- 365-day discounted for children, juniors, students and seniors	5 346
<b>Coupons for ten zones:</b>	
- 30-day citizen – discounted	2 220
- 90-day citizen – discounted	6 000
- 365-day	23 760
- 30-day discounted for children, juniors, students and seniors	555
- 90-day discounted for children, juniors, students and seniors	1 500
- 365-day discounted for children, juniors, students and seniors	5 940



Find the correct section of the image with switches.

**TRANSIT TICKETS FOR A SINGLE JOURNEY WITHIN EXTERNAL ZONES**

Type of transit document	Price of ticket of CZK
<b>Basic transfer full-price transit tickets:</b>	
- for two connected zones 15 min.	12
- for two connected zones 30 min.	18
- for three connected zones 60 min.	24
- for four connected zones 90 min.	32
- for five connected zones 120 min.	40
- for six connected zones 150 min.	46
- for seven connected zones 180 min.	54
- for eight connected zones 210 min.	62
- for nine connected zones 240 min.	68
- for ten connected zones 270 min.	76
- for eleven connected zones 300 min.	84
- for twelve connected zones 330 min.	92
- for thirteen connected zones 360 min.	100
<b>Basic transfer tickets discounted for children, juniors, students, seniors:</b>	
- for two connected zones 15 min.	3
- for two connected zones 30 min.	4
- for three connected zones 60 min.	6
- for four connected zones 90 min.	8
- for five connected zones 120 min.	10
- for six connected zones 150 min.	11
- for seven connected zones 180 min.	13
- for eight connected zones 210 min.	15
- for nine connected zones 240 min.	17
- for ten connected zones 270 min.	19
- for eleven connected zones 300 min.	21
<b>Pre-paid time-limited short-term transit tickets for all zones:</b>	
- 24-hour Prague + zones 1, 2, 3, 4	160
- 24-hour Regional	150
- 24-hour System-wide	240
- 24-hour Regional discounted – children, juniors, students, seniors	37

*development of the tariff rates  
in the pid network  
over a 5-year*

**PRE-PAID TIME-LIMITED CITIZEN TICKETS DISCOUNTED**

in CZK

Type of transit document	2016	2017	2018	2019	2020
<b>Time-limited citizen coupons – discounted:</b>					
- 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	2 450
- 365-day/annual	3 650	3 650	3 650	3 650	3 650

**PRE-PAID TIME-LIMITED TICKETS DISCOUNTED**

in CZK

Type of transit document	2016	2017	2018	2019	2020
<b>For juniors from 15 to 19 years</b>					
- 30-day/monthly	260	260	130	130	130
- 90-day/quarterly	720	720	360	360	360
- 150-day/5-month	1 200	1 200	-	-	-
- 300-day/10-month	2 400	2 400	-	-	-
- 365-day/annual	-	-	1 280	1 280	1 280



For pupils and students from 19 to 26 years			18–26 years	18–26 years	18–26 years
- 30-day/monthly	260	260	130	130	130
- 90-day/quarterly	720	720	360	360	360
- 150-day/5-month	1 200	1 200	-	-	-
- 300-day/10-month	2 400	2 400	-	-	-
- 365-day/annual	-	-	1 280	1 280	1 280
<b>For seniors from 60 to 70 years and citizens in financial distress *</b>					
- 30-day/monthly	250	250	130	130	130
- 90-day/quarterly	660	660	360	360	360
- 150-day/5-month	1 100	1 100	-	-	-
- 365-day/annual	-	-	1 280	1 280	1 280

**PRE-PAID TIME-LIMITED TICKETS - TRANSFERABLE WITH A SELECTABLE START OF VALIDITY**

in CZK

Type of transit document	2016	2017	2018	2019	2020
<b>Transferable time-limited coupons</b>					
- 30-day/monthly	670	670	670	670	670
- 90-day/quarterly	1 880	1 880	1 880	1 880	1 880
- 365-day/annual	6 100	6 100	6 100	6 100	6 100

\* For seniors from 65 to 70 years of age who hold the "Document proving the entitlement to special fare prices" (the price of electronic document is CZK 120, the price of paper document is CZK 20), the fare price for journeys through Prague (tariff zones P, O and B) is CZK 0.

**Notes:**

For children from 6 to 15 years of age who hold the "Document proving the right of special fare price" (the price of electronic document is CZK 120, the price of paper document is CZK 20), the fare price for journeys through Prague (tariff zones P, O and B) is CZK 0. Children from 6 to 10 of age years may present only personal card verified by its issuer (legal entity) with name, surname, date of birth and photo.

A guardian of children under 3 years of age, if the child holds a special card called Children under 3 years of age or an identity card or passport, is transported for a special price of CZK 0. This does not apply to railways and AE.

Transport of dogs for free – passengers with a valid transit ticket for PID in Prague (P, O and B zones) or passengers having a right to transport for free in Prague do not pay a charge for dog. In external zones this applies only with time-limited coupons.

The "Half Penalty" (Pokuta za půlku) measure applies from 23 Oct. 2017. Passengers who have not presented a valid ticket during a transport inspection can reduce their penalty from CZK 800 to CZK 400 if they, at the same time, purchase the annual citizen coupon at CZK 3,650 for the PID card or for "Lítačka" card with their personal data records in database.

Seniors from 70 years are transported free of charge in the entire PID system except for trains (metro, trams, buses, funicular, ferries). Identity card, passport or residence permit can be used to prove the entitlement to free transport.

# volume of total investment costs and resources

## VOLUME OF TOTAL INVESTMENT COSTS IN 2020 (in CZK thousand)

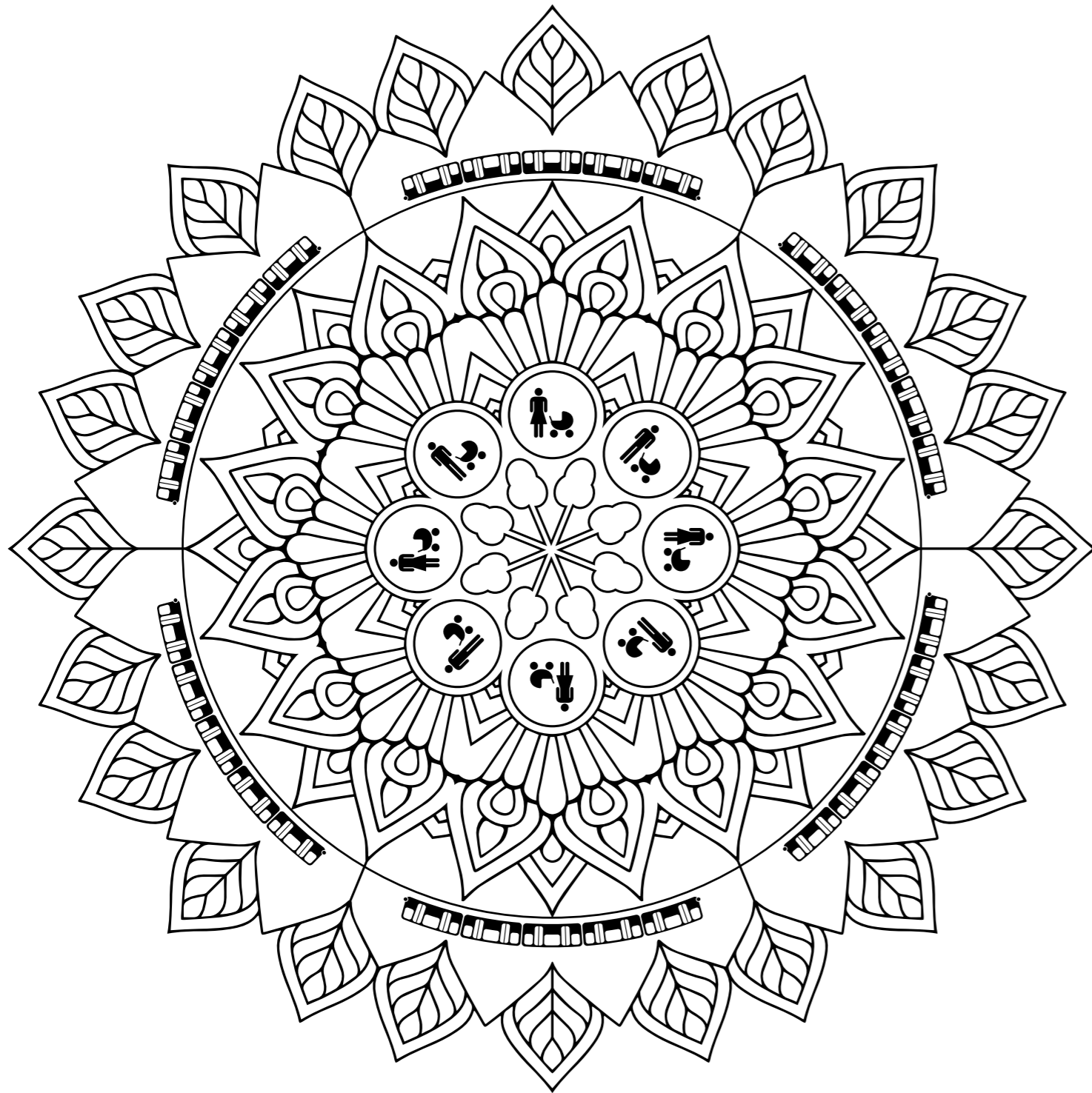
Investment metro construction	
<b>Projects under construction</b>	
Metro A line (grant of the City of Prague from previous years)	3 177
Reconstruction of the Opatov metro station	187 919
Modernisation and barrier-free access to public toilets in the Prague metro	8 631
Comprehensive security system in the metro	621 627
Reconstruction of escalators 613-1-274 to 276 and revitalisation of the vestibule in station Anděl/Na Knížecí	95 686
Modernisation of air conditioning equipment in the metro stations	42 637
<b>Projects under preparation</b>	
I. operating section of metro D line	1 118 993
<b>Investment construction and reconstruction of the metro in total</b>	<b>2 078 670</b>
<b>Other investment projects</b>	
Tram tracks construction	84 472
Tram tracks reconstruction	508 079
Cable routes reconstruction	158 984
Construction and reconstruction of substations	173 102
Depots and central workshops	160 012
Garages and parking areas	101 478
Metro security system	655 537
<b>Other investment projects in total</b>	<b>1 841 664</b>



Renovation of the company's fleet	
<b>Trams</b>	
Purchase of new trams	0
Purchase of new trams – instalment of the bill of exchange programme	800 000
Refurbishment of trams KT8D5 to KT8N2	34 197
<b>Buses</b>	
Purchase of buses – articulated low-floor	151 443
Purchase of buses – standard low-floor	309 690
Purchase of Midibus 20 pcs. (category MdN)	32
Purchase of up to 40 pcs. of buses of Midibus+ category, low-floor	110 936
Bus of Sd+ category for AE line	5 790
Other fleet	1 001
<b>Fleet renovation in total</b>	<b>1 413 089</b>
<b>Other investments in technical facilities</b>	<b>373 662</b>
<b>Total volume of investment costs</b>	<b>5 707 085</b>

## VOLUME OF TOTAL INVESTMENT RESOURCES (in CZK thousand)

	Total investment resources
<b>Own investment resources in total</b>	
Depreciation (incl. transfer of unspent depreciation from 2019)	3 126 713
Grant from the Prague budget	974 661
Compensation (appropriate profit)	0
Grant from the Prague budget	1 605 711
<i>Of which grants from previous years for the project of Operating section of metro V.A Dejvická – Motol</i>	3 177
<b>Total volume of investment resources</b>	<b>5 707 085</b>



*notes 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 Prague City Assembly of 19 March 1991 as the successor of the state-owned enterprise "Dopravní podnik hl. m. Prahy – integreated enterprise", and was incorporated through registration in the Commercial Register administered by the Municipal Court in Prague on 11 July 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: Prague 9, Sokolovská 42/217, Vysočany, 190 00 Prague 9.

The sole shareholder of the company is the 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 registered 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 2020** **CZK 31,239,495,000**

The shares of the company are registered in the name: "Obec – hlavní

město Praha" ("Municipality – City of Prague").

The Financial Statements of the company have been drawn up as at 31 December 2020.

The accounting period is the calendar year: from 1 January 2020 to 31 December 2020.

### The company's scope of business includes:

- Operation of a tramway network system, special railroad (metro system) and cableway (Petřín and ZOO) and operation of rail system transport in 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 17 August 2020, the membership of Ing. Ladislav Urbánek on the Board of Directors ended by expiration of his term of office, and at the same time the office of the Vice Chairman of the Board of Directors ceased to exist on that day. On 18 August 2020, the membership on the Board of Directors arose through re-election to Ing. Ladislav Urbánek, and at the same time also the office of the Vice Chairman of the Board of Directors arose for him. The registration in the Commercial Register was made on 10 September 2020.

### Changes in registrations of the members of the Supervisory Board

On 17 May 2020, the membership of Mgr. Petra Kolínská on the Supervisory Board ended by expiration of her term of office. On 25 May 2020, the membership on the Supervisory Board arose through re-election to Mgr. Petra Kolínská. The registration in the Commercial Register was made on 23 July 2020.

### Registration of the scope of business

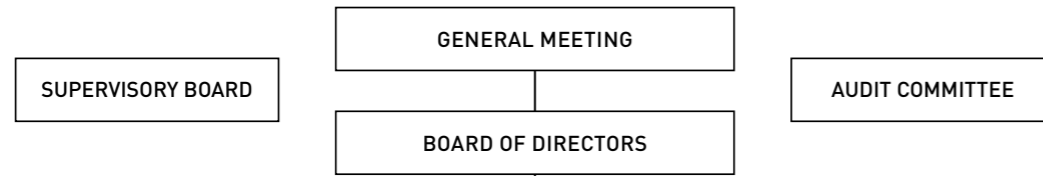
There were not any changes concerning the object of business activities in 2020.

Complete the DPP logo. You have three attempts.

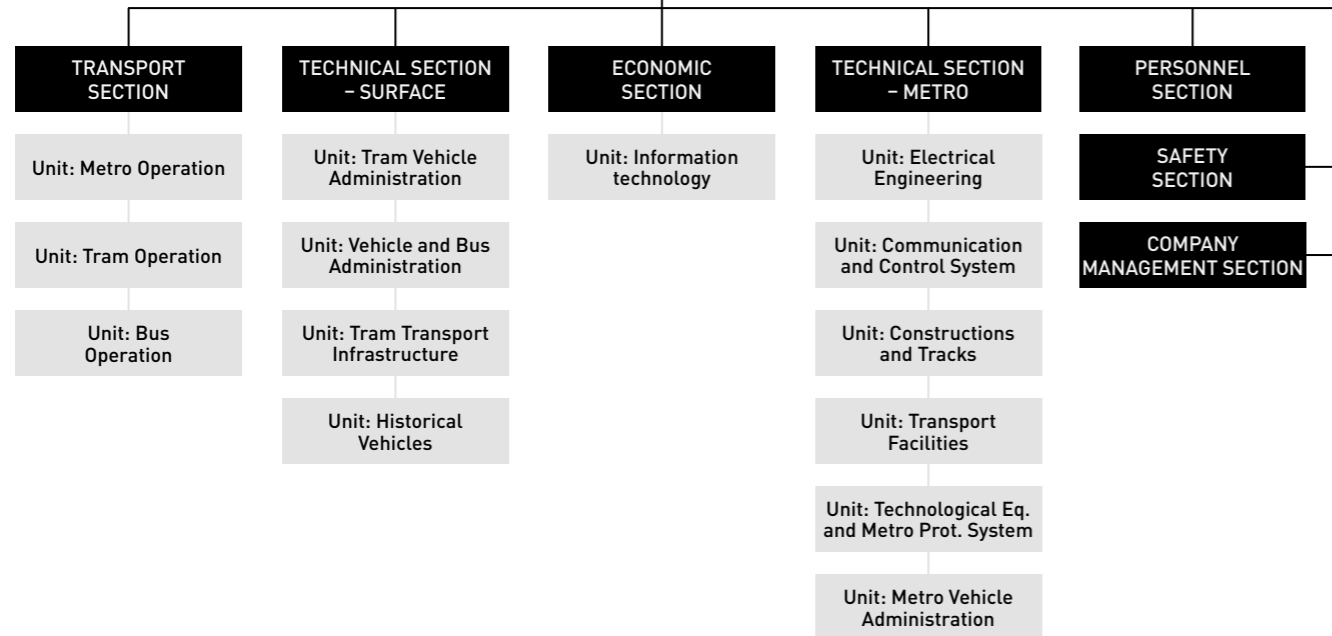
### 1.3. ORGANISATIONAL STRUCTURE OF THE COMPANY

Organisational structure of the company as at 31 December 2020

Corporate bodies



Corporate macro-structure



### 1.4. IDENTIFICATION OF THE GROUP

#### The sole shareholder of DP

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

#### 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 3/341	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 5, Arbesovo náměstí 70/4	07312890
Pražská energetika Holding a.s.	51	Prague 10, Na Hroudě 1492	26428059
Pražská plynárenská Holding a.s.	100	Prague 4, U Plynárny 500/44	26442272
Pražská vodohospodářská společnost a.s.	100	Prague 1, Žatecká 110/2	25656112
Pražské služby, a.s.	100	Prague 9, Pod Šancemi 444/1	60194120
Technická správa komunikací hl. m. Prahy, a.s.	100	Prague 1, Řásnovka 770/8	03447286
Technologie hlavního města Prahy, a.s.	100	Prague 7, Dělnická 213/12	25672541
TRADE CENTRE PRAHA a.s.	100	Prague 2, Blanická 1008/28	00409316
Úpravna vody 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 1, Žatecká 110/2	26496402

#### Subsidiaries and related business companies of the DP company

Commercial name	% shareholding of DP in the registered capital	Registered office	Company Reg. No.
Pražská strojírna a.s.	100	Prague 9, Mladoboleslavská 133	60193298
RENCAR PRAHA, a.s.	28	Prague 8, Rohanské nábřeží 678/25	00506397
Střední průmyslová škola dopravní, a.s.	100	Prague 5, Plzeňská 298/217a	25632141

### Shareholding in the related business company RENCAR PRAHA, a.s.

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

### Overview of subsidiaries and related business companies at affiliated companies of DP as at 31 December 2020

Affiliated companies	Indirectly controlled companies and subsidiaries	% shareholding 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 PRE, a.s. capital participation	% shareholding of PRE in the subsidiary		
	eYello CZ, a.s.	90	Prague 10, Kubánské náměstí 1391/11	25054040
	PREměření, a.s.	100	Prague 10, Na Hroudě 2149/19	25677063
	KORMAK Praha a.s.	100	Prague 10, Bratří Jandusů	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, spol. 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
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., člen koncernu Pražská plynárenská, a.s.	100	Prague 4, U Plynárny 500	27403505
	Pražská plynárenská Servis distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	100	Prague 4, U Plynárny 1450/2a	47116471
	Prometheus, energetické služby, a.s., člen koncernu Pražská plynárenská, a.s.	100	Prague 4, U Plynárny 500	63072599
	Pražská plynárenská Správa majetku, a.s., člen koncernu Pražská plynárenská, a.s.	100	Prague 4, U Plynárny 500/44	27436551
	Informační služby – energetika, a.s.	100	Prague 4, U Plynárny 500	26420830
	MONTSERVIS PRAHA, a.s.	95	Prague 9, Prachatická 209	00551899
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 EKOservis, s.r.o.	100	Prague 1, Revoluční 1082/8	03298973
Technická správa komunikací hl. m. Prahy, a.s.	Companies with TSK capital participation	% shareholding of TSK in the registered capital		
	CDSw – City Data Software, spol. s r.o.	100	Prague 10, Nepravdělná 156/2	45278482
Úpravna vody Želivka, a.s.	Companies with ÚVŽ capital participation	% shareholding of ÚVŽ in the registered capital		
	Želivská provozní s.r.o.	100	Prague 10, K Horkám 16/23	29131804
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, Žatecká 110/2	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 City of Prague, by the Prague City Council (except for the decision about cancellation of the company, which is decided on by the Prague City Assembly - see Section 59 of the Act on the City of Prague).

