

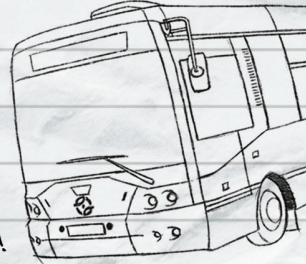
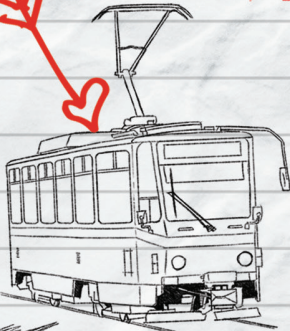
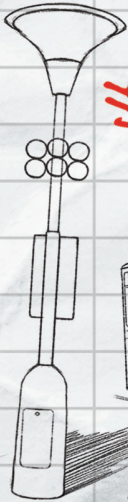
DPP

Diary

How you meet  
The New Year

is how you will spend it. I went to take a swim in the morning, the water was three degrees, air eight below zero. I swam for ten minutes. I'd have lasted longer but I got terrible spasms followed as soon as I got to the shore, so much so I bit my lip several times. A nitwit passer-by asked if I needed help. He thought I was having a seizure. Moron!

ES



I got a bit tipsy at New Year's celebrations - I was even reciting poetry. It was fun though. What's worse is I bet I could write a poem collection I'd publicly introduce at the next New Year's Eve. I've got no idea who came up with these bets. Venca probably; he's a cheery guy. But I can't back out now. Besides, I always liked it and when I think back to what the others were betting on, I got

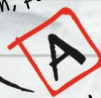
I'VE GOT THE FIRST ONE!

A failed flight went down he's not a pilot, just a clown.



I'VE GOT ANOTHER TWO!

A failed painter from his bucket fell for him, painting was straight hell.



failed jockey did not do so well, the horse's an ass!



I'm running out of creative juice but... a bet is a bet and Venca can't win... A failed buy failed try



# introduction

According to wikipedia, an annual report is: a document informing about a company's development over a fiscal year. Through an annual report, a company describes its financial situation, business activity and economic results for the past accounting period, and its prospects for the future development thereof..." Thus ends the citation.

Can an annual report feature something personal as well, though? It is hardly common but since every single company is made of individuals, there are as many stories as there are people. Which is why we have decided to put something incredibly personal and human throughout our annual report. It is a diary. We were allowed to integrate diary notes from five of our employees into a report filled with facts and data. We have divided them into parts and should anyone wish to, they can go through the report and read them as a whole. All stories are completely different, just as people are different - each with his or her own story. Do people really write diaries just for themselves? Isn't it a secret that can be shared? That's the magic of it... That's why it is possible to read these extracts, even though we may never know who actually hides behind the authors' names.

**Pavel**, one of the employees willing to share his diary, is almost instantly recognizable as a dedicated sportsman for whom laziness is a rude word. He says with certain pride: "writing helped me, and still does, with motivation. It's a proof of discipline and I'd never move forward without it..."

**JAN** is a group clown and he grins as he describes how much fun his poetic attempts brought him, and that it'd be impossible not to put them down in ink. "I never used to write a diary but now, I'd never think of stopping. Even my colleagues are chiming in and keep supplying me with awkward rhymes. You know, I'm incredibly grateful for that, especially in these hard times."

**Svatava** kept her diary during her maternity leave and still returns to it from time to time. "It's just so romantic. We even have our own diary with my husband," she says with barely hidden pride...

**ANTONÍN** on the other hand takes his notes as a warning. "You know, when I go back to it, I can see I was out of my mind a bit and I'm really glad I managed to fix it. Maybe I never would've realized if I hadn't had this written form of self-reflection. I'm also glad my colleagues took it with a pinch of salt and remained my friends even when I wasn't the easiest person to be around..."

Everybody remembers  
their diary  
in a different way  
but we thank you for sharing  
them with us.

And we can just chuckle.  
Maybe even learn  
something.  
Who knows...

Have fun reading this special edition document on the development of the company during fiscal year.



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# Introductory word of the Chairman of the Board and Managing Director



Ladies and gentlemen,

yet another year, the covid-19 pandemic had a major impact on our operations, with all the consequences we could and often could not imagine. But what we could not have imagined is that one crisis would be followed by another, which this year brought war into our vicinity, not only geographically but more importantly humanly. A war that affects the lives of our colleagues and loved ones. We are all seeing and experiencing its consequences: not only the rise in the price of energy and commodities, but also the shortage of them, which is ultimately contributing, and will continue to contribute, to our rising costs for years to come. After two years of the covid-19 pandemic and because of the war in Ukraine, we find ourselves in uncertain and politically as well as economically difficult times. We are not facing easy times, although I would like to be wrong on this point. On the other hand, it has been shown during the pandemic, various crises and lockdowns, and is being shown now, that public transport is one of the few things that can always be relied upon. Our service is thus not only crucial to the running of the city but has become an important symbol of normal functioning, of normal life for all of us.

Last summer and the beginning of autumn seemed to be a slow return to normal in terms of passenger demand for public transport. In September, we were approaching one million passengers every working day on both the metro and trams. In the end, we carried a total of 648.35 million passengers last year due to the covid-19 pandemic, 9.21% fewer than in 2020. That's nearly 45% fewer passengers compared to the record pre-covid year of 2019. But at the same time, last year's ridership was almost the same as the year before, even up by about half a per cent, and only about 7% less than in 2019. As per the agreement with the City of Prague, we met social demand and the recommendations of experts for new hygiene standards, especially more passenger space, and increased capacity that would have been suitable for actual demand. On the other hand, by not running at full capacity or to the same extent as in the 2019 pre-covid financial year, we managed to save around CZK 296 million in operating costs last year.

Despite the lower number of passengers carried, last year we had 2.3% (approximately CZK 80 million) higher total revenue from fare sales than in 2020. However, this was significantly affected by the increase in the price of certain types of tickets from 1 August 2021, as



well as on the other hand also by the pandemic, anti-epidemic measures, lower mobility of the population, online education and working from home. As revenue from the sale of time-limited tickets, known as coupons, fell by 7% year-on-year last year (155 million), while revenues from the sale of single and short-term fares increased by 26.2% year-on-year (CZK 235 million). One of the consequences of the pandemic seems to be a higher number of passengers on public transport without valid travel documents. Last year we issued 7.3% more so-called fines (fare surcharges) than in the year before, with roughly the same number of checks carried out. The costs associated with the pandemic last year amounted to almost CZK 74 million, mainly for protective equipment, disinfection and testing of employees.

DPP's overall result for last year ended with a profit of CZK 42.59 million despite various negative effects. The positive result was mainly due to accounting and tax items, such as deferred income tax or the change in the fair value of hedging derivatives linked to PRIBOR as a result of repeated significant interest rate increases by the Czech National Bank, as well as the release of certain provisions or write-off of receivables.

Last year, despite the persistent corona crisis with all its consequences, we managed to implement or significantly advance a number of important investment and non-investment projects, thus gradually fulfilling the DPP strategy. We have carried out extensive and in the Czech Republic unique covid-19 testing of Prague public transport in collaboration with the Institute of Physics of the Academy of Sciences of the Czech Republic, which confirmed that Prague public transport is safe and is not a source of covid-19 infection when basic hygiene rules are followed. In terms of drawing subsidies, we succeeded with five projects last year and received a total of CZK 685 million for their implementation. In the economic area, we took a very important first step towards greater independence from the capital's subsidies last year. We established Nové Holešovice, a.s., the first joint venture between DPP and private investors to revitalise the northern vestibule of the Nádraží Holešovice metro station and transform its surroundings into a modern urban quarter in coordination with the development of the entire Bubny-Zatory area. In cooperation with Deloitte Advisory, we carried out a personnel and process analysis at DPP, which contains a number of recommendations, the implementation of which could result in savings of up to CZK 775 million over a period of 5 years. We started to implement the first measures recommended in the report.

I am also pleased with the successes in the legal field. Among the most important cases that we managed to conclude is one of the two court cases in the OPENCARD case, where DPP was the defendant and the court finally decided that we are not obliged to pay the amount of approx. CZK 32 million. Despite the covid-19 pandemic, we managed to maintain high revenues from the rental of advertising space last year, amounting to more than CZK 150 million. We actively participated in the so-called grace summer project, which was used by nearly 13,000 DPP debtors with total debts of CZK 136 million.

We tendered and purchased the first 14 electric buses in the Standard category for our bus fleet, one of the first projects in our fleet renewal plan and alternative fuel strategy. We plan to launch a public tender for the purchase of up to 100 more vehicles of this type later this

year. We have also been successful in tendering and contracting suppliers for up to 253 new diesel buses to ensure that the buses are dispatched independently of the charging or recharging infrastructure. This was the last public procurement of diesel buses. In the future, we will purchase either hybrid vehicles, electric buses or, depending on the results of upcoming testing, hydrogen buses.

As part of the projects for the electrification of bus lines and introduction of trolleybus transport to Prague, at the beginning of this year we started construction of infrastructure on line 140 Palmovka - Prosek - Letňany - Čakovice - Miškovice and we have tendered for the supplier of 15 articulated trolleybuses. We managed to obtain a final building permit for the electrification of bus line 119 to Václav Havel Airport Prague, and we tendered for 20 large-capacity triple-articulated trolleybuses.

Last year, we repaired more than 5 km and reconstructed more than 6 km of tracks on the Prague tram network. We built and put into operation the tram line to the Pankrác metro station, the Zahradní Město tram loop and the energy centre in the Hloubětín depot as the first stage of the construction of the new depot. Last year, we invested more than half a billion crowns in the construction and reconstruction of the tram network in Prague. Last year we started construction of the new line Barrandov - Holyně, which will be put into operation this spring. This year, we have started other constructions on the tram infrastructure: the Hostivař depot loop and the new Modřany - Libuš line. We also managed to obtain a final building permit for the construction of the new line Divoká Šárka - Dědinská and to tender the contractor who will build it. The construction is expected to commence this summer. This year we also plan to start construction of the new Hloubětín depot. In the area of tram fleet renewal, we are conducting preliminary market consultations for the purchase of new trams. Last year, we also started operating tram line 19 and, in cooperation with Prague City Tourism, the historic tram line 42 on a hop-on-hop-off basis.

I deliberately saved the metro traction for the end. Last year and in the first few months of this year, we made particularly extraordinary progress in the D metro project. We received the approval of the Council and the Capital City leadership with the construction of the Pankrác - Nové Dvory section and financial support for the construction. We succeeded at the Office for Competition, thanks to which we were able to conclude contracts with the winners of public tenders for the construction and monitoring and passporting of the first section of I.D1a Pankrác - Olbrachtova. Above all, we managed to obtain a final building permit for the construction of Metro line D in section I.D1, i.e. Pankrác - Nové Dvory. And this April, we will start building Metro line D.

In the existing metro network, last year we managed, among other things, to modernise the air-ventilation in the Můstek A, Staroměstská and Smíchovské nádraží stations, lighting and power distribution in the Opatov - Háje, Kačerov - Rožtyly and Rožtyly - Chodov sections, and electronic safety equipment in the Nádraží Holešovice, Letňany and Hostivař Depot stations. We have completed the modernisation of the Na Knížecí metro station vestibule in Anděl, including the replacement of the original escalators with modern, safer and more economical ones. At the Karlovo náměstí station, we completed the construction of a cascade of new lifts and put them into operation last year, making it the 46th fully barrier-



free station. Last year, we started the modernisation and construction of lifts at the Jiřího z Poděbrad station, and this year we started the logistically demanding replacement of the ceiling slab and modernisation of the Florenc C metro station vestibule, which will take a total of 4.5 years.

In the preceding lines, I have listed only a small fraction of what we were able to successfully implement, achieve or start last year and at the beginning of this year. This is despite all the crises and obstacles that the current times have put in our way. It is during these difficult periods that we have proved that we can work hard, that we can function like a well-oiled machine that we can go the extra mile. I would like to thank all the DPP employees, colleagues on behalf of the entire management for what we achieved last year and for making Prague public transport one of the top systems in Europe and the world.

I would like to thank Prague City Hall for their support and the city-owned companies for their cooperation. We have another very challenging year ahead of us. Of course, we all wish from the bottom of our hearts that peace prevails in Ukraine and that we can fully devote ourselves to what we love and what we do best, which is to provide excellent public transport.

I would also like to thank all passengers who, despite various crises, have not given up on public transport and continue to use our services. We are doing everything we can to ensure that Prague's public transport continues to be among the best in the world. We appreciate your support, we ride for you.

Petr Witowski

Chairman of the Board and CEO of DPP

## Basic company identification data



Company name:	<b>Dopravní podnik hl. m. Prahy, akciová společnost</b>
Registered office:	<b>Sokolovská 42/217, Vysočany, 190 00 Praha 9</b>
Company ID no.:	<b>00005886</b>
Tax ID no.:	<b>CZ00005886</b>
Date of foundation:	<b>19. 3. 1991</b>
Date of establishment:	<b>11. 7. 1991</b>
Legal form:	<b>Joint stock company</b>
Founder:	<b>City of Prague</b>
Entities with a share in the Company's share capital:	<b>City of Prague 100 %</b>
Commercial Register:	<b>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)</b>
Share capital:	<b>31 239 495 000 Kč</b>

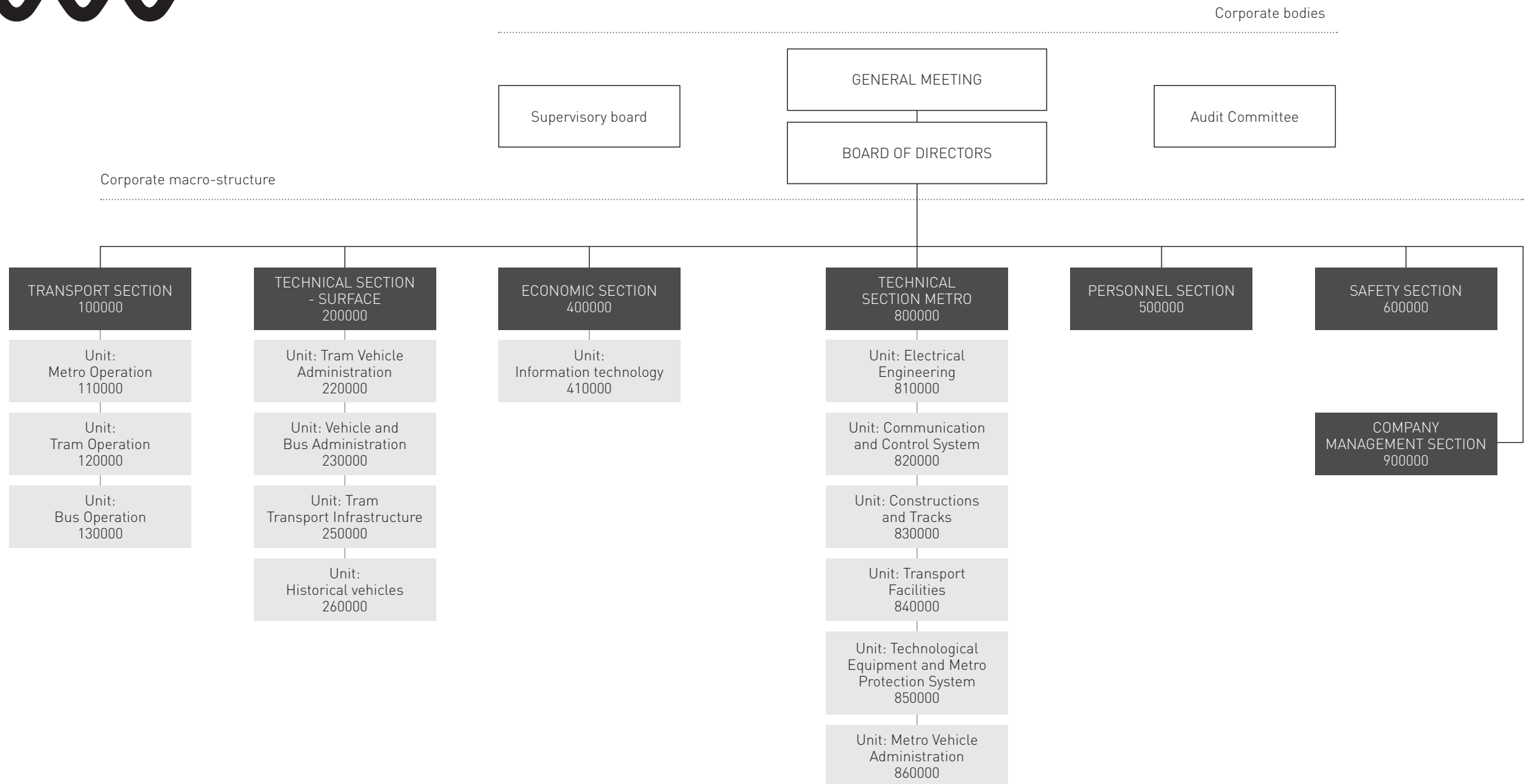




# Organisation chart as of 31 December 2021



Company organisational structure as at 31 December 2021





## Staffing of the company's bodies in 2021



### Board of Directors

The Board of Directors of the company in 2021 was comprised of: the Chairman of the Board Ing. Petr Witowski, Vice-Chairman of the Board Ing. Ladislav Urbánek and members of the Board of Directors PhDr. Jiří Špička, Ing. Jan Šurovský, Ph.D. and Mgr. Matej Augustín.

### Supervisory Board

The Supervisory Board of the company acted in 2021 in the following composition: the Chairman of the Supervisory Board Ing. Adam Scheinherr, MSc., Ph.D., Vice-Chairman of the Supervisory Board Pavel Vyhnánek, M.A., Vice-Chairman of the Supervisory Board Jan Marek, Vice-Chairman of the Supervisory Board Bc. Oldřich Schneider and members of the Supervisory Board Josef Buriánek, Ing. Marek Doležal, Ing. Petr Hlubuček, Bc. Jan Holub, Mgr. Petra Kolínská, Ing. Tomáš Mikeska, Tomáš Novotný, Jiří Obitko, PaedDr. Ivo Vašíček, Ing. Michal Štěpán and Ing. Michal Zděnek, M.A.

During 2021, the Supervisory Board underwent a personnel change on 21 June 2021, when the Council of the City of Prague made a change to the Supervisory Board at the General Assembly by removing Ivo Vašíček and Ing. Michal Štěpán from their respective position. It then elected new members of the Supervisory Board, namely Ing. Jan Lička and Mgr. Jakub Jiran.

### Audit Committee

The Audit Committee acted in 2021 in the following composition: the Chair of the Audit Committee Mgr. Marta Gellová, Chairwoman of the Audit Committee, Ing. Zdena Javornická and Member of the Audit Committee Ing. Ladislav Langr.

## Staffing of the company's top management in 2021



### Director General

In 2021 the position was held by Ing. Petr Witowski.

### Transport Director

In 2021 the position was held by Ing. Ladislav Urbánek.

### Technical Director - Metro

In 2021 the position was held by Ing. Marek Kopřiva.

### HR Director

In 2021 the position was held by PhDr. Jiří Špička.

### Chief Economic Officer

In 2021 the position of Chief Economic Officer was held by Mgr. Matej Augustín.

### Technical Director - Surface

In 2021 the position was held by Ing. Jan Šurovský, Ph.D.

### Security Director

In 2021 the position was held by Mgr. Bohdan Frajt.

Managing Director	Ing. Petr Witowski	01.01.2021 - 31.12.2021
Financial Director	Mgr. Matej Augustín	01.01.2021 - 31.12.2021
Transport Director	Ing. Ladislav Urbánek	01.01.2021 - 31.12.2021
Technical Director - Surface	Ing. Jan Šurovský, Ph.D.	01.01.2021 - 31.12.2021
Technical Director - Metro	Ing. Marek Kopřiva	01.01.2021 - 31.12.2021
Security Director	Mgr. Bohdan Frajt	01.01.2021 - 31.12.2021
Human Resources Director	PhDr. Jiří Špička	01.01.2021 - 31.12.2021





# Report on Business Activities



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

The transit company provides transport services to Prague and suburban areas in the PID system. The transport services in Prague are ensured through a long-term public services provision contract represented by ROPID. The total transport performance of urban and suburban lines included in the PID system operated by DPP, including special line transport for persons with reduced mobility, reached 171,759,000 converted vehicle kilometres last year. The volume of transport performance expressed in local kilometres is 21,659,732,000. The transport performance in vehicle kilometres increased by 0.54% compared to 2020, while the volume of local kilometres increased by 0.32%.

In the overall result, DPP made a profit of CZK 42,589,000. The comparison of total PID revenues in 2021 compared to 2020 reflects, together with the increase in fares from 1 August 2021, as well as various time restrictions and other measures against the covid-19 pandemic. Revenues within the entire PID system for the past year 2021 (excluding fare surcharges) increased by 2.3% (+ CZK 80 million) compared to 2020. Revenues of DPP in connection with the long-term contract of the City of Prague amounted to CZK 2,603,225,000, which represents a share of 81.3% of the total fare revenues within the entire PID system. As at 31 December 2021, there were 10,996 employees on the register, of which 9,390 were male and 1,606 were female. The average monthly salary of employees for 2021 was CZK 45,462. The largest group in terms of numbers were drivers, with almost 4,300.

In 2021, 3 metro lines were in operation, the number of stations was 61 and the length of metro lines totalled 65.4 km. At the end of 2021, a total of 26 daytime and 9 nighttime lines, with a total length of 563.9 km, operated on the 143 km tramway network. At the end of 2021, DPP operated a total of 99 daily urban lines, 13 suburban lines, 16 school lines, 14 night urban lines and 1 line for people with reduced mobility on a communication network of 845.55 km. The total length of all 143 lines was 1,819.4 km. At the end of 2021, the trolleybus network of 1.4 kilometres was operated by a total of 1 daytime line, whose total length was 4.9 km. The operating fleet at the end of 2021 consisted of a total of 730 metro vehicles, 783 tram cars, 1,203 buses and one trolleybus.

In 2021, the preparation and implementation of investment projects within the metro network continued. These included comprehensive reconstruction of metro stations, as well as significant reconstruction of technological infrastructure and investments in the rolling stock. In 2021, the preparatory phase for the construction of the Metro line D continued. In December 2021, a supplementary geological survey of section I.D1a (Pankrác - Olbrachtova) was completed. In the area of tram lines, a new turning point was built in Zahradní Město. In the area of reconstruction of tram lines, the second stage of the reconstruction of the Pankrác tram line in Vladimírova, Táborská and Na Pankráci streets or the reconstruction of the Edvard Beneš Embankment in the section between the Čech Bridge and the Štefánikův Bridge was underway.


Apart from the new lines, a major milestone in 2021 is the construction of a new tram depot in Hloubětín. As part of the reconstruction, DPP continued to build barrier-free stops, with more than 82% of them at the end of the year. With a view to improving the environment in the city, we continued the dynamic charging project, as well as the long-term trial operation of electric buses and trolleybuses. In accordance with the approved concept for the development of electromobility, charging infrastructure was built at the Vršovice garage, the Strašnická and Želivského bus turnarounds. In the area of public transport preference, cooperation with the city authorities, the Police of the Czech Republic and other organisations continued in 2021. Thus, new sections with thresholds separating trams from individual traffic, additional traffic lights with a preference for trams and buses, and several kilometres of dedicated bus lanes were added.

Aware of its decisive position, the objectives of the city management in the field of public transport and the increasingly demanding requirements of the travelling public, the Transit Company is constantly directing its activities towards further increasing the scope and quality of the services provided. Increasing the level of the service provided is facilitated by the quality standards established by the Transit Company, which are in accordance with the requirements and recommendations of the EN 13816 standard. Within the framework of the Service Quality Programme, the Transit Company monitors, analyses and helps to improve the level of fulfilment of individual quality standards by means of the measures taken. The trends of individual quality standards demonstrate the high level of the provided service - passenger transport, and fulfil the long-term objective of the company - improving the level of provided public transport services and thus increasing passenger satisfaction. In the long term, and in full compliance with the city's fundamental development documents, one of our top priorities is the expansion of the city's rail transport network. The related increase in the proportion of segregated public transport routes guarantees an increase in its regularity, speed and safety. Another major benefit is the reduction of the environmental burden on the city resulting from the increased use of electric traction. In the context of the announcement of the Climate Commitment of the City of Prague, the city's public transport system is also more efficient. Prague's Climate Commitment, by which the capital city declares its approach to meeting international targets for reducing CO2 emissions, and also with regard to the forthcoming legislation in the area of bus fleet renewal, great emphasis is placed on the preparation of wider use of alternative fuels in bus transport. On the basis of these requirements,

DPP prepared a Concept for the use of alternative fuels in the conditions of DPP bus transport, which comprehensively and systematically summarises all existing knowledge and presents scenarios of possible developments in the field of bus fleet renewal, including financial implications, for the coming decade. The concept was also positively discussed and approved by the Capital City Council in 2021, approved by the Prague City Council the same year.

Transport

# Transport



Transport

01



# Transport



## QUALITY OF SERVICES

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

### Quality management at DPP is provided by the transport division.

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

### The quality of services programme guarantees the regular assessment of quality standards:

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

## Fulfilment of quality standards in 2021

Quality standard	Level of difficulty	Performance
Accuracy of operation	85% of connections are made exactly or within the allowed deviation	93,48
Information in metro stations	90% of stations have all information current, legible, visibly located and official	99,03
Information in metro cars	95% of cars are equipped with the prescribed information	98,56
Information at surface transport stops	90% of stops have all information current, legible, visibly located and official	99,28
Information on and in surface transport vehicles	95% of vehicles are equipped with the prescribed information	99,40
Acceptance of passengers	90% of passengers are satisfied with the actions of the employee	98,41
Uniform	95% of employees wear uniforms and meet the requirements for neatness	97,88
Functionality of surface ticket machines	90% of machines are functional and visually acceptable	97,19
Availability of barrier-free devices in the metro	90% of devices are available and have a proper appearance	98,79
Fulfilment of the timetables	99,80% fulfilment of planned volumes	99,93
Availability of transport in the metro	95% of stations are accessible during operation	99,68
Vehicle cleanliness and appearance	85% of vehicles are found to be clean and maintained	95,11
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%)	83,86
Impact of bus operation on the environment	Share of buses under 12 years	97,03
Communication via the web and social networks	Frequency of communicated information	Fulfilled

The quality management systems were audited in 2021 by a multinational certification company for compliance with the requirements of the QMS critical standards.

### Overview of separate QMS certificates in 2021

Division	Certified processes	Audit type	Standard	Certification organisation
DPP	Operation of regular and irregular mass public transport by metro, trams, trolleybuses, buses and funicular, and construction and maintenance of the necessary infrastructure for operation. Operation of historical vehicles and the Public Transport Museum. Operation of a driving school in the range of vehicle groups B, C, D and a training centre in the range of C, D operation.	certification and supervisory	ISO 9001	LR
DPP	Operation of regular and irregular mass public transport by metro, trams, trolleybuses, buses and funicular, and construction and maintenance of the necessary infrastructure for operation.	supervisory	EN 13816	
STK centre	Operation of STK (technical inspection station).	supervisory	ISO 9001	
Tram repair shop	Repairs and modernisation of electrical machines and devices of traction vehicles, bogies and car bodies of trams, gearboxes and parts for rail vehicles.	supervisory	ISO 9001	

The certification authority (LR) found no significant deficiencies and confirmed compliance with the requirements of the standards. The auditors evaluated the professional competence of DPP employees and the friendly approach to passengers as a strong points of the audited quality management systems.

DPP obtained ISO 9001 QMS certification for all the company's main processes. The certificates also include compliance with the requirements of EN 13816 (Service Quality Programme - Quality Standards).

To increase the level of service provided in Prague and its surroundings, DPP cooperated in the evaluation of PID quality standards. DPP has always been assessed by ROPID as a „high-quality carrier“, which is the highest possible positive rank.

### TRANSPORT NETWORK DEVELOPMENT

#### Metro

In 2021, three lines were in operation - A, B and C. The number of stations is 61 and the length of the metro lines totalled 65.4 km. There were no changes to the metro network in 2021, and metro operations were limited until the end of June due to the covid-19 pandemic.

#### Trams

As at 31 December 2021, 26 daytime and 9 nighttime lines, with a total length of 563.9 km, operated

on the 143.0 km tramway network.

The historic tram line ran in the tourist season from 16 May to 17 November 2021, on Saturdays, Sundays and public holidays (line 41 until 30 June and line 43 from 1 July), alongside the commercial line 42 which also ran on selected working days. In 2021, there was a long-term closure on Průběžná Street and Švehlova Street, in Táborská Street, on the E. Beneš Embankment, as well as a closure between Výtoň and Podolská vodárna, which affected the line operation. From 5 June 2021, the tram line to the Pankrác metro station is in regular operation. In this context, line 19 on the route Pankrác - Lehovec was introduced and the routes of lines 5, 13, 16 and 24 were changed.

#### Buses

By the end of 2021, DPP operated 99 daily urban lines, 13 suburban lines, 16 school lines, 14 night urban lines and 1 line for persons with reduced mobility in the PID system on a road network of 845.55 km. The total length of all 143 lines was 1819.4 km.

From March 2020 to the end of August 2021, bus services were limited due to the covid-19 pandemic, with the AE line temporarily suspended from 17 March 2020 to 30 June 2021, the line operation was restored on 1 July 2021 to limited operation.

On 4 January 2021, line 159 was established on the route Letňany - Vinoř and line 916 on the route Palmovka - Vinořský hřbitov, at the same time, lines 103 and 914 were handed over to a different carrier. In connection with the opening of the new tram line to the Pankrác metro station, from 5 June 2021 most of the connections of line 193 were shortened to the route Pražského povstání - Šeberák, from 6 November 2021 line 235 was established on the route Nemocnice Bohnice - Podhoří, from 2 December 2021 line 101 was extended to the route Viktoria Žižkov - Skalka - Zentiva.

#### Trolleybuses

As at 31 December 2021, the trolleybus line network with a length of 1.4 kilometres was operated by 1 daily line with a total length of 4.9 kilometres. Diesel engines were used for the part of the route outside the trolley line. The operation of line 58 was significantly affected by a closure in Prosecká Street.

### TRANSPORT PERFORMANCE

The total transport performance of urban and suburban lines included in the Prague Integrated Transport system operated by DPP, including special regular transport for persons with reduced mobility and orientation, reached 171 759 thousand calculated vehicle kilometres (kms). The volume of transport performance expressed in local kilometres (mkm) amounts to 21 659 732 thousand mkm (see table).

Vehicle-km traffic performance increased by 0.54% compared to 2020, while local kilometres increased by 0.32%.



## SERVICES FOR PEOPLE WITH DISABILITIES

### Metro

By the end of 2021, 46 of the 61 metro stations were accessible by public passenger lifts, inclined stair platforms or direct wheelchair access. These include 10 stations on line A (Hospital Motol, Petřiny, Nádraží Veleslavín, Bořislavka, Dejvická, Můstek, Muzeum, Strašnická, Skalka, Hostivař Depot), 18 stations on line B (Z liičn, Stodůlky, Luka, Lužiny, Hůrka, Nové Butovice, Smíchovské nádraží, Anděl, Karlovo náměstí, 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, Rotzly, Cohdov, Opatov and Háje).

### Trams

In the tram network, guaranteed low-floor connections are provided on all daily lines (except for the nostalgic line 23, which was not in service for the whole of 2021). The deployment of low-floor trams in full service in 2021 was comparable to 2020. However, 2021 was a specific year as DPP operated trams on a quasi-summer-timetable basis for most of the year. In December, when the full operation was restored, 220 low-floor trams were dispatched, about 51% of the total number of trams dispatched.

### Buses and trolleybuses

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

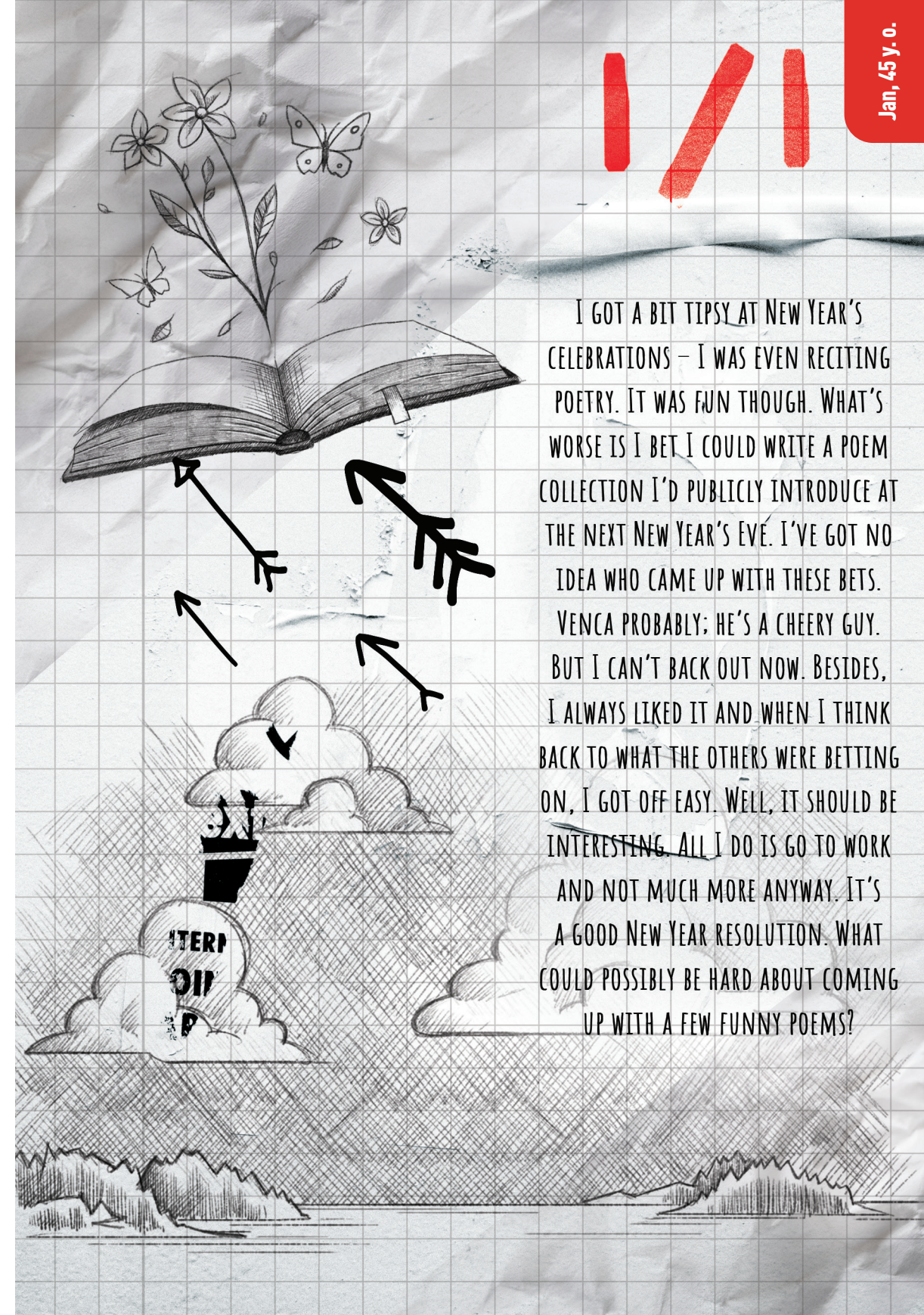
### PRIORITY FOR PUBLIC TRANSPORT

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

In tram operation, a total of 644 m of raised kerbs were implemented in Táborská Street and on the Edvard Beneš Embankment. At the end of the year, there were a total of 14.1 km of these fittings on the tram network.