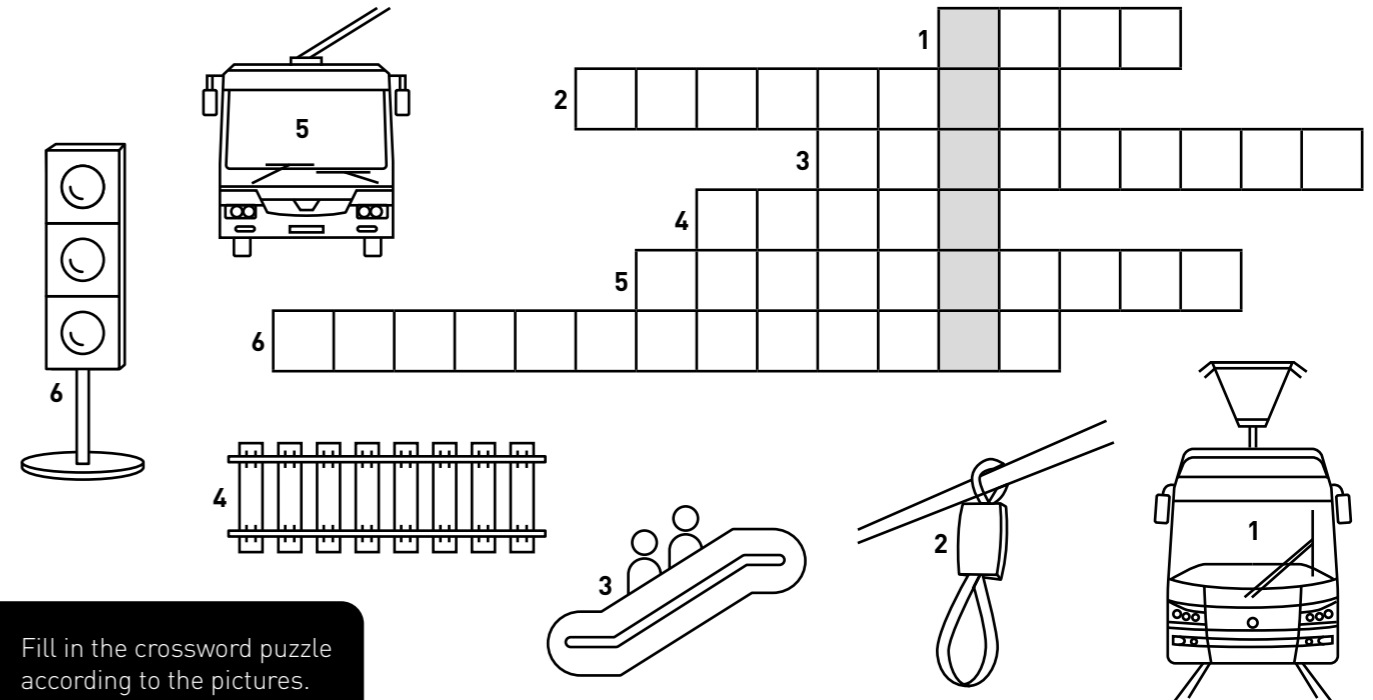
The Board of Directors, the Supervisory Board and the Audit Committee as at 31 December 2020

	Position	Name
<b>Board of Directors</b>	Chairperson	Ing. Petr Witowski
	Vice Chairperson	Ing. Ladislav Urbánek
	Member	PhDr. Jiří Špička
	Member	Ing. Jan Šurovský, Ph.D.
	Member	Mgr. Matej Augustín
<b>Supervisory Board</b>	Chairperson	Ing. Adam Scheinherr, Ph.D., MSc.
	Vice Chairperson	Jan Marek
	Vice Chairperson	Bc. Oldřich Schneider
	Vice Chairperson	Pavel Vyhnánek, M.A.
	Member	Josef Buriánek
	Member	Ing. Marek Doležal
	Member	Ing. Petr Hlubuček
	Member	Bc. Jan Holub
	Member	Mgr. Petra Kolínská
	Member	Ing. Tomáš Mikeska
	Member	Tomáš Novotný
	Member	Jiří Obitko
	Member	Ing. Michal Štěpán
Member	PaedDr. Ivo Vašíček	
Member	Ing. Michal Zděnek, M.A.	
<b>Audit Committee</b>	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).



Fill in the crossword puzzle according to the pictures.

## 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 distinguish among four options:

- 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 2020 for the rights to use acquired without consideration. 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
<b>Means of transport:</b>	
- Metro carriages acquired from 2001	40
- Renovated metro carriages	15
- Trams T3R.P	15
14T, 15T	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	Indefinite	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 controlled persons and accounting units under essential influence. On acquisition they are accounted at purchase price.

Property participations in the companies, in controlled and controlling persons and in accounting units under 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 of the subsidiary. 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".

Since 2017, DP has decided about establishment of 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. The matter concerns a change in the stating method, when these storage facilities are stated by using a balance-sheet method and their initial state was declared on the basis of physical inventory check through the synthetic account 427 – Another result of economic management. Acquisition and decrement of 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 31 December 2016 it was drawn in a full amount. In the period from 19 December 2019 to 19 December 2020, there were issued promissory notes in a total amount of CZK 4 billion. On 18 December 2020, the sixth instalment was carried out in an amount of CZK 800 million. On the whole, an amount of CZK 4.8 billion was paid up as at 18 December 2020 within the framework of the bill-of-exchange programme. The balance of the bill-of-exchange programme amounted, as at 31 December 2020, to CZK 3.2 billion.

### **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 2020, 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 2020.

### **3.10. PROVISIONS**

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 at an 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 2020, 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 in the Balance Sheet they are stated in the 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 at an 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 day 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 2020, 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. OVERVIEW OF FINANCIAL FLOWS

The overview of financial flows 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	31 December 2020	31 December 2019
Treasury cash and cash in transit, valuables	37 988	40 522
Bank accounts and cash in transit	5 922 878	6 581 268
Short-term securities and participations	1 200 000	1 000 000
<b>Financial means and financial equivalents, total</b>	<b>7 160 867</b>	<b>7 621 790</b>

Financial flows from operational, investment and financial activities are stated in the overview of financial 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 the Prague Public Transit Company, Inc. 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 Dec. 2018	Increments	Decrements	State as at 31 Dec. 2019	Increments	Decrements	State as at 31 Dec. 2020
Software	889 076	147 699	0	1 036 775	153 319	37 964	1 152 130
Other copyrights	7 578	745	0	8 323	250		8 573
Other DNM	123 387	8 855	0	132 242	4 025		136 267
Unfinished DNM	36 520	95 200	60 478	71 242	88 771	103 068	56 945
<b>Total</b>	<b>1 056 561</b>	<b>252 499</b>	<b>60 478</b>	<b>1 248 582</b>	<b>246 365</b>	<b>141 032</b>	<b>1 353 915</b>

Adjustments

(The figures are stated in CZK 1,000)

	State as at 31 Dec. 2018	Increments	Decrements	State as at 31 Dec. 2019	Increments	Decrements	State as at 31 Dec. 2020
Software	831 549	87 502	0	919 051	103 434	37 964	984 521
Other copyrights	7 176	133	0	7 309	131		7 440
Other DNM	105 294	3 777	0	109 071	5 074		114 145
Adjustment to unfinished DNM	0	0	0	0	0		0
<b>Total</b>	<b>944 019</b>	<b>91 412</b>	<b>0</b>	<b>1 035 431</b>	<b>108 639</b>	<b>37 964</b>	<b>1 106 106</b>

Residual value (The figures are stated in CZK 1,000)

	State as at 31 Dec. 2019	State as at 31 Dec. 2020
Software	117 724	167 609
Other copyrights	1 014	1 133
Other DNM	23 171	22 122
Unfinished DNM	71 242	56 945
<b>Total</b>	<b>213 151</b>	<b>247 809</b>

Among the most significant DNM increments it is necessary to mention purchase of software for administration of access cards, purchase of licences of the OpenText product and technical betterment of the Transport Information System in 2020.

Among the most significant DNM decrements it is appropriate to mention physical deletion of the BEA licences and internal Internet-based application.

As at 31 December 2020, the state of advancements for DNM amounts to CZK 200,000. This is an advance payment for the drawing up of the technical tender documentation for the selection procedure for a new Central Database of DP.

### 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 Dec. 2018	Increments	Decrements	State as at 31 Dec. 2019	Increments	Decrements	State as at 31 Dec. 2020
Plots of land	3 419 762	53 256	40 915	3 432 103	69 373	7 265	3 494 211
Buildings	59 721 895	1 172 998	519 226	60 375 667	794 077	168 479	61 001 265
Tangible movable assets	60 214 352	2 662 083	1 914 978	60 961 457	2 415 463	1 055 766	62 321 154
- Plant and machinery	13 601 738	740 295	631 572	13 710 461	1 137 724	106 149	14 742 036
- Transport means	46 601 401	1 921 788	1 283 287	47 239 902	1 277 456	947 441	47 569 917
- Inventory	11 213	0	119	11 094	283	2 176	9 201
Other DHM - rights to use	39 716	4 325	0	44 041	2 087	0	46 128
Other DHM	37 967	0	0	37 967	2 470	0	40 437
Unfinished DHM	1 300 305	4 435 798	4 458 151	1 277 952	5 267 499	5 037 839	1 507 612
<b>Total</b>	<b>124 733 997</b>	<b>8 328 460</b>	<b>6 933 270</b>	<b>126 129 187</b>	<b>8 550 828</b>	<b>6 269 349</b>	<b>128 410 807</b>

#### 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 2020.

#### 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	
	2020	2019
Low-value intangible assets	8 730	11 733
Fixed assets purchased by using subsidies	131 102	123 799
<b>Total</b>	<b>139 832</b>	<b>135 532</b>

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.

Adjustments and adjustment entries to fixed tangible depreciated assets (The figures are stated in CZK 1,000)

	State as at 31 Dec. 2018	Increments	Decrements	State as at 31 Dec. 2019	Increments	Decrements	State as at 31 Dec. 2020
Buildings	21 543 564	1 120 122	140 894	22 522 792	1 114 249	111 473	23 525 568
Tangible movable assets	30 405 618	2 265 481	1 488 360	31 182 739	2 362 327	1 056 500	32 488 566
- Plant and machinery	10 333 387	529 190	183 470	10 679 107	590 212	104 990	11 164 329
- Transport means	20 022 874	1 736 109	1 283 286	20 475 697	1 771 912	931 734	21 315 875
- Inventory	10 047	182	119	10 110	203	2 176	8 137
Other DHM - rights to use	22 226	9 305	0	31 531	6 500	6	38 025
Adjustment to transport means	39 310	0	21 485	17 825	0	17 600	225
Adjustment to constructions	29 353	0	29 353	0	0	0	0
<b>Total</b>	<b>51 971 408</b>	<b>3 394 908</b>	<b>1 629 254</b>	<b>53 737 062</b>	<b>3 483 076</b>	<b>1 167 979</b>	<b>56 052 159</b>

Residual value of fixed tangible depreciated and non-depreciated assets

(The figures are stated in CZK 1,000)

	State as at 31 Dec. 2019	State as at 31 Dec. 2020
Plots of land	3 432 103	3 494 211
Buildings	37 852 875	37 475 697
Separate movable assets	29 778 718	29 832 588
- Plant and machinery	3 031 354	3 577 707
- Transport means	26 746 380	26 253 817
- Inventory	984	1 064
Other DHM - rights to use	12 510	8 103
Other DHM	37 967	40 437
Unfinished DHM	1 277 952	1 507 612
<b>Total</b>	<b>72 392 125</b>	<b>72 358 648</b>

The most important increments are recorded for plant and machinery and for transport means.

As far as transport means are concerned, buses were capitalised in an amount of CZK 1,025,861,000; other automobiles in an amount of CZK 118,740,000 and trams in an amount of CZK 64,054,000.

An important entry within the framework of plant and machinery is renovation of the distribution transformer station in Pankrác (m. station) in an amount of CZK 120,195,000, LZA (continuous automatic train control system) mobile part in an amount of CZK 83,085,000, TETRA - elimination points in an amount of CZK 57,444,000 and electric switches control system on tram track lines in an amount of CZK 17,712,000.

Another important DHM increment is continuation in the "comprehensive control system" in a total purchase price of CZK 661,687,000.

The most important decrements are recorded at transport means and are caused by the sale and physical disposal of buses at a purchase price of CZK 461,465,000 (their residual price being CZK 0,000), sale and physical disposal of trams at a purchase price of CZK 424,203,000 (their residual price being CZK 0,000).

As at 31 December 2020, the balance of adjustments to transport means amounts to CZK 225,000.

The balance of the account of unfinished (“under construction”) fixed assets (DHM) at an amount of CZK 1,507,612,000 is formed especially of capital expenditure projects – such as construction of Section I of the Metro Line D in an amount of CZK 238,277,000, introduction of a comprehensive control system in Metro in an amount of CZK 172,846,000, overhaul revitalisation of the Hloubětín tram depot hall in an amount of CZK 166,111,000 and renovation of escalators in the Anděl metro station in an amount of CZK 112,742,000.

The balance of the advance payments for DHM as at 31 December amounts to CZK 250,800,000. The most important entries include advance payments for the delivery of train frames from Siemens Mobility s.r.o. at an amount of CZK 132,378,000, for the purchase of assembly vehicles from HANES s.r.o. in an amount of CZK 61,500,000 and for the purchase of buses from SOR Libchavy spol. s r.o. in an amount of CZK 42,238,000.

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 property assets.

**4.3.1. Fixed assets encumbered with pledges**

As at 31 December 2020, a right to use is established on 646 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 31 December 2020, 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 tramway systems, modernisation of the electrical heating system of points, tram entries into the SSZ (light signalling system mode) facilities, put-aside track system in the Tram Repair Shop facility, cable network modernisation, I. BUS no. 207 electrification, addition of rail lubricators in tram networks, modernisation of MR technologies, cable route realignment modernisation, renovations of the KT8N2 trams and modifications of tram interiors and renovation of the BUS no. 6604. For the method of valuation see point 3.1.

**4.3.3. Assets leased by way of financial leasing**

In 2020, DP does not register any assets leased by way of financial leasing.

**4.3.4. Operational leasing**

In 2020, the company stated operational leasing from AUTO STYL a.s. at a price of the annual lease of CZK 98,000 and other lease of cars from the firms:

- ČEZ ESCO, a.s. in an amount of CZK 1,730,000,
- Allrisk Reality & Finance, s.r.o. in an amount of CZK 1,643,000,
- PURE SOLVE Česká republika, s.r.o. in an amount of CZK 595,000,
- FINANCIAL SYSTEM s.r.o. in an amount of CZK 594,000,
- EKOVA ELECTRIC a.s. in an amount of CZK 231,000
- Federal Cars Praha s.r.o. in an amount of CZK 165,000
- SOR Libchavy spol. s r.o. in an amount of CZK 1,000.

Besides, comprehensive transport services were provided to DP on the basis of a contract on provision of services of the intra-company transport supplier (KARIR CZ s.r.o.) from August 2011. The contract was terminated as at 31 July 2020, and the services consisted in provision of the leased vehicles in an annual volume of CZK 21,409,000

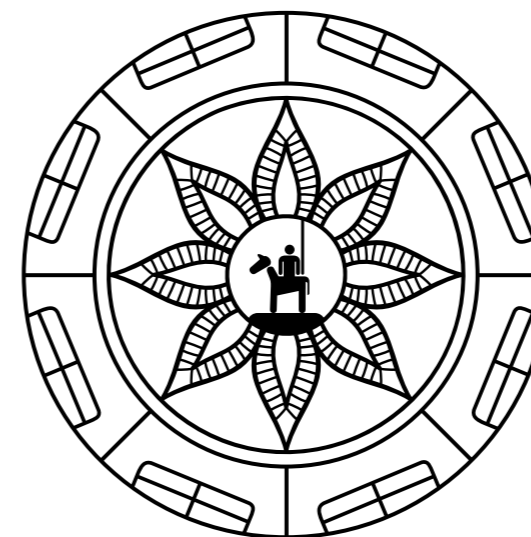
for the constant rental for 2020, assurance of the transport services with a driver by means of vehicles of the transport service in an annual amount of CZK 13,831,000 for 2020 and assurance of other services through any vehicles other than transport service vehicles. Since 1 August 2020, these services have been insourced and DP already ensures them within its own overheads.

**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	
	2020	2019
Low-value tangible assets	638 121	609 313
Fixed assets acquired from subsidies	64 406 461	64 695 012
<b>Total</b>	<b>65 044 582</b>	<b>65 304 325</b>

In 2020, the value of the registered assets from subsidies was reduced in a total amount of CZK 288,551,000.



Assets were removed from the off-balance records due to physical disposal or sale. The most important entries include:

- TT (tram line system) – physical disposal of parts of TT due to its renovation in an amount of CZK 123,587,000,
- Buses in an amount of CZK 463,012,000,
- Automatic speed control system (ARS) and undercarriage frames of the metro train sets in an amount of CZK 38,946,000.

**4.3.6. Mutual settlement of assets with the 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 2020, 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)
- Plots of land potentially intended for transfer to HMP in an accounting value of approx. CZK 816 million, where plots of land in an accounting value of CZK 419 million account for plots of land where prevalingly infrastructure of the HMP is situated.
- 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.

Negotiations were held between DP and HMP in the course of 2020, concerning the method of settlement of the assets in questions, and these negotiations continue in the course of 2021 as well.

#### 4.4. FIXED FINANCIAL ASSETS

##### 4.4.1. Participations in controlled and controlling entities

Company name	2020		2019	
	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

2020 (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	Shareholding value
Pražská strojírna a.s.	185 615	98 687	157 594	284 302	38 645	0	284 302
Střední průmyslová škola dopravní, a.s.	11 322	17 322	21 930	28 644	413	0	28 644
<b>Total</b>	<b>196 937</b>	<b>116 009</b>	<b>179 524</b>	<b>312 946</b>	<b>39 058</b>	<b>0</b>	<b>312 946</b>

\* The figures are data found out as at 25 January 2021.

2019 (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	Shareholding value
Pražská strojírna a.s.	185 614	55 198	157 594	240 812	38 072	0	240 812
Střední průmyslová škola dopravní, a.s.	11 322	16 907	21 930	28 229	0	0	28 229
<b>Total</b>	<b>196 936</b>	<b>72 105</b>	<b>179 524</b>	<b>269 041</b>	<b>38 072</b>	<b>0</b>	<b>269 041</b>

\* The figures are data found out as at 23 January 2020.

##### 4.4.2. Participations in accounting units – essential influence

2020 (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	Shareholding value
RENCAR PRAHA, a.s.	840	24 181	840	89 361	-29 315	0	25 021
<b>Total</b>	<b>840</b>	<b>24 181</b>	<b>840</b>	<b>89 361</b>	<b>-29 315</b>	<b>0</b>	<b>25 021</b>

\* The figures are data found out as at 25 January 2021.

2019 (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	Shareholding value
RENCAR PRAHA, a.s.	840	32 412	840	118 759	-21 797	0	33 252
<b>Total</b>	<b>840</b>	<b>32 412</b>	<b>840</b>	<b>118 759</b>	<b>-21 797</b>	<b>0</b>	<b>33 252</b>

\* The figures are data found out as at 23 January 2020.

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

#### 4.5. INVENTORY (The figures are stated in CZK 1,000)

	As at 31 December 2020	As at 31 December 2019
Spare parts	299 858	294 812
Auxiliary material	140 845	119 434
Clothing and protective equipment	38 808	38 921
Fuel materials, fuels	21 445	24 983
Other materials	9 844	8 973
Material in stock – standby storage facility	109 684	102 337
Material in progress	197	180
Adjustments	-17 420	-14 603
<b>Material, total</b>	<b>603 261</b>	<b>575 037</b>
Unfinished production and semi-finished products	13 048	7 460
Goods	1 721	1 469
Advance payments provided for inventory	2	0
<b>Total value</b>	<b>618 032</b>	<b>583 966</b>

The total increase in the financial volume of stock inventory of the company is a consequence of:

- increase in the state of auxiliary material, which was caused by the purchase of rails for projects of the year 2021
- increase in the entry "Unfinished production and semi-finished products", which was caused especially by the growth of the number of warranty repairs of buses
- increase in the state of standby storage facilities which was caused by an increase in the state of the unconsumed inventory at the tram transport infrastructure unit
- increase in the state of spare parts which was caused by acquisition of spare parts for the metro train control system (onboard parts)

The fuel inventory oscillated due to changes in the current purchase price.

Adjustments were increased due to the factual state of the inventory, when, after the review of the state, storage time and with regard to the presupposed non-usability and minimum marketability, a decision was made about disposal of inventory by sale or physical disposal. The amount of CZK 17,420,000 consists of adjustments made to clothing, spare parts and protective equipment.

#### 4.6. LONG-TERM RECEIVABLES

The entry "long-term receivables" stated, as at 31 December 2020, a balance of CZK 246 322,000; as at 31 December 2019 these receivables amounted to CZK 274,034,000.

A significant entry of long-term receivables consists especially of advance payments provided to the company "ŠKODA TRANSPORTATION a.s." for unplanned repairs according to the contract on maintenance of vehicles of Prague Metro "81-71M" through Full Service at an amount of CZK 84,425,000 and of the approved entitlement to subsidies for modernisation of the air conditioning equipment at the Metro stations at an amount of CZK 54,173,000.

Long-term receivables from business relations in a total amount of CZK 98,124,000 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 at an amount of CZK 32,064,000 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 at an amount of CZK 77,070,000 will be settled by 2027 by mobile operators in the following way:

- Česká telekomunikační infrastruktura a.s. in an amount of CZK 25,690,000
- T-Mobile Czech Republic a.s. in an amount of CZK 25,690,000
- Vodafone Czech Republic a.s. in an amount of CZK 25,690,000

Receivables at an amount of CZK 11,010,000 which are to be paid up according to the time schedule set out in 2021, are conducted as at the balance sheet day of 31 December 2020 in short-term receivables from business relations. Receivables at an amount of CZK 66,060,000, which are to be payable in the upcoming years are conducted in long-term receivables from business relations.

#### 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 Total without surcharges
		0 – 180 days	181 – 365 days	1 – 5 years	5 and more years		
2020	182 297	19 453	3 657	6 018	6 508	35 636	217 933
2019	217 833	2 650	3 112	7 901	7 885	21 548	239 381

(The figures are stated in CZK 1,000)

Year	Adjustments	Net Total without surcharges	Surcharges *	Adjustments surcharges	Net total including surcharges
2020	10 546	207 387	1 097 944	1 022 456	282 875
2019	10 300	229 081	1 050 645	974 565	305 161

\* 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 GLOBDATA, a.s. at an amount of CZK 36,712,000 in virtue of cession of receivables for SMS tickets, and also receivables owed by Operátor ICT, a.s. for revenues from the sale of tickets at an amount of CZK 25,636,000 and last, but not least receivables owed by ŠKODA TRANSPORTATION a.s. for services associated with the lease in an amount of CZK 10,621,000.

##### 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 2020	State as at 31 December 2019
HMP	1 533	1 777
Operátor ICT, a.s.	25 636	37 602
Pražská energetika, a.s.	2	9 732
Pražská plynárenská, a.s.	2 313	343
Pražská plynárenská Distribuce, a.s., member of grouping "Pražská plynárenská, a.s."	0	4 409
Pražská plynárenská Servis distribuce, a.s., "member of grouping Pražská plynárenská, a.s."	48	69
Pražská strojírna a.s.	4 328	79 686
Pražská vodohospodářská společnost a.s.	124	955
Pražské vodovody a kanalizace, a.s.	15 162	15 373
PREdistribuce, a.s.	4 862	30
PREměření, a.s.	4	0
PREzákaznická, a.s.	5	0
RENCAR PRAHA, a.s.	503	246
Střední průmyslová škola dopravní, a.s.	472	467
Technická správa komunikací hl. m. Prahy, a.s.	2 429	2 316
<b>Total receivables from business relations and advance payments provided to companies within the group</b>	<b>57 421</b>	<b>153 005</b>
<b>Short-term receivables from business relations and advance payments, total</b>	<b>1 332 155</b>	<b>1 370 564</b>

##### 4.7.3. Other short-term receivables

The entry "State – tax receivables" stated, as at 31 December 2020, a balance of CZK 283,701,000 and is formed of a receivable in virtue of excessive deduction of the Value Added Tax for the months of November and December 2020 in an amount of CZK 198,228,000 and accounted VAT on the input at received invoices obtained in January 2021, concerning fulfilment of 2020 in an amount of CZK 85,473,000. As at 31 December 2019, the entry stated a balance of CZK 346 687,000.

The short-term advance payments provided registered a decrease compared to 2019 especially for the reason of a drop of other short-term prepayments for water and sewerage system and for energies.

Gross contingency accounts (active) stated, as at 31 December 2020, a balance at an amount of CZK 198,385,000, As at 31 December 2019, the balance was CZK 343,501,000. The decrease in the balance as at 31 December 2020 is caused especially by the decrease (update) of contingencies for damage insurance concerning mainly the means of transport.

The entry "Other receivables" stated, as at 31 December 2020, a net balance of CZK 160,569,000, while as at 31 December 2019 the balance was CZK 290,003,000. This entry consists especially of the accounting of receivables in virtue of the approved subsidy claim in a total amount of CZK 55,774,000 in the division into the following projects:

- Modernisation of the air handling system, Dejvická: CZK 23,701,000
- Modernisation of the air handling system, Náměstí Republiky: CZK 32,073,000

The entry "Other receivables" includes other additional receivables formed of claims filed against RENCAR PRAHA and Euro AWK for unjustified enrichment for the use of the DP assets for advertising purposes without any legal entitlement in a total value of CZK 242,012,000. Adjustments were made to these receivables at an amount of CZK 100% of the balance-sheet value of receivables from the action against Euro AWK and 100% of the balance-sheet value from the actions against RENCAR PRAHA for 2016 and 2017.

#### 4.7.4. Pledge right

As at 31 December 2020 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 2020, the company stated, the economic result before taxation – profit amounting to CZK 317 766,000. 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 2020, the company received advance payments for compensation amounting to CZK 15,040,746,000. From 2019, the balance of the advance payments for compensation was transferred at an amount of CZK 10,000,000. The operational part of the compensation was accounted into incomes according to the actual amount of CZK 15,073,015,000. DP states a receivable owed by the City of Prague (HMP) in virtue of the Public Service Obligation ("PSO") Agreement in an amount of CZK 22,269,000.

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 2020, the company accounted subsidies for settlement of costs and for acquisition of fixed assets at an amount of CZK 1,780,314,000. In 2019 it was CZK 948,147,000.

#### Subsidies according to the specific purposes

(The figures are stated in CZK 1,000)

Subsidies total		1 780 314
<b>Subsidies for settlement of costs</b>		<b>130 742</b>
<b>Subsidies from the City of Prague budget</b>		<b>197</b>
Current cost of the project – Modernisation of ventilation and heating: Háje station	5	
Current cost of the project – Modernisation of ventilation of A,B,C metro lines, I. C line – stage II	5	
Current cost of the project – Modernisation of ventilation of A,B,C metro lines, I. C line	187	
<b>Subsidies from the EU</b>		<b>282</b>
Current cost of the project – Modernisation of ventilation and heating: Háje station	7	
Current cost of the project – Modernisation of ventilation of A,B,C metro lines, I. C line – stage II	7	
Current cost of the project – Modernisation of ventilation of A,B,C metro lines, I. C line	268	
<b>Subsidies from the state budget</b>		<b>-80</b>
EFEKT programme – returning of the subsidy provided from 2014	-80	
<b>Subsidies from the Ministry of Transport</b>		<b>10 484</b>
Subsidies to the price for assurance of compensation of the loss from the fare	10 484	
<b>Subsidies within the framework of the Prague Integrated Transport ("PID")</b>		<b>84 016</b>
Subsidies for the zone 0 – PID	54 017	
Subsidies from communities, for the zones 1, 2, PID	18 478	

Subsidies from the Central Bohemian Region - Regional Authority – zones 1, 2	11 521	
<b>Specific-purpose subsidy</b>		<b>35 843</b>
Contribution from the Antivirus scheme	35 043	
COVID – BUS subsidy scheme	764	
Subsidy for protective equipment	36	
<b>Subsidies for purchase of fixed assets</b>		<b>1 649 572</b>
<b>Subsidies from the City of Prague budget</b>		<b>1 602 534</b>
42176 – Barrier-free access measures	10 188	
42495 – Barrier-free access: Karlovo náměstí metro station	66 503	
42923 – Preparation of the D metro line operation section I	1 118 993	
44580 – Barrier-free access: Opatov metro station	187 919	
44582 – Lay-by tracks in the tram repair facility area	48 496	
44584 – Tramway track renovation: Starostrašnická (Strašnice tram depot – Průběžná)	48 064	
45378 – Access ramps: metro platform edge, A and B lines	2 175	
45523 – Tramway track renovation: Vladimírova – Pankrác tram depot	43 755	
45702 – Tramway line: Motol – Vypich (study)	459	
44586 – Tramway line: Museum	420	
42487 – Tram line Sídliště Barrandov – Holyně – Slivenec	74 979	
42492 – Tramway track renovation: Nádražní – Na Zlíchově	44	
44579 – Barrier-free access for the Jiřího z Poděbrad metro station	1	
44583 – Tramway track renovation: Bubenské nábř. – Komunardů (Vltavská – Dělnická)	148	
44585 – Tram loop: Depo Hostivař	390	
<b>Subsidies from the PPR Operating Programme</b>		<b>47 038</b>
in which: EU participation	27 669	
participation from the City of Prague budget	19 369	
of which:		
<b>Modernisation of ventilation and heating: Háje station – total</b>		<b>7 934</b>
in which: EU participation	4 667	
participation from the City of Prague budget	3 267	
<b>Modernisation of ventilation of A, B, C metro lines, I. C line – total</b>		<b>20 552</b>
in which: EU participation	12 089	
participation from the City of Prague budget	8 463	
<b>Modernisation of ventilation of A, B, C metro lines, I. C line – stage II – total</b>		<b>18 552</b>
in which: EU participation	10 913	
participation from the City of Prague budget	7 639	

#### 4.7.6. Short-term financial assets

In the entry "short-term securities and participations" (other short-term financial assets) the company registers, as at the Balance Sheet day, securities – corporate promissory notes in the following structure:

- purchased promissory notes from ČSOB, a.s. issued by the issuer "ČSOB Leasing, a.s." in a nominal value of CZK 1,200,000,000.

The promissory notes were acquired in accordance with the company's strategy in the area of deposition of temporarily free financial means with a view to minimising impacts into costs of the company in the form of fees introduced by bank institutions (resolution fund).

#### 4.7.7. Accruals and deferrals (active)

The entry "Accrued costs" stated, as at 31 December 2020, a balance amounting to CZK 80,592,000, as at 31 December 2019 the balance amounted to CZK 134,587,000. The balance of this entry is formed especially of:

- Dissolving of the invoiced part of the price for SoftwareONE in an amount of CZK 86,595,000; for the period of three years, the amount which is still to be dissolved is CZK 14,432,000,
- Accruals and deferrals of remunerations for arranging persons associated with the bill-of-exchange programme at an amount of CZK 14,000,000, the amount which is still to be derecognised is CZK 5,000,000,
- Accruals and deferrals of GC system's invoice for HW (disk array support) in an amount of CZK 4,445,000; the amount which is still to be dissolved is CZK 950,000.
- Accruals and deferrals of SoftwareONE's invoice for the MS licences in an amount of CZK 4,080,000; the amount which is still to be derecognised is CZK 1,749,000,
- Accruals and deferrals of interest associated with the bill-of-exchange programme at an amount of CZK 7,684,000, when the amount which is still to be derecognised is CZK 6,586,000.

### 4.8. INFORMATION ON CHANGES IN EQUITY

#### Information on changes in equity

The equity of the company contains the accounts of the account groups 41, 42, including the economic result of the current accounting period.

(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
<b>Initial balance as at 1 January 2019</b>	<b>31 239 495</b>	<b>30 934 067</b>	<b>105 472</b>	<b>0</b>	<b>0</b>	<b>3 554 836</b>	<b>0</b>	<b>1 529 146</b>	<b>67 363 016</b>
<b>Changes with influence on total equity</b>	<b>0</b>	<b>0</b>	<b>0</b>				<b>0</b>	<b>0</b>	<b>0</b>
Economic result of the current year	0	0	0				0	869 150	869 150
Change in the registered capital – non-financial deposit	0			0					0
Subsidies for equity increase	0	0	0				0	0	0
Valuation of plots of land and buildings	0	-20 055	0				0	0	-20 055
Nat. val. of dif. from re-pricing of sec., etc.	0	0	32 434				0	0	32 434

Re-pricing of derivatives	0	0	28 831				0	0	28 831
Deferred tax to derivatives	0	0	-5 478				0	0	-5 478
<b>Changes without influence on total equity</b>	<b>0</b>	<b>0</b>	<b>0</b>				<b>0</b>	<b>0</b>	<b>0</b>
Allotment to the reserve fund	0	0	0				0	0	0
Settlement of loss from the reserve fund	0	0	0				0	0	0
Change in the method – standby storage facility									
Distribution of the economic result	0	0	0				1 529 146	0	-1 529 146
Correction within the equity	0	0	0				0	0	0
<b>End balance as at 31 December 2019</b>	<b>31 239 495</b>	<b>30 914 012</b>	<b>161 259</b>	<b>0</b>	<b>0</b>	<b>5 083 982</b>	<b>0</b>	<b>869 150</b>	<b>68 267 898</b>
<b>Changes with influence on total equity</b>									<b>0</b>
Economic result of the current year									-34 292
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.			35 673						35 673
Re-pricing of derivatives			-119 613						-119 613
Deferred tax to derivatives			22 727						22 727
<b>Changes without influence on total equity</b>									<b>0</b>
Allotment to the reserve fund									0
Settlement of loss from the reserve fund									0
Change in the method – standby storage facility									0
Distribution of the economic result							869 150		-869 150
Correction within the equity									0
<b>End balance as at 31 December 2020</b>	<b>31 239 495</b>	<b>30 914 012</b>	<b>100 046</b>	<b>0</b>	<b>0</b>	<b>5 953 132</b>	<b>0</b>	<b>-34 292</b>	<b>68 172 393</b>

### 4.9. PROVISIONS

(The figures are stated in CZK 1,000)

	Balance as at 1 Jan. 2019	Creation	Drawing and cancellation of provisions	Balance as at 31 December 2019	Creation	Drawing and cancellation of provisions	Balance as at 31 December 2020
Provision for annuities	2 360	443	1 071	1 732	211	882	1 061
Provision for jubilees, retirement, sick days	86 211	50 813	48 577	88 447	56 672	50 383	94 736
Provision for repairs of fixed assets	94 700	219 865	91 126	223 439	51 201	196 497	78 143
Provision for litigations	229 760	2 000	169 526	62 234	53 103	2 000	113 337
Provision for remunerations	11 217	10 251	11 217	10 251	10 982	10 251	10 982



Provision for repairs of 14T trams	3 178	0	0	3 178	0	204	2 974
Provision for landfill area regeneration Libuš – Modřany	0	563 000	0	563 000	0	97 223	465 777
Other provisions	6 105	5 254	478	10 881	3 729	5 254	9 356
<b>Provisions, total</b>	<b>433 531</b>	<b>851 626</b>	<b>321 995</b>	<b>963 162</b>	<b>175 898</b>	<b>362 694</b>	<b>776 366</b>

As at 31 December 2020, 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 was created in the accounting period of the year 2019 and which forms a majority of the balance of the provisions stated as at the Balance Sheet day is the undrawn provision 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 an amount of CZK 450,000,000 regarding ENVIprojekt CZECH s.r.o., which was entrusted with implementation of resistivity logging (engineering and geological research), including the drawing up of a risk analysis relating to the landfill facility site, when the provision was drawn in 2020 in an amount of CZK 4,524,000, 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 an amount of CZK 20,301,000.

#### 4.10. BANK CREDIT FACILITIES

The company did not have any bank credit facility in 2020.

#### 4.11. LONG-TERM LIABILITIES FROM BUSINESS RELATIONS AND LONG-TERM ADVANCE PAYMENTS

The entry "Long-term liabilities from business relations" stated, as at 31 December 2020 a balance of CZK 106,726,000, as at 31 December 2019 it stated a balance of CZK 560,564,000.