During 2021, 4 traffic lights were equipped with tram preference. The number of SSZs with tram preference reached 223 at the end of 2021, out of a total of 249.

In bus operations, the extent of dedicated bus lanes was increased by more than 5 km, for example in Lhotecká, Prosecká, Na Padesátém and Průběžná streets, with their length reaching a total of 62 km by the end of 2021. Furthermore, 15 signals were equipped for preference, bringing the total number to 249.





## TIMETABLES

To ensure the operation of DPP lines, a total of 10,940 records were processed in the Timetables Database during 2021. The number is affected by traffic modifications related to epidemiological measures, permanent changes in the line network and closures.

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

## TRANSPORT CONTROL

The year 2021 was marked by a society-wide pandemic, covid-19, which significantly affected the activities of both the DPP and the Transport Control Division... Various anti-epidemic measures made it difficult for ticket inspectors to do their job and some activities had to be changed or cancelled, yet the basic mission of the Division - comprehensive transport and fare control in the PID network - was secured. There was also a significant stabilisation of the division in terms of personnel.

Improvements were made in the area of electronic work performance recording (EWPR). This system is in operation on trams as well as in the metro and will soon be extended to ticket inspection on buses.

Passengers now have the option to pay fare surcharges via the DPP e-shop. In addition, such surcharges will also be possible to pay via the Pražan portal which should allow the metropolis citizens to communicate with Prague City Council, district authorities as well as municipal organisations. The system should be fully operational in 2022.

In 2021, the cooperation with the Metropolitan Police of the City of Prague and the Police of the Czech Republic carried on. This cooperation yields very good results in the long term. The police assist the inspectors not only when it is necessary to ensure that passengers behave in a disciplined manner, but also in exceptional cases when passengers behave so unruly that they need to be excluded from transport so as not to be a nuisance to others.

The transport receivables continued to be carried out in collaboration with four law firms. DPP has been working with these law firms on the basis of a Commissioning Agreement since 2017 and this cooperation can be assessed especially positively from an economic standpoint. The number of claims that either were not taken up in the recovery process or for which the process ended unsuccessfully, was reduced.

Number of fines imposed	Net income from fines in CZK million
219 607	151.8
An increase by 7.3 % compared to 2020	An increase by 12.6 % compared to 2020

3,3

I've got squat...



## TRANSIT AND TRANSPORT SURVEYS

In 2021, depending on the current restrictions imposed due to the spread of the covid-19 pandemic, physical operational transport surveys were conducted in the metro, in surface PID vehicles and on selected profiles of the tram and bus PID network from which we select:

- profile surveys in selected metro stations;
- surveys of the utilisation of replacement bus services during PID closures in the area of Zahradní Město, Hlavní nádraží and Náměstí Bratří Synků;
- monitoring the degree of impact on regular surface transport lines by closure activities, e.g. during the closure of the Podolí embankment (at Kublov, Albertov stops);
- X21 replacement ferry load surveys;
- surveys related to the preparation of lockout activities, e.g. the Kapitán Jaroš embankment, Podolská vodárna, Dubeč School;
- profile surveys of regular PID lines at selected stops (e.g. the newly introduced line 19 at the Pankrác stop).

Thanks to the further installation of automatic passenger counters (APCs) in DPP vehicles, continuously acquired data on the number of passengers was used for planning transport within Prague last year:

- from all 78 metro vestibules
- from 75 type 15T trams
- from almost 550 buses
- from Petřín LD (funicular line)

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

Detailed analysis of passenger ridership data imported from the APC systems of the entire metro network, selected trams and buses was performed on a daily basis.

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

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

Depending on the currently imposed covid-19, physical verification surveys of APC system accuracy in the metro, trams and buses were carried out.

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

**In 2021, according to the data from APC systems, a total of 648 346 thousand passengers were transported by DPP vehicles, of which:**

237 946 thousand passengers on the metro,  
226 645 thousand passengers on trams and the Petřín funicular,  
180 080 thousand passengers on urban bus lines incl. ZLD and AE,  
0,3 thousand by trolleybus,  
and 3 675 thousand passengers on suburban lines, including the outer belts.

The total number of passengers carried that year, marked by the covid-19 pandemic, fell by 9.21% year-on-year.

## ACCIDENT RATES

The traffic accident rates increased by 1.63% in 2021; the year-on-year increase was 47 accidents (2938/2891).

The number of accidents decreased by 8 (11/19) in the metro, the number of accidents rose by 21 (1145/1124) in tram operation, the number of accidents increased by 34 (1782/1748) in bus operation, and there were no accidents in trolleybus operation (0/0).

The number of accidents caused by DPP employees increased by 3.10% year-on-year; the increase amounted to 38 accidents (1262/1224); of these, there was a decrease of 3 accidents in metro operations (0/3), an increase of 11 accidents in tram operations (179/168), an increase of 30 accidents in bus operations (1083/1053), and no change in trolleybus operations (0/0).

In 2021, 5 persons were killed in accidents involving DPP vehicles, which was the same as in 2020 (3/4 in metro operation, 0/0 in tram operation, 2/1 in bus operation, 0/0 in trolleybus operation).

## INFORMATION FOR PASSENGERS

The year 2021 was still substantially affected by the ongoing covid-19 pandemic, which also affected public transport and passenger information. An important part of the services offered to passengers by DPP that year was not only information about the current scope of operations, line routing, timetables, fares, but also reminders of the set anti-epidemic measures based on the Czech government regulation. Passengers could encounter operational and other information in printed, electronic and audio form, e.g. in metro stations, at surface transport stops and directly in the cars.

Among the most important information events of 2021 were, for example, the reconstruction of the tram line in Vladimírova, Tábořská and Na Pankráci streets (from the end of March to the beginning of June), connected with the construction of a new section of the line and, after completion, with permanent changes in the line routing (including the introduction of a new tram line 19) from 5. June, closures in the area of Zahradní Město related to the work on the new railway bridge over Průběžná Street, including the construction of a new train stop, but also related to the new Zahradní Město tram loop, which played a significant role in further permanent changes to the line from 15 September, or the change of tariff and transport terms and conditions from 1 August. We should also note the

closures that significantly affected the line in the central part of the city (e.g. the closure in the Vyšehrad tunnel, i.e. in the section Výtoň - Podolská vodárna, the closure due to the reconstruction of the bridge over Divadelní Street in the section Lazarská - Újezd or the closure in Seifertova Street near the Main Station), or the closures of metro sections due to necessary repairs of the line.

Other permanent changes include, for example, the introduction of the new bus line 235 on the route Nemocnice Bohnice - Krakov - Zoologická zahrada - Podhoří or a change in the route of bus line 101, which had been in operation since December on the route Zentiva - Skalka - Slovinská - Jiřího z Poděbrad - Viktoria Žižkov.

In addition to these and other planned and exceptional events with an impact on the line, permanent and temporary changes (e.g. further closures in tram and underground operations, as well as more substantial closures in bus operations or, for example, adjustments to operations during the Christmas holidays), in addition to the text boards at the affected surface transport stops, boards with a situational plan of the area were prepared for 43 major events. Leaflets in several different types were made for a total of 24 events (the number of leaflets per event varies according to the severity and impact on the line). Large information boards, directly managed by DPP, placed in the areas affected by the change, were also used for the 21 events to inform about major changes in PID operations.

At major transport hubs and locations affected by the changes, informants were again deployed at 16 major events to provide passengers (in both Czech and English) with details of the change on the spot, when the set anti-epidemic measures allowed.

In the course of the year, 146 reports were prepared for the DPP website and for possible further use in the press on the topic of temporary or permanent changes in the PID operation, as well as on the aforementioned changes caused by measures against the spread of coronavirus, and 164 announcements were made to metro stations, of which 88 were in Czech and 76 in a foreign language (mostly English) version.

A significant part of the information for passengers was also the area of measures related to the covid-19 pandemic, whether it was adjustments to the scope of services or, for example, reminders of the current anti-epidemic measures as announced by the Government of the Czech Republic that applied to public transport.

To update and maintain information at surface transport stops, 2,874 exits were made to all tram stops and bus stops equipped with stop signs owned by DPP in 2021, both in Prague and in the adjacent region served by PID lines (placement and removal of portable stop markers during temporary transport measures, modifications and changes to stop information elements, replacement of individual stop timetables - that year in the total number of 135,945 units, which represents an increase compared to the prior year by 1,100 units, as well as distribution, installation and after the event again removal of the information boards, changes and minor maintenance of signboard accessories of stop markers, etc.). It is also worth noting that the number of smaller events requiring the rehangings of stop timetables increased significantly. Taking into account the total number of timetable change notices, this increased by approximately 30% year-on-year (348 notices in 2020 and 448 notices in 2021).

For all implemented transport measures, closures and regular conditions, 6,21235 passenger

information system elements were produced for 2021 for bus stop posts with the current status of information for a given bus stop. In 2021, of all measures, DPP's share of surface transport stop information accounted for 80 per cent.

The statistical decrease in the share compared to 2020 is mainly due to actions related to permanent changes within the Central Bohemian Region, mainly concerning other carriers (usually suburban lines of the 300 and 400 number series with overlap into the territory of Prague).

In an updated form, especially related to the permanent changes to the line, some other information materials for passengers were also published, such as: maps of Prague with the PID network (in a version for display cases in metro stations and selected shelters at surface transport stops), a diagram of the metro and tram line routing to tram cars, a promotional map calendar for 2022 (part of the print batch also for sale in Info centres and Fanshop) or, due to the change in the tariff and contractual transport conditions, also materials on the tariff and fares, ticket inspection and extracts from the contractual transport conditions (for metro and surface transport cars as well as for information displays at metro stops and stations).

#### **TRANSPORT INFORMATION CENTRES AND DPP FANSHOP**

In 2021, the branches of the Transport Information Centres (TICs) offered a standard range of services to DPP clients: comprehensive information and advice on PID operations and tariffs in Czech and foreign languages, sale of single tickets and long-term coupons, reception of public suggestions, distribution of transport and tourist information materials and sale of souvenirs with the theme of transport and Prague. TIC employees also arranged Fanshop stands at marketing events and fairs.

In line with current trends of strengthening the role of the online world, a pilot operation of providing transport and fare information through direct communication with clients on Facebook was launched in 2021. During the trial run, TIC staff handled nearly 1,000 client inquiries. Given the interest in this service, it will be significantly expanded and included in the smart city project database from 2022.

The whole year 2021 was affected by covid-19 restrictions. However, compared to 2020, there was a slight increase in the number of visitors to the branches to 842,041 people. The share of foreign language clients reached 3.5%, representing a 5% year-on-year increase. Due to the frequently changing transport situation and the change in the PID tariff, the demand for up-to-date information and tariff advice from domestic and foreign clients had increased.

Sales in TIC exceeded CZK 380 million incl. VAT, whilst there was an increase in the sale of single tickets and a decrease in interest in the purchase of long-term coupons at the counter despite the increased number of visitors. The two information offices at Hlavní nádraží station remained the busiest branches, followed by the popular branches at Anděl and Hradčanská. Most customers headed to TIC Můstek for a shipment from the Fanshop.

The DPP Fanshop saw a further increase in customer interest in 2021, with more than 140,000 store visitors. Sales of fan merchandise, publications and souvenirs increased by 49% year-on-year to a total of 12,115 items. Compared to 2020, sales of tickets and tickets for DPP events recovered, with a total of 1,950 sold. Sales for 2021 exceeded CZK 2.2 million incl. VAT.



# Technology



Technology

Technology

02

# Technology



In 2021, despite a period heavily impacted by covid-19, a number of operational and investment actions took place.

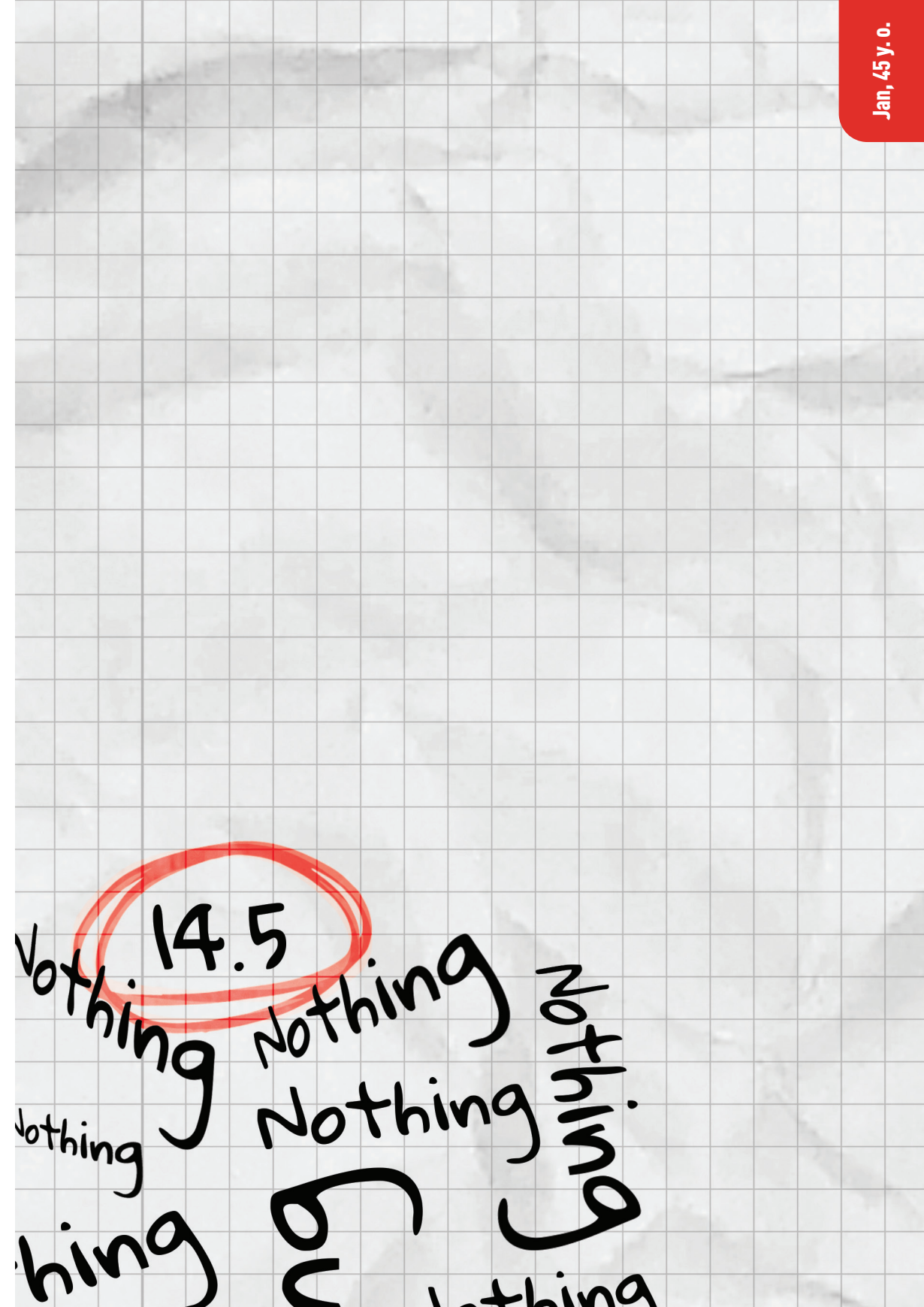
The construction of a cascade of lifts to the Karlovo náměstí station was completed and this station became the 46th fully barrier-free station of the Prague metro. The completed reconstruction of the Na Knížecí vestibule in the Anděl metro station can also be seen as very beneficial and successful. Apart from the already standard replacement of escalators and removal of leaks into the station, the vestibule received new ceilings and more energy-efficient LED lighting. In addition, the removal of underused and unsightly commercial amenities opened up a generous space that will subsequently be used as a gallery for the Prague Metro.

In September, a comprehensive modernisation of the Jiřího z Poděbrad station was launched, where a new barrier-free access to the station will be built and technology will be modernised as part of one project, all of that in addition to the necessary structural renovation of public areas and replacement of escalators. On top of that, this project is coordinated with P3 and the HMP's project for the renovation of the Jiřího z Poděbrad Square on the surface. Following the successful selection of the contractor, preparatory work for the extensive reconstruction of the ceiling slab in the Florenc station also started at the end of the year. The implementation will continue until 2025, during which time more than 20 weekend closures will take place on line C. In 2021, intensive cooperation also continued on the preparation of metro line I.D construction.

On the surface, an investment action took place in the area of the new construction of the Zahradní město loop. In the area of reconstruction of tram lines, the second stage of the reconstruction of the Pankrác tram line in Vladimírova, Táborská and Na Pankráci Streets or the reconstruction of the Edvard Beneš Embankment in the section between the Čecůhv Bridge and the Šteáfnikův Bridge was underway. As part of the reconstructions, the DPP continued to build barrier-free stops, reaching more than 82% at the end of the year.

As for the metro fleet, the number of operational vehicles was unchanged in 2021, as in previous years, and the average age of vehicles had thus been increasing in a straight line by one year for several years. For buses, the average age of the fleet remained around 6 years and for trams the average age of the fleet is slightly decreasing.

Regarding the announcement of the 2019 Prague Climate Commitment and the approval of the 2021 Prague Climate Plan, great emphasis is being placed on electromobility and the preparation of wider use of alternative fuels in bus transport. As part of the development projects for electrification of bus lines, the electrification of bus line 140 (future trolleybus line 58) was prepared for implementation in 2021 and will be implemented in 2022.





29/9

I THOUGHT EVERYBODY FORGOT ABOUT IT BUT I RAN INTO VENCA TODAY AND HE SAID IT'S STILL ON. DAMN. THAT WAS JUST A GREAT IDEA. BUT I'D HATE TO LOSE AND I'VE GOT LOAAAAAAAAAAAAAAAAAAAAAADS OF TIME...



26.12.

I've got it  
I'll name it

"FAILED  
ATTEMPTS!"

30.11.

~~I'VE GOT A LOT ON MY PLATE  
AT WORK. IT'S HARD  
TO THINK OF SOMETHING...~~



The procurement of up to 15 battery-powered articulated trolleybuses is planned as part of the effort to replace the existing diesel buses deployed on this line.

## FLEET

### Metro

As at 31 December 2021, the metro's operating fleet consisted of 730 vehicles in total, of which:

- **reconstructed vehicles type 81-71M** ..... 465 pcs
- **M1 vehicles** ..... 265 pcs

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

The overall management percentage for 2021 was 12.36%. The average age of the operating cars was 16.35 years.

### Trams

The operating fleet of trams consisted of a total of 783 vehicles as at 31 December 2021, of which:

- **modernised low-floor KT8D5.RN2P** ..... 53 pcs
- **T6A5 cars** ..... 2 pcs (no longer in regular service)
- **low-floor trams 14T** ..... 55 pcs
- **low-floor trams 15T** ..... 250 pcs
- **T3R.P cars** ..... 347 pcs
- **semi low-floor T3R.PLF** ..... 35 pcs
- **T3 + T3SU, T3M and T3M2DVC** ..... 41 pcs (used only to a limited extent)

(783 cars do not include historic cars)

In 2021, the modernization of KT8D5 cars (originally from Miskolc) continued. By the end of 2021, cars 9100 and 9103 were placed in regular service. A small upgrade of the 14T cars commenced as part of regular maintenance inspections. By the end of 2021, minor upgrades were carried out on cars 9121, 9122, 9145 and 9149.

The overall maintenance percentage for 2021 was 19.84%. Compared to 2021, there was a slight increase for almost all vehicle types, albeit the longer repair time for 15T cars and especially the covid-19 epidemic had a particularly negative impact on the percentage. The average age of the operating cars (excluding nostalgia cars) was 12.62 years, with the prospect of phasing out older trams and adding modernised KT8N2 cars.



## Buses

As at 31 December 2021, the operating fleet of buses and trolleybuses consisted of a total of 1,203 buses and one trolleybus. There were 504 articulated buses (of which 502 low-floor), 598 standard length buses (of which 596 low-floor), 61 midibuses and 40 midibuses+. During the year, a total of 45 buses were purchased (of which 17 standard, 6 articulated and 22 midibus+). A SOR NS18 articulated bus was leased and operated for trial purposes.

All newly purchased buses were delivered with full-car compressor air-conditioners, increasing the share of buses equipped with full-car air-conditioners to 49.29% of the bus fleet.

During the year, the original card readers on buses built before 2017 were replaced with dual readers that allow the use of new employee cards. Continuous 48-hour loop recording of internal camera footage was initiated on buses built in or after 2017. As at December 31, 2021, 547 buses (of which 396 standard buses and 151 articulated buses) were equipped with continuous recording. Newly delivered buses for the following period will also be equipped with the camera system with recording.

The operation of the leased electric bus SOR EbN 11 was terminated at the end of the year. The remaining high-floor buses (2 category S and 2 category K) are intended for the operation of the „Retro lines“ (lines 180 and 213). A total of 8 buses were decommissioned. 7 standard buses (6 of which were SOR NB12 buses built in 2009 and 1 Citelis bus built in 2007) and 1 SOR NB18 articulated bus built in 2009, which was converted into a driving school vehicle.

The acquired Škoda 24Tr trolleybus, used for training of drivers and workshop staff, was operated on the test line with line number 58 on a very limited basis. In accordance with the approved concept for the electromobility development, charging infrastructure was built in the Vršovice garage as well as the Strašnická and Želivského bus turnarounds. At the end of the year, the manufacturer carried out tests in DPP to verify the functionality of the built charging infrastructure of the Škoda E'City 36BB electric bus.

The overall management percentage for 2021 was 9.12% and the average age of operating buses was 6.06 years as at December 31, 2021..

## Intra-company transport

Intra-company transport provided all services related to the operation of vehicles, machinery and mechanisation for an internal customer. In 2021, the implementation of new vehicle management software began, which together with location tracking modules will easier facilitate fleet tracking and management.

As part of the planned replacement of vehicles in the existing DPP fleet, 7 dispatcher standby vehicles, so-called mobile offices, an emergency rescue crane for handling trams and 1 vehicle in the version of universal body carrier (spreader and sprinkler) were purchased in 2021. The PV3S vehicles were replaced by 4 new Unimog box trucks (2 double-track vehicles with tram track capability), 3 vehicles for towing non-moving buses, 1 hydraulic arm lorry and 1 delivery vehicle for overhead construction.

The average age of in-company transport vehicles was 7.5 years as of 31 December 2021.

## Electromobility

Related to the announcement of the 2019 Prague Climate Commitment and the approval of the Prague Climate Plan in 2021, which declares the capital city's approach to meeting international targets to reduce CO2 emissions, as well as with regard to related legislation in the area of bus fleet renewal, great emphasis is placed on preparing for the wider use of alternative fuels in bus transport. As per these requirements, DPP had prepared the Concept of Alternative Fuel Use in the Bus Transport, which comprehensively and systematically summarises all the existing knowledge and presents scenarios of possible developments in the field of bus fleet renewal, including financial implications, for the coming decade. The concept was also positively discussed and approved by the Capital City Council in 2021.

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

As part of the electrification development projects of bus lines, the electrification of bus line 140 (future trolleybus line 58) was prepared for the implementation in 2021 and will be implemented in 2022. The purchase of up to 15 battery-powered articulated trolleybuses is planned to replace the existing diesel buses deployed on this line.

Furthermore, the preparation of the electrification of line 119 (Nádraží Veveř - Airport), which will also be electrified through the so-called dynamic charging method, continued. It is planned to install charging overhead wires on approximately half of the line's route. In order to ensure the operation of line 119 (future trolleybus line 59), 20 three-cell large-capacity battery trolleybuses with a length of up to 25 m will be purchased, which will also increase the long-term required transport capacity on the line. The project is expected to receive a final joint permit in early 2022, with the implementation expected in 2023.

In 2021, the charging infrastructure at the Želivského and Strašnická bus turnarounds was implemented as part of the project to acquire 14 standard electric buses using the principle of bipolar stationary charging. The first Škoda E'City electric bus arrived before the end of 2021 and the remaining 13 vehicles are expected to be put into service within the first weeks of 2022.

The project preparation approved in 2021 by the Prague City Council for electrification of bus lines 131 (51), 137 (52), 176 (53) and 191 (56), serving mainly the left-bank part of the city, the implementation of overhead lines for dynamic charging via battery trolleybuses is planned. The project builds on the infrastructure already under construction on line 119 (59).

The Prague City Council approved another project to deploy battery trolleybuses on line 201 (Nádraží Holešovice - Černý Most) in 2021. Preparation for this project will commence once the design company has been selected.

Touching upon the continuous renewal of the bus fleet beyond the year 2024 and taking into

account the procedural complexity of the preparation of charging infrastructure plans, further potential plans in the field of electric bus transport were formulated in 2021. Among other things, a number of charging facilities should be built at selected bus turnarounds throughout Prague so that up to 100 double-pole electric buses could be gradually acquired by 2025. In 2022, we can also expect the approval of the design preparation of other bus line electrification projects, usually in connection with existing or upcoming projects.

DPP also continues to actively test new technologies in the field of electromobility in bus transport. Together with external partners, the possibility of four-pole charging of electric buses was studied in 2021. Whether this project will be taken forward will depend on the decision of the Prague City Council. Preparations for the test run of a hydrogen bus, which can be expected to be launched in 2022 or 2023, also continued.

As part of the strategy to meet the emission and energy targets in the renewal of the bus fleet, in addition to the above-mentioned battery trolleybuses and electric buses, the acquisition of hybrid diesel-electric buses, which will allow to achieving a reduction in fuel consumption and thus emissions by up to 25%, is also included.

## TRANSPORT INFRASTRUCTURE

### Metro

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

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

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

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

Metro stations, tunnels and operational buildings represent 61 metro stations, 169 km of single track and 108 km of tunnels. Of the above track length, 139 km are line tracks (including connections between lines and connections to depots), 5 km of test tracks, 23 km of tracks in depots and about 2 km is a long siding from the Kačero v depot to the SŽDC line. Of the 108 km of tunnels, 88 are single-track and 20 km are double-track.

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

In 2021, the fleet of independent traction vehicles was expanded by two VP cars and 2 PVD cars including removable technological superstructures were reconstructed.

The transport facilities are represented by a total of 268 escalators, 161 lifts and 5 platforms.

Mechanical and technological equipment is represented by 177 main ventilation fans, 3667 station HVAC fans, 6574 fire dampers and firewall closures, 435 ASDR-T control system devices, 518 fecal and non-fecal pumping stations, 25 heat exchange stations and 16 boiler rooms. All of these facilities feed 2,140 power cabinets.

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

Throughout 2021, the Technical Section - Metro division was involved in various stages of preparation or implementation of large-scale investment projects within their scope.

In May 2021, thanks to the installation of two pairs of lifts, Karlovo náměstí became the 46th fully barrier-free Prague metro station. At the end of September, the completely modernised Na Knížecí vestibule of the Anděl metro station was opened to the public. The vestibule received new ceilings, more energy-efficient LED lighting, wiring and air conditioning, leaks into the station were removed, exits to the street level were reconstructed and the original escalators from the platform level to the vestibule were replaced. At the beginning of September, the reconstruction of the Jiřího z Poděbrad station began with the groundworks in the area of the future barrier-free access. The reconstruction of the station will include not only barrier-free access but also a comprehensive revitalisation of the station. In preparation for the complex reconstruction of the Florenc C station ceiling slab, the permit in accordance with the Building Act was secured and a contractor was selected.

In 2021, the installation of access ramps for the disabled at selected stations was completed. In cooperation with the consortium of mobile operators, the entire metro network was covered with an LTE signal, with the exception of the Jiřího z Poděbrad station, where the coverage will be introduced as part of the station reconstruction.

On line C in the section Kačero v - Háje, the reconstruction of tunnel lighting continued with the use of modern LED luminaires, and in the summer of 2021 the reconstruction of tunnel lighting on

line A in the section Náměstí Míru - Jiřího z Poděbrad began. In the Kačerov depot, the signalling of the siding rail in hall B was gradually repaired. The reconstruction of the DT was carried out at the Budějovická station and the reconstruction of DT in Depot Kačerov started. At the Pankrác station, the construction of a new 22 kV feeder cable from the PRE 110/22 kV Pankrác substation to MDT Pankrác was completed.

In the course of 2021, communication computers were added to the Hostivař Depot station and identification card readers of electronic interlockings of the V.A. line section were added. Also, the track relays were replaced with electronic receivers of track circuits in the Malostranská station. A cross-division replacement process of backup power supplies (UPS) between the Electro-technical, Signalling and Safety departments began.

Taking advantage of the extended weekend closures in the central part of the city, despite the difficult situation associated with the covid-19 disease, allowing for the replacement of the old wooden sleepers with new concrete ones which continued in the 1st and 2nd station track at the I. P. Pavlova station, in the 2nd station of the Vyšehrad station track, and in the sections Muzeum - I. P. Pavlova and Vyšehrad - Pražského Povstání on line C. Within the night transport closures, replacements were also carried out on line A, specifically in the section Můstek- Muzeum, thus a total of 1,713 sleepers were replaced in 2021. Rail grinding was also carried out according to the approved plan, especially on lines A and B. The above-mentioned activities are aimed at reducing noise and vibration from metro operation and also at increasing the comfort of travelling. The fire road at the Hostivař depot was repaired, sleepers in track 10a at the Zličín depot were replaced and the entire ceiling of the Kačerov depot was underlaid.

In May 2021, the installation of a pilot project for predictive maintenance of escalators was completed. A total of 21 selected escalators were fitted with accelerometers and piezo sensors to monitor individual parts of the escalators and subsequently assess their condition and wear rate. Training of the neural network model from the collected recordings and test runs was conducted until the end of December 2021.

Thanks to the ongoing investment project, the modernization of the station HVAC including power supply in the stations Staroměstská, MůstekA, Hlavní Nádraží and Budějovická was completed. Furthermore, the Jinonice and Malostranská stations were under construction. Service sanitary facilities repairs were ongoing. The repair of toilets and showers at the Florenc station was completed in 2021. As part of the repairs of technological equipment, water distribution systems were replaced at Kačerov and Křižíkova stations and the main ventilation system at Hůrka and Strašnická stations was overhauled. Reconstruction of the main ventilation on the second section of the C line and on the first section of the B line was in the stage of project preparations. In 2021, project documentation in the DSP stage for the repair of heating and ventilation at stations Florenc and Luka was also completed.

## Trams

The Tramway Transport Unit provided operation, maintenance, reconstruction and repair of technological units under its management. In 2021, the tram lines modernisation process continued with the aim of increasing ride comfort, reducing journey times, extending service life

by using modern structures and, last but not least, reducing noise pollution.

The year 2021 began at the turn of January and February with the repair of the tram line in Chotkova Street. The repairs included the replacement of the rails in the entire street except for the bend by Jelení Příkop, the repair of the surface and last but not least the repair of the stationary lubrication equipment in the aforementioned bend by Jelení Příkop. The repairs were carried out by DPP.

The repair in Chotkova Street was followed by another major repair in March, specifically in Náměstí Míru and in Francouzská and Jugoslávská Streets. On Náměstí Míru, the aged rails were replaced, including the reverse curves. Only the original arch at the crossing with Rumunská Street x Korunní and part of the section before the Francouzská x Blanická junction remained. During the repairs, the adjacent three-way fork at Tylovo náměstí from Jugoslávská Street was replaced, as well as two double-track forks at the Francouzská x Blanická junction from Náměstí Míru and onto Blanická Street. At the reverse curves on Náměstí Míru, preparations were made at both ends for the future installation of stationary lubrication equipment. The repairs were carried out by DPP.

In March, the construction of a new loop in Zahradní Město on the site of the original car park under the Jižní spojka started. Entrance and exit from the loop are possible in the direction from the Zahradní město bus stop via a double-track fork from Švehlova Street. The construction of the loop is designed with an NT1 grooved rail on wooden sleepers in a gravel bed, the surface is made of compacted gravel. The loop is single-track with a passing track. In order to reduce noise and rail wear, 4 new stationary lubrication devices were installed at the entrance and in the loop. The construction was carried out by an external contractor.