The decrease is caused especially through the decrease in long-term liabilities for the remaining balance of the purchase price of

the 15T trams in an amount of CZK 465 914,000, which are due in 2021, and therefore they are conducted, as at the Balance Sheet date 31 December 2020, in short-term liabilities from business relations.

Long-term advance payments accepted achieved, as at the Balance Sheet day (31 December 2020) an amount of CZK 63,963,000 (as at 31 December 2019 it was CZK 50,073,000). The matter concerns especially the security deposits accepted. The increase was caused especially by deposition of the financial security of RAILREKLAM s.r.o. for the lease of premises in the Prague Metro System in an amount of CZK 12,000,000.

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 Dec. 2020	State as at 31 Dec. 2019
Fixed assets	5 740 623	5 433 290
Unpaid contractual fines and penalties	206 616	197 812
Adjustments to fixed assets	-43	-3 387
Adjustments to the inventory	-3 310	-2 774
Adjustments to receivables	-35 000	-32 405
Provisions	-147 510	-183 001
Unpaid social security and public health insurance levies	-1 252	-1 469
Derivatives	-9 417	13 310
<b>Total deferred tax liability</b>	<b>5 750 707</b>	<b>5 421 376</b>

The increase in the deferred tax liability is caused especially by the difference in virtue of accounting and tax residual prices of fixed depreciated assets and also through the decreasing of provisions.

The decrease in the deferred tax liability in virtue of derivative transactions in 2020 is caused by a change in the fair value of hedging derivatives linked to PRIBOR due to the direct increase in the interest rates on the part of the Czech National Bank in the course of 2020.

From the viewpoint of prudence and adherence to the methodology of calculation of the deferred tax, the deferred tax calculation in 2020 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

Year	Category	Before the due date	Overdue				Total overdue amount	Total
			0-180 days	181-365 days	1-5 years	5 and more years		
2020	Short-term	2 056 948	9 033	52	40 846	0	49 931	2 106 879
2019	Short-term	1 341 533	50 173	0	0	0	50 173	1 391 706

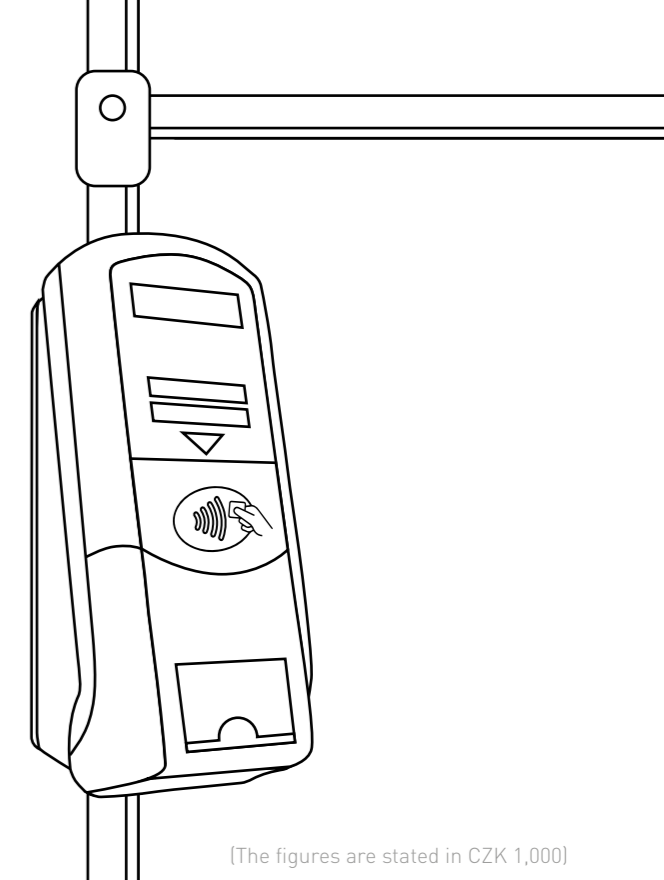
The highest item of overdue liabilities is the invoice issued by JUDr. Podkonický, Court-licensed Executor, in an amount of CZK 33,757,000 (VAT exclusive), which is subject to litigations and as at the date of the drawing up of the Financial Statements it was not settled. Other short-term liabilities after the due date were settled immediately after 1 January 2021.

##### 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 28 June 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 31 December 2020, the entire volume was drawn, i.e., CZK 8,000 million, when an amount of CZK 800 million has been repaid on a yearly basis since 2015. Concerning the year 2020, an instalment amounting to CZK 800 million was repaid as well, and the current volume of the



(The figures are stated in CZK 1,000)

bills of exchange as at 31 December 2020 amounted to CZK 3,200 million. The bills of exchange in a total value of CZK 3,200 million are payable on 19 March 2021.

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 Dec. 2020	State as at 31 Dec. 2019
CDSw – City Data Software, spol. s r.o.	11	0
HMP (City of Prague)	10	672
Operátor ICT, a.s.	908	442
Pražská energetika, a.s.	31 983	42 290
Pražská plynárenská, a.s.	24	149
Pražská strojírna a.s.	10 607	14 535
Pražské vodovody a kanalizace, a.s.	12 417	15 029
Pražské služby, a.s.	27	114
PREdistribuce, a.s.	16 715	21 396
PREměření, a.s.	0	12
PREservisní, s.r.o.	0	4
PREzákaznická, a.s.	0	11
RENCAR PRAHA, a.s.	13 613	27 226
Střední průmyslová škola dopravní, a.s.	2 937	2 928
Technická správa komunikací hl. m. Prahy, a.s.	1 055	2 880
<b>Total liabilities from business relations and advance payments towards companies within the group</b>	<b>90 307</b>	<b>127 688</b>
<b>Short-term liabilities from business relations and advance payments, total</b>	<b>2 129 105</b>	<b>1 791 722</b>

#### 4.14. VALID LIABILITIES IN VIRTUE OF SOCIAL SECURITY, PUBLIC HEALTH INSURANCE LEVIES AND LIFE INSURANCE SCHEMES, PENSION INSURANCE, TAX LIABILITIES AND SUBSIDIES

The amount of liabilities in virtue of social security levies and contribution to the state employment policy as at 31 December 2020 was CZK 168,270,000 (as at 31 December 2019 it was CZK 164,540,000).

##### 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 public health insurance levies as at 31 December 2020 was CZK 72,790,000 (as at 31 December 2019 it was CZK 71,166,000).

The amount of liabilities in virtue of additional pension scheme for employees as at 31 December 2020 was CZK 7,828,000 (as at 31 December 2019 it was CZK 8,266,000).

The amount of liabilities in virtue of life insurance scheme for employees as at 31 December 2020 was CZK 100,000 (as at 31 December 2019 it was CZK 110,000).

The amount of liabilities in virtue of complementary pension insurance programmes for employees as at 31 December 2020 was CZK 3,573,000 (as at 31 December 2019 it was CZK 3,104,000).

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)

	As at 31 Dec. 2020	As at 31 Dec. 2019
Individual (natural person) income tax	80 450	78 821
Road tax	105	-20
Electricity tax	41	59
<b>Total</b>	<b>80 596</b>	<b>78 860</b>

All liabilities are before their due dates.

#### 4.14.3. Subsidies

The balance of the entry "subsidies" as at 31 December 2020 amounted to CZK 342,075,000 and was formed of:

- Financial settlement of subsidies for 2020 with HMP at an amount of CZK 172,023,000,
- Approved entitlement to the subsidy from the EU at a total amount of CZK 29,622,000 and from HMP at a total amount of CZK 20,735,000, especially for modernisation of the air handling system equipment at the metro stations,

- HMP subsidy for acquisition of fixed assets for coverage of the costs of the capital expenditure project "Metro A Line (Dejvická – Motol)" at an amount of CZK 119,467,000,
- Liabilities from subsidies for settlement of PID operation costs at an amount of CZK 228,000.

#### 4.15. PASSIVE CONTINGENCY ACCOUNTS

The entry "Passive contingency accounts" stated, as at the Balance Sheet day 31 December 2020, the balance of CZK 52,597,000, while as at 31 December 2019 the balance was CZK 139,699,000.

In the case of the passive contingency entries the matter concerns mainly non-invoiced deliveries of services at an amount of CZK 8,716,000, non-invoiced deliveries of capital expenditure work at an amount of CZK 15,944,000 and other passive contingency entries at an amount of CZK 26,091,000.

#### 4.16. OTHER SHORT-TERM LIABILITIES

The entry "Other liabilities" stated, as at 31 December 2020, a balance of CZK 65,359,000; as at 31 December 2019 the balance was CZK 13,830,000. This entry includes in particular:

##### 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: 23 November 2016
- Nominal value: CZK 2,001,320,000  
(the nominal value is gradually reduced)
- Paid interest rate: 1.346%, quarterly
- Collected interest payment: 3M Pribor, quarterly
- Termination date: 19 December 2024

ČSOB derivative

- Counterparty: ČSOB, a.s.
- Deal contracting date: 23 November 2016
- Nominal value: CZK 958,680,000  
(the nominal value is gradually reduced)
- Paid interest rate: 1.727%, quarterly
- Collected interest payment: 3M Pribor, quarterly
- Termination date: 19 December 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 28 June 2013 up to a maximum limit for the corresponding period with due date 19 December 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 Dec. 2020	Fair value (liability) as at 31 Dec. 2019
Swaps to the ČS bill-of-exchange programme II	28 047	- 55 112
Swaps to the ČSOB bill-of-exchange programme II	22 710	-15 817
<b>Total</b>	<b>50 757</b>	<b>-70 929</b>

The significant increase as at 31 December 2020 is caused especially by a change in the fair value of hedge derivatives linked to PRIBOR due to a direct increase in interest rates on the part of the Czech National Bank during 2020.

**Incomes and costs of derivative transactions**

Incomes (The figures are stated in CZK 1,000)

	2020	2019
Incomes from derivative operations – others	9 179	28 010
<b>Total</b>	<b>9 179</b>	<b>28 010</b>

Costs

(The figures are stated in CZK 1,000)

	2020	2019
Costs of derivative transactions – commodities	0	0
Costs of derivative transactions – others	22 322	0
<b>Total</b>	<b>22 322</b>	<b>0</b>

**4.17. ACCRUALS AND DEFERRALS (PASSIVE)**

The entry stated, as at 31 December 2020, a balance of CZK 834,738,000, as at 31 December 2019 the balance was CZK 979,325,000.

The balance is formed especially of the account entitled "deferred incomes" (CZK 821,411,000), where the largest items are accruals and deferrals of revenues from season tickets at an amount of

CZK 659,729,000 and accruals and deferrals of incomes implying from provided rights to use at an amount of CZK 155,890,000. Another important entry is formed of "accrued expenses" (CZK 13,327,000), where the largest part consists of accruals and deferrals concerning mandatory liability and accident vehicle insurance at an amount of CZK 9,322,000.

**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)

	2020	2019
<b>Revenues for the sale of the company's own products and services total</b>	<b>18 975 503</b>	<b>19 729 128</b>
<i>in which:</i>		
Revenues for fare of regular transport	3 122 964	4 455 994
Compensation for the public service obligation	15 073 015	14 582 647
Other revenues	779 524	690 487

<i>of which:</i>		
Lease	453 168	363 879
<b>Incomes from surcharges to fare</b>	<b>200 845</b>	<b>238 140</b>

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 15,073,015,000.

Another important entry is formed of revenues for fare of regular transport. In comparison with 2019, there was a decrease in revenues from regular transport fare (without surcharges to the fare) for 2020 due to the Covid-19 pandemic by CZK 1,333,030,000, i.e., by 29.92%.

Revenues for other services include revenues for other activities, in particular for the lease of plots of land, buildings and services associated therewith, passing of energies, for the lease of areas on movable assets, 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**

2020

(The figures are stated in CZK 1,000)

Entity	Relation to the company	Inventory	Services	Deferred incomes	Other	Total
HMP	parent company	0	6 587	5 406	0	11 993
Operátor ICT, a.s.	affiliated company	0	63 126	729 903	0	793 029
Prague City Tourism a.s.	affiliated company	0	33	0	0	33
Pražská energetika, a.s.	another company	0	72	838	0	910
Pražská plynárenská, a.s.	another company	0	0	0	382	382
Pražská plynárenská Servis distribuce, a.s., member of grouping "Pražská plynárenská, a.s."	another company	0	606	0	0	606
Pražská strojírna a.s.	subsidiary	17 663	993	0	0	18 656
Pražská vodohospodářská společnost a.s.	affiliated company	0	662	0	0	662
Pražské služby, a.s.	affiliated company	0	9 149	1 283	31	10 463

Pražské vodovody a kanalizace, a.s.	another company	0	1 888	0	0	1 888
PREdistribuce, a.s.	another company	0	928	841	216	1 985
PREměření, a.s.	another company	0	0	510	0	510
PREservisní, s.r.o.	another company	0	0	141	0	141
PREzákaznická, a.s.	another company	0	0	422	0	422
RENCAR PRAHA, a.s.	subsidiary	0	50 471	0	905	51 376
Střední průmyslová škola dopravní, a.s.	subsidiary	0	5 189	0	5	5 194
Technická správa komunikací hl. m. Praha, a.s.	affiliated company	0	5 598	0	0	5 598
VOLTCOM, spol. s r. o.	another company	0	161	0	0	161
<b>Total</b>		<b>17 663</b>	<b>145 463</b>	<b>739 344</b>	<b>1 539</b>	<b>904 009</b>

2019 (The figures are stated in CZK 1,000)

Entity	Relation to the company	Inventory	Services	Deferred incomes	Other	Total
HMP	parent company	21	6 045	5 250	13	11 329
Operátor ICT, a.s.	affiliated company	0	56 868	635 162	0	692 030
Pražská energetika, a.s.	another company	0	118	783	0	901
Pražská plynárenská, a.s.	another company	0	0	0	392	392
Pražská plynárenská Distribuce, a.s., member of grouping "Pražská plynárenská, a.s."	another company	0	92	0	24	116
Pražská plynárenská Servis distribuce, a.s., member of grouping Distribuce, a.s., member of grouping "Pražská plynárenská, a.s."	another company	0	1 569	0	0	1 569
Pražská strojírna a.s.	subsidiary	33 318	1 005	0	0	34 323
Pražská vodohospodářská společnost a.s.	affiliated company	0	1 208	0	0	1 208
Pražské služby, a.s.	affiliated company	0	10 136	1 110	0	11 246
Pražské vodovody a kanalizace, a.s.	another company	0	563	0	0	563
PREdistribuce, a.s.	another company	0	1 598	827	211	2 636
PREměření, a.s.	another company	0	0	535	0	535
PREservisní, s.r.o.	another company	0	0	125	0	125
PREzákaznická, a.s.	another company	0	0	396	0	396
RENCAR PRAHA, a.s.	subsidiary	0	55 190	0	12	55 202
Střední průmyslová škola dopravní, a.s.	subsidiary	0	5 560	0	0	5 560
Technická správa komunikací hl. m. Prahy, a.s.	affiliated company	0	5 791	0	0	5 791
Technologie hlavního města Prahy, a.s.	affiliated company	0	155	0	0	155
Výstaviště Praha, a.s.	affiliated company	0	-45	0	0	-45
<b>Total</b>		<b>33 339</b>	<b>145 853</b>	<b>644 188</b>	<b>652</b>	<b>824 032</b>

#### 4.18.2. Purchases and sales of fixed intangible, tangible and financial assets with affiliated entities

##### Sales

2020

(The figures are stated in CZK 1,000)

Entity	Relation to the company	DHM	
		Accounting value	Sales price
HMP	parent company	7 062	13 504
<b>Total</b>		<b>7 062</b>	<b>13 504</b>

2019

(The figures are stated in CZK 1,000)

Entity	Relation to the company	DHM	
		Accounting value	Sales price
HMP	parent company	3 041	1 715
<b>Total</b>		<b>3 041</b>	<b>1 715</b>

##### Purchases

2020

(The figures are stated in CZK 1,000)

Entity	Relation to the company	DHM	DNM
CDSw – City Data Software, spol. s r.o.	another company	0	15
HMP	parent company	9	0
Pražská plynárenská Distribuce, a.s., member of grouping "Pražská plynárenská, a.s."	another company	1 547	0
PREdistribuce, a.s.	another company	2 277	0
Technická správa komunikací hl. m. Prahy, a.s.	affiliated company	23	0
VOLTCOM, spol. s r. o.	another company	403	0
<b>Total</b>		<b>4 259</b>	<b>15</b>

2019

(The figures are stated in CZK 1,000)

Entity	Relation to the company	DHM	DNM
HMP	parent company	14	0
Pražská plynárenská Distribuce, a.s., member of grouping "Pražská plynárenská, a.s."	another company	79	0
Pražská strojírna a.s.	subsidiary	5 220	0
PREdistribuce, a.s.	another company	198	0
Technická správa komunikací hl. m. Prahy, a.s.	affiliated company	223	0
<b>Total</b>		<b>5 734</b>	<b>0</b>

#### 4.19. CONSUMED PURCHASES

(The figures are stated in CZK 1,000)

	2020	2019
Energy, gas, heat	993 924	1 051 814
Material	1 198 538	1 076 132
Diesel oil, oil, lubricants, coolant, petrol	534 755	733 192
Clothing and protective equipment	48 778	54 101
Low-value tangible assets	44 028	35 459
Other	20 951	28 293
<b>Total</b>	<b>2 840 974</b>	<b>2 978 991</b>

#### 4.19.1. Purchases realised with related entities

2020

(The figures are stated in CZK 1,000)

Entity	Relation to the company	Inventory	Services	Accrued expenses 2019	Other	Total
CDSw – City Data Software, spol. s r.o.	another company	0	36	0	0	36
HMP	parent company	520	1 136	16	44	1 716
Kolektory Praha, a.s.	affiliated company	0	466	0	0	466
Operátor ICT,a.s.	affiliated company	0	19 845	0	0	19 845
Prague City Tourism a.s.	affiliated company	0	40	0	0	40
Pražská energetika, a.s.	another company	455 538	0	0	2 202	457 740
Pražská plynárenská, a.s.	another company	5 578	0	2 519	1	8 098
Pražská plynárenská Servis distribuce, a.s., member of grouping "Pražská plynárenská, a.s."	another company	0	22	0	0	22
Pražská strojírna a.s.	subsidiary	197 538	64 937	0	0	262 475
Pražské služby, a.s.	affiliated company	79	0	0	0	79
Pražské vodovody a kanalizace, a.s.	another company	17 975	77 608	2 490	4 634	102 707
PREdistribuce, a.s.	another company	378 412	8 767	0	37	387 216
Střední průmyslová škola dopravní, a.s.	subsidiary	0	29 435	0	0	29 435
Technická správa komunikací hl. m. Prahy, a.s.		0	6 394	0	0	6 394
Technologie hlavního města Prahy, a.s.	affiliated company	0	16	0	0	16
<b>Total</b>		<b>1 055 640</b>	<b>208 702</b>	<b>5 025</b>	<b>6 918</b>	<b>1 276 285</b>

2019

(The figures are stated in CZK 1,000)

Entity	Relation to the company	Inventory	Services	Accrued expenses 2018	Other	Total
HMP	parent company	598	1 901	0	52	2 551
Kolektory Praha, a.s.	affiliated company	0	466	0	0	466
Operátor ICT,a.s.	affiliated company	0	2 982	0	116	3 098
Pražská energetika, a.s.	another company	463 729	0	0	2 066	465 795
Pražská plynárenská, a.s.	another company	6 854	0	912	0	7 766
Pražská strojírna a.s.	subsidiary	155 800	74 156	0	0	229 956
Pražská teplárenská a.s.	another company	6 974	12	0	0	6 986
Pražské vodovody a kanalizace, a.s.	another company	19 529	71 676	548	4 551	96 304
Pražské služby, a.s.	affiliated company	295	12	0	0	307
PREdistribuce, a.s.	another company	407 974	671	0	0	408 645
Střední průmyslová škola dopravní, a.s.	subsidiary	0	29 844	0	0	29 844
Technická správa komunikací hl. m. Prahy, a.s.		0	5 233	0	0	5 233
VOLTCOM, spol. s r. o..	another company	0	363	0	0	363
<b>Total</b>		<b>1 061 753</b>	<b>187 316</b>	<b>1 460</b>	<b>6 785</b>	<b>1 257 314</b>

#### 4.20. SERVICES

(The figures are stated in CZK 1,000)

	2020	2019
Repairs and maintenance	2 413 443	2 153 417
Services associated with transport performance	521 806	701 023
Services of assistance nature	287 150	283 693
Data system services	143 420	140 712
Other services connected with city public transport	595 082	410 411
Advisory and legal services	120 230	126 668
Services associated with advertising	13 474	22 299
Other services	379 943	474 815
<b>Total</b>	<b>4 474 548</b>	<b>4 313 038</b>

#### 4.20.1. Total costs of remunerations for the audit company

(The figures are stated in CZK 1,000)

	2020	2019
Obligatory audit of the Financial Statements	780	777
Other non-auditing services	776	1 096
<b>Total</b>	<b>1 556</b>	<b>1 873</b>

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		2020	2019
1310	Software	103 400	87 484
1311	Software, purchase price: CZK 40,000 – 60,000	35	18
1400	Copyrights, trademarks and tradenames	131	134
1900	Other fixed intangible assets	5 073	3 777
2110	Tracks	351 294	358 176
2111	Power supply system	143 929	142 872
2112	Metro tunnels	343 195	343 675
2113	Technical equipment of the metro system	16 250	16 465
2114	Station columns, waiting rooms, sheds	3 120	2 941
2115	Building structures for operational purposes	42 449	42 487
2116	Buildings and halls for operational purposes	141 628	141 432
2117	Constructions for operational purposes	35 937	36 056
2118	Communication and interlocking equipment	34 431	35 922
2119	Technical betterment of the assets leased	165	96
2210	Check-in system "MYPOL"	4 414	2 467
2211	IT means – computers	80 636	87 814
2212	Communication and interlocking equipment - machinery	251 536	271 620
2213	Technical equipment of the metro system	40 056	34 807
2214	Plant and machinery for operational purposes	112 994	81 405
2215	Power supply system - machinery	46 558	50 458
2216	Cableway	620	620
2221	Metro carriages	501 412	590 354
2223	Midi buses – N	20 975	20 975
2224	Standard buses	368	364
2226	Standard low-floor buses	218 659	144 127
2227	Articulated low-floor buses	275 251	234 700
2228	Escalators, metro lifts	33 486	34 901
2230	Automobiles, other	41 557	32 407
2231	Transport means, other	22 940	19 434

2232	Trams – T3	452	329
2233	Trams – T3RP	15 638	17 899
2234	Trams – T6	98	3 476
2235	Trams – KT8	39 528	37 928
2236	Trams – 14T	3 435	2 932
2237	Trams – 15T	597 072	596 282
2240	Inventory	203	183
2250	SDNT trolleybuses	33	0
2251	MD+ buses	1 008	0
2900	Other fixed tangible assets – rent charges (servitudes)	6 490	9 306
2910	Fixed tangible assets – easements	3	0
	Temporarily capitalised assets – final statement operations	53 560	-43 605
	Residual price of the disposed fixed assets	26 216	6 750
<b>Total</b>		<b>3 616 235</b>	<b>3 449 468</b>

Depreciation of fixed assets purchased by way of subsidies would amount to CZK 1,908,149,000 in 2020 (in 2018: CZK 1, 918,496,000).

#### 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)

	2020	2019
Change in the state – other provisions	-186 796	529 631
Change in the state – accounting adjustments – to receivables	61 551	82 120
Change in the state – tax adjustments – to receivables	31	653
Change in the state – adjustments to inventory	2 817	5 819
Change in the state – adjustments to assets	-17 600	-50 838
<b>Total change in the state</b>	<b>-139 997</b>	<b>567 385</b>

#### 4.23. SOLD FIXED ASSETS AND REVENUES FROM SALE OF FIXED ASSETS

As at 31 December 2020, the entry "Residual price of fixed assets sold" amounted to CZK 7,265,000 (CZK 9,966,000 in 2019), the entry "Revenues from the sale of fixed assets sold" amounted to CZK 33,767,000 (CZK 20,745,000 in 2019).

The entry "Revenues from the sale of fixed assets" includes especially revenues from:

- Sale of fixed tangible assets, especially means of transport and other tangible assets in an amount of CZK 18,524,000, and also revenues from plots of land in a total amount of CZK 14,113,000, the largest item of which being formed of the sale of plots of land in the Cadastral District of Radlice to the City of Prague in an amount of CZK 13,504,000,
- Plots of land barter deal made with the firm "Pixabelly" in an amount of CZK 1,129,000.

#### 4.24. MATERIAL SOLD AND REVENUES FROM THE SALE OF MATERIAL

As at 31 December 2020, the entry "Material sold" amounted to CZK 72,999,000 (CZK 87,576,000 in 2019), the entry "Revenues from the material sold" amounted to CZK 74,439,000 (CZK 90,706,000 in 2019).

#### 4.25. OTHER OPERATIONAL INCOMES

(The figures are stated in CZK 1,000)

	2020	2019
Subsidies to settlement of costs	130 343	85 666
Incomes – surcharges to the fare	200 845	238 139
Incomes – assignment of receivables for SMS tickets	277 926	468 603
Assessment of compensations – insurance companies	68 345	279 032
Contractual penalties, fines, interest on delays	11 650	18 518
Other types of operational incomes	157 542	147 468
<b>Total</b>	<b>846 651</b>	<b>1 237 426</b>

The decrease in the entry "Assessment of compensations – insurance companies" is caused by the updating of the estimation of the insurance benefit with regard to adequate costs of repairs and also the damage course in 2020, by reduction of (active) contingencies in an amount of CZK 111,458,000, especially for trams.

The decrease in the entry "Incomes – assignment of receivables for SMS tickets" by CZK 190,677,000 is caused by a smaller quantity of assigned receivables for SMS tickets to Globdata a.s. for the reason of lower sales of SMS tickets.

#### 4.26. OTHER OPERATIONAL COSTS

(The figures are stated in CZK 1,000)

	2020	2019
Insurance premium	331 712	325 454
Depreciation of receivables	20 582	44 465
Depreciation of assigned receivables from SMS tickets	277 926	468 603
Contractual penalties, interest on delays	189	1 784
Other types of operational costs	40 301	51 074
<b>Total</b>	<b>670 710</b>	<b>891 380</b>

The overall decrease of Other operational costs by CZK 220,670,000 was caused especially by the drop in the entry known as "Depreciation of assigned receivables from SMS tickets" by CZK 190,677,000 for the reason of a lower sales value for SMS tickets and depreciation of a lower number of receivables from the transport checks by CZK 22,615,000.

#### 4.27. INCOME INTEREST AND SIMILAR INCOMES

(The figures are stated in CZK 1,000)

	2020	2019
Interest on bank accounts (current)	53 033	81 695
<b>Total</b>	<b>53 033</b>	<b>81 695</b>

#### 4.28. COST INTEREST AND SIMILAR COSTS

(The figures are stated in CZK 1,000)

	2020	2019
Bank interest paid	-1	0
Interest – bill of exchange programme	69 349	130 440
<b>Total</b>	<b>69 348</b>	<b>130 440</b>

#### 4.29. OTHER FINANCIAL INCOMES EXCEPT FOR DERIVATIVE TRANSACTIONS

(The figures are stated in CZK 1,000)

	2020	2019
Incomes from the securities and shareholdings sold	1 000 000	0
Exchange rate differences	1 188	862
Incomes from short-term securities	197	0
Other financial incomes	469	-6 876
Accepted financial donations	0	0
<b>Total</b>	<b>1 001 854</b>	<b>-6 014</b>

#### 4.30. OTHER FINANCIAL COSTS EXCEPT FOR DERIVATIVE TRANSACTIONS

(The figures are stated in CZK 1,000)

	2020	2019
Bank expenses	1 000 000	0
Exchange rate differences	8 187	14 882
Securities and participations sold	2 133	1 145
Other financial costs	4 357	4 453
<b>Total</b>	<b>1 014 677</b>	<b>20 480</b>

#### 4.31. AREA OF EXTRAORDINARY COSTS AND INCOMES

In 2020, 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, 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.

Total impacts of the Covid-19 pandemic on DP can be summed up as follows:

#### 1. Additional costs of protective equipment and disinfection

Altogether CZK 85,136,000 was consumed for 2020. DPP received, on an ongoing basis and by way of increasing the preliminary compensation estimation (appendices to the Public Service Obligation Contract) the entire amount on a specific-purpose basis, provided that the first two appendices (no. 41 and 42) concerned the transfer of the subsidy of the Ministry of Transport of the Czech Republic and the EU Solidarity Fund, in the administration of which DP took part. This transfer amounted to CZK 40,626,000.

Concerning the total amount, partial consumption values were as follows:

- Material and medicines (disinfection): approx. CZK 27 million,
- Protective clothing, gloves and respirato: approx. CZK 14 million
- Services associated with disinfection of premises and means of transport: approx.: CZK 44 million.

#### 2. Drop of revenues from the Prague Integrated Transport fare

The drop for December amounted to CZK 151 million (-39.54%), from March it was altogether CZK 1,383 million, both being compared to the comparable time period of the previous year. The annual drop for 2020 amounted to a value of - CZK 1,351 million (-30.20%) against the reality of 2019. The DP's share in this yearly drop amounts to CZK 1,172 million while other carriers account for CZK 179 million.

#### 3. Transport outputs cost savings

The savings for 1-12/2020 in the area of variable costs achieve CZK 750,601,000 in comparison to the order planned.

#### 4. Drawing of compensations from the Antivirus A and B programmes

The subsidy received in these programmes amounted to CZK 35,807,000 for 2020.

## 5. employees, company management and statutory bodies

### 5.1. PERSONNEL COSTS AND NUMBER OF EMPLOYEES

2020 (The figures are stated in CZK 1,000)

	Number *	Wage costs	Costs of soc. and health security	Other costs	Personnel costs, total
Employees	11 096	6 077 642	2 187 421	269 173	8 534 236
Company management	16	31 836	10 448	376	42 660
Board of Directors		16 703	3 563		20 266
Supervisory Board		3 648	1 227		4 875
Audit Committee		495	167		662
Corp. body members **		20 846	4 957		25 803
<b>Total</b>	<b>11 112</b>	<b>6 130 324</b>	<b>2 202 826</b>	<b>269 549</b>	<b>8 602 699</b>

2019 (The figures are stated in CZK 1,000)

	Number *	Wage costs	Costs of soc. and health security	Other costs	Personnel costs, total
Employees	10 937	5 745 375	2 056 780	251 865	8 054 020
Company management	12	22 146	7 343	272	29 761
Board of Directors		17 446	3 956		21 402
Supervisory Board		3 648	1 227		4 875
Audit Committee		517	175		692
Corp. body members **		21 611	5 358		26 969
<b>Total</b>	<b>10 949</b>	<b>5 789 132</b>	<b>2 069 481</b>	<b>252 137</b>	<b>8 110 750</b>

### Total converted number of employees in the course of the accounting period

Time period	Number *	Company management of the total number of employees
1 Jan. 2020–31 March 2020	11 015	16
1 Jan. 2020–30 June 2020	11 058	16
1 Jan. 2020–30 Sept. 2020	11 087	16
1 Jan. 2020–31 Dec. 2020	11 112	16

\* 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.

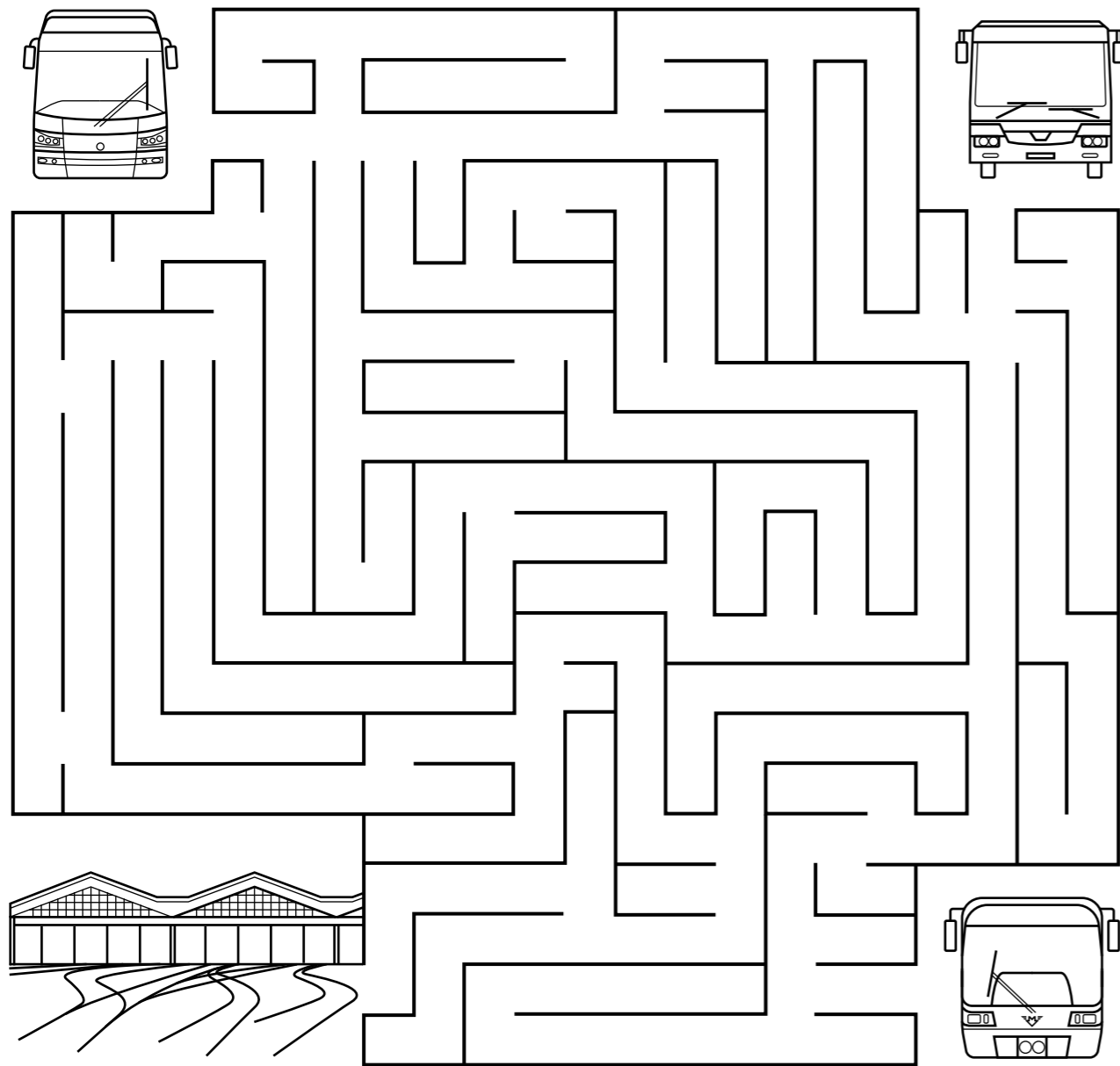
The contributions for pension insurance schemes, complementary pension insurance programmes and life insurance plans were provided only to those members of statutory, supervisory and control bodies, who are at the same time also employees of the company.

## 6. liabilities not stated in the accounting books

Contractual liabilities for renewal and development of the fleet and other building capital expenditures from contracts of purchase made till the end of 2020 amount to CZK 1,583,063,000.

The liabilities not stated in the accounting books are divided according to the departments which took them over from the capital expenditure section after the organisational change implemented in 2018.





Do you know which vehicle leaves the gate of the depot every day? Find the right way.

**For the department “Capital Expenditures – Metro”, the contractual liabilities amount in total to CZK 1,154,626,000 and the most important entries are:**

- Purchase of new undercarriage frames of the metro train sets, M1 type, in an amount of CZK 309,563,000
- Renovation of escalators and revitalisation of the Anděl/Na Knížecí metro station vestibule in an amount of CZK 154,890,000
- Comprehensive control system in an amount of CZK 77,000,000
- Renovation of the Želivského metro station and replacement of escalators in an amount of CZK 70,189,000

**For the department “Capital Expenditures – Surface”, the contractual liabilities amount in total to CZK 376,013,000 and concern especially the following projects:**

- Purchase of 6 movable workshops in an amount of CZK 66,872,000
- Purchase of 5 assembly vehicles for traction lines in an amount of CZK 49,125,000
- Purchase of standard city buses in an amount of CZK 42,300,000
- Electrification of bus lines – the left river bank in an amount of CZK 37,500,000

**For the department “Design Office, Strategy section”, the contractual liabilities amount in total to CZK 50,398,000 and the most important entries are especially:**

- Barrier-free access to the Malostranská Metro Station in an amount of CZK 17,190,000
- Barrier-free access to the Jinonice Metro Station in an amount of CZK 16,270,000
- Barrier-free access to the Křižíkova Metro Station in an amount of CZK 11,150,000

**For the department “Real Property”, the contractual liabilities amount in total to CZK 2,026,000 and represent contracts of purchase made in 2020 not stated in the Balance Sheet as at the date of the Financial Statements:**

- Contract of purchase made with Vladimír Chlum and Stanislav Rak for the purchase of plots of land in Modřany and Libuše in an amount of CZK 2,026,000

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, 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: 21 judicial litigations
  - in a total amount: CZK 3,749,131.50
- 1) Associated with labour-law (employment) relations: 2 judicial litigations
  - 2) Action for protection of personality (defamation claim): 1 judicial litigation
  - 3) Liquidated damages: 5 judicial litigations
  - 4) Claim for compensation of a detriment from an occupational injury: 4 judicial litigations
  - 5) Claim for payment: 1 judicial litigation
  - 6) Other claims: 8 judicial litigations

## 7. approval of the financial statements of 2019, profit distribution for 2020

### 7.1. APPROVAL OF THE FINANCIAL STATEMENTS FOR 2019

Through the Resolution of the Prague City Council in the competence of the General Meeting of DP no. 1556 of 3 August 2020, the Financial Statements were approved in the full extent for 2019 with the economic result: profit amounting to CZK 869,150,000. At the same time a decision was made about the transfer of the profit at an amount of CZK 869,150,000 to the account 428 – Retained profit of previous years.