April was marked by the 2nd stage of the reconstruction of the Pankrác tram line in Vladimírova, Táborská and Na Pankráci streets in the continuous section from the Nuselská x Vladimírova junction to the Na Pankráci x Na Veselí junction. The original tram track, consisting of large BKV panels, was replaced by a fixed W-tram track with a cast asphalt cover. As part of the reconstruction, the Palouček, Pražského povstání and Nuselská radnice (in the direction of the city centre) median stops were made barrier-free. The Nuselská radnice stop from the centre (ZC) was not subject to construction. The Pražského povstání stop is newly located in both directions closer to the metro entrance, i.e. directly on náměstí Hrdinů. With the exception of the Nuselská radnice ZC and Kotorská stops in both directions, the stops use precast track concrete, which will reduce the need for long-term surface maintenance in the combined stops. In Na Pankráci Street, between the Pražského povstání stop and the Na Pankráci x Na Veselí junction, the Kotorská median stop was newly built and designed to be barrier-free. Two stationary lubrication devices were installed in the bend at Náměstí hrdinů, which will reduce the wear of the rails in the bend and also the noise level of tram traffic. As part of the reconstruction, the double-track fork at the Nuselská x Vladimírova junction from Táborská and part of the track structure at the entrance to the Pankrác depot were replaced. The reconstruction was carried out by an external contractor in cooperation with Vrchní stavba DPP.

In May, the first stage of the commissioning of the newly built double-track structure at the Bolzanova x Opletalova junction took place, which was coordinated with the plan to build a tram



link between Hlavní nádraží and Muzeum. During the construction, the bends between the Hlavní nádraží stop and the Seifertova x Italská junction were replaced. The subsequent 2nd stage of the tram line in Opletalova Street was put into operation in November, connecting the tram line to the 1st stage and the terminus including the exit and boarding stop Hlavní nádraží was built. The construction was carried out by DPP.

At the turn of May and June, temporary stops were built at Želivského „north“ from the centre in Jana Želivského Street and Náměstí Bratří Synků to the centre in Na Zámecká Street. The Náměstí Bratří Synků stop was built from BKV panels in the form of a bulb. The Želivského „North“ stop was also built of BKV panels and is additionally equipped with protective Cityblocks with railings. Both temporary stops were built by DPP.

In June, an extensive replacement of the track structure on Palacký Square took place. Five double-track forks were replaced, including the central crossing. The replacement was carried out by DPP.

In mid-June, the reconstruction of the tram line in Zahradní Město began in the section between the Průběžná x Na Padesátém junction and the Zahradní Město stop, which was carried out as part of an investment project of the Railway Administration. The original tram track, consisting of large BKV panels, was replaced by a fixed W-tram track with a cast asphalt cover. A new station, Nádraží Zahradní Město, was built at the bridge level of the Railway Administration, consisting of a barrier-free strip stop, whilst the Na Padesátém stop was removed. Stationary lubrication equipment was built in the Průběžná x Na Padesátém and Průběžná x Švehlova bends to reduce noise and rail wear. In the course of the reconstruction, the bend connected to the reconstructed section at the Dubečská stop was replaced as part of the maintenance work; the outer rail strips were also replaced in both directions in the bend at OC Hostivař and in the direction to the centre in front of the Zahradní Město loop. Within this summer closure, TSK also carried out the rehabilitation of the retaining walls and the access ramp at the Nádraží Hostivař loop. The reconstruction of TT in Zahradní Město was carried out by an external contractor, the investor was the Railway Administration.

In July, the reconstruction of the tram line in Bělehradská Street in the section between Tyl Square and Mikovcova Street was carried out as part of the TSK investment project „Prague without Barriers“. The original construction of a gravel bed with a grooved rail on concrete sleepers was replaced by a fixed track with W-tram fixing with a cast asphalt cover. As part of the construction, the I. P. Pavlova stops were modified in both directions. In the direction of Muzeum, DPP built a barrier-free media bus stop, whereas in the direction from Muzeum the bus bulb stop was modified and moved southwards. At the same time, DPP built a rail link in Škrétova Street in the area of the Museum stop, which was used as a terminus during the reconstruction in Bělehradská Street. Simultaneously with the works in Bělehradská Street, barrier-free access to the tram Muzeum stop from the city centre from Václavské náměstí was built as part of the modification of the traffic lights at the Legerova x Vinohradská junction. The reconstruction was carried out by an external contractor, the investor was TSK.

At the same time, TSK carried out repairs to the road bridge on Národní Street over Divadelní Street, which required a complete resurfacing of the bridge deck. Therefore, the track was

completely dismantled within the scope of the bridge repair, which was restored by an external contractor after the bridge repair. As part of the bridge repair, DPP carried out the repair of the tram track in Spálená Street.

In August, the reconstruction of the 3rd and 4th nave in the Strašnice depot began. The original rails on outdated and insufficiently load-bearing supports will be replaced by grooveless 49E1 rails on prefabricated reinforced concrete supports. At the request of the Tram Vehicle Management Unit, an additional KRUG profile will be installed on Track 8 to allow handling of damaged bogies. The construction was carried out by an external contractor.

At the end of August, the reconstruction of the Edvard Beneš Embankment began in the section between the Čech Bridge and the Štefánik Bridge. The original tram track, consisting of large BKV panels, was replaced by a solid track with a W-tram fixing with a cover of cast asphalt. In the section where the tramway runs partially above the embankment retaining wall, a fixed-guideway structure with steel anchored gauges was used due to the elevation of the track from the centre. With the embankment retaining wall exposed, TSK rehabilitated and re-insulated it. As part of the closure, the connecting double-track fork in the track structure at the Letenské Tunnel was replaced. DPP carried out this action.

In October, the first stage of the reconstruction of the tram line on the Bubeneč embankment in the section between the Vltavská stop and the crossing with Argentinská Street took place. The original tram track, consisting of large BKV panels, was replaced by a fixed W-tram track with a cast asphalt cover. This construction was carried out by DPP.

The last major event in 2021 was, together with the 2nd stage in Opletalova Street, the replacement of the double-track fork from Čechův most in the track structure of Čechův most and from the Faculty of Law in the track structure of Náměstí Jan Palacha. As part of the replacement of the fork at the Čechův most, TSK rehabilitated the insulation of the bridge deck and the bridge end within the scope of the construction of DPP. During the above-mentioned replacements, the outer rail strip of the bend at the junction of 17. listopadu Street with Břehová Street in the direction from the centre was replaced.

Apart from the aforementioned actions, several other minor actions were carried out during the year in the form of replacing switch replacements, bends, rail cutouts, welding of bends, grinding of corrugations or overturns and partial repairs of surfaces.

Repairs and reconstruction of tram lines were traditionally accompanied by the modernisation of overhead lines as part of own or induced projects. One of the most extensive ones was the construction of the new railway stop Prague - Zahradní Město, during which the existing bridge was demolished and a new one built. The construction of the modern railway station required the construction of a total of 66 new overhead lines masts in the area. In parallel with this, the construction of the Zahradní Město tram loop was carried out, where a complete overhead line was newly implemented. In addition, 10 masts were replaced in the area of the Nádraží Hostivař loop as part of the barrier-free accessibility of the stops, with the existing masts being moved to new positions and the cable support structure of the overhead line being modified. The ongoing construction of the new tram line Sídliště Barrandov - Holyně was another important project.

Here 47 new masts were erected in autumn 2021. In the continuation of the RTT Vladimírova - Na Pankráci project, the construction of 24 masts was carried out. Overhead line modifications were also carried out as part of reconstructions and modifications to the layout in the depots.

Currently, the most extensive was the ongoing reconstruction of the hall in the Strašnice depot, where the overhead lines in the respective naves of the hall are gradually being replaced. In the Vokovice depot, the overhead line was modified during the construction of a service footbridge. It is also worth mentioning the modification of the overhead line in the Kobylisy depot, where motor-operated pull-out parts of the overhead line were newly installed in proximity to the service footbridges.

As part of the overhead line maintenance, or due to utility failures and traffic accidents, several emergency replacements of individual overhead masts were carried out in 2021, for example in Francouzská, Chotkova, Opletalova, Náměstí Míru and Podolské nábřeží streets. Throughout the year, minor modifications and interventions were carried out on overhead lines. Notably, for example, the installation of new modern diode splitters on the inclined line in Trojská Street. The diode splitters were installed at this location to take advantage of a follow-up investment, namely to reduce the consumption of the Trojská substation by using more recuperated energy.

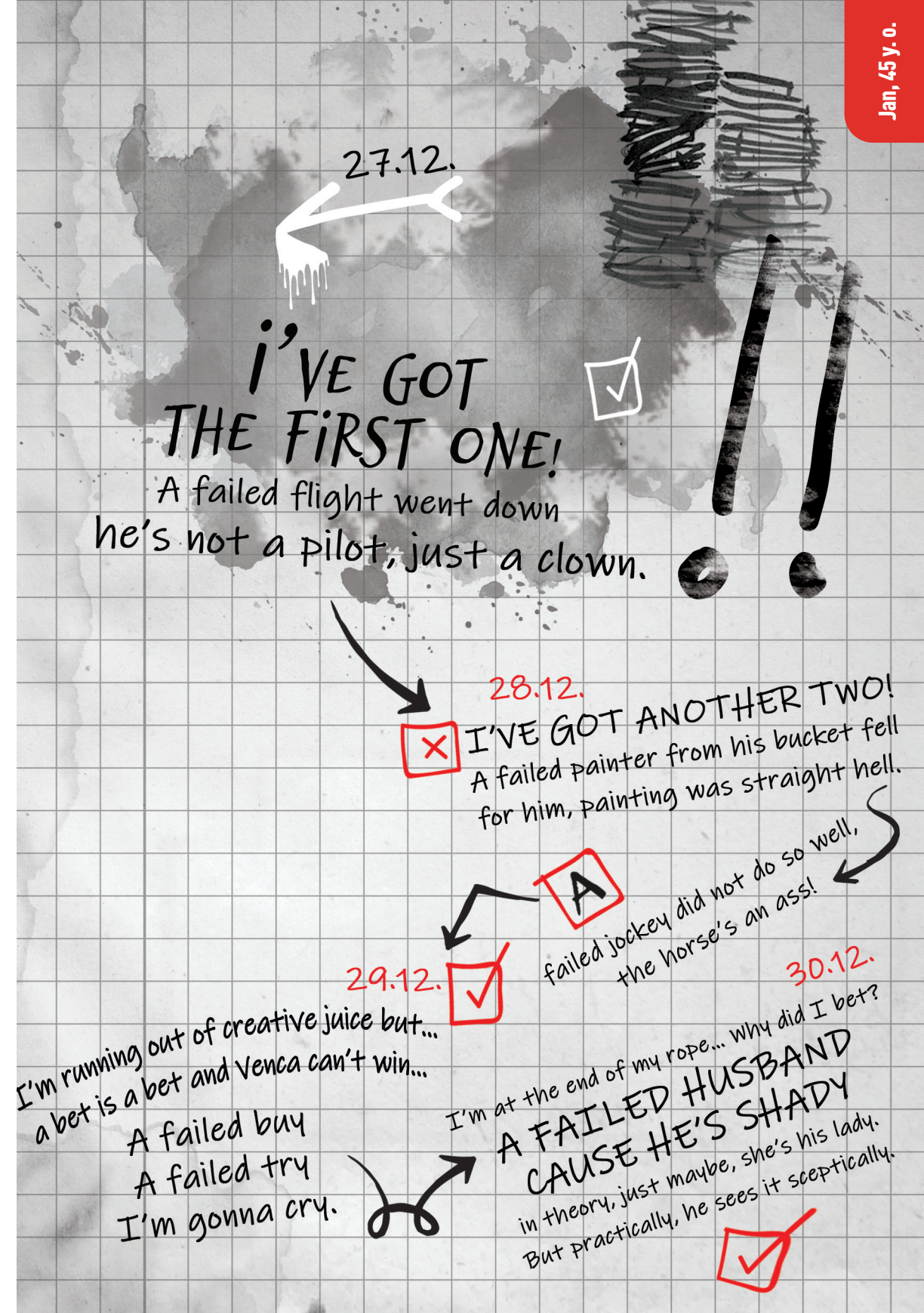
Cable lines are an integral part of overhead lines, which, like overhead lines, undergo construction and upgrades during their life cycle. Partial modifications of the suction cables and replacement of the sheet metal separating boxes with plastic ones were carried out within the Vladimírova RTT, Nábřeží Edvarda Beneše RTT and Bubenské nábřeží RTT projects.

In the continuation of the 1st stage of the TT Barrandov - Slivenec extension, multi-channels for cable routes were laid along the TT. Related to the construction of the Zahradní Město loop and in coordination with the Railway Administration constructing Nádraží Zahradní Město, a cable route with a total length of approx. 600 m was relocated. As part of the 3rd stage, approx. 420 metres of the cable network in Evropská Street was upgraded. In coordination with the reconstruction of the house at 1622 Washingtonova Street, the cable route passing through the basement of this house was upgraded between the substation Střed to Washingtonova Street at a length of approx. 110 m. As for outside investments, partial relocations of cable routes were carried out in Kolbenova, Švehlova and Jana Želivského streets. During the construction of the Hloubětín depot and the construction of the new energy centre, the cable route from the new substation to the area in front of the depot was relocated.

During the reconstruction of tram lines, new electrically operated switches (EOV) were also either reconstructed or built. In total, 3 EOV systems were built.

The traffic lights at junctions were supplemented by tram detection using preferential inputs, 19 of which were installed.

At the beginning of the year, the Strážní bus stop to the centre was renovated as part of the TSK „Prague without barriers” project, where the bus bulb stop was extended and barrier-free access from both sides of the bus stop was added. In the summer, construction works were carried out at the Kubánské náměstí stop to the centre, where a barrier-free crossing point was created at the

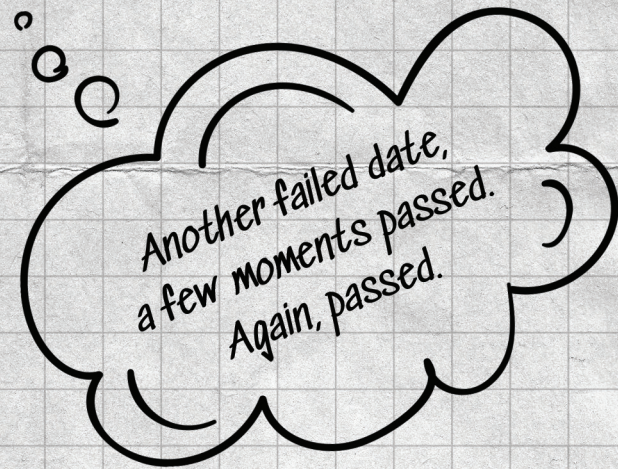




31. 12.

I'm heading to the party. *Have to be careful not to get caught up in something again.*

I've got one more poem, *can't do any more than that...*



*It was great, it was so much fun. Great. I even bet I'd sing something next year. Oy key...*

end of the stop. In the month of October, wheelchair access was completed at the Vychovatelna stop in both directions. A new barrier-free access to the Balabenka DC stop was built and the pedestrian crossing in the middle of the stop was removed as part of the modification of the traffic lights at the Sokolovská x Na Rozcestí junction. Another modification of the traffic lights was carried out on Náměstí Jiřího z Poděbrad and within this action, modifications were made at the Jiřího z Poděbrad ZC stop. Here, an access ramp was created along the entire stop and the stop became barrier-free. Another TSK project was the reconstruction of roads and pavements in Křesomyslova Street. Within the project scope, a bulb was built at the Divadlo Na Fidlovačce DC bus stop by an external contractor. DPP carried out construction works on the median of the Divadlo Na Fidlovačce ZCstop, where the stop was extended and the stop is now barrier-free in both directions.

During the construction works at Karlovo náměstí, the boarding curb at the Karlovo náměstí stop from Ječná was modified. The project was carried out by an external contractor.

In the past year, the Libeňsubstation was reconstructed, where the DCpart of the engineering network, including transformers, was replaced and a forced ventilation system was installed. The self-consumption technology and EPS technology including sensors were also renewed. Along with the replacement of the technology, the necessary building modifications were carried out.

In addition, DC parts of the engineering network, rectifiers, isolation transformer, and self-consumption switchboard including electrical protection of the technology in the Podolí substation were replaced.

Furthermore, the newly built Hloubětín Energy Centre with a substation was built and put into operation. It replaced the existing substation located in the peripheral buildings near the former depot hall.

As part of the development of the electric bus network, the necessary infrastructure was built in the form of charging stations in the Vršovice garage and at the Želivského and Strašnická metro stations. The power supply for the Želivského charging point is routed via a cable route from the tram overhead line (+ pole) and extraction via a return rail line (- pole led to the rail). At the final station Strašnická, the power supply is provided by the extended tram network distribution boxes. Voltage status signalling is implemented at both terminal stations. In addition, 14 parking spaces in the Vršovice garage with a supporting structure for the overhead lines were built for the bus line electrification. Voltage status signalling was also installed. For charging in the hall, socket outlets were installed, which are fed from a local switching station serving the garage. The overhead lines are fed from the retrofitted Michle substation. The cables are routed mainly in the collectors in the hall and under the road via new cable structures. The year 2021 was also marked by preparations for the construction of trolleybus lines. In particular, the pilot trolleybus line No. 140 Palmovka - Letňany - Čakovice, the construction of which was inaugurated on 10 January 2022. Preparatory work was also carried out during the reconstruction of the stops in Tupolevova Street, both in the form of the establishment of protectors and the installation of 15 traction masts.



## INVESTMENTS

### Investment - metro

In 2021, the preparation and implementation of investment projects within the metro network continued systematically. These included comprehensive reconstruction of metro stations, as well as significant reconstruction of technological infrastructure and investments in the rolling stock.

On 29 September 2021, the vestibule of Anděl / Na Knížecí station was inaugurated, and the investment project „Replacement of escalators, revitalisation of the station and construction of barrier-free access at the Jiřího zPoděbrad station“ was launched in September. Design work is also underway for the reconstruction of stations, replacement of escalators and barrier-free access implementation in the Flora and Českomoravská stations. For the implementation of the investment project „Reconstruction of the ceiling slab above the underpass and vestibule of the Florenc C metro station, modernisation of the underpass and vestibule, construction of escalators at the exit to the bus station“, the permitting processes were secured and the contractor was selected. Design work has also started for the repair of the waterproofing of the ceiling slab and walls in the Smíchovskénádraží station. This project is coordinated with the construction of the new Smíchov Terminal, where the investors are MHMP and SŽ. For the project „Modernization of the Zličín depot including the construction of a new four-track hall and metro station“, architectural competition for the design of the new Zličín depot station was underway and design work for the depot modernisation was being carried out in parallel. Furthermore, the selection of a designer for barrier-free access to the Kačerov station began, where the concept of the station entrance will be changed in co-operation with the developer.

Among the most significant reconstructions of the technological infrastructure, are the start of design work for the reconstruction of further sections of the main ventilation of the I.C metro line and preparation for further reconstruction of the main ventilation on line B. Other significant projects include the completed reconstruction of station ventilation systems at the Budějovická, Můstek A, Smíchovské nádraží, Staroměstská, Hlavní nádraží stations and the start of reconstruction works at Jinonice, Malostranská and Pankrác, some of which are co-financed by EU and MHMP subsidies. The virtually continuous reconstruction of underground and fecal water pumping stations within the metro, of which there were more than 500 in operation should not go unnoticed. Phase 2 of the „Reconstruction of Power Distribution of Light Kačerov - Háje“ project was completed, Phase 3 began, and so did phases 1 and 2 of the same type of work in the Náměstí míru - Želivského section. In January 2021, the reconstruction of MDT Pankrác was completed and then the trial operation started. In DT Budějovická the same took place in the summer. In autumn 2021 the reconstruction of the DT at the Kačerov depot whilst preparatory work for the reconstruction of the MDT Želivského was started.

Reconstruction of EPS systems in the Rožtyly station was carried out and the reconstruction of electronic security was completed - upgrade and addition of communication computers. The design work on the reconstruction of EPS of 9 other selected stations is in progress.

Within the scope of the Comprehensive Metro Security System project, the CCTV system was continuously modernised and expanded, the VHF communication system was modernised and

digitised, including the introduction of the TETRA radio system, and electronic security systems were installed.

Among the investments in the rolling stock, the launch of a unique suction car, used mainly for suction of a gravel bed, which will significantly facilitate and shorten the reconstruction of rail surface with gravel bed, e.g. in switches or on bridges deserves a mention. The purchase and replacement of bogies on M1 vehicles and the modernisation of tachograph displays on 81-71M and M1 vehicles were still in progress. The installation of a new LZA train signalling device on B line trains was ongoing.

### Investment - surface

In 2021, the preparation of investment projects for the renewal and development of tram and bus infrastructure continued systematically, including many projects providing technical security, adaptation and modernisation of not only the maintenance of transport vehicles but also the reconstruction and adaptation of buildings owned by DPP, be it from previous years or as the beginning of the preparation of more new investment projects. As for tram lines and as per the instructions of the Prague City Council, expressed in the Council's resolution, the preparation of several new investment projects was initiated. These projects and other tram transport infrastructure are permanently in line with the 2030 Tram Line Development strategy, approved by the city management in 2017, which will also contribute significantly to the implementation of the Prague Climate Commitment, by which the capital city declared its responsible approach to meeting international CO2 emission reduction targets.

During the year 2021, the construction of the new tram line Barrandov - Holyně - Slivenec continued in its first stage, which included the construction of a 1 km-long section to the Holyně stop. A further extension to the Slivenec loop will be the subject of the 2nd stage in the following years.

The tram lines Sídliště Modřany - Libuš and Divoká Šárka- Dědinská are in a very late phase of preparation; both projects were granted their zoning permit, construction permits and EU co-financing was approved. For the line to Libuš, a contractor was selected and implementation is expected to start in March 2022, and for the line to Dědinská, depending on the state of negotiations, later in 2022, when a public tender for the selection of a contractor is currently underway.

Another key project, which is also in the late phase of preparation, is the reconstruction of the tram line Ohrada - Palmovka. We have all the necessary permits for this project issued and the contractor was already selected, so it is expected that the works commence in March 2022.

During 2021, the Zahradní Město tram loop near the railway station bearing the same name was fully completed. A similar project of a new loop at the Depo Hostivař metro station and public transport terminal made significant progress in 2021 due to securing a construction contractor, with implementation being planned for March to September 2022.

Among the top priorities of the Prague City Council is the fundamental development of the tram network, not only in the outlying parts but also in the city centre. During 2021, intensive work

was carried out on a set of tram projects, namely the Václavské náměstí and Muzeum tram lines, whose common goal is to restore the long missing tram connection between Vinohradská Street and a half of Wenceslas Square. The Muzeum - Hlavní nádraží - Bolzanova tram link is being prepared for the next few years where DPP as the sole investor is involved in the preparation of architecture tenders led by IPR Prague in an effort to determine the exact details of the future line.

Other projects in the pipeline include the Kobylisy - Zdiby tram line, which is being built in collaboration with the Central Bohemia Region, for which a pre-concept documentation for the zoning procedure was prepared in 2021. In the same year, the preparation of the new tram lines Pankrác (extension of the 2021 construction), Počernická, Libuš - Nové Dvory and Malovanka - Strahov continued. Work on the Olšanská - Habrová line started and a designer was secured for the Kobylisy - Bohnice line.

Apart from the new lines, the upcoming construction of a new tram depot in Hloubětín is a major investment that is on its way. The original depot had to be demolished on the basis of technical defects of the depot hall, and work on the project preparation of the new depot was secured in advance. Since November 2020, the first stage, the energy centre of the site, had been under construction. The construction of the energy centre was completed and put into trial operation on 30 September 2021. This allows the other phases to commence, which include the new depot hall itself and the new operational buildings on the site, to proceed. For these phases, a public tender for the selection of the construction contractor was carried out in 2021, with the actual procurement process continuing into 2022. The start of implementation is then planned for 2022. The construction of the new depot is a challenge to enable the maintenance of low-floor trams in a layout that is in keeping with the modern fleet of today. The new Hloubětín depot should be back in service no later than in three years. Trams will continue to be dispatched from a marshalling yard in the Hostivař tram repair shop instead of the closed Hloubětín depot, which was implemented in 2019 and supplemented with a maintenance hall in 2021, which will serve to strengthen the capacity of the tram repair shop in the future.

## INSPECTIONS

The main activity is to guarantee the whole company's legally correct operation of the UTZ and VTZ equipment according to Resolution No. 100/1995 and No. 50/1978 of the Collection and Resolution. The activity of technical supervision in 2021 was focused on carrying out the prescribed inspections on designated and reserved equipment, namely gas and pressure equipment, by Act No. 266/1994 Coll. and Resolution No. 100/1995 Coll. In 2021, inspections of electrical, lifting and transport equipment falling under the competence of the Railway Authority and TIČR were carried out. Technical inspections and tests for the issue of the so-called Certificate of Competence were also carried out under the conditions set out in Act No. 266/1994 Coll. and Resolution No. 100/1995 Coll.

A total of 2,334 inspections were carried out in 2021: of which 832 inspections of electrical equipment and 61 inspections and tests of UTZ including the issuance of reports, machinery - lifting equipment 269, transport equipment (escalators, lifts, platforms for the disabled) 582, pressure equipment 156, gas equipment 434.

Within the legislative activities of the Division, commenting procedures were held on draft CSNs and project documentation for lifting, transport and electrical equipment. At the end of the year, an application was prepared and submitted for the extension of the authorisation to carry out technical inspections and tests of electrical and electronic equipment and to carry out TBZ of railway vehicles.

## TESTING CENTRE AND CORROSION PROTECTION

The High Voltage Testing Laboratory E-09 has a valid Certificate of Competence No.250/2019 issued by the Association of High Voltage Testing Laboratories and can perform selected tests of electrical equipment at the national level. It provides periodic testing of dielectric properties of protective and work equipment, e.g. dielectric gloves, high voltage testers, rescue hooks, handling rods, as well as testing of lightning arresters and now also short-circuit kits. In 2021, the HV testing station tested about 600 pairs of dielectric gloves,

190 pcs of high voltage testers, over 160 pcs of handling rods and rescue hooks and dozens of other devices.

## ENVIRONMENT

In terms of the environment, new emergency plans were prepared and approved by MHMP in accordance with the Water Act (254/2001 Coll.) for the premises of the Vokovice depot, Kobylisy depot, Museum of Public Transport - Střešovice depot, Strašnice depot, Kačerov depot, OZM, Pankrác depot and Vršovice garage. Throughout the year, staff carried out regular inspections of premises, stations and underground routes, focusing on compliance with applicable legislation in all areas of the environment (waste, air, climate, water, nature and landscape, chemicals, etc.). Within the scope of their mandate, they represented the company in inspections and meetings with state administration bodies related to environmental issues. As a precautionary measure, monitoring of the hot water distribution system continued, focusing primarily on monitoring the pathogenic bacterium Legionella. As part of the monitoring, 151 control samples were taken at the company's premises. In the area of wastewater management, more than 250 control samplings were carried out to determine the quality of discharged wastewater. In accordance with the plan and in compliance with the Air Protection Act (201/2012 Coll.), measurements of emissions were carried out at four stationary sources of air pollution, which showed that the controlled sources meet the prescribed emission limits with a margin. For the year 2021, the Transit Company produced and subsequently handed over for disposal by an authorised entity approximately 14 thousand tonnes of waste in its 115 sites (depots, garages, workshops, metro stations, etc.), of which 2 thousand tonnes were hazardous waste and 12 thousand tonnes were other waste. In terms of metal waste management, DP tenders the most financially advantageous purchasers each month - authorised entities - in order to maximise the financial effect while complying with all legal standards in the area of waste management. In 2021, a total of 111 statutory reports on waste production and management were submitted to the relevant government authorities through the ISPOP system (Integrated Reporting Obligations Compliance System) within the statutory deadline. During the year, DP's internal directives were updated to comply with changes in environmental legislation.

In order to minimise the consequences of possible accidents involving the release of hazardous substances into all components of the environment, a tender was issued and the contract for emergency standby for spills of oil products and other hazardous substances into the environment was awarded to the winning company.

### **FACILITY MANAGEMENT**

It provides comprehensive technical management of respective metro depot complexes, tram depots, bus garages, the Sokolovská administrative building, the Central Dispatch Centre building, the network of social facilities at the terminus, recreation centres, land and other facilities. It also facilitates court-ordered community service, collaborates in the preparation of long-term and annual technical management plans, building maintenance plans and provides activities related to dislocation and record-keeping processes.

In 2021, dealing with the consequences of the covid-19 pandemic continued, so TSO provided preventive disinfection of enclosed areas, mainly dispatch zones, quarters, offices, workshops and other areas on the premises by hiring specialist companies and equipping the premises with containers for these products. In December 2021, the development of the concept of the cleaning methodology was completed, including the proposition of cleaning and disinfection solutions following epidemic and pandemic conditions.

In 2021, approximately 6,250 cases were resolved through the ServisDesk application and on direct notification of employees or public sector requests in the operational and technical maintenance of the entrusted immovable property. Emergency conditions and OHS defects were rectified as soon as they were identified. Throughout the year, continuous improvement of the working environment of DPP's operational staff was carried out, mainly in the area of interior painting and new floor coverings installation as well as repair of sanitary facilities.

Until the end of the first half of 2021, the preparation of documents for the decision on whether to source energy service in DPP premises internally (insourcing) or by an external supplier (outsourcing) continued. After the evaluation of the documents by the experts in the Energy Division and Facilities Management Division, a printed approval with a recommendation for insourcing the energy service was submitted to the Board of Directors which was followed by its preparation in the second half of the year. This preparation will continue intensively in 2022. Following the integration of the Energy Service into the Facility Management Division, the organisational arrangements were being prepared.

In 2021, a Study of the future development and use of the premises of DPP was prepared and discussed. The Prague Central Workshops and the Hostivař Garages, which is the largest premise with potential opportunities for development and providing a solution to the requirements for transport provision which arise from the climate commitment, where energy saving measures and energy self-sufficiency are recommended, as well as measures to reduce the carbon footprint in the premises and transport and rainwater management provided by DPP.

## **ENERGY**

### **Electricity**

DPP is the city's largest electricity consumer. In 2021, total electricity consumption was 346 million kWh. The financial cost of electricity in 2021 was CZK 861 million. 227 million kWh were consumed for the traction operation of the metro and trams. The cost of this energy was CZK 558 million.

### **Heat**

The main and largest supplier of heat for DPP remained the company České teplo, s.r.o. for 2021, which provides heating and maintenance of the premises' heat networks and water distribution systems in the Hostivař, Kačerov and Pankrác depots (1st stage), Zličín depot, Motol depot, Řepy garage, Klíčov garage and Vršovice garage (2nd stage), Žižkov, Vokovice, Strašnice, Střešovice, Hloubětín and Kobylisy depots (3rd stage). In 2021, DPP purchased 248 thous. GJ of heat, for which it paid CZK 179 million. Heat deliveries from other suppliers amounted to 27 thousand GJ, for which DPP paid CZK 13.6 million.

### **Natural gas**

The DPP used its own sources (gas boiler rooms) to provide heat in the Florenc metro station, the Radlice technical centre, the Central Dispatching Centre and the Orionka and Švábky premises. Gas consumption in 2021 was 1,078 thousand m<sup>3</sup> at a price of CZK 8 million.

### **Water and sewerage charges**

The supplier of water for DPP is Pražské vodovody a kanalizace, a.s. In 2021, DPP took 486 thousand m<sup>3</sup> at a price of CZK 22.4 million. The sewerage fee includes not only water supply, but also water leakage in the metro and rainwater. For 2021, DPP paid sewerage for 2,106 thousand m<sup>3</sup> at a cost of CZK 90.4 million.

The grand total of all types of energy (electricity, heat, gas, water and sewerage) in 2021 was CZK 1,174 million.

## **HISTORIC VEHICLES UNITS**

Epidemiological measures during 2021 significantly affected the activities of the Historic Vehicles Unit. Line 41 could only hit the streets of Prague in mid-April, a few weeks later than planned, the first visitors to the DPP Public Transport Museum were welcomed on Saturday 8 May, and the first commercial orders began in May.

This is one point of view on the activities of the unit from the Střešovice depot. The other is that the historic line 42 was in operation until 2 January 2022, visitors could come to the Public Transport Museum during the regular opening day on Wednesday 29 December, and two mystery tours were held a day later, which were sold out. Since September, commercially chartered trams often took



to the streets, although Prague's streets were not exactly teeming with tourists.

The successful project of 2021 was the tourist tram 42, rented by Prague City Tourism. In July and August, as part of the Feel Like at Home in Prague programme, the trams ran at 30-minute intervals and were often overcrowded. A successful summer resulted in the project continuing into the autumn and there was no shortage of clients until the very last days of operation. Line 41 ran from April to June and was replaced by Line 43 from July to November, for which more than four thousand tickets were sold.

The attendance of the Museum of Public Transport was slightly lower than in 2020, but it still maintaining a high standard, again managing to surpass the 15,000 visitors mark. It is not just visitors coming at weekends, but there was also interest from various groups who arrived for an extra visit on weekdays.

Once again it was confirmed that it makes sense to be open on Wednesday afternoons in the summer as the attendance figures were better than at the weekend.

The biggest commemorative event was the 130th anniversary of the first Czech electric railway František Křižík. On Sunday, 18 July, a parade of thirteen trams set off from Královka through the centre to Letná Square, from where they walked to the monument commemorating the first electric railway on Letná. The parade of Prague trams was accompanied by the Pilsen tram No. 18 from 1899, which was lent by Pilsen to the Prague Public Transport Museum until September 2022.

June 2021 offered two farewells, firstly Prague said goodbye to the regular operation of the T6A5 trams and the museum car 8702 could not be missed, just like the pair 8601 and 8750, which were preserved for retro operation and will appear on line 2 approximately once every three months. The last weekend in June offered a farewell to the Karosa type buses and several museum pieces also appeared in the parade that ended at the Exhibition Grounds in Holešovice.

As in 2020, the Historic Vehicles Unit dispatched several Christmas decorated trams in 2021. Cars No. 6921 and 7001 took turns on line 2, and the historic car 2210 was admired by Prague residents and visitors on line 42.

It is not only the activity that is visible at first sight, but also the activity behind the scenes, and even there, there was no slacking. From the end of March to the beginning of June, the fourth nave of the tram depot roof was fireproofed. The repair of tram car 7269 was completed, while the non-functioning Měvro 4100 meter car was taken to Krnov for repair, to be returned as passenger car 3098, which should serve customers from 2023. During the year, the K2 car was purchased from Bratislava and its reconstruction began in the autumn at the Brno City Transport Company; it should reach Prague at the turn of 2022 and 2023.

The museum's collection of vehicles also grew. An Ikarus 620, which was used in Prague in the 1960s, was purchased from Brno, and a lorry from 1986 was acquired from the Metro fire brigade.

We were putting our own effort into repairing the motor car 3062 (Submarine) and the museum

bus Škoda 506 N. The repair of the museum exhibits could be faster, but it is very difficult to find external companies that could handle the necessary repairs. There were several unsuccessful selections of an external contractor in 2021.

The driving performance of the unit was certainly not negligible, as evidenced by the number of inspections carried out. Which was the same as in 2020 and 2019. Only the mix of vehicles had changed. Previously, most of the inspections were on retro T3 cars, but this time almost all of the available ones were inspected. T1, T3 6102 and Crescent cars also found regular use on the 42 line.

Since July, the unit underwent organisational changes, with the Museum Division being abolished and its staff and activities divided between the two existing departments. Since the end of August 2021, the Střešovice depot also serves as a change point for tram drivers, initially on lines 1 and 22, and since December it has been used as a change point for tram drivers on Lines 1 and 25.



multimedia

03

Economy

# Economy



# Economy



## INTRODUCTION

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

To ensure transport services in Prague, a long-term Contract for Public Services with the HMP represented by ROPID (hereinafter referred to as the HMP Contract) is in place.

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

- essential transport services in the capital city of Prague - contract with the HMP represented by ROPID,
- essential transport service in the Central Bohemia Region - contract with the Central Bohemia 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

Addendum No. 46 to the Contract, the subject of which was the determination of the preliminary estimate of compensation for the calendar year 2021, set the preliminary estimate of the operating part at CZK 15,232,409 thousand for a transport performance order of 174,864 thousand vehicle kilometres. The amount of reasonable profit for 2021 was set at CZK 0 thousand. CZK. For the calendar year 2021, the preliminary estimate of compensation corresponds to a total amount of CZK 15,232,409 thousand.

By Addenda Nos 48 and 50 to the Agreement, the operating part of the compensation was increased due to the additional financing of public services on bus routes Nos 180, 191, 263, 130, 246 and 128.

Evaluation of contractual risks including relevant addenda - savings for unused transport services CZK 295,650 thousand. Lower fare revenues by CZK 457,833 thousand. Lower costs for diesel and traction energy CZK 1,892 thousand, lower costs for traction energy CZK 1,892 thousand, and higher costs for the provision of protective chemicals, protective equipment and antigen tests CZK

45,321 thousand. The amount to be reimbursed is CZK 205,612 thousand. The settlement of the extraordinary payment pursuant to Resolution No 28/42 of the ZHMP of 17 June 2021 reduces the amount to be reimbursed to CZK 71,900 thousand (of which CZK 22,269 thousand is the settlement for 2020 and CZK 49,631 thousand for 2021).

Compensation, including a reasonable profit for 2021, totalled CZK 15,291,363 with a transport performance order of 168,991 thousand vehicle kilometres.

## SUBURBAN TRANSPORT

In addition, a subsidy of CZK 88,743 thousand is provided for bus transport for the whole year for suburban lines:

- for lines operating in the City of Prague in zone 0 (CZK 54,730 thousand)
- for lines in the outer zones 1 and 2 (CZK 17,561 thousand from municipalities and CZK 16,452 thousand from other municipalities from the Central Bohemian Regional Authority).

With the introduction of nationwide fare discounts from 1 September 2018 on suburban lines, DPP was compensated for the loss of fares from the Ministry of Transport in the amount of CZK 11,934 thousand for the year 2021 including VAT (CZK 10,849 thousand excluding VAT).

## OTHER ACTIVITIES AND ENTRIES

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

The accounting items that DPP must record as legally required as a company are allocated to specific activities according to their purpose. These include, for example, provisioning, estimates, valuation allowances and deferred tax.

## ECONOMIC RESULTS

The balance of the public service obligation for the HMP, i.e. the main activity of DPP, for 2021 amounts to CZK 71,900 thousand. In the overall result, DPP made a profit of CZK 42,589 thousand.

## FARE REVENUES

The amendment to the PID Tariff from 1 August 2021 increased the prices of single fares in the entire PID system and the prices of time-limited coupons in the outer zones. The comparison of total PID revenues in 2021 compared to 2020 reflects, together with the fare increase, also the different time restrictions and other measures against the covid-19 pandemic.

Revenues from the sale of time-limited coupons (including employee and transferable tickets) decreased by 7.0% (CZK -155 million) compared to the comparable period in 2021. Revenues from the sale of single and short-term tickets were 26.2% higher (CZK 235 million). This increase is



partly due to the increase in price from 1. 8. 2021.

DPP's revenues related to the long-term HMP contract amount to **CZK 2,603,225 thousand**, which represents a share of **81.3%** of the total fare revenue from the entire PID system.

## INFORMATION TECHNOLOGY UNIT

### Division of Records and Archives:

The DPP Archive received a total of 618 bm of documents from internal departments, of which 415 bm were intended for short-term storage in the central filing room, 172 bm for immediate disposal and 13 bm for permanent storage. In two stages of the shredding procedure, a total of 460,35 bm of documents were disposed of which had passed their shredding deadlines and were no longer needed for the further operation of the company. A total of 493 cases were resolved within the ServiceDesk application used for dealing with service requests and ordering services, of which the largest share was accounted for by personnel agendas, receipts to the central filing cabinet and searches for technical documentation. A total of 17 researcher visits were made in 2021.

Restrictions during the covid-19 pandemic were used to expand the record-keeping aids in the areas of technical documentation, construction documents, personnel files, and the conversion of old aids to electronic form. During the year, work continued on the expansion of electronic records in the SharePoint system and the launch of a digitisation project for other selected groups of documents. In the development of the technical background of the archive, a generational renewal of Adobe applications for processing image

data from digitisation was prepared. As in previous years, professional cooperation with other municipal organisations and memory institutions and awareness-raising activities in the form of lectures, publications, articles and interviews for the media continued beyond the scope of services for in-house departments. Significant progress was made in the area of electronic filing services, where the testing phase of the Athena system was completed and in-house departments were trained across the board. The Athena electronic filing system was fully operational as of 1. 1. 2022.

### User Support Division:

- Implementation and configuration of CSA on all domain end stations at DPP.
- Deployment of the Software Centre for users within the DPP domain.
- Provision of IT support for users on SharePoint.
- Deployment and configuration of O365 on end stations.
- Simplification of incident entry for users in SD - General Incident.
- Choosing a place for DC on DH-G.
- Full support for users working from home in its rapid expansion.
- Full support for users working from home and support for connecting from home PCs not managed by the organisation.
- Maintaining the security of the organisation within the unit's remit despite the increased risks

associated with the expansion of remote work.

- Complete replacement of PCs and upgrading of software for supervisors and SPT upgrade - approx. 160 PCs.

### Division of Infrastructure:

In the server management area, virtualisation continued to increase in 2021, with reduced reliance on physical servers and associated reduced costs for HW refresh and server operations.

Server Management Division completed the migration of user email accounts to the O365 environment, ensured the recovery of and migration of Enterprise Series disk arrays and provided the infrastructure for a number of projects, particularly those related to the conversion of agendas to electronic form. Server Management Division successfully deployed a new monitoring tool for network and server infrastructure monitoring - Zabbix in 2021. The Infrastructure Division launched a major project to refurbish and upgrade data centres in 2021.

Throughout 2021, the Infrastructure Division, like other departments, had to cope with the restrictions caused by the covid-19 pandemic. The pandemic caused a significant change in data traffic requirements from an infrastructure perspective, and the topology of the external Internet connection had to be adjusted with the transition to working from home. For example, the number of VPN connections was eightfold and the load on the perimeter elements was reaching its maximum. During the year, the Division modified and reconnected the perimeter part of the network and dedicated separate HW for the VPN. The Division replaced the active elements with more powerful ones to increase the reserve of CPU and RAM resources.

**The infrastructure thus became an equal part of the Internet topology and will be independent of ISPs (completion in 2022).**

### Application Division:

- 1. At the turn of 2021, the option to pay fines was made available on the DPP e-shop, including all the conditions and options that a passenger would use when visiting the surcharge ticket office in person. These include, for example:**
  - Reduction in the amount of the fare surcharge for timely payment.
  - The option to pay the full amount (or a reduced amount for timely payment) without registering or logging in.
  - Verification of the validity of the time-limited coupon at the time of the ticket inspection and subsequent reduction of the surcharge to CZK 50 for an invalid travel document.
  - Inclusion of subordinate accounts in the verification.

**Since its launch on 1 July 2021, fines totalling over CZK 2.5 million had been paid on the e-shop.**

- 2. During 2021, one of the most complex projects at DPP was completed - the re-implementation of the SAP system. The implementation took place from 12 November 2019 to 30 June 2021 and involved a total of 80 employees throughout the project. DPP is one of the 5 companies**



in the Czech Republic that managed to successfully re-implement the SAP S/4HANA system and deploy it into operation. The re-implementation project involving a complete transition to the new SAP S/4HANA system is one of the most demanding in terms of complexity and human resources within DPP. The changeover optimised the transactions already in use and simplified the work with SAP in the DPP environment. It will now be possible to digitise them gradually. Another major benefit is the possibility of introducing mobile and web-based FIORI applications to a greater extent, which makes working in SAP easier for users who do not work with the system as often.

#### REAL PROPERTY DIVISION

The core task of the Real Property Division at DPP is to ensure the registration of real estate assets of DPP registered in the public list as well as those that are not subject to registration, and subsequently their possible contractual protection.

The Division, in cooperation with specialist departments, ensures the consistency between the records of properties in the public list and the actual situation on the ground and at the same time participates in ensuring consistency between the accounting records of DPP and the records in the public list. It ensures that all changes relating to immovable property are recorded in the public register, including changes relating to the disposal of immovable property.

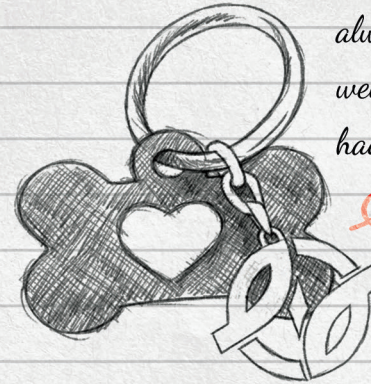
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The methodological activities of the Division have been expanded as a result of the introduction of the SAP S/4HANA system. The Flexible Property Management module, which, in addition to the registration of immovable property, customer lease contracts and their invoicing and cost allocation to internal tenants in relation to the reporting of costs demonstrable as a public service, also provides the option to register all contractual documentation related to immovable property.

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Another activity is to secure all contractual relations in the area of disposal of immovable property and at the same time to contractually protect the interests of the DPP in the event that the interests of the DPP are affected by the immovable property of another entity. At the same time, it deals with contractual documentation for the property rights for the implementation of DPP's constructions. In 2021, the Division of Immovable Property concluded 375 new contracts relating to immovable property and 44 amendments to previously concluded contracts.

*I'm afraid to say it but I think that something bad always happens before Christmas. My Bery lost a lot of weight and he's got a limp. I'm worried about him. I've had him for 9 years... That's not so long, is it?*



*eeeeeeee*

*3.1.*

*8.1.*

*We went for a walk in the evening. It's freezing. Days are short and it's dark all the time. It feels like only moments passed since I was on my way to pick up a tiny little puppy and now, I have an ill old dog lying at my feet. I'm retiring this year... in spring. Everything moves so fast. It makes me sad.*

*6.2.*

*I heard from my little Libuška from London; she's doing well. I hope they'll come for a visit soon. But when? It's funny – calling her my little Libuška. She's a grown married woman with a family of her own but I can still picture her running around the garden we used to have in the old house... Bery's got a little better but it's not great. I've got to go to the vet.*

*15.2*



*Bery's got a little better but it's not great.*

*I have to take him for a check-up, why do I keep postponing it?*



18.2.

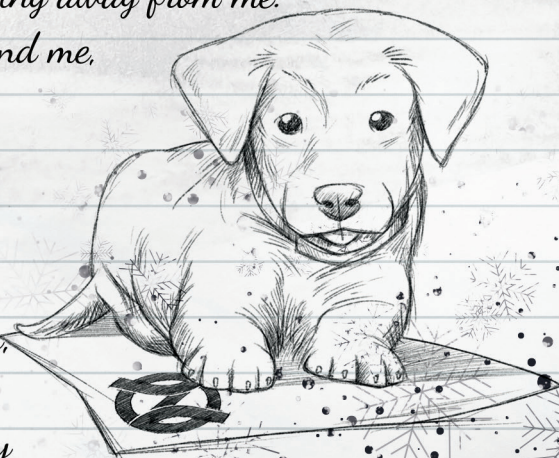
*What I was afraid of, happened. Bery's seriously ill. We only go for short walks. I'm breaking in my new colleague at work and she's doing well. She's nice. We went for a coffee after work. I told her how quickly life flies by. I worked in one company almost my whole life. It wasn't as uncommon then as it is now.*

26.2.

*I don't know what I'm going to do. I'm retiring next month. I planned to take my dog and move closer to my daughter but Bery – the little bundle that used to run and fool around and misbehave every chance he got, but at the same time managed to greet me home so beautifully and gave me so much peace – is slipping away from me. Everything's crashing down around me, what am I supposed to do?*

28.2.

*It started to snow yesterday, big snowflakes sauntering down in the streetlight. Bery sleeping in front of the fireplace. He almost doesn't eat anymore. I called my little Libuška and told her everything. She's giving me courage. She's a good girl...*



Furthermore, it comprehensively handles all concluded contracts related to real estate assets from the economic point of view, including invoicing, securing payments, establishing investment projects and their processing. In 2021, rents totalling CZK 338,649,442 were invoiced under the concluded lease agreements. An amount of CZK 7,046,824 was paid to DPP for payments related to the establishment of easements. In terms of charging contractual penalties and default interest, CZK 641,220 was invoiced. A total of CZK 129,801,388 was paid to DPP as per the concluded purchase contracts.

The agenda of the Division includes the resolution of litigation related to immovable property and administrative proceedings related to the disposal of immovable property and securing rights to immovable property.

#### STOCK ECONOMY DIVISION

In 2021, the Division was involved in the implementation of a tender for the supply of fuel ended by a framework agreement. The subject of the framework agreement was not only the supply of diesel fuel, but also the maintenance and servicing of dispensing equipment technology. The successful completion of the tender resulted in a significant change in the diesel management of DPP. Ensuring sufficient fuel supplies is the sole responsibility of the supplier, who is also the owner of the fuel until the refuelling takes place. The project included the implementation of an automated ordering and invoicing system in S/4 HANA.

As part of the transition of the SAP S4 HANA ASW into routine operation, the department's employees were actively involved in testing, data migration and further development of components that were not yet in use. The most significant changes within the logistics processes were the introduction of Supplier Evaluation into the electronic environment and the implementation of barcode technology into the environment of the operational warehouses integrated into the Division and the central ND warehouse, metallurgical and general materials. Also in 2021, the division maintained a warehouse of protective equipment established for the needs of crisis management to mitigate the effects of the global covid-19 pandemic and to manage preventive and disinfectant protective equipment.

Throughout the year 2021, the Stock Economy Division methodically managed and comprehensively coordinated the quality management system implemented in the Central Purchasing and Warehouse Management departments and the inclusion of these departments under the joint certification under the umbrella of the ÚD. The effective functioning of the implemented quality system was verified and confirmed by a surveillance audit conducted by a multinational certification authority. At the same time, selected operational warehouses that had not yet been subject to certification were assessed, depending on the process of extending the scope of certification to other departments. Here too, the implementation of the quality management principles, in particular the effective functioning, the fulfilment of the requirements of the criterion standard and the achievement of the set objectives, was confirmed. Full compliance with the certification requirements, a properly implemented and maintained quality management system and its continuous improvement were demonstrated.



## INVESTMENTS

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

own DPP resources .....	<b>CZK 3,801,689 million</b>
available funds (see note) .....	<b>CZK 87,325 million</b>
compensation 2021 (reasonable profit) .....	<b>CZK 0,000 million</b>
standard subsidies from the budget of the City of Prague Prague .....	<b>CZK 1,223,529 million/*</b>
EU subsidies (OPD) .....	<b>CZK 151.118 million</b>
<b>total</b> .....	<b>CZK 5,263.661 million</b>

Note:

The Board of Directors of DPP by its resolution No. 11/2021/12 of 1 June 2021 on the proposal of the 1st amendment to the 2021 investment plan (print no. 168A/2021/P) approved the use of available funds of DPP to finance approved investments in infrastructure development until the allocation of earmarked investment subsidies by the company owner in 2021.

/\*

**Standard subsidy from the budget of the City of Prague in total 1 223,529 mil. Kč**

• Accessibility measures .....	CZK 3,346 million
• OPD2 - TT Sídliště Barrandov - Holyně - Slivenec .....	CZK 16,488 million
• OPD2 - TT Divoká Šárka - Dědinská .....	CZK 3,757 million
• Barrier-free access to the Karlovo náměstí metro station .....	CZK 46,940 million
• I. operational section of metro line D .....	CZK 753,935 million
• Construction of the new Hloubětín depot .....	CZK 98,700 million
• Barrier-free access to the Jiřího z Poděbrad metro station .....	CZK 71,613 million
• Barrier-free access to the Opatov metro station .....	CZK 42,880 million
• Barrier-free access to the Českomoravská metro station .....	CZK 0,072 million
• Stopping tracks in the area of the Tram Repair Shop .....	CZK 6,504 million
• RTT Bubenské nábř. - Komunardů (Vltavská - Dělnická) .....	CZK 25,262 million
• Tram loop Depo Hostivař .....	CZK 2,939 million
• TT Muzeum .....	CZK 6,140 million
• Entrance ramps at the edge of the metro platform on routes A and B .....	CZK 2,657 million
• Study of barrier-free access to the Vyšehrad metro station .....	CZK 0,132 million
• LD Podbaba - Troja - Bohnice .....	CZK 0,021 million
• Electrification of infrastructure, e-BUS line No. 140 .....	CZK 15,165 million
• RTT Ohrada - Palmovka .....	CZK 6,250 million
• RTT Nábř. Edvarda Beneše (Čechův most - Letenský tunel) .....	CZK 54,357 million
• TT Wenceslas Square (Jindřišská - Museum) .....	CZK 9,025 million
• RTT Vladimírova - Vozovna Pankrác .....	CZK 30,000 million
• TT depot Kobylisy - Zdíby (section in Prague) .....	CZK 2,250 million
• OPD2 - Zahradní Město Tram Loop .....	CZK 19,825 million
• Invalidovna metro station incl. barrier-free access reconstruction .....	CZK 1,208 million
• OPD2 - TT Modřany - Libuš .....	CZK 1,098 million
• RTT Rašínovo nábř. (Jiráskovo nám. - Palackého nám.) .....	CZK 2.000 million

- Spálená - cycling infrastructure improvement..... CZK 0.693 million
- Operating section of metro V.A Dejvická - Motol (retained subsidy from prev. years).. CZK 0,272 million

### A large proportion of the funds was used for the renewal and modernisation of the fleet:

- the last retention payment for the purchase of 15T trams in the amount of CZK 465.914 million was paid.
- CZK 34.037 million was spent on the reconstruction of the KT8D5 trams to the KT8N2 type.
- Purchase of buses worth CZK 154.884 million.

Also, the repayment of the promissory note programme used to pay for the 15T trams was paid in the amount of CZK 800,000 million.

In 2021, preparations for the construction of the D metro line continued.

A significant part of the funds was used for the construction and reconstruction of tram lines (RTT), totalling CZK 545.919 million. In 2021, the RTT Bubenské nábř. - Komunardů (Vltavská - Dělnická) in the section Vltavská (excluded) - Argentinská (excluded), the RTT nábřeží Edvarda Beneše (Čechův most - Letenský tunel), the RTT Vladimírova - Vozovna Pankrác and the Zahradní Město tram loop were completed.



Human Resources

# Human Resources



Human Resources

04.

# Human Resources



## PERSONNEL DEVELOPMENT

As at 31 December 2021, there were 10,996 employees on the register, of whom 9,390 were male and 1,606 were female. The number and mix of employees are based on the employment needs and opportunities within our company. The numerically strongest group is public transport drivers (38.92%), followed by blue-collar employees (32.53%) and then TH employees (28.55%).

There was no significant change in the educational and age structure in 2021. Employees of the middle generation with a high school diploma and no high school diploma are still significantly predominant.

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

## WAGE POLICY

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

The average monthly employee salary in 2021 was CZK 45,462, with salary expenses being drawn in the total amount of CZK 6,236,829 thousand. The amount of wage expenditure was affected by the payment of severance pay due to organisational and health reasons.

There was a decrease of 6,268 hours in overtime in 2021 compared to 2020, mainly due to a decrease in transport performance due to the covid-19 pandemic.

## WELFARE POLICY

DPP tries to compensate for the demanding work of its employees by providing for their social needs to the maximum extent possible, which increases their motivation and satisfaction. The welfare policy is implemented in the form of perks and advantages for employees, outlined in the Collective Agreement of DPP for 2016-2017 and further detailed in Amendment No. 1, Amendment No. 2, Amendment No. 3, Amendment No. 4, Amendment No. 5, Amendment No. 6, Amendment No. 7 and Amendment No. 8.

DPP provided employees with, for example, a contribution for supplementary pension insurance with state contribution, supplementary pension savings, life insurance, leisure vouchers, children's recreation allowance, meal allowance, allowance on work anniversaries and on first termination

of employment due to retirement or disability, social emergency assistance, employee travel allowance for employees, family members and pensioners - former employees.

Selected professions determined by the DPP Collective Agreement and further detailed in Amendment No. 1, Amendment No. 2, Amendment No. 3, Amendment No. 4, Amendment No. 5, Amendment No. 6, Amendment No. 7 and Amendment No. 8 receive a contribution by DPP as part of the employee's liability insurance for damage caused by the employer and accident insurance.

DPP also provided the possibility for all employees to take one day of unpaid leave per month on request and, in the event of sudden illness, an additional three working days per year with wage compensation. If this leave is not taken, a benefit will be provided in the form of a contribution to a supplementary pension scheme, or in the form of leisure vouchers in the amount of the salary compensation.

DPP also provides accommodation for employees in its own hostel in the Řepy garages and discounted accommodation in a contracted hostel. The company also provides an allowance of CZK 1,500/month in addition to this accommodation.

As part of improving the working environment, DPP provides drink and food blending machines at selected locations. It also provides the possibility of discounted meals for employees through external operators in rented canteens.

In 2020, a project to provide rehabilitation stays for employees in selected professions and functions with a focus on the musculoskeletal system was initiated. The stays are provided to drivers and employees working permanent night shifts, subject to a minimum of 20 years of service with DPP. Rehabilitation stays were also provided in 2021 under the same conditions.

## EMPLOYEE TRAINING AND DEVELOPMENT

The comprehensive provision of training and personnel development in 2021 was largely affected by the measures taken due to the covid-19 pandemic. The restrictions brought about by the adverse development of the pandemic were reflected in the first half of the year in the training activities which were either cancelled or postponed, resulting in a drop in the number of participants in the group and thus an increase in the total number of training activities.

Compared to the previous year, however, thanks to the experience and a larger number of employees equipped with the necessary computer technology, it was possible to replace the cancelled full-time teaching or part of it more quickly by electronic education through the LMS Moodle application and the implementation of online courses.

All e-courses were transferred to LMS Moodle from iTutor and the original Moodle. In addition to the previously introduced ones, such as e.g. GDPR, Crime Prevention and Risk Prevention Programme, training of clerk drivers, compulsory instruction for the Metro Operations Unit, mock tests from the O2/1 periodic examination regulations, question sets and teaching texts on the electrical field were newly created for use, a course on cyber security, employee training on fire protection and supervisor training on fire protection, training for prevention officers assigned to



fire watches, instruction for radio operators, training on the newly introduced AthenA electronic filing service, and more. The application was also used for the implementation of IT courses. At the end of the year, in cooperation with the IT unit, we managed to offer employees without user accounts on the DPP network the possibility of using the LMS Moodle application for the purposes of optional e-learning by introducing mcdpp.cz accounts.

E-courses were alternatively included in the case of an adverse pandemic situation for the HR Unit's Induction Training, Soft Skills Training activities, Agency Training and, without major problems, Language Training, provided from September 2021 with a new service provider. E-learning also proved to be suitable for webinars under the Professional Development Programme, especially in the area of labour law, the amendment to the VAT Act and other topics focused on specific issues arising from changes in legislation and their application in practice.

In the past year, periodic training and retraining of employees necessary for the performance of the agreed type of work for a given position or profession, as required by legal regulations and internal standards, working procedures, etc., was carried out throughout the year to improve the qualifications of employees.

June brought the dawn of better times and with it the opportunity to train again full-time and to meet in person. In the remainder of the year, every effort was made to run personnel development courses as part of the outcomes of the annual competency assessment, including during the holiday months.

The traditional cooperation with the Secondary Industrial School of Transport, a.s., in the placement of students for vocational training and professional practice at DPP workplaces and the education of young qualified employees in the fields supported by the development programmes Graduate Incentive Programme and DP Scholarship Programme also continued with the promotion of electromobility at the education level. Last year, two classes of selected employees of the Vehicle and Bus Administration unit started their studies in the Electrician's field in a shortened 1.5-year form in February and September.

An integral part of the 2021/2022 academic year was the launch of the 18th year of the accredited Management Training Programme, designed for employees enrolled in the Staff Reserve System, as well as employees who work as foremen, are in charge of work groups or are preparing for these positions. Last but not least, several other events were carried out, such as internships for SPŠD teachers and, to a limited extent, excursions for SPŠD students.

Motivation, development and stabilisation of employees with the potential to fulfil career growth opportunities, increase job satisfaction and ensure future staffing needs of the DPP, including succession planning as part of generational employee turnover in key positions, has long been the goal of the development programme Staff Reserve System.

As in the past, considerable attention was paid to allowing new division heads to meet in person with the aim to underscore the importance and function of the staff evaluation programme.

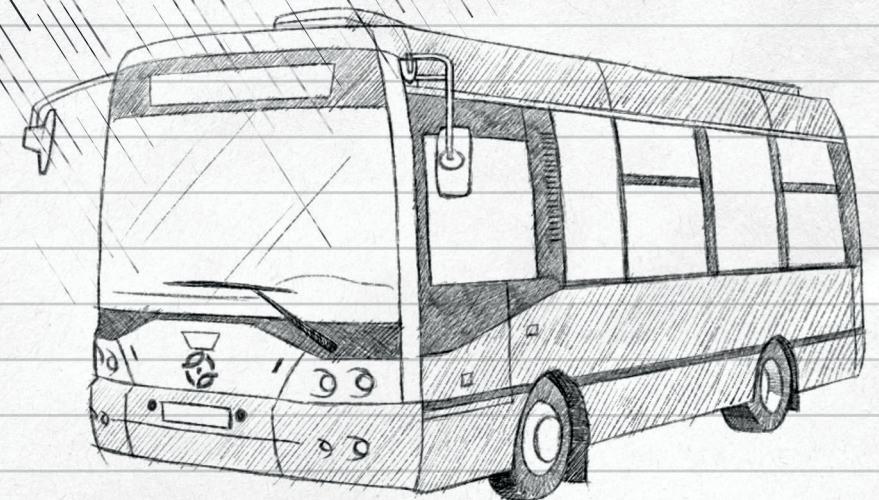
The Personnel Reserve System also includes the handling of requests for study and leave, the

10.3.

*It's raining. Bery rests under a nice little place we often used to visit on our walks. I'm thinking about what to do next... The loss was so great I'd be afraid to get another dog. I've still got a few days left at work.*

15.3.

*The weather's crazy. I can't think of what to do. When a sun shines through though and warms me up a bit, I feel a little better. Tomorrow is the last day at work. My colleagues are very nice to me. I'm going to miss them.*





requirements associated with the conclusion of qualification agreements and the registration of employees improving their qualifications by studying at a secondary school, higher education institution or university supported in accordance with the employer's needs.

In an effort to fulfil the importance of the existing employee evaluation system to the extent of its current status and its perception as a key managerial tool for managing the performance of subordinate employees, for motivating and improving communication, meetings with new senior employees were conducted during the year to a similar extent as in the previous year.

A significant event of the year was the transition of the employee evaluation system to the EGJE application, starting in July in a test run for the HR division and in October for all TH employees.

The development programmes Career Counselling for Universities and Career Counselling for Secondary Schools tried to contribute to increasing employee job satisfaction. The aim of these programmes is to make use of the acquired qualifications, skills and knowledge of employees and to support them in being placed in jobs that match their expectations and the needs of DPP.

The year 2021 brought a total of 1,602 training activities for staff, delivered in full-time, e-learning or combined, to the extent that the pandemic conditions made possible.

21.3

The sun's been shining since morning. I even saw a few bees. The first spring day.  
My little Libuška called. She's coming back with her whole family. Apparently, they  
were homesick. They're buying a house in the next block. I went to look; the garden  
has a beautiful doghouse. The previous owners used to have a nice Labrador in  
there, we used to meet him often. His name was Laky. Everything smells like spring.



Safety

# Safety & Security



Safety & Security

2015



# Safety & Security



## RISK MANAGEMENT SYSTEM IN DPP

The integrated risk management system in the DPP is operated by the security division. DPP systematically and continuously identifies, analyses, monitors and controls all major strategic risks. An integrated risk management system is in place in DPP, with an appropriate set of risk management methods and processes in place to provide adequate assurance to achieve the established strategic priorities and key objectives as set out in the „2019 - 2024 DPP Strategy“. The summary of the formalised risk management tools and measures that are in place at DPP at all levels of management in order to function and deliver the mission of the whole DPP is standardised in the „Risk Management System“.

DPP implemented a software tool for the risk management system, where all risks are identified in the Risk Register, which is regularly reviewed and updated. DPP staff are primarily responsible for identifying, assessing and responding to risks in their area of responsibility. The Risk Manager handles the identified risks and provides methodical guidance to the respective risk owners.

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

A Risk Management Committee was established to ensure and support the achievement of DPP's strategic priorities and key objectives, the design and implementation of risk management measures and approaches, as well as the coordination of DPP organisational units. The Risk Management Committee acts as an advisory body to the Board of Directors on risk management. According to the Articles of Association of DPP, the Audit Committee evaluates the effectiveness of the risk management system and makes recommendations on matters relating to the risk management system to the Supervisory Board and the Management Board of DPP.

## DEVELOPMENT OF CORPORATE SECURITY

Corporate Security Division saw a major overhaul in the purview allocation as per the internal organisational measure coming into effect on 1 July 2021. A new division called Security Projects was created in Division 600100 while at the same time activities related to crisis planning and physical security of premises were transferred to the newly created Security Services Division. Division 600100 also acquired a new name - Corporate Security Development. The names of the newly created departments already indicate that the 600100 Division is primarily responsible for the system development and implementation of new security technologies and procedures, the outputs of which are concentrated in the 600150 Unit, Security Dispatching Division. The history of

this unit dates back to 2016 when it was established under the name of Supervision Centre - DPPC. The newly established Security Projects Division aims to provide complete support for the security department's investment projects. This strategy was adopted and this unit will belong among those with autonomous capital projects privileges. Unit 600130, the HSE Unit, remained without major organisational and personnel changes.

The OSH sector was affected by a pandemic that affected the working and private lives of all DPP employees. It was a constant task of the OSH Division to continue to make the regulations and other workplace safety regulations known to all employees in 2021.

In 2021, training for DPP managers continued, who were re-trained on OHS regulations so that they could pass this information on to their subordinates during their regular training sessions.

Due to a large number of investment projects, the OSH division devoted considerable capacity to comment on the project documentation of individual buildings and also participated in building inspection days and acceptance of individual projects. An important part of prevention is regular annual H&S inspections of all above and below-ground DPP facilities.

Another activity of the OSH Division was participation in external inspections carried out at DPP workplaces by public health authorities, labour inspectorates or trade unions. The positive outcome of these inspections is that no serious deficiencies were found in the area of hygiene and working conditions of DPP employees.

The Security Dispatching Division was created as part of an organizational measure that divided the original Surveillance Centre into two departments - Security Dispatching and Security Projects. After the split, the two departments quickly divided their responsibilities and began to work together.

The Security Dispatching Division specialises in working with security and technical tools, which are supplemented by physical security. Physical security is organised by the control room staff based on the outputs from these systems. Reaction to these outputs requires interaction with other DPP departments or communication with the Police of the Czech Republic and the Prague Metropolitan Police.

The activity of the Call-out Groups is used by dispatchers not only as a response to security incidents but also as a preventive control of public and non-public areas of DPP. In addition to the organisation of the Call-out Groups, dispatchers participate in the organisation of local security activities.

The end of last year was devoted to the preparation of a project for the export of data carriers of the bus CCTV.

Strict hygiene and anti-epidemic measures were in force in the Security Control Room throughout the year, which enabled the division to operate in full.

The Security Projects Division took over most of the responsibilities and tasks in technical matters and security projects. The division's activities are directed towards the areas of system and principle application and use of technical protection systems.

The unit's activities are also aimed at the administration, maintenance and servicing of security technologies. In addition to other everyday activities, in the previous year, the division built and set up a new automated system of vehicle entry, the so-called LPR (License Plate Recognition) system, in the Klíčov and Kačerov garages.