### 7.2. PROPOSAL FOR PROFIT DISTRIBUTION FOR 2020

The Board of Directors of the company suggests to the General Meeting of DP the settlement of the loss for the accounting period of 2020 in an amount of CZK 34,292,000 by using the 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-venture with the company "Nové Holešovice Development a.s." for revitalisation of the Nádraží Holešovice railway station.

In February 2021, the company commenced 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 40 billion and will oscillate according to the approved budget of the capital expenditures up to a maximum level of 50% of the budgeted expenses. The extent of this capital construction project and the selection of the form of financing of the remaining part of the capital expenditures are currently subject to review on the part of the City of Prague (HMP).

The growing Covid-19 pandemic and introduction of governmental and municipal measures beginning with March 2020, aimed at preventing the infection from spreading among inhabitants, preventing the healthcare system from collapsing, etc., has and will continue to have significant adverse impacts on the economic situation in the Czech Republic, which can be reflected, directly or indirectly, also in economic management activities and financial situation of DP in 2021, possibly future accounting periods as well. In this context it is possible to state as follows:

a) The company management is proactively working on solutions of the impacts of Covid-19 spreading and those of introduction of governmental and municipal measures on economic management activities and financial situation of DP in the period of 2021. At present, it is, however, not possible to estimate, in relevant and responsible ways, what measures and for what period will be efficient and to reliably determine particular impacts of the Covid-19 epidemic on

economic management activities and financial situation of DP in 2020 and impacts on valuation of assets and liabilities which could be reflected in the verified Financial Statements drawn up as at 31 December 2020.

b) Within the framework of the current crisis situation, DP ensures, in a full extent, all ordered performance of mass urban transportation and additional requirements which are raised to it on the part of the City of Prague or the ROPID organisation. According to the current information and presumptions, the development of the Covid-19 pandemic does not represent a significant risk that with regard to a potential shortage of operational staff (drivers, etc.) DP would not be able to fulfil requirements for presupposed outputs of the mass urban transportation in a full extent in the next part of 2021.

c) The DP management updates, on an ongoing basis, the impacts of Covid-19 pandemic and introduction of governmental and municipal measures on economic management activities and financial situation of DP in 2021 by way of updating the approved financial plan for 2021 in the field of revenues and costs of DP. The coverage of the presupposed decrease in the result of business activities (increase in operational loss) for 2021 is supposed, in a similar way as in 2020, through assurance of financing in a full amount through an increased compensation payment from the City of Prague budget.

d) According to the current information and presumptions of the DP management, the financial situation of DP is currently not endangered, and therefore the fulfilment of presumption of the going-concern principle for the company is not endangered either.

## 9. climate commitment of the city of prague

Through the Resolution no. 8/42 of 20 June 2019 of the Prague City Assembly and at the same time through the Resolution no. 1334 of 17 June 2019 of the Council of the Capital City of Prague concerning declaration of the Climate Commitment of the City of Prague of Prague, all joint-stock companies in the property portfolio of the City of Prague were asked for cooperation during fulfilment of the objectives of the

climate commitment. 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 CO<sub>2</sub> emissions in Prague by at least 45% by 2030 (against 2010) and to achieve zero CO<sub>2</sub> emissions not later than by 2050] and the climatic priority was reflected in conceptual and strategic materials.

Count and colour.  
Each result has its own colour.

- 1 = RED
- 2 = BLACK
- 3 = BLUE
- 4 = GREY
- 5 = ORANGE

## 10. overview of financial flows - cash flow

(The figures are stated in CZK 1,000)

	Period to 31 Dec. 2020	Period to 31 Dec. 2019	
<b>P.</b>	<b>Balance of cash means and cash equivalents at the beginning of the accounting period</b>	<b>7 621 790</b>	<b>6 299 431</b>
Z.	Accounting profit or loss from ordinary activities before taxation	317 766	961 149
A.1.	Adjustments with non-monetary operations (A.1.1 to A.1.6)	3 489 019	4 099 937
A.1.1.	Depreciation of fixed assets (+)	3 616 235	3 449 468
A.1.2.	Change in the state of adjustments, reserves (+/-)	-139 997	567 385
A.1.3.	Profit (-) or loss (+) from sale of fixed assets	-26 502	-10 779
A.1.4.	Incomes from dividends and shares in profit (-)	0	0
A.1.5.	Cost (+) and income (-) interest	16 315	48 745
A.1.6.	Adjustments with other non-monetary operations	22 968	45 118
<b>A*</b>	<b>Net operational cash flow before changes in working capital (Z+A.1)</b>	<b>3 806 785</b>	<b>5 061 086</b>
A.2.	Change in the state of working capital (A.2.1 to A.2.4)	1 211 689	149 992
A.2.1.	Change in the state of receivables and accruals and deferrals of assets (+/-)	422 650	-186 506
A.2.2.	Change in the state of liabilities and accruals and deferrals of liabilities (+/-)	828 541	363 067
A.2.3.	Change in the state of the inventory (+/-)	-39 502	-26 569
<b>A**</b>	<b>Net cash flow from operation activities before taxation (A.*+A.2)</b>	<b>5 018 474</b>	<b>5 211 078</b>
A.3.	Interest paid (-)	-69 348	-130 440
A.4.	Interest accepted (+)	53 033	81 695
A.6.	Accepted participations in profit (+)	0	0
<b>A***</b>	<b>Net cash flow from operation activities (A.**+A.3 to A.6)</b>	<b>5 002 159</b>	<b>5 162 333</b>
B.1.	Expenses connected with acquisition of fixed assets (-)	-4 111 748	-3 142 695
B.2.	Incomes from the sale of fixed assets (+)	33 767	690
B.3.	Loans and credit facilities to related entities	0	0
<b>B***</b>	<b>Net cash flow related to investment activities (B.1 to B.3)</b>	<b>-4 077 981</b>	<b>-3 142 005</b>
C.1.	Change in the state of liabilities from financing	-1 385 101	-697 969
<b>C***</b>	<b>Net cash flow related to financial activities (C.1+C.2)</b>	<b>-1 385 101</b>	<b>-697 969</b>
<b>F.</b>	<b>Net increase or reduction of cash means and cash equivalents (A.**+B.**+C.**)</b>	<b>-460 923</b>	<b>1 322 359</b>
<b>R.</b>	<b>Balance of cash means and cash equivalents at the end of the accounting period (P+F)</b>	<b>7 160 867</b>	<b>7 621 790</b>

*approval of the Notes  
to the financial statements  
as at 31 december 2020  
in a full extent*

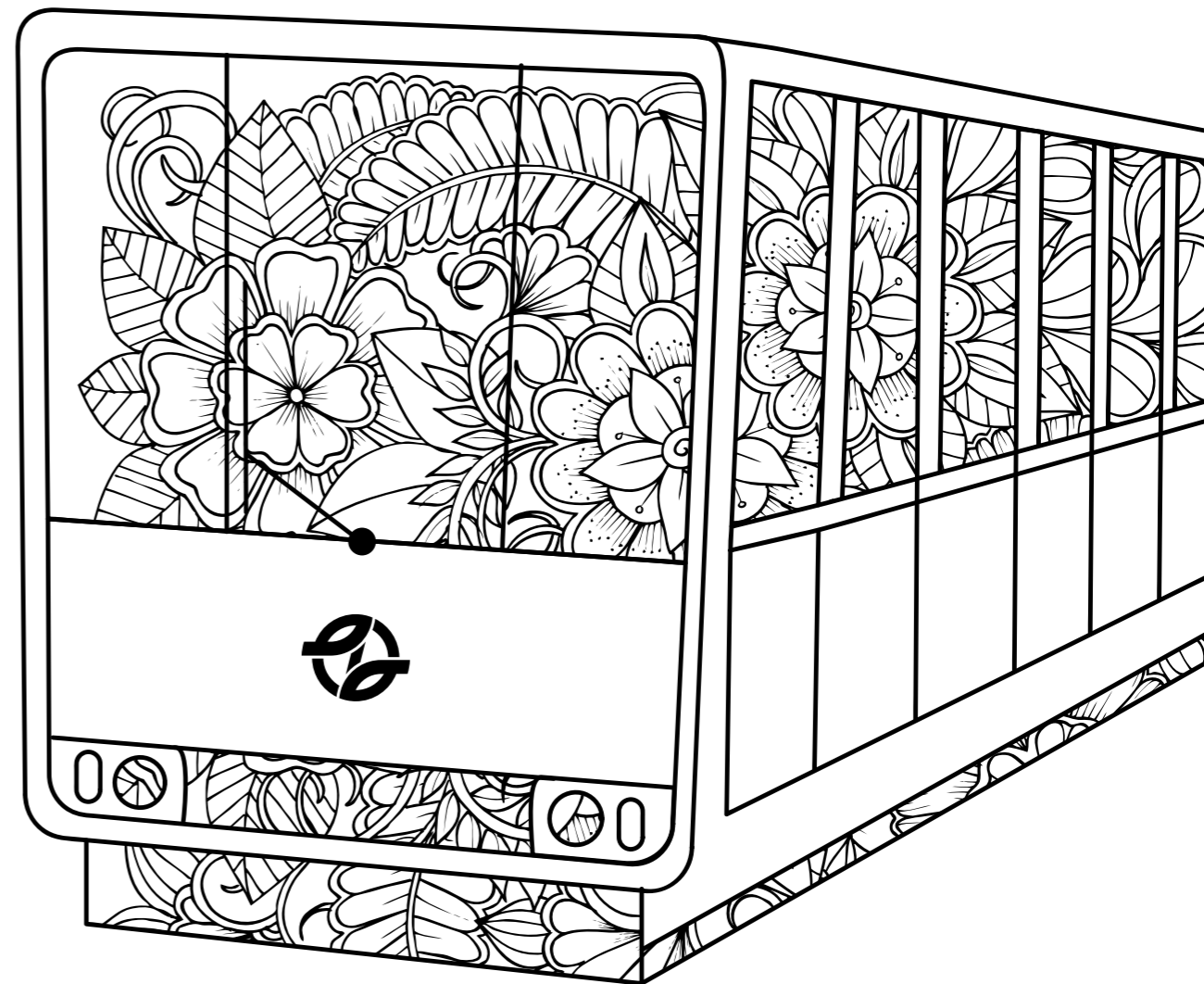
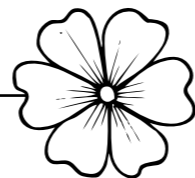
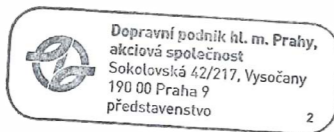
**Ing. Petr Witowski**  
Chairman of the Board of Directors  
Chief Executive Officer  
The Prague Public Transport Company, a.s.



**Mgr. Matej Augustín**  
Member of the Board of Directors  
The Prague Public Transport Company, a.s.



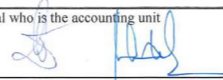
In Prague on 25 February 2020  
Drawn up by: Ing. Marek Polický

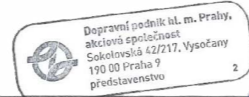


# full balance sheet

As of 31 December 2020  
(in CZK thousand)

**The Prague Public Transit Company, Co. Inc.**  
Sokolovská 42/217, Vysočany, 190 00 Prague 9  
ID No.: 00005886

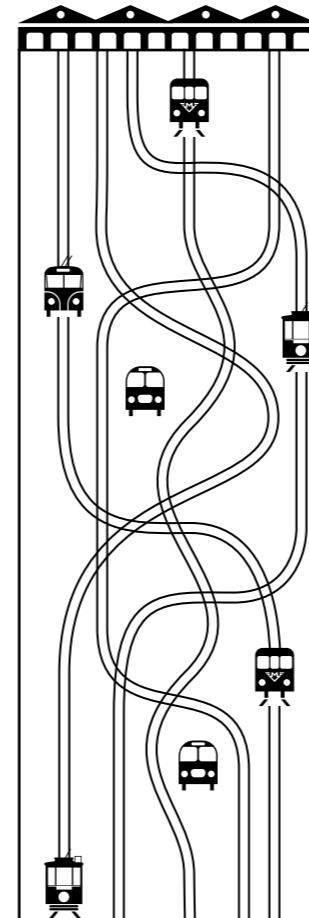
Date of dispatch 25.02.2021	Signature of statutory body or individual who is the accounting unit 
Legal status of an accounting unit Incorporated Company	Object Public Transport Operator (and other activities)



Code	Text	31 Dec. 2020			31 Dec. 2019
		Gross	Correction	Net	Net
	<b>TOTAL ASSETS</b>	<b>140 637 741</b>	<b>58 390 162</b>	<b>82 247 579</b>	<b>83 488 053</b>
<b>B.</b>	<b>Fixed assets</b>	<b>130 353 689</b>	<b>57 158 265</b>	<b>73 195 424</b>	<b>73 504 460</b>
<b>B.I.</b>	<b>Fixed intangible assets</b>	<b>1 354 115</b>	<b>1 106 106</b>	<b>248 009</b>	<b>213 151</b>
B.I.2.	Royalties	<b>1 160 703</b>	<b>991 961</b>	<b>168 742</b>	<b>118 738</b>
B.I.2.1.	Software	1 152 130	984 521	167 609	117 724
B.I.2.2.	Other royalties	8 573	7 440	1 133	1 014
B.I.4.	Other fixed intangible assets	136 267	114 145	22 122	23 171
B.I.5.	Advances provided for fixed intangible assets and unfinished fixed intangible assets	<b>57 145</b>	<b>0</b>	<b>57 145</b>	<b>71 242</b>
B.I.5.1.	Advances provided for fixed intangible assets	200	0	200	0
B.I.5.2.	Unfinished fixed intangible assets	56 945	0	56 945	71 242
<b>B.II.</b>	<b>Fixed tangible assets</b>	<b>128 661 607</b>	<b>56 052 159</b>	<b>72 609 448</b>	<b>72 989 016</b>
B.II.1.	Land and constructions	<b>64 495 476</b>	<b>23 525 568</b>	<b>40 969 908</b>	<b>41 284 978</b>
B.II.1.1.	Land	3 494 211	0	3 494 211	3 432 103
B.II.1.2.	Constructions	61 001 265	23 525 568	37 475 697	37 852 875
B.II.2.	Tangible movables and their sets	62 321 154	32 488 566	29 832 588	29 778 718
B.II.4.	Other fixed tangible assets	<b>86 565</b>	<b>38 025</b>	<b>48 540</b>	<b>50 477</b>
B.II.4.3.	Other tangible fixed assets	86 565	38 025	48 540	50 477
B.II.5.	Advances provided for fixed tangible assets and unfinished fixed tangible assets	<b>1 758 412</b>	<b>0</b>	<b>1 758 412</b>	<b>1 874 843</b>
B.II.5.1.	Advances provided for fixed tangible assets	250 800	0	250 800	596 891

B.II.5.2.	Unfinished fixed tangible assets	1 507 612	0	1 507 612	1 277 952
<b>B.III.</b>	<b>Fixed financial assets</b>	<b>337 967</b>	<b>0</b>	<b>337 967</b>	<b>302 293</b>
B.III.1.	Shares – controlled or controlling entity	312 946	0	312 946	269 041
B.III.3.	Shares – substantial influence	25 021	0	25 021	33 252
<b>C.</b>	<b>Current assets</b>	<b>10 198 926</b>	<b>1 231 897</b>	<b>8 967 029</b>	<b>9 845 680</b>
<b>C.I.</b>	<b>Inventory</b>	<b>635 452</b>	<b>17 420</b>	<b>618 032</b>	<b>583 966</b>
C.I.1.	Materials	620 681	17 420	603 261	575 037
C.I.2.	Work in progress and semi-finished products	13 048	0	13 048	7 460
C.I.3.	Finished products and goods	<b>1 721</b>	<b>0</b>	<b>1 721</b>	<b>1 469</b>
C.I.3.2.	Goods	1 721	0	1 721	1 469
C.I.5.	Advances provided for inventory	2	0	2	0
<b>C.II.</b>	<b>Receivables</b>	<b>2 402 607</b>	<b>1 214 477</b>	<b>1 188 130</b>	<b>1 639 924</b>
<b>C.II.1.</b>	<b>Long-term receivables</b>	<b>246 322</b>	<b>0</b>	<b>246 322</b>	<b>274 034</b>
C.II.1.1.	Trade receivables	98 124	0	98 124	112 776
C.II.1.5.	Receivables – other	<b>148 198</b>	<b>0</b>	<b>148 198</b>	<b>161 258</b>
C.II.1.5.2.	Long-term advances provided	94 025	0	94 025	107 085
C.II.1.5.4.	Other receivables	54 173	0	54 173	54 173
<b>C.II.2.</b>	<b>Short-term receivables</b>	<b>2 156 285</b>	<b>1 214 477</b>	<b>941 808</b>	<b>1 365 890</b>
C.II.2.1.	Due from state – tax receivables	1 315 877	1 033 002	282 875	305 161
C.II.2.4.	Short-term advances provided	<b>840 408</b>	<b>181 475</b>	<b>658 933</b>	<b>1 060 729</b>
C.II.2.4.3.	Estimated assets	283 701	0	283 701	346 687
C.II.2.4.4.	Other receivables	16 278	0	16 278	80 538
C.II.2.4.5.	Short-term financial assets	198 385	0	198 385	343 501
C.II.2.4.6.	Other short-term financial assets	342 044	181 475	160 569	290 003
<b>C.III.</b>	<b>Funds</b>	<b>1 200 000</b>	<b>0</b>	<b>1 200 000</b>	<b>1 000 000</b>
C.III.2.	Cash	1 200 000	0	1 200 000	1 000 000
<b>C.IV.</b>	<b>Bank accounts</b>	<b>5 960 867</b>	<b>0</b>	<b>5 960 867</b>	<b>6 621 790</b>
C.IV.1.	Accruals and deferrals	37 988	0	37 988	40 522
C.IV.2.	Deferred expenses	5 922 879	0	5 922 879	6 581 268
<b>D.</b>	<b>Deferred incomes</b>	<b>85 126</b>	<b>0</b>	<b>85 126</b>	<b>137 913</b>
D.1.	Trade receivables	80 592	0	80 592	134 587
D.3.	Receivables – other	4 534	0	4 534	3 326