Another project in which the division participated was the reconstruction of the cash lift in the Central Dispatch building. The department's task was to set up security rules in the closely guarded area of the bank vaults and coin counting room, both in terms of technical protection systems and physical security, and to sort out insurance conditions.

The division also took over the management of the reconstructed CCTV of the Vokovice depot, in the implementation of which it was closely involved from the very beginning, i.e. from the stage of the project plan.

### **FIRE PROTECTION**

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

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

In 2021, a total of 492 emergency calls were recorded by the Fire and Rescue Service units. Of this number, there were 53 fires, 100 interventions at road and rail vehicle accidents, 241 technical assistance, 18 liquidations of hazardous substance leaks, 5 exercises and 75 false alarms.

In accordance with the 2021 Fire Protection Units Training Plan, consistent and systematic professional and on-site training of Fire Brigade employees was carried out. Regular training on emergency procedures for different types of the metro, tram and bus rolling stock continued. Training of climbing group members, chainsaw operators and chemical service technicians was carried out. The unit provided regular training for members of the company's volunteer fire brigade units providing fire protection for bus garages. As part of the renewal of firefighting equipment, three special vehicles were delivered to the Fire Division during the year: a container carrier with a technical container, a technical car and a tanker truck.

Within the integrated emergency system, cooperation with the Health Rescue Service of the City of Prague in training ambulance crews to deal with emergencies in the metro continued. The unit familiarised members of the Fire Brigade of the City of Prague with emergency medical services and provided special departments of the Police of the Czech Republic with room for deployment. It carried out inspections of all overhead, underground and wall hydrants and dry pipes in DPP, coordinated inspections and revisions of portable and mobile fire extinguishers.

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

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

### **INSPECTION**

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

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

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

A surveillance audit was conducted at the inspection station (MOT) in the autumn of 2021 to reconfirm compliance with the certification requirements, which were fully met. The quality management system in place at the STK (MOT) continued to meet the relevant requirements of ISO 9001:2015. The high standard of the services provided was demonstrated in particular by the long-term zero number of complaints, the increasing trends of the KPI parameters as well as the very good satisfaction ratings of internal and external customers. In September 2021, a new MOTEX 7842 cylindrical brake tester was installed, which also has a clear positive impact on the quality and efficiency of the service. The QMS system is rated as effective. Certification was carried out by LRQA (Lloyd's Register Quality Assurance). At the same time, the state's professional supervision of the emission measuring station and the technical inspection station was carried out during the year. In both cases, it was assessed to be free from defects.



## SECURITY SERVICES

The year 2021 brought a restructuring of some departments of the security division. As at 1 July 2021, a new division was created within the newly established Security Service Division, namely the Physical Security and Asset Protection Division, which partially absorbed the Security and Asset Protection Division and the Facility Security Division. At the same time, the existing Crisis Planning Unit was newly integrated into the Security Services Division and the staff previously assigned to the Information Security Centre, namely the Architect and the Cyber Security Manager, were newly integrated under the direct authority of the Head of the Security Services Division. From these staff members, the cyber and information security function within DPP was actively developed in 2021, and no cyber security incidents were recorded this past year as per the applicable legislation that DPP was required to report to the National Cyber Security Authority.

This unit is responsible for guarding all buildings owned by the DPP, where it cooperates closely with the Metropolitan Police of the City of Prague and the National Police of the Czech Republic to ensure access of DPP employees and employees of external companies to DPP premises and buildings, entry cards and cards for DPP employees were issued.

In the area of personal data protection, a CCTV with recording capabilities on buses was finalised in accordance with the current Czech legislation in the area of personal data processing, which will gradually replace the current emergency camera system.

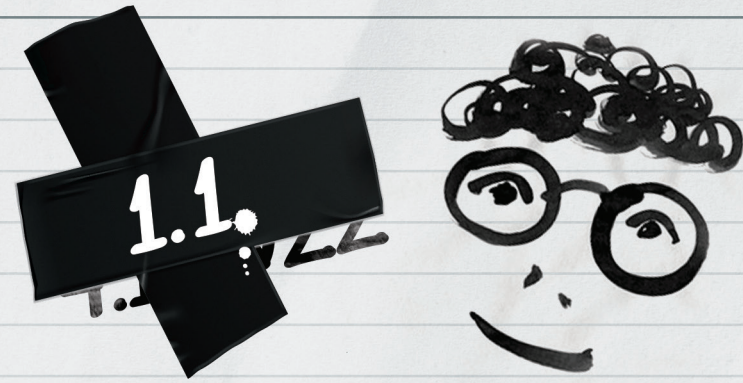
In 2021, the National Cyber Security Authority recertified the information system for the processing of classified information at the classification level Restricted, valid until 8 June 2026. Currently, a total of 112 DPP employees have access to classified information.

In cooperation with the operational departments, mock exercises were also held with the specialised units of the Police of the Czech Republic, the Medical Rescue Service of the City of Prague, the Castle Guard and the DPP Fire Brigade.

The year 2021 was also marked by a pandemic, which had an impact on the activities of all DPP units but particularly affected the activities of the entire division. Because of the covid-19 outbreak, a large part of the workload of the department's staff focused on this crisis situation and the emergency measures taken across DPP. They provided assistance to other departments in implementing government measures related to the coronavirus. In cooperation with the Capital City Sanitation Division, the Division of Public Health and Health Services (CPHS), our division worked to ensure that the priority routing for DPP staff in 2021 was provided.

Throughout 2021, the unit made a substantial contribution to the provision of protective equipment for DPP employees.

As part of the anti-coronavirus measures, additional non-contact disinfection racks were installed in metro stations and DPP buildings. These stands were serviced and complaints from passengers about these stands were addressed.

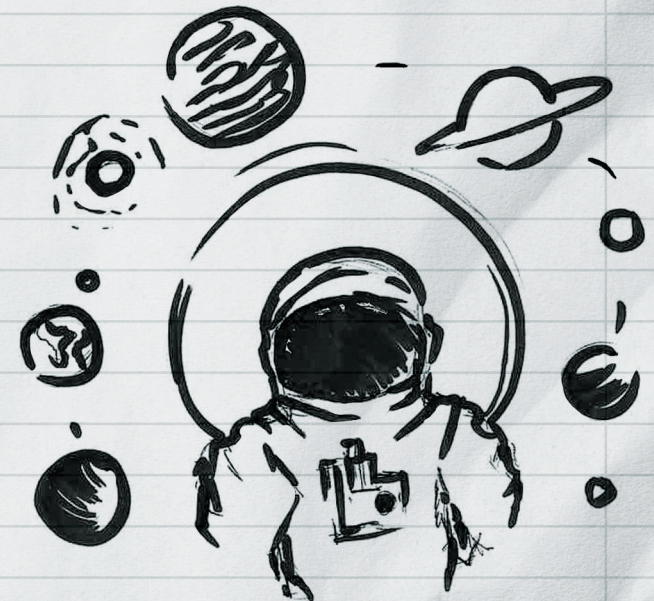


*A free day, and two ones which is interesting from a numerological point of view. A day full of energy. Perfect for planning and setting goals.*

*I'm going to read the cards.*

**Infinitely  
Wise Universe...**

*According to my horoscope, tailored to me - which wasn't cheap, mind - I'm in for an uneventful day today, suitable for quiet meditation and rest.*







# 21.1.

AQUARIUS PERIOD IS UPON US. IT'S AN AIR SIGN WHICH CAN BRING UNEXPECTED CHANGES. **i HAVE TO BE CAREFUL – i LIKE ORDER. BESIDES, i LIKE MY JOB AND WOULD HATE TO COMPLICATE THINGS. ACCORDING TO MY HOROSCOPE, i HAVE TO KEEP MY EYES OPEN.**

# 20.2.

*I read the cards based on my Arcana calculation after a long day at work. I got a nine. Hermit. It doesn't seem right. I'm tired, I'm going to bed.*



# 21.2.

JUST TODAY, A BEAUTIFUL EXAMPLE OF UNIVERSAL CONNECTION – i CHECKED THE HOROSCOPE IN THE MORNING AND IT SAID EVERYTHING WOULD TURN AROUND. SO, i TURNED IT AROUND AND HEY, NINE BECOMES SIX. MUCH BETTER. IN LOVE. THAT'S MORE LIKE IT!!!!

## Legal Division



The Legal Division is responsible for all the company's legal agenda, except for real estate legal relations, and from 2020, it is responsible for the centralised procurement of legal services from the DPP.

**A total of 4 divisions are included within the Division as of December 2021:**

**The Operational Damages Division** was responsible for activities related to the removal of operational damages. In 2021, this division dealt with a total of 4,606 incidents, which amounted to 9,793 handling processes - this includes all accidents and damage to DPP property, including vandalism and crime, and claims for compensation made by the travelling public. Compared to 2020, there was a slight increase in the administrative burden, which was closer to the situation before the epidemic measures. In addition, the division coordinated activities related to the procurement and administration of insurance policies.

In 2021, the **Organizational and Management Standards Division** commented on 177 organisational and management standards, collaborated on the review and modification of 332 organisational and management standards in the development process, and provided development and modification of 1,062 form templates. In 2021, 239 new or updated organisational and management standards were issued.

**Contracts and Public Tenders Legal Support Division** was established on 1 December 2021 by merging Contracts Division with Public Tenders Legal Support Division to manage public tender methodology and legal support more efficiently.

These departments handled a total of 1,925 requests in 2021. These mainly involved the preparation of comments on draft contracts, opinions and statements on internal labour law issues as well as the handling of claims and litigation.





# Central Purchasing Division



In 2021, the **Central Procurement Division** secured cost-effective terms and conditions for supplies, services and works to ensure that quality requirements were met. In its activities, the Division had to deal with factors brought about by both the economic and the covid-19 pandemic. The Division completed the transition of the accounting system for order processing from the old SAP/3 to the new SAP/4 HANA. It also participated in the final design of the new supplier evaluation system, which was deployed at the end of 2021. Furthermore, it continued to perform and oversee the two-step aggregation of requirements for all DPP departments. The standard processes of publishing contracts and orders in the Contracts Register and reviewing existing contracts were not neglected.

In 2021, the **Public Tenders Division** drafted a methodological guide, or detailed internal procedure, to the Public Tenders Directive, effective from 29 June 2021, which aimed to streamline the procedures defined by the directive. In 2021, DPP continued to use the preliminary market consultations (6 implemented) and MTBs (1 implemented), the implementation of which facilitated the preparation of specific public tenders. The Procurement Division actively works with internal customer representatives to optimise the entire procurement process. The principles of responsible procurement continue to be applied in all public tenders. 80 public tender requests were received. 55 public tenders were concluded and a further 71 contract amendments and implementing contracts were processed.

In 2021, the **Inquiry Division** introduced the electronic signing of contracts and amendments. As in the previous year, the use of the electronic tool Tender Arena enabled an unlimited number of tenderers to publish information and documents on the contracting authority's profile, accept and evaluate selected tenders. 236 requests for tenders were received. 199 contracts were concluded based on the results of the calls for tenders and a further 281 amendments, contracts or terminations of contracts were drawn up in total.

In 2021, the **Services and Materials Procurement Divisions** continued to carry out activities related to the transition of the accounting system for order processing from the old SAP/3 to the new SAP/4 HANA. Both divisions collaborated on the development of the final system concept for the new supplier evaluation. This system was deployed at the end of 2021. The Material Procurement Division collaborated on the implementation of the material and technical support in SAP/4 HANA. The Materials Procurement Division successfully used a dynamic purchasing system to acquire spare parts for buses, trams and the supply of other commodities and materials. In 2021, supplies and services were secured by procuring products or services from businesses having more than 50% of their employees who are persons with disabilities or by procuring products or services from disabled entities which saw an increase of almost 34%. 2021 increased pressure on both departments to secure materials and services related to requirements that were impacted by the

covid-19 pandemic. In 2021, the Materials Procurement and Services Procurement departments issued 42,785 purchase orders.

In 2021, the **Asset Disposal Division** received a total of 2,932 requests to remove assets from DPP's records. Assets transferred to the Disposal Centre as a result of these requests were disposed of by sale as a priority and, where not possible, by environmentally sound disposal. Of the above-mentioned number of assets disposed of, 28 were means of transport (buses, trams, vehicles, etc.). In order to sell the said assets, the division drew up a total of 86 purchase contracts, 186 pro-forma invoices and tax documents and 408 receipts (cash payment receipts).



# Strategy Division & Project Office



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

The Division of Strategy and Project Management Office manage the long-term „Metro 2040“ project, whose main objective is to define the strategy and concept for the development of the Prague Metro for 2040. This project, in addition to the overall concept of renewal of the 81-71M metro fleet and the concept of automation of the Prague metro lines, includes a number of other development plans and activities in this area were addressed in 2021, such as the plan to modernise the existing M1 metro fleet's CCTV and passenger information systems, the plan for a new design of seat covers on 81-71M metro trains, etc. The division also manages a separate project - „Automation of line C“ with the aim to fully automate the C line including introducing driverless metro carriages. In 2021 a feasibility study was finalised based on which it was decided to prepare the related tender for the contractor for the implementation phase of the project.

In 2021, the Projects Division provided the „Unified Information System of the City of Prague“ coordination to selected working groups within DPP, namely Graphic Design, Solution of the Unified Information System Data Base and Implementation and Evaluation of Pilot Projects. The Unified Information System is a complex project addressing the overall presentation of Prague and its information and orientation system with respect to all forms of mobility. The employment of disabled persons is also one of the priorities of DPP and for which a project to develop an employment concept was implemented, whose main idea was to create support tools and measures that will fully promote diversity at DPP and provide better employment opportunities for persons with disabilities. In addition, projects were addressed in the Projects Unit in relation to the needs of DPP, with a focus on uniform equipment for DPP employees, the new design of uniforms, the extension of contactless payments on buses, process-oriented projects, etc.

In 2021, the Strategy Division oversaw the co-financing of investment projects of DPP from EU Structural and Investment Funds and other sources. Funding was secured from the Transport

Operational Programme to construct new infrastructure for the projects Zahradní Město tram loop, TT Divoká Šárka - Sídliště Na Dědině, Tram line Sídliště Barrandov - Holyně - Slivenec (0 - 1st stage) and Tram line Sídliště Modřany - Libuš (1st stage). Funding for the Operational Programme Prague - Growth Pole of the Czech Republic was secured, allowing the acquisition of 14 standard electric buses - electrification of line 154, the acquisition of 15 articulated battery trolleybuses - line 140, and the modernisation of the Opatov metro station, the modernisation of the lighting of the Kačerov - Háje tunnels and the modernisation of the escalators at Anděl/Na Knížecí station. Applications for subsidies were also submitted to the OP PPR for investment projects for the replacement of escalators at the Jiřího z Poděbrad station and the modernisation of lighting in the Náměstí Míru - Želivského tunnels. From other sources, subsidies were obtained from the calls for COVID - BUS II and COVID Culture, and the subsidies for project Gene Pools for Cities and Landscapes supported by TAČR was also used.

During the year 2021, the Division of Strategy and Project Management Office was intensively involved in the preparation for drawing on EU subsidies in the period 2021+. Intensive communication and commenting on programme documents was carried out with individual managing authorities of subsidy programmes and in cooperation with the HK CR, AK CR, SDP and SMO in order to discuss and set up the subsidy mix, verify the qualification of DPP project plans and intervene with future managing authorities in order to appropriately set the conditions of the relevant programmes for future drawdown by DPP.

The Strategy Division represented DPP in the working group of the Sustainable Mobility Plan for Prague and its Surroundings, coordinated the preparation of opinions on amendments to the Zoning Plan and land use studies and was entrusted with the coordination role in the OpenProject application, which is sponsored by the Prague City Council. As part of the implementation of the approved concept for the removal of barriers to public transport in the City of Prague, in 2021 the Division managed the preparation of the implementation of projects for barrier-free access to the Křižíkova, Malostranská and Náměstí Republiky metro stations, and preparatory work on these projects will continue in the following year. Furthermore, the preparation of the study of the intention to implement the Staroměstská metro station eastern vestibule was addressed by starting the preparation of a geotechnical survey in the given location and completing a screening study of the improvement of barrier-free access to the Vyšehrad metro station, including the outline of the most technically and architecturally beneficial variants of the outcome.



# Communication and Public Relations



A total of 17,981 submissions from the travelling public were processed during the 2021 pandemic year, an increase of approximately 4% year-on-year. Submissions can be divided into complaints, compliments and enquiries, with the proportion of each category of submission remaining largely unchanged year on year.

During April, the Transit Company and the Institute of Physics of the Czech Academy of Sciences conducted an unprecedented large-scale testing of Prague public transport for the presence of the SARS-CoV-2 virus. Scientists used specially developed biosensors, air and swabbing systems to collect 588 samples from buses, trams, metro trains and metro stations. The presence of the virus was tested, for example, on touch surfaces such as bars, handrails, seat surfaces, control buttons, contactless ticket terminals, as well as in metro stations on control buttons and elevator interiors, escalator handrails, stair restraints and amenities on the metro platform (benches, information panels). To detect the virus from the air inside transport vehicles and in metro stations, experts used sampling equipment with a capacity of 80 to 160 litres per minute. Of the samples collected at the peak of the pandemic, only 1% showed positivity whilst showing infectivity. This result implies that persons on public transport are not at risk of contracting infection, provided that basic hygiene measures (hand disinfection, covering the respiratory tract and mouth with adequate protection, and spacing where possible) are observed.

The development of on-road electro-mobility was being looked into in the international ASSURED project, which mainly addresses charging technologies for larger fleets of electric buses. DPP is involved in a user group to share information and experiences across European cities. Another international project involving DPP is E-LOBSTER. The aim of this project is the efficient use of energy in the power supply networks of public rail transport (particularly rail or metro), especially with regard to possible surpluses, storage and use of recuperated energy or additional energy sources. From DPP's standpoint, mainly the use of energy from the tram power supply network for charging electric buses is monitored. In the course of 2021, charging trolleys for double-pole electric buses were built at the Želivského and Strašnická loops using this synergy. International cooperation within the International Union of Public Transport UITP did not stop even during the pandemic. On the contrary, there was intensive communication and information transfer within the 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 future years.

The agenda for expert visits in 2021 was very limited due to the hygiene and epidemic measures. Representatives of more than twenty expert delegations visited Prague in person to learn about partial aspects of public transport in Prague. In spite of the difficult global pandemic situation, the division also attended to colleagues from exotic destinations such as Kenya or Taiwan. DPP participated in many online webinars and conferences, sharing experiences related to the covid-19 pandemic as well as the regular agenda.

In 2021, a total of 7,912 articles mentioning DPP or Prague public transport were published in the monitored media, which is approximately 80% of the number of articles published in 2020. The level of publicity in 2021, especially in the first half of the year, was strongly influenced by the development of the covid-19 pandemic and emergency anti-epidemic measures, as well as the elections to the Chamber of Deputies. Media outlets published the most articles on DPP in June, 889 in total, while the fewest outlets, 533, were published in October.

In the long term, most articles about DPP and Prague public transport are published by internet news servers. Last year they published 4,656 articles, which is 59% of the total number of outputs. Print titles published 1,763 articles (22% share), CTK published 575 news about the DPP (7% share), TV broadcast 541 (7% share) and radio stations published 377 reports (about 5% share).

In terms of tonality, neutral outputs dominated last year, accounting for about 56% (4,452 reports) of the total number of published outputs. The second largest group was positive outputs, which accounted for almost a third of the total outputs (31.3%, 2 474 articles), compared to 20.8% the previous year. Last year, there were 544 ambivalent news items (6.9% share) and the lowest number of negative news items, 442, with a 5.6% share. While the number of neutral outlets declined by almost 30% year-on-year, the number of positive articles increased significantly, by more than 20% year-on-year. If we add a significant decrease in the number of negative outputs, by more than 40% year-on-year, and ambivalent ones, by almost a quarter year-on-year, we can conclude that the overall media image of DPP has improved significantly year-on-year: almost 90% of all articles about DPP and Prague public transport were neutral or positive last year.

The main topics of the positive articles last year were the preparation and construction of new tram lines, the electrification of bus lines, the renewal of the fleet (purchases of electric buses and trolleybuses), the introduction of a historic tram line, the extension of the mobile signal in the metro, etc. Negative or ambivalent media coverage related to the impact of the covid-19 pandemic on DPP, e.g. the drop in fare revenues. In the summer, the media reported in a partly critical way on the fare increase or in the autumn on the traffic situation in Prague due to repairs and closures.

As in 2020, last year's traffic to the DPP website was also affected by the covid-19 pandemic. The gradual relaxation of anti-epidemic measures in the middle of the year was reflected in the growth of website visits, which began to exceed 150,000 per week. The busiest month in terms of traffic was unusually August, during which the PID Tariff was changed. More than 650 thousand users searched for information about the new fares, which was the highest monthly traffic to the DPP website in the last three years. The upward trend continued in the number of visits via smartphone, which was used by more than 60% of users to obtain information about public transport. The area of the most searched for information, which is traffic restrictions, emergencies, timetables and fares, remains unchanged.

The number of users who follow the official DPP Facebook profile increased by almost 4,000 to nearly 29,000, and the number of fans increased by more than 2,000 last year and exceeded 26,000. In 2021 DPP reached 7,593,439 organic reaches and 7,999,128 impressions on Facebook, 207,031 paid reaches and 362,733 paid impressions, the amount spent on promotion of posts totalled CZK 19,764.72. DPP's Twitter account was followed by more than 12,500 followers last year, 2,000 more than the previous year. Also on Instagram, the DPP managed to increase the number of followers by almost 2,000 users to nearly 10,000 last year.

The standard communication tool for informing DPP employees is the intranet. In 2021, a total of 229 news items were published on its main page, mainly containing information on meetings of the company's bodies, vacancies, anti-epidemic measures, press releases, personnel, safety, operational and other communications. At the end of 2021, a test run of LED panels was launched, replacing the original bulletin boards at the Communication Points in the respective sites. The LED panels display news from the main intranet site, offers and events for DPP staff and other information that needs to be delivered to all DPP staff.

DP Contact, the monthly magazine for DPP employees, was published eleven times last year in its 26th year: ten times in the standard, once in the extended range and once as a summer double issue. On three occasions, it was supplemented by inserts related to the covid-19 vaccination or the introduction of a meal card in the DPP, once by a large-format poster, and once by a dedicated supplement on the end of the 12-year SOR bus contract. Last year, DP Contact won the highest accolade to date in the respected Golden Semicolon competition - third place in the most populous category of Internal Print Magazine.

# Marketing and Sales



## MARKETING

Despite the difficult situation significantly affected by the limitations imposed by covid-19, the funds allocated under the 2019-2024 Marketing Strategy were used to the maximum extent in 2021. A number of events were held on alternative dates. The allocated budget was utilised in the drawdowns shown below.

### Recruitment of new employees

The Division addressed the ever-present need for new employees with a comprehensive long-term communication activity, which included broadly focused surface advertising, billboards, promotional items, trams and buses used as the overall advertising medium, advertising spots and radio slots, and targeted participation with a recruitment stand at a number of relevant trade fairs. As a result, a number of potential employees were approached and subsequent communication with the most promising ones was established.

### Stabilisation of existing employees and promotion of company culture

As part of activities to promote a positive perception of the company by employees, interesting and positively evaluated events were held. These include the Olympic Festival for employees and friends of DPP held as part of the Olympics and the sports-oriented CEO Cup Football Tournament. During October, three meet ups were also held in the presence of management representatives to bid farewell to employees retiring in 2019 and 2020.

### Public Transport Museum

As part of making the small buildings more attractive, the building of the public transport museum's newsagent's shop was repainted, which now visually refers to the traditional Prague trams. The promotion of lines 41 and 42 in the Prague Trips app and the audio guide for lines 42 and 43 had resulted in increased awareness and occupancy of these popular lines. December was marked by cooperation with the Museum of Public Transport on activities for the Advent season. The cooperation with the Public Transport Museum takes place all year round, with the division promoting both the Museum itself and the various specific services offered by the Museum.

### Various events

Special events are an extremely effective tool for promoting and building the long-term image of DPP.





A significant milestone in the history of DPP was the 130th anniversary of the electric railways. As part of the celebration of this anniversary, the tram 15T was named, a tram parade was held, the whole tram car was aesthetically pleasingly coated, a number of popular promotional items were produced and the central tram workshops in Hostivař were opened to the public.

Chess tournaments were successfully held. The Children's Day and Halloween celebrations at the MHD Museum were a great success. MHD fans were delighted not only by the publication but the subsequent launch of the book 13 + 1 The Story of 130 Years of the Funicular to Petřín. The general public welcomed the Open Days in September, which included participation in Heroes' Day at the Prague Exhibition Grounds.

The Kinobus remains a firm favourite with the public, and this was the fourteenth time that it had taken its popular attraction - successful blockbusters on hot summer evenings - to the districts of Prague.

During the closure, the 900700 division sent the historic 81-71 metro set, the so-called „briquette“, which met with a considerable response not only among those old enough to remember the service, but the general public as well. As part of similar events, the division also organised a number of other events, such as the farewell parade of Karosa buses on the occasion of their retirement from regular service or the farewell to the T6 trams.

The events that take place at Christmas are extremely popular and highly acclaimed every year. DPP successfully helps to strengthen Prague's Christmas atmosphere and thus reinforces its long-term positive image. A special „Bethlehem Tram“ was dispatched to deliver the Bethlehem Light, and the streets of Prague were lined with the „Christmas Fleet“: eight selected vehicles (trams, a lubrication tram and buses) with distinctive but aesthetically pleasing Christmas decorations. In addition, the building of the Public Transport Museum and for the first time the upper gable of the funicular to Petřín were lit up for Christmas. The traditional festive parade also took place. In total, over 15,000 light bulbs spread the Christmas atmosphere. It can be said that DPP is already becoming an indispensable part of Prague's Christmas magic and people appreciate it.

DPP also supported an interesting cultural event relevant to its target group: the SOUNDTRACK PODĚBRADY film music festival.

### Communication campaigns

Campaigns are an important part of the work of the DPP Marketing Division. Individual campaigns have different objectives, ranging from raising awareness of the DPP brand and building its image to spreading specific messages (e.g. recruitment) or educational messages (safety campaigns).

As part of the „Don't jump under my wheels“ campaign, an educational social media spot was created with strollers (where to stand with a stroller on the tram and where on the bus), and a spot on the topic of „hoods, headphones, the dark“ was run in the autumn. DPP also participated in the campaign at the BESIP meet-ups and handed out T-shirts with the theme „Don't jump under my wheels“ to pupils in the first year of primary school.

The „City Safe, City Together“ campaign focused on communicating public transport safety while also communicating the DPP brand. It ran on TV (30" spot), radio (20" spot), on CLV panels at shopping centres and online.

The Prague Trips app was launched and promoted. As part of the fight against the covid-19 disease, a vaccination bus took to the streets.

As part of the Association of Transport Enterprises of the Czech Republic, DPP was part of the Bus Salon project.

DPP participates in a number of relevant and popular trade fairs each year to showcase the DPP brand, offer training programmes and run recruitment. In 2021, these trade shows and festivals included:

- Festival of Science
- Czech bus (DPP was the general partner)
- E-salon
- The World of Books
- Profession days

### Polling

Public opinion polling is an essential part of decision-making. For the third year running, DPP had commissioned a public opinion survey which showed the following:

- NPS=38 (which is again a slight improvement compared to the last poll). It is rated by almost ¾ of respondents (on a scale of 0-10).
- Nearly every resident of Prague over 15 years of age had experience using public transport - 92% of the polled residents of Prague and the Central Bohemian Region use public transport at least once a month, 82% every week and 42% every day. Compared to the previous poll, there was a slight increase in daily passengers.
- 6 out of 10 economically active people use public transport for their daily commute to work/school.
- DPP's strengths lie primarily in providing information about timetables and connections.

### SALES

In 2021, the Sales Division developed a proposal for secondary business activities of DPP suitable for a merger into the Marketing and Sales Division with the aim to increase process efficiency, reduce administrative burden and increase revenues from activities not directly related to DPP's core mission.

In the first quarter of 2021, in cooperation with external contractors and JIT, interactive forms for on-line booking and reservation of rides on historic trams were introduced on the DPP website in the Entertainment and Experiences section.

Due to the spread of the covid-19 disease and the introduction of government measures, the operation of commercial events and rentals was almost suspended in the following months of 2021. As a result of these measures, sales from commercial activities dropped significantly and started to grow again at the end of the second quarter of 2021. For example, in May sales amounted to CZK 40 thousand, in June to CZK 400 thousand and in September sales of CZK 700 thousand were already reported. Overall, however, sales in 2021 fell by 15% compared to 2020.

Marketing tools such as sales support in the form of participation of the sales division staff in specialised trade fairs (Science Fair, European Mobility Week, DOD) or advertising in professional journals and support from the 900700 unit also contributed to these growing sales figures.

The drop in revenue from transport was fully offset by savings in the marketing budget and an increase in revenue from the rental of DPP property for advertising purposes.

In addition to these figures, it is necessary to add the revenues from the operation of the tourist tram in cooperation with Prague City Tourism and the Historical Tram Unit in the amount of approximately CZK 900 thousand per month. The turnover from the rental of historical trams in Q3 2021 was approximately CZK 5 million. This result is comparable to the extremely successful year 2019 when the economy was in an upturn.

Throughout 2021, the Sales Division worked with external suppliers and internal departments on a project to digitise the ordering process for historic tram journeys, which aims to increase efficiency towards internal and external customers.

**My watch stopped!**

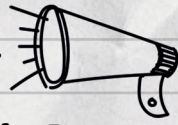
**13.3.**

**13.3 AT 13:13, THAT SIMPLY CANNOT BE A COINCIDENCE! WHAT IF IT'S A BAD SIGN THOUGH? I'M NOT DOING ANY SIGNIFICANT LONG-TERM DECISIONS TODAY. THE HOROSCOPE SAYS I SHOULD RETURN TO MY ROOTS. WHAT DOES THE UNIVERSE MEAN BY THAT? I'LL VISIT MY PARENTS, THAT'S THE BEST THING TO DO TODAY. MY DAD LAUGHED ABOUT IT AND SAID HE IS INDEED 'ROOTING' AWAY. WELL, A TYPICAL AQUARIUS. HE COULD TAKE IT A BIT MORE SERIOUSLY BUT THAT MIGHT BE TOO EARTHY FOR HIS AIR-LIKE NATURE... I BOUGHT A BIG BOUQUET FOR MY MUM, SAGITTARIUSES ALWAYS APPRECIATE SUCH THINGS. AND BOY, DID SHE! IT'S PROOF OF HOW TRUE THE ASTROLOGICAL SCIENCE IS... THEY WERE BUSY THOUGH, HEADING TO MY AUNT MARTA'S BIRTHDAY PARTY. THEY WANTED ME TO COME BUT NO WAY, I'M RETURNING TO MY ROOTS TODAY. I'M GOING TO READ ABOUT TAROT. VISITING MY AUNT WILL NEED A BETTER CONSTELLATION.**

**13:13.**



13.6.



I BOUGHT A MINERAL TODAY. THE HOROSCOPE SAID I'D FIND A TREASURE OF SOME KIND. I HAVEN'T FOUND ANYTHING, BUT BUYING IS A FORM OF FINDING. THERE WAS A BEAUTIFUL SHOP ASSISTANT. I SHOULD VISIT MORE OFTEN.



20.6.

ACCORDING TO THE HOROSCOPE, IT'S A PERFECT DAY FOR A MEETING. I WENT TO VISIT MY PARENTS. JUST TO BE SURE, I STOPPED AT THE SHOP AND BOUGHT A JASPER. THE SHOP ASSISTANT'S NAME IS

**EULÁLIE.**

## Metro line D



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

In 2021, the preparatory phase of the construction of the Metro line D continued. In December 2021, a supplementary geological survey of section I.D1a (Pankrác - Olbrachtova) was completed, followed by maintenance works. In June, the contractor for the construction part of the Pankrác - Olbrachtova section was selected and in November 2021 the contractor for the Comprehensive Monitoring including passporting for the construction part of the Pankrác - Olbrachtova section was selected. In the middle of June, by Resolution No. 28/1, the City Council of the City of Prague approved the construction of the I.D1 section (Pankrác - Nové dvory with access tunnels from the Depo Písnice site, including the transport system) and guaranteeing its financial coverage. At the end of June, a non-legally binding building permit was issued, which, due to obstructions, did not come into force until the end of 2021.

In terms of the security of property rights of the Metro line D route in 2021, DPP managed to achieve a shift especially in the area of Prague - Libuš, where a major lease agreement was concluded with a group of natural persons, thanks to which the area for the construction of Metro line D was secured and at the same time the preparation of the construction of the tram line Modřany - Libuš was „unblocked“. Important progress was also made in the preparation of the Nové Dvory - Depot Písnice section, where 18 plots of land with a total area of 23,673 m<sup>2</sup> were purchased. The securing of property rights will continue in 2022, where we expect in particular the completion of the exchange between the City of Prague and the Czech Post in the Pankrác area, the completion of the securing in the Prague - Libuš area and further land purchases in the Nové Dvory - Depot Písnice section.

The most important milestones in 2022 include the legal validity of the construction permit for Variant VI, including the acquisition of related permits, and the subsequent start of construction of the first section of the Metro line D Pankrác - Olbrachtova line. Furthermore, the implementation of the tender for the selection of contractors for the construction of the Olbrachtova (excluded) - Nové Dvory section and comprehensive monitoring and passporting. In 2022, the activities will also focus on the project preparation of the next section of Metro line D, namely I.D3 Pankrác - Náměstí Míru and obtaining a concurring opinion to the decision to amend the DUR of the Krč Hospital and Krč Railway Station.

# Companies with an investment interest



## **Pražská strojírna a. s.**

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

Transit Company of the City of Prague, a joint stock company, is the only shareholder.

## **Secondary Industrial School of Transport, a. s.**

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

Transit Company of the City of Prague, a joint stock company, is the only shareholder.

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

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

Transit Company of the City of Prague, a joint stock company, owns 28 % of its shares.

## **Nové Holešovice, a.s.**

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

Transit Company of the City of Prague, a joint stock company, owns 25% of the shares.

# Report of the Audit Committee



## **DPP, FOR THE YEAR 2021**

In accordance with Act No. 93/2009 Coll., (on auditors), the General Assembly of 19 January 2010 decided to establish the Audit Committee (hereinafter referred to as the „VpA“) as a body

of the Transit Company of the City of Prague. The VpA worked in 2021 as an independent body of the company, and took resolutions and minutes of its meetings, which are archived.

### **The VpA has three members elected by the General Assembly of the DPP:**

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

In 2021, the VpA held a total of 6 meetings. The respective meetings were always guided by the approved agenda and materials, which were sent to VpA members in advance.

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

- the process of preparing the financial statements,
- recommendations of the external auditor,
- assessment of the independence of the statutory auditor,
- the process of statutory audit of financial statements,
- monitoring the effectiveness of the internal control, risk management system,
- monitoring the effectiveness of internal audit and its functional independence,
- interim quarterly results of DPP,
- information on the activities of the Internal Audit Division,
- final reports of internal audits,
- information on the implementation of corrective actions,
- information from the meetings of the Board of Directors and the Supervisory Board of DPP.

Given the discussed matters, the Director General, the Chief Economic Officer, the Head of Internal Audit and other expert employees of DPP or DPP's external auditor were regularly invited to the meetings of the VpA.



In 2021, the VpA fulfilled its obligations under applicable law and the company's articles of association.

**The following can be excerpted from the activities of the VpA:**

At the opening of the meeting on 3 March 2021, the VpA agreed to the submitted report on the Audit Committee's activities in 2020 and instructed the Chairman of the Audit Committee to submit this report to the Company's Management Board and Supervisory Board and subsequently to the Company's Annual General Assembly.

The VpA was provided with the interim report on the audit of the 2020 accounts of DPP and the schedule for the 2020 accounts.

Furthermore, the VpA discussed the impact of covid-19 on the costs and revenues of DPP for 2020, the risk management system as part of the management and control system of DPP, the internal audit plan for 2021, the report on the status of the internal control system and the overview of the implementation of corrective measures for the fourth quarter of 2020.

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

On 30 April 2021, by Resolution No. 2/2021/2 on the financial statements for the year 2020 and the annual report for the year 2020, the VpA took note of the financial statements for the year 2020 and the annual report for the financial year 2020 of DPP.

The Board also noted the report of the independent auditor NEXIA AP a.s. on the financial statements for 2020.

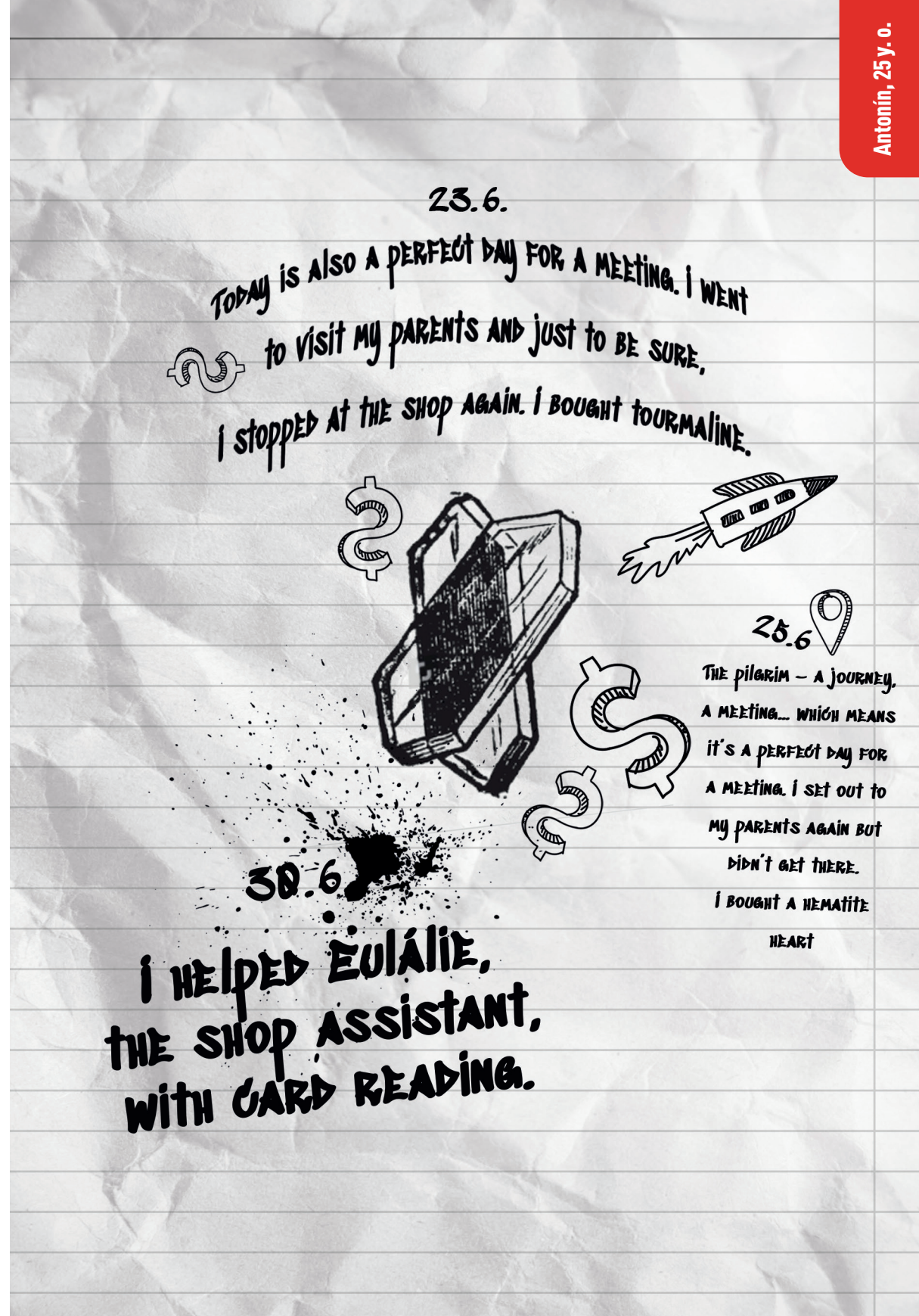
Finally, the Board discussed the report on the costs management of the PID for 2020, information on the scope of Act No. 320/2001 Coll., on financial control towards DPP, information on litigation, the annual report on the activities of the internal audit and the submitted audit reports.

At the meeting on 26 May 2021, the Board paid attention to the letter from the statutory auditor of NEXIA AP, a.s. to the management of the accounting unit (Management letter), the management costs report of the PID system for the first quarter of 2021.

The VpA was informed of the summary report on the status of risks following the review and update of the Risk Register as at 30/4/2021, an assessment of the development of 2020/21 risks, cyber security - key risks, Information Technology activity and a review of corrective action delivery for Q1 2021.

At the end of the meeting, the VpA discussed the submitted audit reports.

On September 15, 2021, the VpA approved the VpA's report to the Public Oversight Board and directed the Chair of the Audit Committee to submit the report to the Public Oversight Board.





30.10.

My collection has gradually grown  
to include citrine, agate, aventurine,  
ruby, fluorite,

**CHALEDONY,**

sapphire, topaz, turquoise and  
about three kilos of small

decorative stones  
called  
**DRAGON'S  
TEETH.**

The VpA noted the review of DPP's 2020 tax obligations and additional tax reports, the PID system's costs management report for the first half of 2021, the PPTČ Team's regular report, and the review of corrective action performance in Q2 2021.

Finally, the VpA discussed significant litigation cases, functions and risks of HR, functions and risks of the transport section as well as the submitted audit report.

At the beginning of the meeting on 3 November 2021, the VpA was presented with the audit plan for the 2021 financial statements, the schedule for the preparation of the 2021 annual financial statements and the results of the external audits from 1. 1. 2020 - 31. 12. 2020 and from 1. 1. 2021 - 30. 9. 2021.

The VpA also discussed information on the functions and risks of the technical division, the functions and risks of the security division, information on the activities of the Audit Division and information on the preparation of the Internal Audit Plan for 2022.

At the end of the meeting, the Board was presented with the audit report and regular information on the activities of the Internal Audit Division.

At the meeting on 9 December 2021, the VpA initially noted the write-off of the 2020 wasted investments, the capitalisation of fixed assets in the PID system, the PID costs management report for Q1-Q3 2021 and significant changes in legislation for 2022.

In addition, the VpA approved Update No. 1 to the 2021 IA Plan.

At the end of the meeting, the VpA was informed about the processes and risks of the technical section - Metro, the Risk Management System - summary report on the status of risks after the review and update of the Risk Register as at 31 October 2021, information on cyber security at DPP and the submitted audit reports.





# Report of the Supervisory Board



## DPP FOR THE YEAR 2021

**Supervisory Board of the Transit Company of the City of Prague, a joint stock company (hereinafter referred to as the „Supervisory Board“)** was composed of:

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, Josef Buriánek, Ing. Michal Štěpán, PaedDr. Ivo Vašíček (Mgr. Jakub Jiran, Ing. Jan Lička), Jiří Obitko, Bc. Jan Holub and Tomáš Novotný.

**During 2021, the following personnel changes were made to the Supervisory Board.**

The Prague City Council in the competence of the General Assembly of the „Transit Company of the City of Prague“ by resolution Nos. 1561 and 1562 of 21 June 2021, the Supervisory Board of the City of Prague dismissed PaedDr. Ivo Vašíček and Ing. Michal Štěpán. On 22 June 2021, it elected new members of the Supervisory Board, namely Ing. Jan Lička and Mgr. Jakub Jiran.

**Matters regularly discussed:**

In 2021, 11 Supervisory Board meetings were held. The company's Supervisory Board, among other things, regularly:

- monitored the operational management DPP (hereinafter referred to as the Transit Company) and monitored the development of revenues (discussion of quarterly and half-yearly management results, annual financial statements of the PID system's costs and the development of the use of funds);
- Discussed the implementation of the procurement plan and its members participated in the evaluation panels for assessing the suppliers' bids;
- discussed the materials and adopted conclusions from the meetings of the Board of Directors and the General Assembly;
- discussed property law matters: granted consent to the conclusion of individual contracts limiting the ownership right or creating a lien on movable or immovable property owned by the Transit Company, and granted consent to the conclusion of certain contracts for the sale of the Transit Company's properties and the lease of the Transit Company's properties for a fixed term

(over 1 year of the lease);

- monitored the implementation of recommended corrective actions resulting from internal audits;
- discussed the investment plan and monitored its implementation and changes.

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

At the beginning of the year, the Supervisory Board gave its approval for the conclusion of contractual documentation in property matters from the Board of Management and discussed information on the revitalisation of metro stations in collaboration with another entity.

The Supervisory Board approved the vesting and payment of the target remuneration of the Executive Board members for 2020 and set the Executive Board members' targets for 2021.

During the year, the Supervisory Board took note of the Amendment to the Articles of Association of the company and, among other things, dealt with the employment of persons with disabilities and gave its consent to the conclusion of the Shareholders' Agreement and the Articles of Association necessary for the establishment of a commercial company for the revitalisation of the Nádraží Holešovice metro station and the adjacent area.

The Supervisory Board was regularly informed on the individual steps of the construction and preparation of the I.D metro line, dealt with the matters of contractual relations with the company RENCAR PRAHA, a.s. and euroAWK s.r.o., and its attention was also repeatedly devoted to issues related to the status of the MOS/P-DOS project.

The Supervisory Board also focused on the progress in the negotiations on the ongoing litigation related to the exits from the metro stations.

The Supervisory Board also discussed the strategic materials of the Transit Company, such as the strategy for the development of tram depots or the 2021 DPP Business Plan, and was informed about the C line automation project.

**Conclusion:**

Throughout the year, the Supervisory Board of the Transit Company closely monitored the interim management results, and regularly discussed quarterly reports on the achieved management results, including the PID system cost calculations.

The Supervisory Board paid high attention to selected contractual obligations of the Transit Company and the delegated representatives of the Supervisory Board significantly participated in the work of evaluation committees in bidding and public tenders during 2021.

It must be stated that during 2021 the Supervisory Board fulfilled its mission as the company's controlling body with due care in accordance with applicable laws, the company's articles of association, other regulations and the interests of the sole shareholder of the City of Prague and

supervised the performance of the Management Board's duties and the company's management.

Through its activities, the Supervisory Board significantly contributed to the proper functioning of the Transit Company.

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



In accordance with the provisions of Section 18(1) of Act No. 106/1999 Coll., on Free Access to Information, as amended (hereinafter referred to as the „Information Act“), this annual report for the year 2021 on the activities of the Transit Company of the City of Prague, a joint stock company (hereinafter referred to as „DPP“) in the area of providing information pursuant to the Information Act is presented.

## 1. the number of requests for information submitted and the number of decisions issued refusing the request:

a) the number of requests for information submitted: .....	67
b) the number of decisions issued rejecting the application: .....	12

## 2. the number of appeals lodged against decision:..... 4

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

a) copy of the substantive parts of each ruling of the reviewing court on the lawfulness of a decision to refuse a request for information:.....	0
b) a summary of all expenses incurred in connection with legal proceedings concerning rights and obligations under the Act, including the costs of its own staff and legal costs:.....	0 Kč

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

## 5. data on complaints lodged against the procedure for handling requests for information (hereinafter referred to as „complaint“):

a) the number of complaints lodged:.....	0
b) the reason for filing complaints against the DPP's procedure:	
• § Section 16a(1).....	-
• § Section 16a(1).....	-
c) the method of execution of the DPP:	



- § Section 16a(5) (self-remedy)..... -
- § Section 16a(5) (referral to the appellate jurisdiction)..... -
- d) the manner of handling by the appeal body (Office for Personal Data Protection):
  - Section 16a(6)(a), § 16a(7)(a)..... -

**6. other information related to the handling of requests for information:** the most frequent requests for information related to the tendering procedures for non-residential premises owned by DPP.

# Report on Relations



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## Introductory provisions

The Board of Directors of the Transit Company of the City of Prague, a joint stock company, with registered office at Sokolovská 42/217, Vysočany, 190 00 Prague 9, ID No.: 000 05 886, registered in the Commercial Register maintained by the Municipal Court in Prague, Section B, Insert 847 as a controlled company, prepared the following report in accordance with Section 82 of the Corporation Act (hereinafter ZoK) on the relations between the Transit Company of the City of Prague, a joint stock company, and the controlling entity and between the Transit Company of the City of Prague, a joint stock company, and entities controlled by the same controlling entity (hereinafter referred to as „related entities“) for the past financial year from 1 January 2021 to 31 December 2021 (hereinafter referred to as the „Relevant Period“)

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

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

**1.1 Relationship structure**

**1.1.1.** The structure of the relationships between the related entities is branched and multi-tiered and is dependent on the controlling (legal) entity, the City of Prague, ID No.: 000 64 581 (hereinafter referred to as the „Controlling entity“). The Controlling entity directly controls sixteen 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 registered office at Prague 9 - Vinoř, Mladoboleslavská 133, Postal Code 19017 and Střední průmyslová škola dopravní, a.s., company ID No.: 256 32 141, with registered office at Prague 5, Plzeňská 298/217a, Postal Code 15000, are controlled by 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 which the 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 The Controlling entity controls the following other directly controlled entities according to the information available to the Controlled entity:**

- a)** Kolektory Praha, a.s., with registered office at Pešlova 341/3, Vysočany, 190 00 Prague 9, registered in the Commercial Register, File No. B 7813, maintained by the Municipal Court in Prague, ID No.: 267 14 124 (100 % share)
- b)** Kongresové centrum Praha, a.s. with registered office at 5. května 1640/65, Nusle, 140 00 Prague 4, registered in the Commercial Register, file number B 3275, maintained by the Municipal Court in Prague, ID No.: 630 80 249 (45.652 % share)
- c)** Obecní dům, a.s., with registered office at náměstí Republiky 1090/5, Staré Město, 110 00 Prague 1, registered in the Commercial Register, File No. B 9990, maintained by the Municipal Court in Prague, ID No.: 272 51 918 (100 % share)
- d)** Pražská energetika Holding a.s. with registered office at Prague 10, Na Hroudě 1492, Postal Code 10005, registered in the Commercial Register, File No. B 7020, maintained by the Municipal Court in Prague, ID No.: 264 28 059 (51 % share)

**e)** Pražská plynárenská Holding a.s. with its registered office at U plynárny 500/44, Michle, 140 00 Praha 4, registered in the Commercial Register, File No. B 7151, maintained by the Municipal Court in Prague, ID No.: 264 42 272 (100 % share)

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

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

**h)** TRADE CENTRE PRAHA a.s. with its registered office at Praha 2, Blanická 1008/28, Postal Code 12000, registered in the Commercial Register, File No. B 43, maintained by the Municipal Court in Prague, ID No.: 004 09 316 (100 % share)

**i)** VODA Želivka, a.s. with registered office at K Horkám 16/23, Hostivař, 102 00 Prague 10, registered in the Commercial Register, file number B 7437, maintained by the Municipal Court in Prague, ID No.: 264 96 224 (share 90.0353 %)

**j)** Zdroj pitné vody Káraný, a.s. se sídlem Podolská 15/17, Podolí, 147 00 Praha 4, zapsaná v obchodním rejstříku spisová značka B 7438 vedená u Městského soudu v Praze, IČ: 264 96 402 (podíl 97,25 %)

**k)** Operátor ICT, a.s., with registered office at Dělnická 213/12, Holešovice, 170 00 Prague 7, registered in the Commercial Register, File No. B 19676, maintained by the Municipal Court in Prague, ID No.: 027 95 281 (100 % share)

**l)** Technická správa komunikací hl. města Prahy, a.s., with registered office at Řásnovka 770/8, Staré Město, 110 00 Prague 1, registered in the Commercial Register, File No. B 20059, maintained by the Municipal Court in Prague, ID No.: 034 47 286 (100 % share)

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

**n)** Technologie hlavního města Prahy, a.s., with registered office at Dělnická 213/12, Holešovice, 170 00 Prague 7, registered in the Commercial Register, File No. B 5402, maintained by the Municipal Court in Prague, ID No.: 256 72 541 (100 % share)

**o)** Prague City Tourism a.s. with its registered office at Arbesovo náměstí 70/4, Smíchov, 150 00 Prague 5, registered in the Commercial Register, File No. B 23670, maintained by the Municipal Court in Prague, 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 registered office at Praha 9 - Vinoř, Mladoboleslavská 133, Postal Code 19017, registered in the Commercial Register, File No. B 2318, maintained by the Municipal Court in Prague, ID No.: 601 93 298 (100 % share)
- b) Střední průmyslová škola dopravní, a.s., with registered office at Prague 5, Plzeňská 298/217a, Postal Code 15000, registered in the Commercial Register, File No. B 5097, maintained by the Municipal Court in Prague, ID No.: 256 32 141 (100 % share)
- c) RENCAR PRAHA, a. s. with registered office at Rohanské nábřeží 678/25, Karlín, 186 00 Praha 8, registered in the Commercial Register, file number B 86, maintained by the Municipal Court in Prague, ID No.: 005 06 397 (28 % share)
- d) Nové Holešovice, a.s., with registered office at Sokolovská 42/217, Vysočany, 190 00 Praha 9, registered in the Commercial Register, file number B 26696, maintained by the Municipal Court in Prague, ID No.: 119 26 384 (25 % share)

**Companies with capital participation of Pražská energetika Holding a.s.**

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

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

- a) PREDistribuce, a.s., with registered office at Praha 5, Svornosti 3199/19a, Postal Code 15000, registered in the Commercial Register, File No. B 10158, maintained by the Municipal Court in Prague, ID No.: 273 76 516 (100 % share)
- b) eYello CZ, k.s., with registered office at Kubánské náměstí 1391/11, Vršovice, 100 00, Prague 10, registered in the Commercial Register, file number A 76596, maintained by the Municipal Court in Prague, ID No.: 250 54 040 (90 % share)
- c) PREměření, a.s., with registered office at Prague 10, Na Hroudě 2149/19, Postal Code 10005, registered in the Commercial Register, File No. B 5433, maintained by the Municipal Court in Prague, ID No.: 256 77 063 (100 % share)
- d) KORMAK Praha a.s. with its registered office at náměstí Bratří Jandusů34/34, Uhříněves, 104 00 Praha 10, registered in the Commercial Register, File No. B 20181, maintained by the Municipal Court in Prague, ID No.: 485 92 307 (100 % share)
- e) PREservisní, s.r.o., with registered office at Na hroudě 1492/4, Vršovice, 100 00 Prague 10, registered in the Commercial Register, File No. C 215222, maintained by the Municipal Court in Prague, ID No.: 020 65 801 (100 % share)

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

g) VOLTCOM, spol. s r.o. with registered office at Prague 6, Otevřená 1092/2, Postal Code 16900 registered in the Commercial Register, File No. C 7541, maintained by the Municipal Court in Prague, ID No.: 447 94 274 (100% share).

**Companies with capital participation of PREDistribuce, a.s.**

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

**Companies with capital participation of PREměření, a.s.**

- a) PRE FVE Světlík, s.r.o. with registered office at Na hroudě 2149/19, Strašnice, 100 00 Prague 10, registered in the Commercial Register, file number C 287994, maintained by the Municipal Court in Prague, ID No.: 280 80 378 (100 % share)
- b) SOLARINVEST - GREEN ENERGY, s.r.o. with its registered office at Na hroudě 2149/19, Strašnice, 100 00 Praha 10, registered in the Commercial Register, File No. C 153406, maintained by the Municipal Court in Prague, ID No.: 289 23 405 (100 % share)
- c) FRONTIER TECHNOLOGIES, s.r.o. with registered office at Na hroudě 2149/19, Strašnice, 100 00 Prague 10, registered in the Commercial Register, file number C 106530, maintained by the Municipal Court in Prague, ID No.: 272 34 835 (100 % share)
- d) PRE VTE Částkov, s.r.o. with its registered office at Na hroudě 2149/19, Strašnice, 100 00 Praha 10, registered in the Commercial Register, File No. C 19065, maintained by the Regional Court in Pilsen, ID No.: 279 66 216 (100% share)
- e) PRE FVE Nové Sedlo, s.r.o. with registered office at Na hroudě 2149/19, Strašnice, 100 00 Prague 10, registered in the Commercial Register, file number C 356261, maintained by the Municipal Court in Prague, ID No.: 11911913 (100 % share)

**Companies with capital participation of Pražská plynárenská Holding a.s.**

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

**Companies with capital participation of Pražská plynárenská, a.s.**

a) Pražská plynárenská Distribuce, a.s., a member of the Pražská plynárenská, a.s. Group, with its registered office at Praha 4, U Plynárny 500, Postal Code 14508, registered in the Commercial

Register, File No. B 10356, maintained by the Municipal Court in Prague, ID No.: 274 03 505 (100 % share)

- b)** Pražská plynárenská Servis distribuce, a.s., a member of the Pražská plynárenská, a.s. Group, with registered office at U plynárny 1450/2a, Michle, 140 00 Prague 4, registered in the Commercial Register, file number B 1878, maintained by the Municipal Court in Prague, ID No.: 471 16 471 (100 % share)
- c)** Prometheus, energetické služby, a.s., a member of the concern Pražská plynárenská, a.s., with registered office at Praha 4, U Plynárny 500, Postal Code 14000, registered in the Commercial Register, File No. B 17568, maintained by the Municipal Court in Prague, ID No.: 630 72 599 (100 % share)
- d)** Pražská plynárenská Správa majetku, a.s., a member of the Pražská plynárenská, a.s. Group, with registered office at U plynárny 500/44, Michle, 140 00 Prague 4, registered in the Commercial Register, file number B 17753, maintained by the Municipal Court in Prague, ID No.: 274 36 551 (100 % share)
- e)** Informační služby - energetika, a.s., with registered office at Praha 4, U Plynárny 500, Postal Code 14100, registered in the Commercial Register, File No. B 7946, maintained by the Municipal Court in Prague, ID No.: 264 20 830 (100 % share)
- f)** Montservis PRAHA, a.s. with registered office at Prachatická 209, Letňany, 199 00 Praha 9, registered in the Commercial Register, file number B 270, maintained by the Municipal Court in Prague, ID No.: 005 51 899 (95% share)

**Companies with capital participation of the business company Prometheus, energetické služby, a.s., a member of the concern Pražská plynárenská, a.s.**

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

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

- a)** AKROP s.r.o. with its registered office at Tuchoměřice, Ke Špejcharu 392, Postal Code 25267, registered in the Commercial Register, File No. C 81758, maintained by the Municipal Court in Prague, ID No.: 264 32 331 (100 % share)
- b)** Pražský EKOservis, s.r.o., with registered office at Revoluční 1082/8, Nové Město, 110 00 Prague 1, registered in the Commercial Register, File No. C 229808, maintained by the Municipal Court in Prague, ID No.: 032 98 973 (100 % share)

**Company with capital participation of VODA Želivka, a.s.**

- a)** Želivská provozní a.s. with registered office at Prague 10 - Hostivař, K Horkám 16/23, Postal Code

10200, registered in the Commercial Register, file number B 19766, maintained by the Municipal Court in Prague, ID No.: 291 31 804 (100 % share) b) Želivská dálniční a.s. with its registered office at K Horkám 16/23, Hostivař, 102 00 Praha 10, registered in the Commercial Register, File No. B 26370, maintained by the Municipal Court in Prague, ID No.: 108 95 868 (100 % share) c) Želivská rozvojová a.s. with its registered office at K Horkám 16/23, Hostivař, 102 00 Praha 1, registered in the Commercial Register, File No. B 26371, maintained by the Municipal Court in Prague, ID No.: 108 96 562 (100 % share)

**Company with capital participation Zdroj pitné vody Káraný, a.s.**

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

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

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

**Company 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 Prague 10, Nepravdělná 156/2, Postal Code 102 00, registered in the Commercial Register, File No. C 9845, maintained by the Municipal Court in Prague, ID No.: 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. Actions taken in the last financial year at the instigation of or in the interest of the controlling entity or entities controlled by the controlling entity**

- 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 2021 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 transactions were made between the controlled and the controlling entity in the interest of the controlling entity.
- 4.4** No action was taken in the interest of the controlling entity.
- 4.5** No action was taken in the interest of the controlling entity.
- 4.6** No action was taken at the instigation of the controlling entity.
- 4.7** No action was taken at the instigation of the controlling entity.
- 4.8** In the financial year 2021, the agreements listed in Appendix 2 were concluded between the controlled entity and other entities directly controlled by the controlling entity. These contracts were entered into on normal commercial terms as well as the performance and consideration are on normal commercial terms, so that the controlled entity cannot suffer any detriment from the performance of these contracts.
- 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 were taken in the interest of other entities directly controlled by the controlling entity.
- 4.11** No measures were taken in the interest of other entities directly controlled by the controlling entity.
- 4.12** No action was taken at the instigation of other entities directly controlled by the controlling entity.
- 4.13** No action was taken at the instigation of other entities directly controlled by the controlling entity.

#### **Information on relationships to other entities controlled indirectly by the controlling entity**

- 4.14** In the financial year 2021, the contracts listed in Appendix 3 were concluded between the controlled entity and other entities controlled indirectly by the controlling entity. These contracts were entered into on normal commercial terms and the performance and consideration are in line with these terms, so that no detriment can arise to the controlled party from the performance of these contracts.
- 4.15** No other legal transactions were made between the controlled entity and other entities

indirectly controlled by the controlling entity in the interest of other entities indirectly controlled by the controlling entity.

- 4.16** No measures were taken in the interest of other entities indirectly controlled by the controlling entity.
- 4.17** No measures were taken in the interest of other entities indirectly controlled by the controlling entity.
- 4.18** No action was taken at the instigation of other entities indirectly controlled by the controlling entity.
- 4.19** No action was taken at the instigation of other entities indirectly controlled by the controlling entity.

#### **5. Assessment and evaluation**

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

Certain risks can be inferred from the relationship with RENCAR PRAHA, a.s., ID No.: 005 06 397, where several pending legal proceedings between the controlled entity and this entity related to the alleged existence of an obligatory relationship between DPP and RENCAR PRAHA, a.s. As a result of any reversal of decisions favourable to date, certain counterclaims could arise relating, inter alia, to 2021.

It follows from the above that in the financial year 2021 the controlled entity did not incur any property damage due to the influence of the controlling entity.

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

**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 2021 by the controlled entity with the controlling entity

Controlling entity	Controlled entity	Number of contracts concluded
City of Prague	Dopravní podnik hl. m. Prahy, akciová společnost	175

## Characteristics of contracts and number of contracts:

- Addendum to the Agreement on Integration and Sharing of Technological Units Acquired by DPP as per the work contract „Comprehensive Security System“ ..... 1
- Authorised entity agreement.....10
- Agreement on the transfer and assumption of the investor's rights and obligations ..... 1
- Agreement on the cancellation of the future contract on the establishment of an easement ... 1
- Memorandum of Interim Cooperation ..... 1
- Lease agreement .....38
- Addendum to the Lease Agreement ..... 4
- Agreement on termination of the lease agreement..... 1
- Addendum to the Agreement on termination of the lease agreement ..... 1
- Agreement on the conclusion of a future agreement on the establishment of an easement...20
- Agreement for the establishment of an easement .....17
- Exchange contract ..... 1
- Agreement on the future agreement on the establishment of an easement ..... 9
- Agreement on the future agreement on the establishment of a land easement ..... 2
- Agreement on water supply and sewage disposal ..... 3
- Agreement on financing of the project under the Operational Programme Prague-Polar Growth of the Czech Republic ..... 5
- Addendum to the Contract on financing of the project under the Operational Programme Prague- Polar Growth of the Czech Republic..... 1
- Agreement on the acquisition and establishment of a utility easement ..... 1
- Media agreement ..... 1
- Agreement on the provision of services..... 1
- Agreement on the relocation of public lighting ..... 1
- Agreement on the transfer of thermal energy ..... 1
- Addendum to the Agreement on Public Services in Public Railways and urban bus transport in the PID system for the years 2010 to 2019 ..... 5
- Loan agreement.....17
- Addendum to the Loan Agreement ..... 5
- Addendum to the Contract on public service obligation in public regular transport in the Prague Integrated Transport (PID) System for the years 2010 to 2019 .....23
- Agreement on the establishment of an easement..... 3
- Purchase Agreement..... 1

## APPENDIX 2

## Contracts concluded in 2021 with entities DIRECTLY controlled by the controlling entity

Company's name	Number of contracts	Characteristics of contracts
Kolektory Praha, a.s.	0	
Kongresové centrum Praha, a.s.	0	
Obecní dům, a.s.	0	
Operátor ICT, a.s.	6	Commission Contract on Business Cooperation – 3, Settlement Agreement – 1, Agreement on the Use of Data within MOS – 1, Master Agreement on the Management and Operation of the Network Infrastructure - 1
Prague City Tourism a.s.	6	Agreement on Settlement of Liabilities – 1, Cooperation Agreement – 1, Commission Contract – 1, Contract for the Provision of Transportation – 2, Barter Cooperation Agreement-1
Pražská energetika Holding a.s.	0	
Pražská plynárenská Holding a.s.	0	
Pražská vodohospodářská spol. a. s.	2	Cooperation Agreement – 1, Agreement on Future Easement Establishment Agreement - 1
Pražské služby, a.s.	2	Agreement on the Provision of Services - 2
Technická správa komunikací hl. m. Prahy, a.s.	4	Lease Agreement – 3, Relocation Agreement - 1
Technologie hlavního města Prahy, a.s.	0	
TRADE CENTRE PRAHA a.s.	0	
VODA Želivka, a.s.	0	
Výstaviště Praha, a.s.	2	Smlouva o barterovém obchodu - 2
Zdroj pitné vody Káraný, a.s.	0	



## APPENDIX 3

## Contracts concluded in 2021 with entities INDIRECTLY controlled by the controlling entity

Company's name	Number of contracts	Characteristics of contracts
Střední průmyslová škola dopravní, a.s.	5	Agreement on the Provision of Education and Training to Obtain the Authorisation of Groups B+C and RB/C – 1, Agreement on the Provision of Education and Training to Obtain the Authorisation of Groups B, B+C and RB/C – 1, Addendum to the Agreement on the Provision of Education and Training to Obtain the Authorisation of Groups B+C a RB/C – 1, Addendum to the Agreement on the Conditions for the Provision of Vocational Training Courses and Line Management within Lifelong Learning – 1, Addendum to the Agreement on the Conditions for the Provision of Education and Teaching of pupils - 1
RENCAR PRAHA, a.s.	0	
Pražská strojírna, a.s.	2	Purchase Agreement – 1, Amendment to the Master Purchase Agreement - 1
Nové Holešovice, a.s.	0	
Pražská energetika a.s.	215	Associated Power Supply Service Contract – 8, Amendment to the Associated Power Supply Service Contracts – 113, Amendment to the Power Supply Contract - 94
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.	58	Agreement on the Transfer of Rights and Obligations – 4, Lease Agreement – 8, Agreement on Handling, Operation and Work on Electrical Equipment – 6, Connection Agreement – 4, Short-term Connection Agreement – 1, Agreement on Future Connection Agreement – 3, Agreement on Future Easement Establishment Agreement – 17, Service Provision Agreement – 1, Easement Establishment Agreement – 5, Equipment Power Agreement – 2, Procedure Agreement - 1, Declaration of Consent – 1, Relocation Provision Agreement – 2, Addendum to the Agreement on Future Easement Establishment Agreement – 1, Addendum to the Connection Agreement – 1, Addendum to the Electricity Distribution 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.	18	Agreement on Combined Natural Gas Supply – 1, Addendum to the Agreement on Combined Natural Gas Supply - 17
Pražská plynárenská Distribuce, a.s.	10	Declaration of Consent – 2, Connection Agreement – 2, Agreement on Future Easement Establishment Agreement – 3, Relocation Provision Agreement – 1, Easement Establishment Agreement – 1
Pražská plynárenská Servis distribuce, a.s.	1	Lease Agreement – 1
Prometheus, energetické služby, a.s.	0	
Pražská plynárenská Správa majetku, a.s.	0	
Informační služby – energetika, a.s.	0	
Montservis Praha, a.s.	0	
Teplu pro Kbely, a.s.	0	
Pražské vodovody a kanalizace, a.s.	2	Cooperation Agreement – 1, Agreement on Measures to Protect Water Supply and Sewerage for Public Use - 1
AKROP s.r.o.	0	
Pražský EKOservis, s.r.o.	0	
Želivská provozní a.s.	0	
Želivská dálniční a.s.	0	
Želivská rozvojová a.s.	0	
Vodárna Káraný, a.s.	0	
CDSw - City Data Software, spol. s r.o.	0	