Code	Text	31 Dec. 2020	31 Dec. 2019
	<b>TOTAL LIABILITIES</b>	<b>82 247 579</b>	<b>83 488 053</b>
<b>A.</b>	<b>Equity</b>	<b>68 172 393</b>	<b>68 267 898</b>
<b>A.I.</b>	<b>Share capital</b>	<b>31 239 495</b>	<b>31 239 495</b>
A.I.1.	Share capital	31 239 495	31 239 495
<b>A.II.</b>	<b>Share premium and capital funds</b>	<b>31 014 058</b>	<b>31 075 271</b>
A.II.2.	Capital funds	31 014 058	31 075 271
A.II.2.1.	Other capital funds	30 914 012	30 914 012
A.II.2.2.	Differences from revaluation of assets and liabilities (+/-)	100 046	161 259
<b>A.IV.</b>	<b>Profit/loss – previous years (+/-)</b>	<b>5 953 132</b>	<b>5 083 982</b>
A.IV.1.	Retained earnings from previous years (+/-)	5 953 132	5 083 982
<b>A.V.</b>	<b>Net profit/loss for the current period (+/-)</b>	<b>-34 292</b>	<b>869 150</b>
<b>B.+C.</b>	<b>Liabilities</b>	<b>13 240 448</b>	<b>14 240 830</b>
<b>B.</b>	<b>Provisions</b>	<b>776 366</b>	<b>963 162</b>
B.IV.	Other provisions	776 366	963 162
<b>C.</b>	<b>Payables</b>	<b>12 464 082</b>	<b>13 277 668</b>
<b>C.I.</b>	<b>Long-term payables</b>	<b>5 921 396</b>	<b>6 032 013</b>
C.I.3.	Long-term advances received	63 963	50 073
C.I.4.	Trade payables	106 726	560 564
C.I.8.	Deferred tax liability	5 750 707	5 421 376
<b>C.II.</b>	<b>Short-term payables</b>	<b>6 542 686</b>	<b>7 245 655</b>
C.II.3.	Short-term advances received	22 226	400 016
C.II.4.	Trade payables	2 106 879	1 391 706
C.II.5.	Short-term bills of exchange payable	3 200 000	4 000 000
C.II.8.	Other payables	<b>1 213 581</b>	<b>1 453 933</b>
C.II.8.3.	Payables to employees	420 393	413 105
C.II.8.4.	Payables to social security and health insurance	252 561	247 186
C.II.8.5.	Due to state – tax liabilities and grants	422 671	640 113
C.II.8.6.	Estimated payables	52 597	139 699
C.II.8.7.	Other payables	65 359	13 830
<b>D.</b>	<b>Accrued liabilities</b>	<b>834 738</b>	<b>979 325</b>
D.1.	Accrued expenses	13 327	18 163
D.2.	Accrued revenues	821 411	961 162



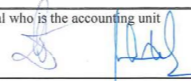
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 O E G R C T O E M T T A R E U A A E O R  
 O F T A A P E A A T R L P R E E L L I I  
 P E R R U G P L I T P O A A E P U A T D  
 M T I O S R U S B U T B P N L F C Y C G  
 L F C U T O N E G A R A G E E A I F E E  
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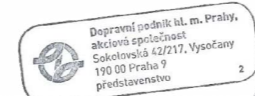
AREA	LOOP	TARIFF	DEPOT	PRAGUE	TRAM	FUNICULAR	ROAD
CAR	PASSENGER	TO	FEE	REPORT	VALIDATOR	INTERSECTION	SANCTION
DELAY	PLATFORM	TRAIN	FLEET	RIVER	YES	LINE	STOP
FARE	RAIL	TRAVELLING	INSPECTOR	SAFETY	BUS	METRO	TIMETABLE
FERRY	RIDE	WAY	LANE	STATION	COUPON	PENALTY	TRAFFIC
GARAGE	ROUTE	BRIDGE	MAP	TICKET	DRIVER	PRICE	TRANSIT
JOURNEY	SEAT	CONNECTION	PEAK	TRACK	FEE	RESTRICTIONS	VEHICLE

# full profit and loss statement

As of 31 December 2020  
(in CZK thousand)

The Prague Public Transit Company, Co. Inc.  
Sokolovská 42/217, Vysočany, 190 00 Prague 9  
ID No.: 00005886

Date of dispatch 25.02.2021	Signature of statutory body or individual who is the accounting unit 
Legal status of an accounting unit Incorporated Company	Object Public Transport Operator (and other activities)



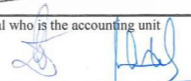
Code	Text	Period until 31 Dec. 2020	Period until 31 Dec. 2019
I.	Revenues from the sale of products and services	18 975 503	19 729 128
I.1.	Revenues from the sale of own products and services	18 975 503	19 729 128
I.1.1.	Revenues from fare	3 122 964	4 455 994
I.1.2.	Compensation for public service obligation	15 073 015	14 582 647
I.1.3.	Other revenues	779 524	690 487
II.	Revenues from sale of goods	978	1 425
A.	Production consumed	7 316 204	7 292 967
A.1.	Cost of goods sold	682	938
A.2.	Consumption of material and energy	2 840 974	2 978 991
A.3.	Services	4 474 548	4 313 038
B.	Change in inventory of own products (+/-)	-5 588	6 768
C.	Capitalisation (-)	-586 099	-367 423
D.	Personnel costs	8 602 699	8 110 750
D.1.	Wages and salaries	6 130 324	5 789 132
D.2.	Social security, health insurance and other cost	2 472 375	2 321 618
D.2.1.	Social security costs and health insurance	2 202 826	2 069 481

D.2.2.	Other costs	269 549	252 137
E.	Value adjustments in the operating area	3 663 034	3 487 222
E.1.	Value adjustments of intangible and tangible fixed assets	3 598 635	3 398 630
E.1.1.	Value adjustments of intangible and tangible fixed assets – permanent	3 616 235	3 449 468
E.1.2.	Value adjustments of intangible and tangible fixed assets – temporary	-17 600	-50 838
E.2.	Inventory value adjustments	2 817	5 819
E.3.	Receivable value adjustments	61 582	82 773
III.	Other operating revenues	954 857	1 348 877
III.1.	Revenues from fixed assets sold	33 767	20 745
III.2.	Revenues from material sold	74 439	90 706
III.3.	Other operating revenues	846 651	1 237 426
F.	Other operating costs	581 041	1 540 768
F.1.	Residual price of fixed assets sold	7 265	9 966
F.2.	Material sold	72 999	87 576
F.3.	Taxes and fees	16 863	22 215
F.4.	Provisions in operating area and complex deferred costs	-186 796	529 631
F.5.	Other operating costs	670 710	891 380
*	<b>Operating profit/loss (+/-)</b>	<b>360 047</b>	<b>1 008 378</b>
VI.	Interest revenues and similar revenues	53 033	81 695
VI.2.	Other interest revenues and similar revenues	53 033	81 695
J.	Interest costs and similar costs	69 348	130 440
J.2.	Other interest costs and similar costs	69 348	130 440
VII.	Other financial revenues	1 011 033	21 996
K.	Other financial costs	1 036 999	20 480
*	<b>Profit/loss from financial operations (+/-)</b>	<b>-42 281</b>	<b>-47 229</b>
**	<b>Profit/loss before tax (+/-)</b>	<b>317 766</b>	<b>961 149</b>
L.	Income tax	352 058	91 999
L.2.	Income tax – deferred (+/-)	352 058	91 999
**	<b>Profit/loss after tax (+/-)</b>	<b>-34 292</b>	<b>869 150</b>
***	<b>Profit/loss of current accounting period (+/-)</b>	<b>-34 292</b>	<b>869 150</b>
*	Net turnover for the accounting period	20 995 404	21 183 121

# statement of changes in equity

As of 31 December 2020  
(in CZK thousand)

The Prague Public Transit Company, Co. Inc.  
Sokolovská 42/217, Vysočany, 190 00 Prague 9  
ID No.: 00005886

Date of dispatch 25.02.2021	Signature of statutory body or individual who is the accounting unit 
Legal status of an accounting unit Incorporated Company	Object Public Transport Operator (and other activities)

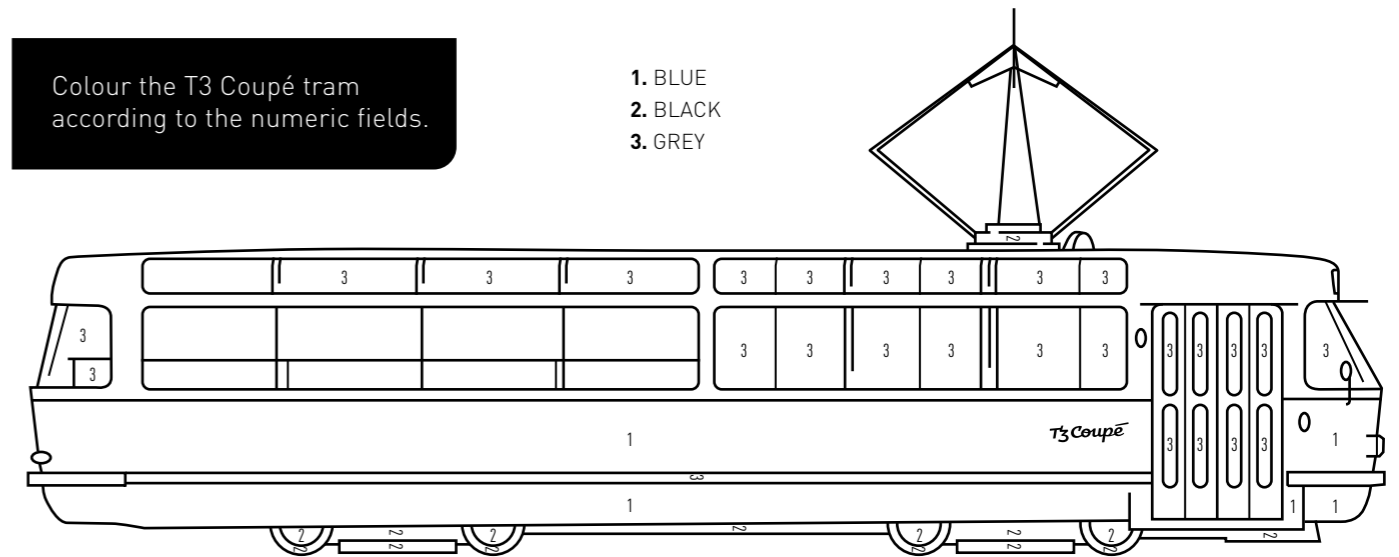
Dopravní podnik hl. m. Prahy,  
akciová společnost  
Sokolovská 42/217, Vysočany  
190 00 Praha 9  
představenstvo

Account	Share capital	Changes in share capital	Other capital funds	Differences from revaluation of assets and liabilities	Accumulated profit/loss	Equity in total
<b>Opening balance as of 1 Jan. 2019</b>	<b>31 239 495</b>	<b>0</b>	<b>30 934 067</b>	<b>105 472</b>	<b>5 083 982</b>	<b>67 363 016</b>
<b>Capital transactions with owners</b>						<b>0</b>
Allocation to the reserve fund						<b>0</b>
Paid-out dividends						<b>0</b>
Subscription of share equity						<b>0</b>
Change of share capital – non-monetary deposit						<b>0</b>
Grant to increase share capital						<b>0</b>
<b>Other transactions</b>						<b>0</b>
Profit/loss of the current year					869 150	<b>869 150</b>
Valuation of land and buildings			-20 055			<b>-20 055</b>
Increase in reval. diff. from revaluation of securities etc.				32 434		<b>32 434</b>
Revaluation of derivatives				28 831		<b>28 831</b>
Deferred tax to derivatives				-5 478		<b>-5 478</b>
Settlement of loss from reserve fund						<b>0</b>
Corrections of errors and in methods						<b>0</b>



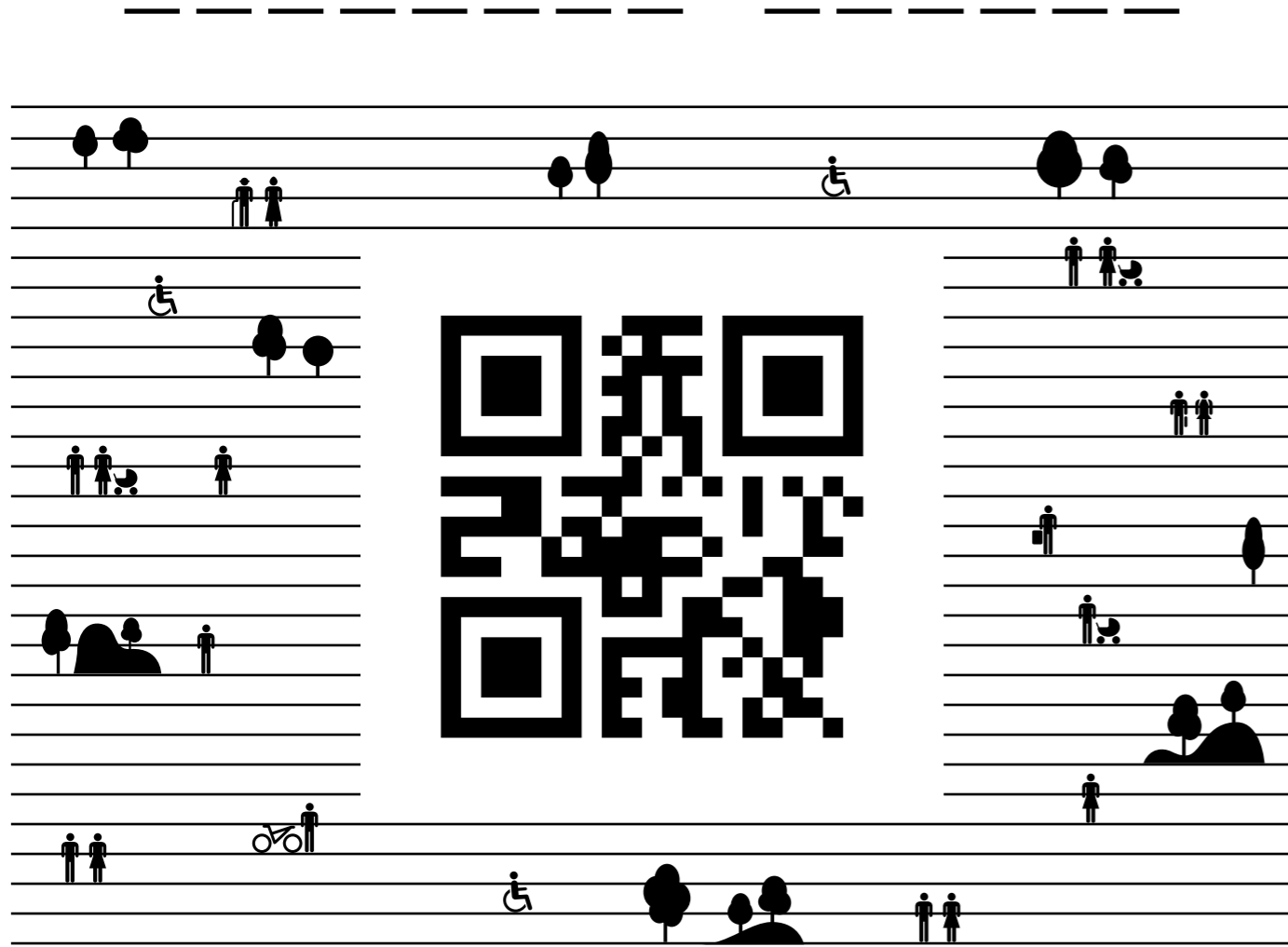
Colour the T3 Coupé tram  
according to the numeric fields.

1. BLUE
2. BLACK
3. GREY



<b>Closing balance as of 1 Jan. 2019</b>	<b>31 239 495</b>	<b>0</b>	<b>30 914 012</b>	<b>161 259</b>	<b>5 953 132</b>	<b>68 267 898</b>
<b>Allocation to the reserve fund</b>						<b>0</b>
Paid-out dividends						<b>0</b>
Subscription of share equity						<b>0</b>
Capital transactions with owners						<b>0</b>
Change of share capital – non-monetary deposit						<b>0</b>
Grants to increase share capital						<b>0</b>
<b>Other transactions</b>						<b>0</b>
Profit/loss of the current year					-34 292	<b>-34 292</b>
Valuation of land and buildings						
Increase in reval. diff. from revaluation of securities etc.				35 673		<b>35 673</b>
Revaluation of derivatives				-119 613		<b>-119 613</b>
Deferred tax to derivatives				22 727		<b>22 727</b>
Settlement of loss from reserve fund						<b>0</b>
Corrections of errors and in methods						<b>0</b>
<b>Closing balance as of 31. 12. 2020</b>	<b>31 239 495</b>	<b>0</b>	<b>30 914 012</b>	<b>100 046</b>	<b>5 918 840</b>	<b>68 172 393</b>





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## Independent Auditor's Report

on Audit  
of the Financial Statements

as at December 31, 2020

of the company

**Dopravní podnik hl.m. Prahy, akciová společnost**  
(The Prague Public Transport Company, joint-stock  
company)

Prague, April 2021

NEXIA AP s.s.  
Členi Nexia International  
Sokolovská 5/49  
186 00 Praha 8

Tel: +420 221 584 301 +420 221 584 302  
Fax: +420 221 584 319  
E-mail: nexiaprague@nexiaprague.cz  
http://www.nexiaprague.cz

ICO/ID No.: 48 11 70 13  
DIČ/Tax No.: CZ 48 11 70 13  
Obchodní rejstřík/Commercial register:  
Městský soud v Praze, oddíl B, vložka 14203

#### Information about the audited company

Name of the Company: Dopravní podnik hl.m. Prahy, akciová společnost  
(The Prague Public Transport Company, joint-stock company)  
Registered office: Sokolovská 42/217, 190 22, Prague 9  
Recording carried out at: Municipal court in Prague  
Recording under number: Section B, File no. 847  
ID number: 000 05 886  
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 others  
Audited period: 1 January 2020 to 31 December 2020  
Recipient of the report: The sole shareholder of Dopravní podnik hl. m. Prahy, akciová společnost, which is the Capital City of Prague

#### Information about the auditing company

Name of the company: NEXIA AP a.s.  
Audit firm licence No.: No. 096  
Registered office: Sokolovská 5/49, 186 00 Prague 8 Karlín  
Recording carried out at: Municipal court in Prague  
Recording under number: Section B, File no. 14203  
ID number: 481 17 013  
Phone: +420 221 584 302  
E-mail: [nexiapraque@nexiapraque.cz](mailto:nexiapraque@nexiapraque.cz)  
Responsible auditor: Ing. Mikuláš Laš  
Auditor licence No.: No. 2493

## Independent auditor's Report to the sole shareholder of The Prague Public Transport Company, joint-stock company

#### Qualified Opinion

We have performed the audit of the attached Financial Statements of the joint-stock company Dopravní podnik hl. m. Prahy, akciová společnost ("The Prague Public Transport Company, joint-stock company") hereinafter referred to also as "the accounting unit" or "the Company" or "DP") drawn up on the basis of the Czech accounting standards, consisting of the Balance Sheet as at 31 December 2020, Profit and Loss Statement, Overview of the Changes in Equity and Cash Flow Statement, drawn up for 2020 ending on 31 December 2020, and the Notes to the Financial Statements, containing a description of the essential accounting methods used and other explanatory information.