## DIAGRAM

## Controlling entity - City of Prague

Directly controlled entities	Company ID No.	Company with capital participation - Indirectly controlled entities	Company ID No.	Company with capital participation - Indirectly controlled entities	Company ID No.	Company with capital participation - Indirectly controlled entities	Company ID No.
Dopravní podnik hl. m. Prahy, akciová společnost	00005886						
		Pražská strojírna a. s.	60193298				
		RENCAR PRAHA, a. s.	00506397				
		Střední průmyslová škola dopravní, a.s.	25632141				
		Nové Holešovice, a.s.	11926 384				
Kolektory Praha, a.s.	26714124						
Kongresové centrum Praha, a.s.	63080249						
Obecní dům, a.s.	27251918						
Operátor ICT, a.s.	02795281						
Pražská energetika Holding a.s.	26428059						
		Pražská energetika, a.s.	60193913				
				PREdistribuce, a.s.	27376516		
						PREnetcom, a.s.	06714366
				eYello CZ, k.s.	25054040		
				PREměření, a.s.	25677063		
						PRE FVE Světlík, s.r.o.	28080378
						SOLARINVEST - GREEN ENERGY, s.r.o.	28923405
						FRONTIER TECHNOLOGIES, s.r.o.	27234835
						PRE VTE Částkov, s.r.o.	27966216
						PRE FVE Nové Sedlo, s.r.o.	11911913
				KORMAK Praha a.s.	48592307		
				PREzákaznická, a.s.	06532438		
				PREservisní, s.r.o.	02065801		
				VOLTCOM, spol s r.o.	44794274		
Pražská plynárenská Holding a.s.	26442272						
		Pražská plynárenská, a.s.	60193492				

				Pražská plynárenská Distribuce a.s., člen koncernu Pražská plynárenská a.s.	27403505		
				Pražská plynárenská servis Distribuce, a.s., člen koncernu Pražská plynárenská a.s.	47116471		
				Prometheus, energetické služby, a.s., člen koncernu Pražská plynárenská a.s.	63072599		
						Teplota pro Kbely a.s.	09783172
				Pražská plynárenská Správa majetku, a.s., člen koncernu Pražská plynárenská a.s.	27436551		
				Informační služby-energetika, a.s.	26420830		
				Montservis PRAHA, a.s.	00551899		
Pražská vodohospodářská společnost a.s.	25656112						
				Pražské vodovody a kanalizace, a.s.	2565635		
Pražské služby, a.s.	60194120						
				AKROP s.r.o.	26432331		
				Pražský EKOservis, s.r.o.	03298973		
Technická správa komunikací hl. m. Prahy, a.s.	03447286						
				CDSw - City Data Software, spol. s r.o.	45278482		
TRADE CENTRE PRAHA a.s.	00409316						
VODA Želivka, a.s.	26496224						
				Želivská provozní a.s.	29131804		
				Želivská dálniční a.s.	10895868		
				Želivská rozvojová a.s.	10896562		
Výstaviště Praha, a.s.	25649329						
Zdroj pitné vody Káraný, a.s.	26496402						
				Vodárna Káraný, a.s.	29148995		
Technologie hlavního města Prahy a.s.	25672541						
Prague City Tourism a.s.	07312890						

# List of abbreviations



<b>AE</b> ..... Airport Express	<b>HMP</b> ..... Capital City of Prague	<b>SD</b> ..... Service Desk	<b>VIP</b> ..... outdoor information system
<b>AIS</b> ..... automatic information system	<b>HW</b> ..... Hardware (components) of the computer	<b>SDI</b> ..... Transport Information Centre	<b>VKV</b> .....very short wave
<b>APC</b> ..... Automatic passenger counting	<b>ID</b> .....identification number	<b>SPŠD</b> .....Secondary Industrial School	<b>VOŠ</b> .....higher vocational school vozkm vehicle
<b>ASDR-D</b> .....Automatic dispatch traffic control system	<b>IT</b> .....information technology		kilometres
<b>ASDR-T</b> .... Automatic Dispatch Control System (technology)	<b>JDCM</b> ..... Metro transport unit	<b>SPT</b> .....Independent Operations Technician	<b>VP</b> .....trailer trolley
<b>OHS</b> .....occupational health and safety	<b>CZK</b> ..... Czech crown	<b>SSZ</b> ..... light signalling device	<b>VpA</b> ..... Audit Committee
<b>BM</b> ..... Common Meter	<b>KP</b> ..... control inspection	<b>SŠ</b> ..... high school	<b>VPN</b> ..... virtual private network
<b>CO<sup>2</sup></b> ..... carbon dioxide	<b>KS</b> ..... piece	<b>SŽ</b> ..... Railway Administration	<b>VŠ</b> ..... college
<b>CP</b> ..... securities	<b>LMS</b> ..... Learning Management System	<b>SŽDC</b> .... Railway Infrastructure Administration	<b>VT</b> ..... computer technology
<b>CPU</b> ..... computer processor unit	<b>M</b> ..... Substation	<b>TBZ</b> ..... technical safety tests	<b>VTZ</b> ..... selected technical equipment
<b>CSA</b> ..... Central Application Management	<b>MD</b> ..... Ministry of Transport	<b>TH</b> .....technical-economic (employees)	<b>VZ</b> ..... public tender
<b>ČSN</b> ..... Czech technical standard	<b>MDT</b> .....Substation and Distribution transfer stations	<b>TSK</b> ..... Technical administration of roads	<b>ZLD</b> ..... lines for people with reduced mobility orientation and movement and for their accompaniment
<b>ČS</b> .....Czech Savings Bank	<b>MHD</b> .....public transport	<b>TSO</b> ..... Technical Facilities Management	<b>ZOK</b> .....Act on Business Corporations
<b>ČSOB</b> .....Czechoslovak Commercial Bank	<b>MKM</b> ..... local kilometres	<b>TT</b> .....tramway tracks	<b>ZOO</b> ..... Zoo
<b>DC</b> ..... Surveillance Centre	<b>MHMP</b> ..... Prague City Council	<b>UITP</b> ....International Union of Public Transport	<b>ZVS</b> ..... public service obligation
<b>DH-G</b> ..... Hostivař depot building	<b>MOS</b> ..... multifunctional check-in system	<b>UPS</b> ..... Uninterruptible power supply	
<b>DHM</b> ..... tangible fixed assets	<b>OON</b> ..... other personal costs	<b>UTZ</b> ..... designated technical facility	
<b>DNM</b> ..... intangible fixed assets	<b>OPP</b> .....valuation allowances		
<b>VAT</b> ..... value added tax	<b>OSM</b> ..... Metro Protection System		
<b>DPP</b> .....the Transit Company of the City of Prague	<b>PC</b> .....Personal Computer		
<b>DPPC</b> .....Surveillance and alarm receiving centre	<b>PHE</b> ..... recycling fee		
<b>DRHM</b> .....small tangible assets	<b>PID</b> .....Prague Integrated Transport System		
<b>DRNM</b> .....small intangible assets	<b>PO</b> ..... fire protection		
<b>DT</b> .....distribution transformer station	<b>IPOC</b> .....information panels above the check-in line		
<b>Ečs</b> ..... the oldest type of metro carriages	<b>POP</b> ..... operational and service staff		
<b>EGJE</b> ..... Elanor Global Java Edition (HR data processing software product)	<b>PRE</b> .....Prague Energy		
<b>EKV</b> ..... electronic access control system	<b>PS</b> .....escalators		
<b>EOV</b> ..... electrically controlled turnouts	<b>Ptv</b> ..... CCTV		
<b>EPS</b> ..... electrical fire alarm system	<b>PVd</b> ..... trailer trolley - long		
<b>EEVP</b> ... electronic record of work performance	<b>QMS</b> .....Quality Management System		
<b>EU</b> ..... European Union	<b>RAM</b> ..... computer memory		
<b>EZS</b> .....electronic security system	<b>ROPID</b> .....Regional organiser of the Prague public transport		
<b>GDPR</b> ..... General Data Protection Regulation	<b>RTT</b> ..... reconstruction of the tram tracks		
	<b>SARS-CoV-2</b> .....coronavirus causing covid-19 disease		



# Table Part



Table Part

06







# Operational 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	26	9	563,9	19,45	13,30
Buses	129	14	1819,4	24,93	16,80
Trolleybuses	1	-	4,9	24,50	11,30

Note: Excluding the historical (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	neděle
Metro	446	256	409	181	181
Trams	599	417	600	308	314
Buses	846	475	822	433	432
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	56 791	10 475 640
Trams	54 047	5 945 129
Buses	60 902	5 237 024
Trolleybuses	0,27	19
Funicular	19	1 920
Total	171 759	21 659 732

Note.: Excluding kilometres of contractual transport and the historical (nostalgic) tram line. Buses are counted including suburban lines. Kilometres per vehicle per tram are converted.

## 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	12,36	107 168	1,88	-	-
Trams	19,84	119 592	3,31	-	-
Trolleybuses	39,73	0	0,64		
Buses	9,12	-	-	26 688	0,43

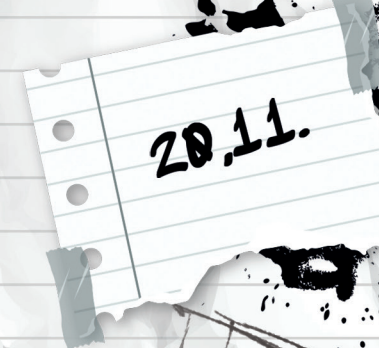
## LIST OF LINES

### Metro lines operated as of 31 Dec. 2021

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 the track means the distance between midpoints of terminal stations on the 1st rail, the data comes from the survey of the 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 Veveslavín	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>	
<u>Zone operation:</u> Skalka – Depo Hostivař (on business days only, approximately from 6 AM to 7 PM)		

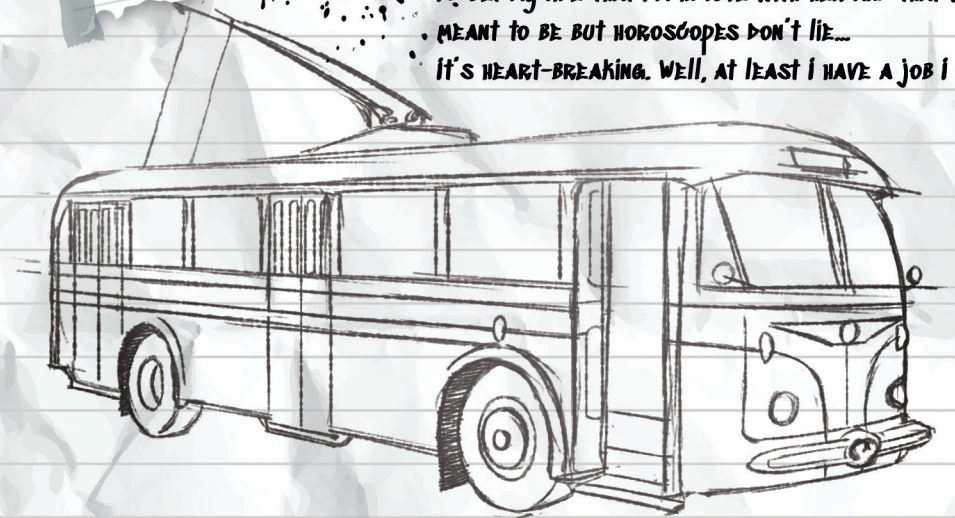


ONE OF THE SADDEST DAYS OF MY LIFE. I MADE A HOROSCOPE FOR EULALIE AND WE'RE NOT A GOOD MATCH.

HOW'S THAT POSSIBLE?



I'D BET MY LIFE THAT I'M IN LOVE WITH HER AND THAT WE'RE MEANT TO BE BUT HOROSCOPES DON'T LIE... IT'S HEART-BREAKING. WELL, AT LEAST I HAVE A JOB I LOVE...



**20.11.** I PASSED THE SHOP FILLED WITH EXCRUCIATING PAIN, UTTER SELF-DENIAL AND MY HEART TORN INTO MILLION PIECES. BUT AT LEAST, I FINALLY VISITED MY PARENTS...





I'M STILL IN SHOCK! MY LIFE TURNED UPSIDE DOWN. I WAS SO FABBEGASTED I CAN ONLY PUT IT IN WORDS NOW, A MONTH LATER. I VISITED MY PARENTS. JUST TO KEEP THE CONVERSATION GOING, I MENTIONED HOW MY WATCH STOPPED ON MARCH 13 AT 13:13 AND MY MUM SAID - AS IF IT WAS A MERE ANECDOTE - THAT THE SAME THING HAPPENED WHEN I WAS BORN. THAT SHE THOUGHT TIME HAD STOPPED WHEN SHE WAS IN THE DELIVERY ROOM.

AND THEN THE NURSE TOLD HER THAT THE MAINTENANCE MAN WAS TAKING HIS SWEET TIME WITH THE CLOCK, IT HAD BEEN STUCK SINCE MARCH. I SPECIFICALLY REMEMBER HOW SHE ONCE TOLD ME SHE'S CERTAIN I WAS BORN AT 11!!! PRECISELY 11:00. I MEAN YEAH BUT IT WAS 11:00 THERE FOR THREE MONTHS!!! I COUNTED MY ASCENDENT BASED ON THAT!!! HOW CAN MY HOROSCOPE BE RELEVANT NOW ?

NOTHING IS AS IT SHOULD BE!!! BUT THAT'S GREAT NEWS, THEN IT DOESN'T APPLY AND THE HOROSCOPE CAN BE REMADE. EULALIE WILL MAKE A PERFECT MATCH FOR ME AFTER ALL!!! I'M GOING TO TAKE HER TO MY PARENTS FOR CHRISTMAS DINNER. LIFE IS WONDERFUL. MY DAD'S LAUGHING OF COURSE. WELL, HE IS AN AQUARIUS...

Tram lines operated as of 31 Dec. 2021 (basic line connection – the situation without closures)

#### Day-time lines

Line	Route	Average length without loops in m	Average running times in minutes
1	Sídliště Petřiny – Spojovací	14 110	42,0
2	Sídliště Petřiny – Nádraží Braník	14 670	43,5
3	Levského/Sídl. Modřany – Kobylisy/Březiněveská	20 270	57,5
4	Sídliště Barrandov – Kubánské náměstí	12 642	40,0
5	Sídliště Barrandov – Vozovna Žižkov	13 716	43,0
6	Palmovka – Kubánské náměstí	13 230	47,0
7	Radlická – Nové Strašnice	11 590	39,0
8	Nádraží Podbaba – Starý Hloubětín	13 790	42,0
9	Sídliště Řepy – Spojovací	17 380	53,0
10	Sídliště Řepy – Sídliště Ďáblice	22 290	68,0
11	Spořilov – Spojovací	12 700	42,0
12	Sídliště Barrandov – Výstaviště	15 980	48,5
13	Čechovo náměstí – Olšanské hřbitovy	5 287	19,5
14	Spořilov – Vysočanská	15 330	50,0
15	Kotlářka – Olšanské hřbitovy	11 450	37,5
16	Sídliště Řepy – Ústřední dílny DP	22 740	54,0
17	Levského/Sídl. Modřany – Vozovna Kobylisy	20 030	52,5
18	Nádraží Podbaba – Vozovna Pankrác	11 390	38,5
19	Lehovec – Pankrác	16 839	52,5
20	Sídliště Barrandov – Divoká Šárka	16 920	47,0
21	Levského/Sídl. Modřany – Radlická	13 997	36,0
22	Bílá Hora – Nádraží Hostivař	20 950	64,5
23	Zvonařka – Královka	8 275	30,0
24	Březiněveská/Kobylisy – Náměstí Bratří Synků	11 689	40,5
25	Bílá Hora – Lehovec	17 560	51,0
26	Divoká Šárka – Nádraží Hostivař	20 550	61,5

**Night-time lines**

Line	Route	Average length without loops in m	Average running times in minutes
91	Divoká Šárka – Staré Strašnice/Radošovická	18 840	59,0
92	Lehovec – Sídliště Modřany/Levského	22 230	56,0
93	Sídliště Ďáblice – Vozovna Pankrác	16 020	46,0
94	Lehovec – Sídliště Barrandov	22 240	61,5
95	Vozovna Kobylisy – Ústřední dílny DP	21 500	59,0
96	Sídliště Petřiny – Spořilov	17 220	49,5
97	Bílá Hora – Nádraží Hostivař	21 310	60,5
98	Sídliště Řepy – Spojovací	18 610	52,0
99	Sídliště Řepy – Zahradní Město	18 024	51,0

**Funicular and historical tram**

Line	Route	Average length without loops in m	Average running times in minutes
LD	Újezd – Petřín	510	4,0
41	Vozovna Střešovice – Výstaviště Holešovice/ Planetárium Praha	9 635	32,5

**Bus and trolleybus lines operated by DPP as of 31 Dec. 2021****a) Lines within the basic network**

Line	Route	Average length without loops in m	Average running times in minutes
100	Zličín – Letiště	11 050	19
101	Zentiva – Viktoria Žižkov	13 975	42
102	Šimůnkova – Sídliště Bohnice	6 125	16
105	Smíchovské nádraží – Smíchovské nádraží	9 500	20
106	Kačerov – Nádraží Braník	7 575	21
107	Dejvická – Suchdol	5 925	13
108	Sídliště Na Dědině – Dejvická	15 900	47

109	Palmovka – VÚ Běchovice	12 900	30
111	Skalka – Koloděje	12 800	29
112	Nádraží Holešovice – Podhoří	4 500	12
113	Kačerov – Točná	10 975	27
116	Dejvická – Jenerálka	7 150	18
118	Sídliště Spořilov – Smíchovské nádraží	10 900	28
119	Nádraží Veleslavín – Letiště	8 750	19
120	Na Knížecí – Nádraží Radotín	16 200	40
121	Poliklinika Budějovická – Nádraží Braník	8 700	25
122	Opatov – 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	12 675	40
136	Sídliště Čakovice – Jižní Město	26 000	75
137	Na Knížecí – Malá Ohrada	12 600	37
138	Sídliště Skalka – Ústavy Akademie věd	12 900	38
139	Želivského – Komořany	15 250	45
140	Palmovka – Miškovice	11 325	30
141	Bazén Hloubětín – Ve Žlábku	10 950	28
142	Nové Butovice – Velká Ohrada	3 675	10
143	Dejvická – Stadion Strahov	4 025	12
144	Kobylisy – Poliklinika Mazurská	3 475	7
145	Kobylisy – Sídliště Čimice	4 300	11

147	Dejvická – Výhledy	6 575	15
148	I. P. Pavlova – I. P. Pavlova	4 200	16
149	Dejvická – 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 – Nášírovo náměstí	6 850	18
158	Letňany – Třeboradice	8 025	21
159	Letňany – Vínoř	9 175	21
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	8 350	17
174	Kukulova – Třebonice	12 100	30
175	Florenc – Háje	18 250	55
176	Karlovo náměstí – Stadion Strahov	4 575	15
177	Poliklinika Mazurská – Chodov	27 850	75
180	Obchodní centrum Zličín – Dejvická	14 700	41
181	Černý Most – Opatov	14 300	38
182	Vínoř – Opatov	27 875	68
183	Vozovna Kobylisy – Háje	23 025	57
184	Velká Ohrada – Vypich	8 050	20
185	Letňany – Kbelský hřbitov	5 150	13
187	Nádraží Holešovice – Pelc Tyrolka – Nádraží Holešovice	3 450	8

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	20 550	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	21 775	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
229	Depo Hostivař – Královice	14 375	31
230	Holyně – Filmové ateliéry	7 800	21
231	Na Knížecí – Na Knížecí	5 050	16
235	Nemocnice Bohnice – Podhoří	7 025	19
236	Zámky – Podhoří	6 875	17
241	Smíchovské nádraží – Lipence	13 950	25
244	Smíchovské nádraží – Sídlíště Radotín	11 000	21
245	Nádraží Radotín – Otěšínská – 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 is new within the basic PID lines; a special tariff applies.



**b) Night-time lines**

Line	Route	Average length without loops in m	Average running times in minutes
901	Anděl – Skalka	30 250	63
902	Lysolaje – Třebonice	21 650	43
904	Sídlíště Stodůlky – Sídlíště Písnice	27 725	60
905	Sídlíště Čimice – Jižní Město	29 375	64
906	Skalka – Nedvězí	31 625	64
907	Letiště – Lipence	40 425	78
908	Jinonice – Klánovice	37 025	80
909	Suchdol – Sídlíště Rohožník	33 325	71
910	Letiště – Na Beránku	34 875	77
911	Sídlíště Čakovice – Nádraží Hostivař	38 000	76
912	Lehovec – Ve Žlábku	8 075	17
913	Dolní Chabry – Točná	36 575	79
915	Miškovice – Cukrovar Čakovice	2 600	6
916	Palmovka – Vínořský hřbitov	11 900	24

**c) School lines**

Line	Route	Average length without loops in m	Average running times in minutes
251	Sídlíště Čimice – Šimůnkova	4 250	10
252	Ústřední – Morseova	6 450	17
255	Jenerálka – Dejvická	8 500	21
256	Knovízská – Mokrá	2 350	7
259	Hostavice – Bazén Hloubětín	7 325	18
260	Bílá Hora – Na Okraji	4 250	13
261	Sídlíště Zbraslav – Velká Chuchle	14 500	31
262	Sídlíště Rohožník – Sídlíště Horní Počernice	12 875	29
263	Na Pískách – Průhonský háj	3 300	8

265	Stadion Strahov – Weberova	4 700	11
266	Nové Butovice – Zadní Kopanina	8 400	21
267	Habrová – Olšanské náměstí	2 800	9
269	Otěšinská – Škola Radotín	3 450	12
271	Správa sociálního zabezpečení – Radlická	4 050	12
272	Dolnokřeslická – Nádraží Uhřetěves	7 250	19
275	Náměstí Jiřího Berana – Sídlíště Čakovice	2 200	6

**d) Suburban lines**

Line	Route	Average length without loops in m	Average running times in minutes
301	Luka – Chýnice	8 400	21
312	Bořislavka – Lichoceves	16 175	34
329	Sídlíště 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 – Březí, 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 without loops in m	Average running times in minutes
H1	Chodov – Florenc – Náměstí Republiky – Chodov	39 950	95

**Trolleybus lines**

Line	Route	Average length without loops in m	Average running times in minutes
58	Palmovka – Letňany	4 475	12

**MAJOR CHANGES IN THE MANAGEMENT OF PID LINES IN 2021****4. 1. 2021**

- line 103 (Ládví - Ďáblice) handed over to a different carrier
- new line 159 on the route Letňany - Vinoř
- line 914 (Třebenická - Březiněves) handed over to a different carrier
- new line 916 on the route Palmovka - Vinořský cemetery

**5. 6. 2021**

- line 5 transferred to the route Sídliště Barrandov - Vozovna Žižkov
- line 13 shortened to the route Čechovo náměstí - Olšanské hřbitovy
- line 16 transferred to the route Sídliště Řepy - Ústřední dílny Dopravní podnik
- new line 19 on the route Lehovec - Pankrác
- line 24 shortened to the route Březiněveská / Kobylisy - Náměstí bratří Synků
- line 193, most connections shortened to the route Pražského povstání - Šeberák

**1. 9. 2021**

- line 187 transferred to the semi-circular route Nádraží Holešovice - Pelc-Tyrolka - Nádraží Holešovice

**16. 9. 2021**

- line 4 extended to the route Sídliště Barrandov - Kubánské náměstí
- connections on line 22 ending at Staré Strašnice / Radošovická extended to Zahradní Město
- line 99 shortened to the route Sídliště Řepy - Zahradní Město (already on 15/16 September 2021)

**6. 11. 2021**

- new line 235 on the route Bohnice Hospital - Podhoří

**17. 11. 2021**

- line 116 shortened to the route Dejvická - Jenerálka
- line 255 shortened to the route Jenerálka - Dejvická

**2. 12. 2021**

- line 101 extended to the route Viktoria Žižkov - Skalka - Zentiva

**Note:**

Only major changes of a permanent nature are included in the summary of changes, not the numerous temporary changes related to investment activity, even if their duration is longer. Similarly, the overview does not include changes relating to measures in connection with the covid-19 pandemic.

Due to the increasing number of introductions of signal stops in both bus and tram transport, these changes in stop character are no longer indicated in tram transport. The data given here refer only to lines operated by DPP.

**SERVICED AREAS ZONES DIVISION**

**Public transport (MHD)** is public passenger transport operated in Prague. It is an integral part of the PID System.

For the purposes of the tariff and fares, Prague is split into four tariff zones - the P zone, which has a double tariff value (i.e. it is calculated as two tariff zones), and the linear zone 0, which includes the border zone B.

**Tariff zone P** has twice the tariff value (i.e. it is calculated as two tariff zones). This zone includes all metro lines, tram lines, city bus lines and city lines of non-rail electric traction (trolleybuses, electric buses), the funicular to Petřín, ferries in Prague and railway lines trains operating in sections between stations and stops in the capital city, except for stops in zones 0 and B. Tariff zones 0 and B are counted separately for individual fares (i.e. as two tariff zones) and as one zone for prepaid coupons.

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

The list of stations and stops included in zones 0 or B for trains and buses in the PID system is specified in the PID Tariff valid from 1 August 2021 - including all amendments.

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



## DATA CONCERNING THE PID COMPANY'S FLEET AS OF 31 DEC. 2021

		Actual inventory (accounting) state	Actual operating (record-keeping) state *	Put out of operation **	Actual service life from the actual operating state	
<b>M</b>	81-71M	465	465	0	15,14	
	M1	265	265	0	18,45	
	<b>In total Metro</b>	<b>730</b>	<b>730</b>	<b>0</b>	<b>16,35</b>	
<b>T</b>	<b>Solo</b>	T3 R.P	347	347	0	16,65
		T3 R.PLF low-floor	35	35	0	11,80
		T3 M	23	22	1	23,50
		T3 + T3 SU	20	19	1	***]
		T6A5	17	2	15	***]
	<b>Articulated</b>	KT8N2 low-floor	53	53	0	10,70
		14 T low-floor	57	55	2	13,38
		15 T low-floor	250	250	0	6,60
	In total solo	442	425	17	16,54	
	In total articulated	360	358	2	8,25	
<b>In total Trams</b>	<b>802</b>	<b>783</b>	<b>19</b>	<b>12,62</b>		
<b>A</b>	<b>Midi</b>	Solaris U 10,5 low-floor	40	40	0	0,67
		Solaris U BN 8,9LE low-floor	40	40	0	7,74
		SOR BN 8,5 nízkopodlažní	21	21	0	10,68
	<b>Standard</b>	B 951	9	2	7	***]
		Citybus + Citelis low-floor	5	2	3	***]
		Crossway low-floor	10	10	0	9,35
		SOR NB12,BN12,NS12, EBN11 low-floor	589	584	6	5,19
		In total Standard				
	<b>Articulated</b>	B 961	3	2	1	***]
		SOR NB18 low-floor	498	501	0	7,09
City articulated low-floor		1	1	0	14,46	
In total Midi	101	101	0	5,55		

	In total Standard	613	598	16	5,31	
	In total Articulated	502	504	1	7,10	
	<b>In total Buses</b>	<b>1 216</b>	<b>1 203</b>	<b>17</b>	<b>6,06</b>	
<b>T</b>	<b>TBS</b>	Škoda 24Tr Irisbus, low-floor	1	1	0	16,00
		In total standard	1	1	0	16,00
	<b>In total Trolleybuses</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>16,00</b>	

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

\*\*) Retired for modernisation, reconstruction and disposal; new and modernised cars not yet in service.

\*\*\*) Only six retro cars remain in service, thus the average age is not given.

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

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

**Note:** Historic vehicles and tour buses that do not run as part of the PID system are not included in the overview.





# Human Resources indicators



## NUMBER OF EMPLOYEES (record-keeping state as of 31 Dec. 2021)

Category	
<b>Public transport drivers</b>	<b>4 280</b>
M engine-drivers	665
T drivers	1 380
A drivers	2 235
<b>Manual workers</b>	<b>3 150</b>
<b>POP</b>	<b>427</b>
<b>Technical-economic employees (TH)</b>	<b>3 139</b>
TH employees as per point 2.5.1 a) KS	988
TH employees as per point 2.5.1 b) KS	2 151
<b>In total</b>	<b>10 996</b>

## NUMBER OF EMPLOYEES PER PROFESSION FOR 2021 (average converted state)

Category	
<b>Public transport drivers</b>	<b>4 301</b>
M engine-drivers	671
T drivers	1 385
A drivers	2 245
<b>Manual workers</b>	<b>3 161</b>
<b>POP</b>	<b>426</b>
<b>Technical-economic employees (TH)</b>	<b>3 163</b>
TH employees as per point 2.5.1 a) KS	997
TH employees as per point 2.5.1 b) KS	2 166
<b>In total</b>	<b>11 051</b>

The converted average number of employees on the books is the average conversion number of employees on the books in natural entities sorted by the length of their working time relative to the (full-time) working time as defined by the employer.

## SALARY EXPENDITURE INCL. 00N IN THOUSANDS OF CZK AND AVERAGE WAGE IN CZK IN 2021

Category	Wage costs incl. 00N in CZK thousand	Average wage in CZK
Public transport drivers	2 445 893	45 100
Manual workers	1 517 513	39 098
POP	193 484	36 061
Technical-economic employees (TH)	2 079 939	53 580
<b>Total</b>	<b>6 236 829</b>	<b>45 462</b>

## STRUCTURE BY EDUCATION ACCORDING TO RECORDED STATE AS OF 31 DEC. 2021

Education	In total	%
University	756	6,88
Secondary with a school-leaving exam	4 513	41,04
Secondary without a school-leaving exam	4 753	43,22
Elementary	974	8,86
<b>Total</b>	<b>10 996</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)	15383596	81,55
Operating overhead costs	745297	3,95
Costs of services	815867	4,33
Costs of coordination and management	1114134	5,91
Other costs (museum, central dispatching management, dispatching system...)	804091	4,26
<b>Total PID costs</b>	<b>18862985</b>	<b>100,00</b>

## STRUCTURE OF DIRECT PID'S COSTS WITHOUT TRANSPORT ROUTES (in CZK thousand)

		%
Repairs of PID vehicles	3694636	33,35
Consumption of fuels, materials and traction energy	1214415	10,96
Personnel expenses for PID drivers	4047592	36,53
Depreciation of PID vehicles	1819938	16,43
Other direct costs for PID operation	302860	2,73
<b>Total PID direct costs (for transport operation)</b>	<b>11079441</b>	<b>100,00</b>

## SHARE OF INDIVIDUAL TYPES OF COSTS IN THE PID'S TOTAL COSTS (in CZK thousand)

		%
PID operating costs	14558830	77,18
Costs of transport routes	4304155	22,82
<b>Total PID costs</b>	<b>18862985</b>	<b>100,00</b>

# Transport Revenues



## REVENUES FROM FARE WITHIN THE PID SYSTEM FOR 2021 (in CZK thousand)

		%
<b>Territory of the City of Prague (P+0 zone):</b>		
• revenues from time-limited tickets incl. fixed payments, employees tickets and duplicates	1812019	63,32
• revenues from individual fares, incl. USV machines	1049720	36,68
<b>Territory of the City of Prague (P+0 zone) in total:</b>	<b>2861739</b>	<b>100,00</b>
<b>External zones:</b>		
• revenues from combined time-limited coupons	257876	75,53
• revenues from individual fares, incl. USV machines	83555	24,47
<b>External zones in total:</b>	<b>341431</b>	<b>100,00</b>
<b>Revenues from fare within the PID system in 2021 in total</b>		<b>3203170</b>
• Revenues of DPP - HMP contract	2603225	
• Revenues of DPP - suburban lines	39526	
• Revenues of contractual carriers	560419	
<b>Revenues from fare within the PID system in 2021 in total</b>		<b>3203170</b>
<b>Revenues from surcharges to fare *</b>		<b>222188</b>
<b>Revenues from fare within the PID system incl. surcharges to fare in 2021 in total</b>		<b>3425358</b>

\* Prescriptions of surcharges to fare for 2021



# Earmarked Subsidy



## SPECIAL-PURPOSE INVESTMENT GRANT FROM THE CITY OF PRAGUE BUDGET (in CZK thousand)

	Drawn from the Prague budget	Drawn from the EU structural funds
<b>Grant from the Prague budget</b>		
Barrier-free access in the Karlovo náměstí metro station	46 940	
I. operating section of Metro line D	753 935	
Construction of the new Hloubětín depot	98 700	
Barrier-free access in the Jiřího z Poděbrad metro station	71 613	
Tram loop Depo Hostivař	2 939	
Barrier-free measures - Ramps on the edge of the metro platform on lines A and B	2 657	
Cable car Podbaba-Troja-Bohnice	21	
Electrification of infrastructure, e-BUS line no. 140	15 165	
RTT Bubenské nábřeží - Komunardů jih (Vltavská - Dělnická)	25 262	
RTT Ohrada - Palmovka	6 250	
RTT Nábř. Edvarda Beneše (Čechův most-Leten. tunel)	54 357	
TT Václavské náměstí (Jindřišská - Muzeum)	9 025	
RTT Vladimírova - Vozovna Pankrác	30 000	
TT vozovna Kobylisy-Zdiby (section in the City of Prague)	2 250	
TT Muzeum	6 140	
Reconstruction of the Invalidovna metro station, incl. barrier-free access	1 208	
Barrier-free measures	3 346	
Barrier-free access in the Opatov metro station	42 880	
Barrier-free access in the Českomoravská metro station	72	
Parking yard in the area of Trams Repair	6 504	

Study of barrier-free access in the Vyšehrad metro station	132	
RTT Rašínovo nábř. (Jirásk. nám. - Palack. nám)	2 000	
Spálená - improvement of cycling infrastructure	693	
Operating section of the metro V.A Dejvická - Motol -	272	
<b>GRANT FROM PREVIOUS YEARS</b>		
<b>Grant from the Prague budget in total</b>	<b>1 182 361</b>	<b>0</b>
<b>Operational Programme Prague – Growth Pole</b>		
Modernisation of air conditioning equipment in the metro stations - Dejvická station	9 689	13 842
Modernisation of air conditioning equipment in the metro stations - Smíchovské nádraží station	8 527	12 182
Modernisation of air conditioning equipment in the metro stations - Náměstí republiky station	13 125	18 751
Modernisation of the main ventilation in the ventilation shafts of metro lines A, B, C - route I.C - stage I - REFUND	-49	-70
Modernisation of the main ventilation in the ventilation shafts of metro lines A, B, C - route I.C - stage II - REFUND	-33	-48
Modernisation of air conditioning equipment in the metro stations - Můstek A station	206	295
<b>Operational Programme Prague - Growth Pole in total</b>	<b>31 465</b>	<b>44 952</b>
<b>Operational Programme Transport</b>		
TT Sídliště Barrandov - Holyně- Slivenec	16 488	69 321
TT Divoká Šárka- Dědinská	3 757	0
Tram loop Zahradní Město	19 825	81 797
TT Modřany - Libuš	1 098	0
<b>Operational Programme Transport in total</b>	<b>41 168</b>	<b>151 118</b>
<b>Special-purpose investment grant in total</b>	<b>1 254 994</b>	<b>196 070</b>



# Document overview as of 31. 12. 2021



## TIME-LIMITED COUPONS FOR PREPAID TICKETS VALID IN PRAGUE WITH A SELECTABLE START OF VALIDITY

in CZK

Type of transit document	Price of ticket
<b>Citizen time-limited coupons:</b>	
30-day	550
90-day	1 480
365-day	3 650
<b>Time-limited coupons - discounted:</b>	
<b>For juniors from 15 to 18 years of age</b>	
30-day	130
90-day	360
365-day	1 280
<b>For pupils and students from 18 to 26 years of age</b>	
30-day	130
90-day	360
365-day	1 280
<b>pro seniory od 60 do 65 let a sociálně potřebné osoby *</b>	
30-day	130
90-day	360
365-day	1 280

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

in CZK

Type of transit document	Price of ticket
<b>Citizen time-limited coupons:</b>	
Monthly	550
Quarterly	1 480
Annual	3 650
<b>Time-limited coupons - discounted:</b>	
<b>For juniors from 15 to 18 years of age</b>	
Monthly	130
Quarterly	360
Annual	1 280
<b>For pupils and students from 18 to 26 years of age</b>	
Monthly	130
Quarterly	360
Annual	1 280
<b>For seniors from 60 to 65 years of age and socially needy persons *</b>	
Monthly	130
Quarterly	360
Annual	1 280

\* For seniors aged 65 to 70 holding a „Document of Entitlement to Special Fares“ (price CZK 60) or present an identity document, the fare for travel in Prague (fare zones P, 0 and B) is CZK 0.