In our opinion, except for the possible effects of the matter described in the "Basis for Qualified Opinion" section of our report, the Financial Statements provide a true and fair image of assets and liabilities of The Prague Public Transport Company, joint-stock company at 31 December 2020, and of the costs and incomes and of the result of its economic activities and cash flows for period of 2020, ending as at 31 December 2020, in accordance with the Czech Accounting Standards.

#### Basis for Qualified Opinion

The basis for our Qualified Opinion consists of one (1) case of the identified obvious incorrectness of the Financial Statements and two (2) cases of significant uncertainty connected with correctness of valuation of assets in the Financial Statements:

1. **Material incorrectness of the Financial Statements consisting in an incorrect (overvalued) valuation of the plots of land stated on the line B.II.1.1. of the Balance Sheet ("net" column) as at 31 December 2020 at an amount of CZK 3,494 million by an amount of CZK 419 million.**
  - a) DP states, as at 31 December 2020, as a part of valuation of the plots of land on the line B.II.1.1. of the Balance Sheet, in the "net" column, the plots of land valued with an accounting value of CZK 419 million, which it itself defines as redundant assets and on which it is possible to find **constructions owned by the Capital City of Prague** (hereinafter referred to also as "HMP"), such as public roads, pavements and other infrastructure of HMP (hereinafter referred to also as "HMP infrastructure"). **DP has not received any economic benefits (e.g., rental or leasehold fee) from possession of these plots of land yet.**
  - b) These plots of land are objectively not, with regard to the existing HMP infrastructure, useable for operation of mass urban transportation or other projects of commercial or other nature. For these plots of land, it is not even objectively possible to suppose that DP would intend to sell these plots of land which are strategic for HMP, to a third person (their external sale cannot be decided without the HMP consent either).
    - **Although these plots of land do not generate any economic yields and are virtually unsalable on a free market, DP has kept all these redundant plots of land in the accounting books and in**

the Financial Statements being verified in the valuation amounting to CZK 419 million without taking obvious attributes of the temporary value reduction into consideration.

- A long-term intent of DP is that these plots of land should be settled with HMP from an accounting point of view. According to the information available to the auditor, HMP at present seems to be interested in a possibility of resolving this issue by transferring the plots of land in question from DP to the ownership of HMP against a decrease in the registered capital of DP. **For the purpose of a factual realisation of such a procedure, there has already been established a workgroup whose members are representatives of both HMP and DP.**
- c) In our opinion it is necessary, given the current conditions when these plots of land do not generate any economic benefits (incomes) for DP and are not marketable on a free market, to respond to this situation by **creating a 100% adjustment amounting to CZK 419 million**, by means of which these plots of land would be valued in the Financial Statements with a zero value, and thus it would be possible to adhere to the principle of true and fair representation.
- d) The creation of a 100% adjustment amounting to CZK 419 million, relating to the redundant plots of land encumbered by the HMP infrastructure, which was not made on the part of DP, has the following significant impacts on important entries of the Balance Sheet and the Profit and Loss Statement (PLS) forming a part of the Financial Statements verified as at 31 December 2020. These impacts are described at a detailed level in **Table no. 1 - Key impacts of reduction of the valuation of the plots of land encumbered by the HMP infrastructure through creation of an adjustment** and can be summed up through the following points:
- Reduction of the stated net value of the plots of land in the Balance Sheet by CZK 419 million from CZK 3,494 million to **CZK 3,075 million**, which represents, in our opinion, the right valuation of the plots of land in the Financial Statements of DP drawn up as at 31 December 2020,
  - Increase in costs in the PLS in the entry "Adjustments of the values of fixed intangible and tangible assets – temporary" by CZK 419 million from minus (-) CZK 18 million to **CZK 401 million**,
  - Reduction of the result of economic activities for the accounting period after taxation stated in the PLS by CZK 419 million from minus (-) 34 million to minus (-) **CZK 453 million**,
  - Reduction of the equity stated in the Balance Sheet by CZK 419 million from CZK 68,172 million to **CZK 67,153 million**.

**Table no. 1:** Key impacts of reduction of the valuation of the plots of land encumbered by the HMP infrastructure through creation of an adjustment (in CZK million)

	Part of the Financial Statements verified	Statement line number	Statement line title	Value in the Financial Statements	Right value after creation of the adjustment
1.	Balance Sheet (assets)	B.II.1.1. (gross)	Lands	3,494	3,494
2.	Balance Sheet (assets)	B.II.1.1. (adjustment)	Lands	0	419
3.	Balance Sheet (assets)	B.II.1.1. (net)	Lands	3,494	3,075
4.	Profit and Loss Statement	E.1.2.	Adjustments of the values of fixed intangible and tangible assets – temporary	-18	401
5.	Profit and Loss Statement	*	Operating Profit/Loss	360	-59
6.	Profit and Loss Statement	**	Profit/Loss before tax	318	-101
7.	Profit and Loss Statement	***	Profit/Loss of current accounting period	-34	-453
8.	Balance Sheet (liabilities)	A.	Equity	68,172	67,753
9.	Balance Sheet (liabilities)	A.V.	Net Profit/Loss for the current period	-34	-453

2. Uncertainty connected with correctness of valuation of the redundant plots of land not encumbered by the HMP infrastructure, stated in the Balance Sheet of the company in the accounting value of CZK 397 million, which may have a material impact on the valuation of assets as at 31 December 2020 and on the result of economic activities for the accounting period of 2020:

- a) DP states, as at 31 December 2020, as a part of the valuation of the plots of land on the line B.II.1.1. of the Balance Sheet in the column "Net", the plots of land valued with an accounting value of CZK 397 million, which it itself defines as redundant assets not required for assurance of the operation of mass urban transportation:
- The original intent of DP was that HMP should purchase these plots of land at the sales price determined by an Expert opinion, and therefore it proposed them to HMP for redemption or exchange. According to the information available to the auditor, HMP at present seems to be interested in a possibility of resolving this issue by transferring the plots of land in question from DP to the ownership of HMP against a decrease in the registered capital of DP. **For the purpose of a factual realisation of such a procedure, there has already been established a workgroup whose members are representatives of both HMP and DP.**
- b) Concerning this portfolio of redundant plots of land, which are not encumbered by the HMP infrastructure, the DP management was not able to issue the necessary assurance that these plots of land have obvious potential for future economic use by DP within the framework of operation of mass urban transportation (infrastructure of mass urban transportation, construction capital expenditures, etc.) or within the framework of other DP projects and/or are marketable (with the HMP consent) on a free market. In spite of the existing uncertainty in the possible use of these plots of land, DP has kept all these redundant plots of land in the accounting books and in the Financial Statements verified, in the valuation amounting to CZK 397 million without taking the risks of a possible value reduction into consideration.
- c) We consider the situation when the company management was not able to confirm in the Declaration of the Accounting Unit Management that the concerned plots of land in the accounting value of CZK 397 million have obvious economic use for DP, and at the same time there were not submitted any other relevant grounds provably evidencing the economic use of these plots of land for DP, leading directly or indirectly to achievement of the incomes from possession or sale of the plots of land, as the existence of significant uncertainty relating to the right valuation of these plots of land in the Financial Statements of DP:
- For the above-mentioned reasons, **it is not possible**, as at the date of issue of the present Report, to provide a relevant opinion regarding correctness of valuation of the concerned redundant plots of land in the Balance Sheet of DP as at 31 December 2020, which are stated in the accounting value of CZK 397 million, and to assess the necessity of possible additional adjustments of their valuation in the Balance Sheet of DP, impacts of the valuation adjustments on the result of economic activities for 2020 and on the DP equity as at 31 December 2020.
  - The fact that we did not have relevant information about possible economic use of these redundant plots of land at our disposal, means, in our opinion, significant uncertainty that these redundant plots of land in the accounting value of CZK 397 million, on which no HMP infrastructure is situated, lead in a significant extent to incorrect overvaluation of assets in the DP Balance Sheet as at 31 December 2020.

3. The uncertainty associated with correctness of valuation of capital expenditures connected with still non-commenced construction of the Metro D Line in the accounting value (after adjustment taking the

provided capex subsidies into consideration) at an amount of CZK 238 million, which may have material impacts on valuation of assets as at 31 December 2020 and on the result of economic activities of the accounting period for 2020:

- a) DP states, as at 31 December 2020, as a part of valuation of **Fixed tangible assets under construction**, on the line B.II.5.2. of the Balance Sheet in the “Net” column, **the capital expenditures spent so far on construction of the Metro D Line in the accounting value of CZK 238 million**, that have been gradually incurred and have been accumulated as still unclassified and undepreciated fixed (tangible) assets since 1992. The DP management provided assurance, through the Declaration of the Accounting Unit Management, that these expenditures were spent in a causal context with the planned construction of the Metro D Line and in accordance with applicable domestic accounting standards they were to enter into the acquisition price of this planned construction Work at the moment of its completion and putting into use.
- b) At present, the DP management does not have any information that there would be a change in the HMP intent according to which DP should commence construction work on the construction of the Metro D Line, whose total capital expenditures are estimated at **as much as almost CZK 98 billion**. DP works, in accordance with the HMP instructions, on commencement of the **Metro D Line** construction, when the bids submitted by Bidders within the framework of the tender procedure for the contractor of the construction part of the Work and monitoring system in the “Pankrác – Olbrachtova” section are being assessed.
- c) According to the company management declaration, negotiations are currently conducted with HMP and the European Investment Bank about the possibilities and conditions of the funding of this extensive capital expenditure project, which cannot be implemented without the support and cooperation of HMP. With regard to the complexity of these negotiations, which are further affected also by the general negative development of the economic situation in the Czech Republic, and in a certain way also in the HMP budget, **the DP management was not able to provide us with the following information and assurance:**
- When and in what specific form the necessary sources for the financing of the Metro D Line construction will be ensured.
  - How the coverage of financial costs and instalments of long-term funding for the time of the construction will be ensured.
  - How the coverage of complete complex operation (including depreciation) and financial costs of the Metro D Line will be resolved after completion of the construction and commencement of its operation through a compensation payment from the public service obligation in accordance with applicable rules for internal operators.
  - When it is possible to expect commencement of the Metro D Line operation according to the current stated and current information.
- d) **We consider** the situation when the company management was not able to confirm in the Declaration of the Accounting Unit Management how the financing of the Metro D Line construction will exactly be ensured and how the coverage of complete complex operation and financial costs of the Metro D Line operation after completion of the construction and commencement of its operation is pre-negotiated with HMP, and when there were not submitted any other relevant grounds which would declare that the necessary financing of this demanding project will be ensured and that the terms and conditions for the future coverage of complete complex operation costs of the Metro D Line are pre-negotiated, **as** (also in the context of the current negative economic situation caused by the consequences of measures adopted against the spreading of the COVID-19 disease and expected

economic recession hitting the domestic economy with impacts on the actual budget possibilities of the HMP) the existence of **significant uncertainty relating to the right valuation of these fixed tangible assets under construction** in the DP Financial Statements:

- **For the above-mentioned reasons, it is not possible**, as at the date of issue of the present Report, **to provide a relevant opinion regarding correctness of valuation of the concerned Unfinished (under construction) fixed tangible assets in the Balance Sheet of the company as at 31 December 2020, which are stated in the net accounting vales of CZK 238 million**, and to assess the necessity of possible additional adjustments of the valuation of the concerned capital expenditures in the DP Balance Sheet, impacts of the valuation adjustments on the result of economic activities for 2020 and on the DP equity as at 31 December 2020.
- **If the financing of this important development DP project was not ensured, it would be necessary to suppose that there is a significant risk or uncertainty that in a final consequence the Metro D Line operation is not commenced**. In such a situation, all the expenditures spent in connection with preparation and preparation work for the final Metro D Line construction would represent a frustrated investment which would have to be written off, on a one-off basis, to the detriment of the result of economic activities of DP.

We have carried out the audit in accordance with the Auditors Act and Standards of the Chamber of Auditors of the Czech Republic for Audit, which are the International Standards on Auditing (ISA), possibly completed and modified with the use of related application clauses. Our responsibility determined by these regulations is described at a more detailed level in the section entitled “Auditor’s Responsibility for Audit of the Financial Statements. In accordance with the Auditors Act and the Code of Conduct adopted by the Chamber of Auditors of the Czech Republic, we are independent of the accounting unit and we have fulfilled also other ethical obligations implying from the above-mentioned regulations. We are convinced that the evidence information, which we have collected, provides sufficient and suitable grounds for formulation of **our Qualified Opinion**.

#### **Other Matter**

Beyond the framework of the facts which we stated in the section “Basis for Qualified Opinion”, we would like to draw your attention to the fact that possible **significant indebtedness of DP in connection with its direct participation in the financing** of overall capital expenditures for the Metro D Line construction in the currently estimated amount of **up to almost CZK 98 billion** requires, in our opinion, that the statutory body of DP should obtain, in accordance with the principle of the care of a proper manager and in accordance with necessary assurance of financial stability of DP, still before making a decision about such new significant indebtedness, a **binding promise of HMP concerning the coverage of financial costs and instalments of the long-term funding for the term of the construction and coverage of complete complex operation (including depreciation) and financial costs of the Metro D Line operation after completion of the construction and commencement of its operation through a compensation payment from the public service obligation in accordance with applicable rules for internal operators**.

#### **Other information stated in the Annual Report**

The other information is, in accordance with Section 2(b) of the Auditors Act, the information stated in the Annual Report out of the Financial Statements and our Auditor’s Report. The accounting unit management is responsible for the other information.

Our opinion on the Financial Statements does not relate to the other information. But still, it is a part of our obligations associated with verification of the Financial Statements to get familiar with the other information and assessment, whether the other information is not in a significant (material) discordance with the Financial Statements or with our knowledge about the accounting unit acquired during verification of the Financial Statements or whether this information does not seem to be significantly (materially) incorrect. We assess also whether the other information was drawn up, in all significant (material) regards, in accordance with applicable legal regulations. This assessment determines whether the other information meets requirements of legal regulations for formal prerequisites and the procedure of the drawing up of the other information in the context of importance (materiality), i.e., whether a possible non-observance of the above-mentioned requirements could affect the judgement made on the basis of other information.

On the basis of the procedures applied, to the extent which we are able to assess, we state that:

- The other information which describes the facts that are also the subject matter of presentation in the Financial Statements is in all significant (material) regards in accordance with the Financial Statements,
- In the Notes to the Financial Statements, the Company states important information concerning the **process of settlement of the state of fixed assets** (especially of the plots of land) **between DP and HMP**, regeneration of the Modřany Landfill Site and provisions created in the context in question, preparation of the significant capital expenditure project of the **Metro D Line construction** and impacts of propagation of the COVID-19 disease and introduction of governmental and municipal measures against such propagation on economic activities, financial situation and operation of DP in the period of 2021,
- The other information was drawn up in accordance with legal regulations.

Moreover, we are obliged to state whether, on the basis of knowledge and awareness concerning the accounting unit, at which we have arrived during the audit execution, the other information does not contain any significant (material) factual incorrectness. If we find out, on the basis of the work carried out that the other information is significantly (materially) incorrect, we are obliged to state the facts identified in our Report. **Within the framework of the stated procedures, we have not found out any significant (material) factual incorrectness in the other information obtained.**

As described above in the section entitled “Basis for Qualified Opinion”, as at the date of issue of the present Report it is not possible to express a relevant view relating to the correctness of the capital expenditures associated with the construction of the Metro D line which has not started yet, in an accounting value of CZK 238 million, which may have a material impact on valuation of the assets as at 31 December 2020. That is why we have arrived at a conclusion that the other information may be significantly (materially) incorrect for the same reason.

#### **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 aim is to acquire reasonable sureness that the Financial Statements as a whole do not contain any significant (material) incorrectness caused by a fraud or by a mistake and to issue the Auditor’s Report containing our Statement. Reasonable rate of sureness is a great rate of sureness, nevertheless it is not a guarantee that the audit carried out in accordance with the above-mentioned regulations reveals, in all cases in the Financial Statements, possible existing significant (material) incorrectness. Incorrectness may arise in consequence of frauds or mistakes and is considered as significant (material), if it is possible to realistically suppose that it could affect, either as individual cases or as a whole, the economic decisions adopted by users of the Financial Statements on their basis.

While carrying out the audit in accordance with the above-mentioned regulations, it is our obligation to apply, during the entire audit, the professional assessment and to maintain professional scepticism. Besides this, we are obliged to:

- Identify and evaluate the risks of significant (material) incorrectness caused by a fraud or mistake, to propose and perform auditing procedures responding to these risks and to acquire sufficient and suitable evidence information so that we can be able to express our statement on its basis. The risk that we will not reveal a significant (material) incorrectness, which has occurred in consequence of a fraud, is higher than the risk of a failure to reveal a significant (material) incorrectness caused by a mistake, because a fraud may include secret agreements (collusions), falsifications, intentional omissions, untrue declarations or bypassing of internal checks by the accounting unit management.
- To get familiar with the internal control system of the accounting unit relevant for the audit in such an extent that we can suggest auditing procedures suitable with regard to given circumstances and not for our being able to express an opinion on efficiency of its internal control system.
- To assess suitability of the accounting rules used, adequacy of performed accounting estimations and the information which was stated in this context by the accounting unit management in the comments on the Financial Statements.
- To assess suitability of the use of the presumption of the continual existence (going-concern principle) while drawing up the Financial Statements by the accounting unit management and the fact whether with regard to the collected evidence information there is a significant (material) uncertainty implying from the events or conditions that can significantly question the ability of the accounting unit to continually exist. If we arrive at a conclusion that there is such a significant (material) uncertainty, it is our obligation to point out, in our report, the information stated in this connection in the Notes to the Financial Statements, and if this information is not sufficient, then to express a modified statement. Our conclusions relating to the accounting unit’s ability to continually exist are based on the evidence information which we have acquired until the date of our report. Nevertheless, future events or conditions may lead to the fact that the accounting unit will lose its ability to continually exist.



- To evaluate the overall presentation, arrangement and content of the Financial Statements, including the Notes, and also the fact whether the Financial Statements reflect the input transactions and events in a way leading to true reflection.

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.

In Prague on 7 April 2021



Ing. Mikuláš Laš  
Auditor's Registration Number 2493  
NEXIA AP a.s.  
Auditing Company's Registration Number 096

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Cut out and dress the employee of the Fire  
Brigade of the Prague Public Transit Company.