**TIME-LIMITED COUPONS TO THE NON-PERSONALISED CARD VALID IN THE TERRITORY OF THE CITY OF PRAGUE WITH A SELECTABLE START OF VALIDITY** in CZK

Type of transit document	Price of ticket
<b>Time-limited transferable coupons with a selectable start of validity:</b>	
Monthly	1 000
Quarterly	2 700
Annual	7 800

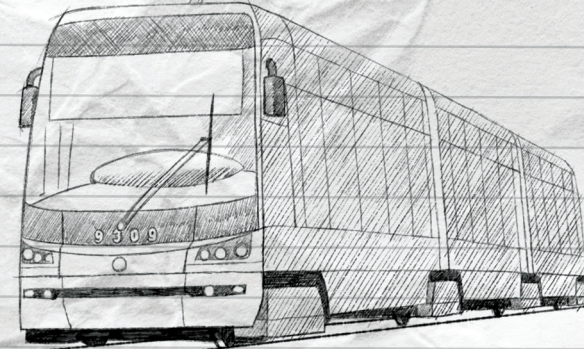
**TIME-LIMITED TRANSFERABLE COUPONS VALID IN THE TERRITORY OF THE CITY OF PRAGUE WITH A SELECTABLE START OF VALIDITY** in CZK

Type of transit document	Price of ticket
<b>Time-limited transferable coupons with a selectable start of validity:</b>	
30-day	1 000
90-day	2 700
365-day	7 800

**EMPLOYEES FARE** in CZK

Type of transit document	Price of ticket
Annual for employees	50
Annual for employees' family members	200
Annual for pensioners	50
Annual for pensioners' family members	200
Coupon "PHA train"	2 130

oooooooooooo



15. 1.

I picked up our Aleš earlier from school yesterday. It made my day - his chess club was cancelled and he was so sad about it, I had no idea he enjoyed it so much. I was afraid I was forcing him into a game I love and that he'd end up resenting it. I really love the game but ever since I've been alone, I barely manage the pieces on my life board, let alone a chess board. It's a pity.

15. 1.



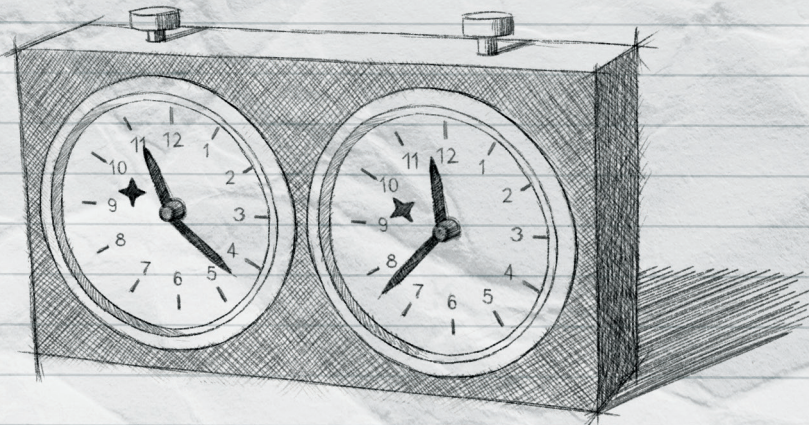
4.2.

Aleš's teacher got sick and the club will probably be cancelled altogether...

It's a pity. They don't have anybody to lead the club for half a year at least...

7.2.

I got an offer to lead the chess club. I was quite surprised but I'm thinking about it. But how to go about it, timewise? I think it'd be good for me. I mean, I've got Aleš, but I'm still alone...



## TICKETS FOR A SINGLE JOURNEY IN THE TERRITORY OF PRAGUE (P+0+B)

in CZK

Type of transit document	Price of ticket
<b>Transfer full-price tickets:</b>	
30-minute	30
90-minute	40
In case of purchase from a bus driver - 90-minute	cancelled
<b>Transfer discounted tickets:</b>	
30-minute	15
90-minute	20
In case of purchase from a bus driver - 90-minute	cancelled
<b>Pre-paid time-limited short-term tickets for public transport (P+0+B):</b>	
24-hour full-price	120
24-hour for holders of PID cards for seniors	60
3-day full-price	330
<b>Pre-paid time-limited short-term tickets for all zones:</b>	
24-hour Prague + zones 1, 2, 3, 4	200
24-hour System-wide	300

## SPECIAL AE (AIRPORT EXPRESS) TICKETS

in CZK

Type of transit document	Price of ticket
<b>Full-price non-transfer</b>	
Hlavní nádraží - Letiště	100
<b>Discounted non-transfer for children from 6 to 15 years of age</b>	
Hlavní nádraží - Letiště	50

## FUNICULAR TO PETŘÍN (SINCE 1 AUG. 2021)

in CZK

Type of transit document	Price of ticket
<b>Full-price non-transfer</b>	
+ all discounts and tickets valid for 24 hours and longer	60



**COMBINED TIME-LIMITED COUPONS BUS+TRAIN WITHIN PID EXTERNAL ZONES TO A PERSONAL CARD WITH A SELECTABLE START OF VALIDITY**

in CZK

Type of transit document	Cena jízdenky
<b>Coupons for one external zone:</b>	
Monthly citizen	375
Quarterly citizen	950
Annual citizen	3563
Monthly discounted for children, juniors, students and seniors	93
Quarterly discounted for children, juniors, students and seniors	237
Annual discounted for children, juniors and seniors	890
<b>Coupons for two zones:</b>	
Monthly citizen	575
Quarterly citizen	1500
Annual citizen	5463
Monthly discounted for children, juniors, students and seniors	143
Quarterly discounted for children, juniors, students and seniors	375
Annual discounted for children, juniors and seniors	1365
<b>Coupons for three zones:</b>	
Monthly citizen	875
Quarterly citizen	2250
Annual citizen	8313
Monthly discounted for children, juniors, students and seniors	218
Quarterly discounted for children, juniors, students and seniors	562
Annual discounted for children, juniors and seniors	2078
<b>Coupons for four zones:</b>	
Monthly citizen	1150
Quarterly citizen	3000
Annual citizen	10925
Monthly discounted for children, juniors, students and seniors	287
Quarterly discounted for children, juniors, students and seniors	750

Annual discounted for children, juniors and seniors	2731
<b>Coupons for five zones:</b>	
Monthly citizen	1413
Quarterly citizen	3750
Annual citizen	13419
Monthly discounted for children, juniors, students and seniors	353
Quarterly discounted for children, juniors, students and seniors	937
Annual discounted for children, juniors and seniors	3354
<b>Coupons for six zones:</b>	
Monthly citizen	1688
Quarterly citizen	4500
Annual citizen	16031
Monthly discounted for children, juniors, students and seniors	421
Quarterly discounted for children, juniors, students and seniors	1125
Annual discounted for children, juniors and seniors	4007
<b>Coupons for seven zones:</b>	
Monthly citizen	1950
Quarterly citizen	5250
Annual citizen	18525
Monthly discounted for children, juniors, students and seniors	487
Quarterly discounted for children, juniors, students and seniors	1312
Annual discounted for children, juniors and seniors	4631
<b>Coupons for eight zones:</b>	
Monthly citizen	2225
Quarterly citizen	6000
Annual citizen	21138
Monthly discounted for children, juniors, students and seniors	556
Quarterly discounted for children, juniors, students and seniors	1500
Annual discounted for children, juniors and seniors	5284
<b>Coupons for nine zones:</b>	

Monthly citizen	2 500
Quarterly citizen	6 750
Annual citizen	23 750
Monthly discounted for children, juniors, students and seniors	625
Quarterly discounted for children, juniors, students and seniors	1 687
Annual discounted for children, juniors and seniors	5 937
<b>Coupons for ten zones:</b>	
Monthly citizen	2 775
Quarterly citizen	7 500
Annual citizen	26 363
Monthly discounted for children, juniors, students and seniors	693
Quarterly discounted for children, juniors, students and seniors	1 875
Annual discounted for children, juniors and seniors	6 590
<b>Coupons for eleven zones (since 12 Dec. 2021):</b>	
Monthly citizen	3 041
Quarterly citizen	8 250
Annual citizen	28 963
Monthly discounted for children, juniors, students and seniors	759
Quarterly discounted for children, juniors, students and seniors	2 062
Annual discounted for children, juniors and seniors	7 240
<b>Coupons for twelve zones (since 12 Dec. 2021):</b>	
Monthly citizen	3 307
Quarterly citizen	9 000
Annual citizen	31 563
Monthly discounted for children, juniors, students and seniors	825
Quarterly discounted for children, juniors, students and seniors	2 249
Annual discounted for children, juniors and seniors	7 890
<b>Coupons for thirteen zones (since 12 Dec. 2021):</b>	
Monthly citizen	3 573
Quarterly citizen	9 750

Annual citizen	34 163
Monthly discounted for children, juniors, students and seniors	891
Quarterly discounted for children, juniors, students and seniors	2 436
Annual discounted for children, juniors and seniors	8 540

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

Type of transit document	Price of ticket
<b>Coupons for one external zone:</b>	
30-day citizen	375
90-day citizen	950
365-day citizen	3 563
30-day discounted for children, juniors, students and seniors	93
90-day discounted for children, juniors, students and seniors	237
365-day discounted for children, juniors, students and seniors	890
<b>Coupons for two zones:</b>	
30-day citizen	575
90-day citizen	1 500
365-day citizen	5 463
30-day discounted for children, juniors, students and seniors	143
90-day discounted for children, juniors, students and seniors	375
365-day discounted for children, juniors, students and seniors	1 365
<b>Coupons for three zones:</b>	
30-day citizen	875
90-day citizen	2 250
365-day citizen	8 313
30-day discounted for children, juniors, students and seniors	218
90-day discounted for children, juniors, students and seniors	562
365-day discounted for children, juniors, students and seniors	2 078
<b>Coupons for four zones:</b>	
30-day citizen	1 150

90-day citizen	3 000
365-day citizen	10 925
30-day discounted for children, juniors, students and seniors	287
90-day discounted for children, juniors, students and seniors	750
365-day discounted for children, juniors, students and seniors	2 731
<b>Coupons for five zones:</b>	
30-day citizen	1 413
90-day citizen	3 750
365-day citizen	13 419
30-day discounted for children, juniors, students and seniors	353
90-day discounted for children, juniors, students and seniors	937
365-day discounted for children, juniors, students and seniors	3 354
<b>Coupons for six zones:</b>	
30-day citizen	1 688
90-day citizen	4 500
365-day citizen	16 031
30-day discounted for children, juniors, students and seniors	421
90-day discounted for children, juniors, students and seniors	1 125
365-day discounted for children, juniors, students and seniors	4 007
<b>Coupons for seven zones:</b>	
30-day citizen	1 950
90-day citizen	5 250
365-day citizen	18 525
30-day discounted for children, juniors, students and seniors	487
90-day discounted for children, juniors, students and seniors	1 312
365-day discounted for children, juniors, students and seniors	4 631
<b>Coupons for eight zones:</b>	
30-day citizen	2 225
90-day citizen	6 000
365-day citizen	21 138

30-day discounted for children, juniors, students and seniors	556
90-day discounted for children, juniors, students and seniors	1 500
365-day discounted for children, juniors, students and seniors	5 284
<b>Coupons for nine zones:</b>	
30-day citizen	2 500
90-day citizen	6 750
365-day citizen	23 750
30-day discounted for children, juniors, students and seniors	625
90-day discounted for children, juniors, students and seniors	1 687
365-day discounted for children, juniors, students and seniors	5 937
<b>Coupons for ten zones:</b>	
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365-day discounted for children, juniors, students and seniors	6 590
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<b>Coupons for twelve zones (since 12 Dec. 2021):</b>	
30-day citizen	3 307
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365-day citizen	31 563
30-day discounted for children, juniors, students and seniors	825
90-day discounted for children, juniors, students and seniors	2 249



365-day discounted for children, juniors and seniors	7 890
<b>Coupons for thirteen zones (since 12 Dec. 2021):</b>	
30-day citizen	3 573
90-day citizen	9 750
365-day citizen	34 163
30-day discounted for children, juniors, students and seniors	891
90-day discounted for children, juniors, students and seniors	2 436
365-day discounted for children, juniors, students and seniors	8 540

### TRANSIT TICKETS FOR A SINGLE JOURNEY WITHIN EXTERNAL ZONES in CZK

Type of transit document	Cena jízdenky
<b>Basic transfer full-price transit tickets:</b>	
for two connected zones 15 min.	14
for two connected zones 30 min.	22
for three connected zones 60 min.	30
for four connected zones 90 min.	40
for five connected zones 120 min.	50
for six connected zones 150 min.	60
for seven connected zones 180 min.	70
for eight connected zones 210 min.	80
for nine connected zones 240 min.	90
for ten connected zones 270 min.	100
for eleven connected zones 300 min.	110
for twelve connected zones 330 min.	120
for thirteen connected zones 360 min.	130
for fourteen connected zones 390 min.	140
for fifteen connected zones 420 min.	150
for sixteen connected zones 450 min.	160
<b>Basic transfer tickets discounted for children, juniors, students and seniors:</b>	
for two connected zones 15 min.	3

for two connected zones 30 min.	5
for three connected zones 60 min.	7
for four connected zones 90 min.	10
for five connected zones 120 min.	12
for six connected zones 150 min.	15
for seven connected zones 180 min.	17
for eight connected zones 210 min.	20
for nine connected zones 240 min.	22
for ten connected zones 270 min.	25
for eleven connected zones 300 min.	27
for twelve connected zones 390 min.	30
for thirteen connected zones 420 min.	32
for fourteen connected zones 450 min.	35
<b>Pre-paid time-limited short-term transit tickets for all zones:</b>	
24-hour Prague + zones 1, 2, 3, 4	200
24-hour Regional	180
24-hour System-wide	300
24-hour Regional discounted - children, juniors, students, seniors	45



# Development of Prague Integrated Transport tariff rates in the five-year period



## CITIZEN PREPAID COUPON

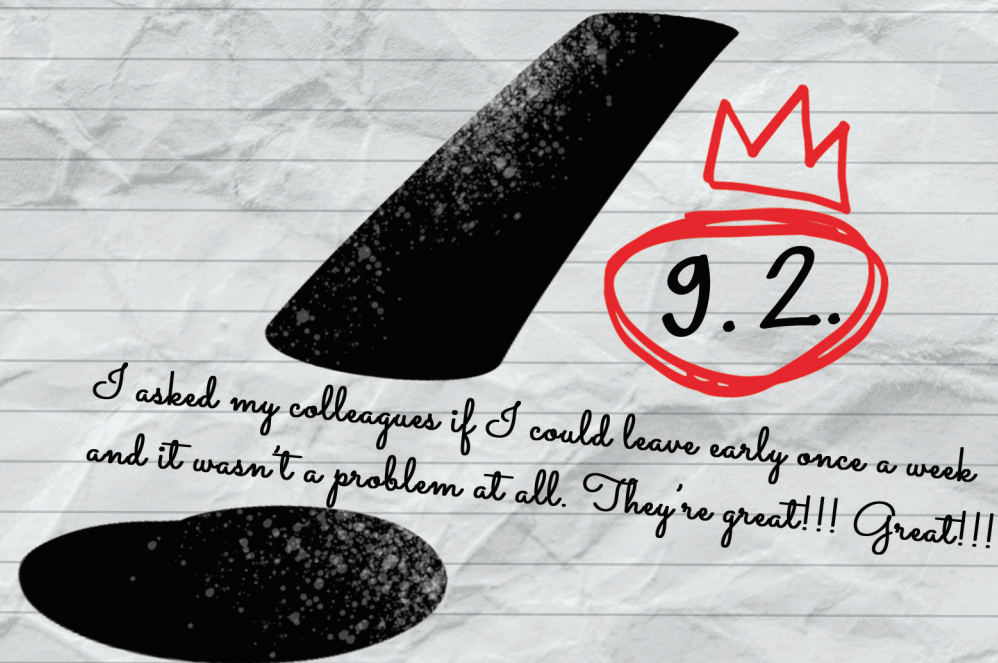
in CZK

Type of travel document	2017	2018	2019	2020	2021
<b>Citizen time-limited coupons</b>					
30-day / monthly	550	550	550	550	550
90-day / monthly	1 480	1 480	1 480	1 480	1 480
150-day / 5-monthly	2 450	2 450	2 450	2 450	Discontinued
365-day / annual	3 650	3 650	3 650	3 650	3 650

\* For seniors aged 65 to 70 who are holders of a „Document of entitlement to special fares“ (price CZK 60) or who present an identity document, the fare for travel within Prague (fare zones P, 0 and B) is CZK 0.

### Notes:

- Children from 6 to 15 years of age who hold a „Proof of Entitlement to Special Fares“ (price CZK 60) or a personal ID card certified by the issuer (legal entity) with name and surname, date of birth and photo, the fare for travel within Prague (fare zones P, 0 and B) is CZK 0. From 1 August 2021 only children aged 10 to 15 years are required to prove their eligibility to use public transport at the special fare of CZK 0.
- Accompanying children under 3 years of age, if the accompanying person is a holder of the special card Child under 3 years of age or an ID card or passport travels at a special price of CZK 0. Not applicable to rail and AE.
- Free transport of dogs - passengers with a valid PID ticket for the territory of Prague (zones P, 0 and B) or passengers entitled to free transport in Prague do not pay for a dog. In the external zones a time-limited coupon is required.
- The „Half Penalty“ measure has been in force since 23 October 2017. Passengers who do not present a valid travel document at the ticket inspection can reduce the fine from CZK 800 to CZK 400, and from 1 August 2021 from CZK 1,000 to CZK 800 if they also buy an annual citizen coupon at CZK 3,650 for a PID to use on the PID card or Lítačka, provided their personal data is already in the database.
- Seniors aged 70+ ride for free on the entire PID system except for trains (metro, trams, buses, funiculars and ferries). ID cards can be used to prove eligibility for free transport, passport or residence permit.





16.2.

I lead my first lesson yesterday. There are six kids, four boys and two girls. We talked and I played simul with them. It was very nice. I think we'll do alright.

Last day before the holiday and we had a chess tournament.

It was a success. Aleš won!!! One mum made a cake

**28.6.** in the shape of a king. The teacher who led the lessons before me stopped by to check on us. He's healthy and can start again in September. His name's Emanuel which is very funny to the kids. I like it though, it's the same as Emanuel Lasker.

2.7.

Emanuel called. He wants to organize a camp for small chess players.

## PRE-PAID TIME-LIMITED TICKETS DISCOUNTED

in CZK

Type of transit document	2017	2018	2019	2020	2021
<b>For juniors from 15 to 18 years</b>	<b>15-19 years</b>	<b>15-18 years</b>	<b>15-18 years</b>	<b>15-18 years</b>	<b>15-18 years</b>
30-day / monthly	260	130	130	130	130
90-day / quarterly	720	360	360	360	360
150-day / 5-month	1 200	-	-	-	cancelled
300-day / 10-month	2 400	-	-	-	cancelled
365-day / annual	-	1 280	1 280	1 280	1 280
<b>For students from 18 to 26 years</b>	<b>19-26 years</b>	<b>18-26 years</b>	<b>18-26 years</b>	<b>18-26 years</b>	<b>18-26 years</b>
30-day / monthly	260	130	130	130	130
90-day / quarterly	720	360	360	360	360
150-day / 5-month	1 200	-	-	-	cancelled
300-day / 10-month	2 400	-	-	-	cancelled
365-day / annual	-	1 280	1 280	1 280	1 280
<b>For seniors from 60 to 70 years and socially needy persons *</b>	<b>60-65 years</b>	<b>60-65 years</b>	<b>60-65 years</b>	<b>60-65 years</b>	<b>60-65 years</b>
30-day / monthly	250	130	130	130	130
90-day / quarterly	660	360	360	360	360
150-day / 5-month	1 100	-	-	-	cancelled
365-day / annual	-	1 280	1 280	1 280	1 280
<b>Material distress since 1 August 2021</b>					
30-day / monthly	-	-	-	-	165
90-day / quarterly	-	-	-	-	444

## PRE-PAID TIME-LIMITED TICKETS - TRANSFERABLE WITH A SELECTABLE START OF VALIDITY in CZK

Type of transit document	2017	2018	2019	2020	2021
<b>For juniors from 15 to 18 years</b>					
30-day / monthly	670	670	670	670	1 000
90-day / quarterly	1 880	1 880	1 880	1 880	2 700
365-day / annual	6 100	6 100	6 100	6 100	7 800



# Volume of total investment costs and resources



## VOLUME OF TOTAL INVESTMENT COSTS IN 2021

(in CZK thousand)

Investment metro construction	
<b>Projects under construction</b>	
Metro A line (grant of the City of Prague from previous years)	272
Reconstruction of the Opatov metro station	76 366
Reconstruction of escalators 613-1-274 to 276 and revitalisation of the vestibule in station Anděl/Na Knížecí	169 403
Replacement of escalators, revitalisation of and building barrier-free access in the Jiřího z Poděbrad station	138 885
Reconstruction of the ceiling slab of the Florenc C metro station, modernisation of the underpass and vestibule, construction of escalators at the exit to the bus station	37 523
Barrier-free access to the Karlovo náměstí metro station	84 248
Modernisation and barrier-free access to public toilets in the Prague metro	753
Comprehensive security system in the metro	568 281
Modernisation of air conditioning equipment in the metro stations	119 441
Anti-chemical warning system in the metro	
<b>Projects under preparation</b>	
I. operating section of Metro line D	753 935
<b>Investment construction and reconstruction of the metro in total</b>	<b>1 949 107</b>
<b>Other investment projects</b>	
Tram tracks construction	227 018
Tram tracks reconstruction	319 901
Cable routes reconstruction	71 298
Construction and reconstruction of substations	145 608
Depots and central workshops	172 486
Garages and parking areas	64 684

Metro security system	600 181
<b>Other investment projects in total</b>	<b>1 601 176</b>
<b>Renovation of the company's fleet</b>	
<b>Metro</b>	
Cars reconstruction	
Purchase of new cars - loan instalment	
<b>Trams</b>	
Purchase of new trams	465 914
Purchase of new trams - instalment of bill of exchange programme	800 000
Refurbishment of trams KT8D5 to KT8N2	34 037
<b>Buses</b>	
Purchase of buses - standard low-floor	42 238
Purchase of up to 40 pcs. of buses of Midibus+ category, low-floor	111 768
Master agreement for the purchase of 100 pcs. of standard city buses	258
Master agreement for the purchase of 143 pcs. of articulated city buses	310
Master agreement for the purchase of 140 pcs. of articulated city hybrid buses	109
Master agreement for the purchase of 10 diesel SD+ buses for AE line	206
Other fleet	90 366
<b>Fleet renovation in total</b>	<b>1 545 206</b>
<b>Other investments in technical facilities</b>	<b>168 172</b>
<b>Total volume of investment costs</b>	<b>5 263 661</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 2020)	3 801 689
• Temporary use of own funds with the Board of Directors' consent	87 325
• Compensation (appropriate profit)	0
Grant from the Capital City of Prague's budget	1 223 257
<i>of which grants from previous years for the project of the Operating section of metro V.A Dejvická - Motol 272</i>	272
EU grants	151 118
<b>Celkový objem investičních zdrojů</b>	<b>5 263 661</b>

# Notes to the Financial Statements



Notes to the Financial Statements

Notes to the  
Financial  
Statements

2017

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# 1. General data



## 1. 1. FOUNDATION AND CHARACTERISTICS OF THE COMPANY

The accounting unit Dopravní podnik hl. m. Prahy, akciová společnost (The Prague Public Transit Company, Inc.; hereinafter referred to as "the company" or "DP") was founded as a joint stock company through the foundation plan of the Assembly of the Capital City of Prague of 19 March 1991 as the successor of the state-owned enterprise "Dopravní podnik hl. m. Prahy – integrated enterprise", and was incorporated through registration in the Commercial Register administered by the Municipal Court in Prague on 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 CAPITAL CITY OF PRAGUE having its registered office at Prague 1, Mariánské náměstí 2, Post Code No. 110 00, Administrative Identification Number 00064581.**

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

**The registered capital of the company is divided into altogether 3,002 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 2021 CZK 31,239,495,000**

The shares of the company are registered in the name: "Obec – hlavní město Praha" ("Community - Capital City of Prague").

The Financial Statements of the company have been drawn up as at 31 December 2021.

The accounting period is the calendar year: from 1 January 2021 to 31 December 2021.

**The objects of business activities of the company are:**

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

- Psychological advisory services and diagnostics,
- Restaurant and accommodation services,
- Provision of healthcare services,
- Operation of technical inspection stations,
- Operation of emission measurement stations,
- Execution of constructions, their changes and removal,
- Provision of services in the field of occupational health and safety,
- Technical and organisational activities in the field of fire protection, Road motor transport – freight transport, operated with vehicles or vehicle sets with the largest permitted weight exceeding 3.5 tonnes, if they are intended for the transport of animals or things, - passenger transport, operated with vehicles intended for the 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 the 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,
- Metalwork, tool-making activities,
- Production, installation and 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

There were no changes concerning the members of the Board of Directors in 2021.

### Changes in registrations of the members of the Supervisory Board

On 21 June 2021, the membership of Ing. Michal Štěpán and PaedDr. Ivo Vašíček on the Supervisory Board ceased to exist. The deletion from the Commercial Register was made on 7 July 2021.

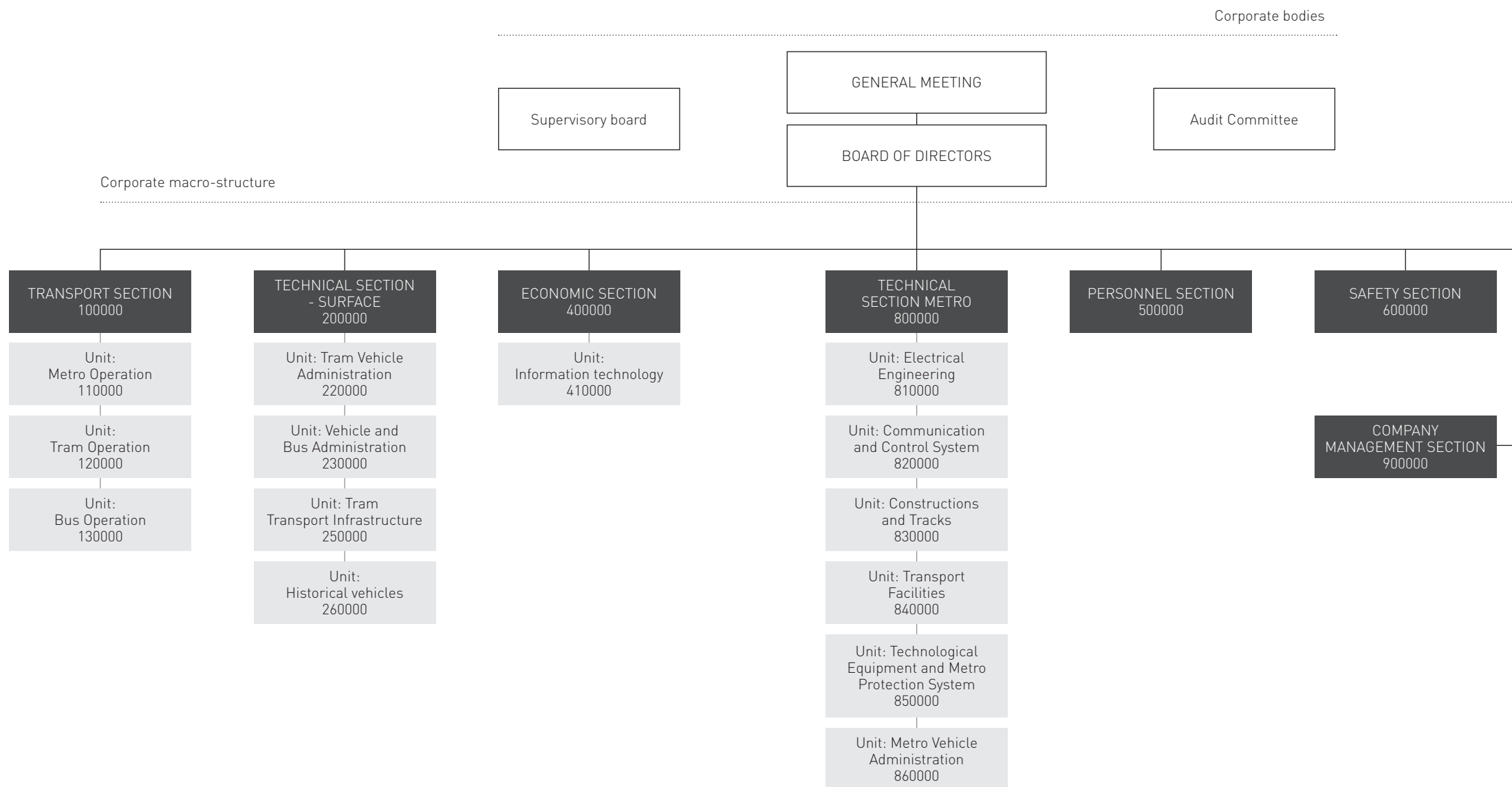
On 22 June 2021, the membership of Mgr. Jakub Jiran and Ing. Jan Lička on the Supervisory Board arose. The registration in the Commercial Register was made on 7 July 2021.

### Registration of the object of business activities

On 20 December 2021, the General Meeting approved an extension of the object of business activities within the framework of free trade activities – production, business activities and services not specified in Annexes no. 1 to 3 to the Trade Licensing Act with individual fields of activities. The change has not yet been filed at the Commercial Register, the Collection of Deeds, and the extension of the scope of business activities have not been registered in the Commercial Register.

**1.3. ORGANISATIONAL STRUCTURE OF THE COMPANY**

The organisational structure of the company as at 31 December 2021



**1.4. IDENTIFICATION OF THE GROUP****The sole shareholder of DP**

CAPITAL 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.

**1.4.1. Affiliated business companies of the DP company**

Commercial name	% shareholding of HMP in the registered capital	Registered office	Company Reg. No.
Kolektory Praha, a.s.	100	Prague 9, Pešlova 341/3	26714124
Kongresové centrum Praha, a.s.	45,652	Prague 4, 5. května 1640/65	63080249
Obecní dům, a.s.	100	Prague 1, nám. Republiky 1090/5	27251918
Operátor ICT, a.s.	100	Prague 7, Dělnická 213/12	02795281
Prague City Tourism a.s.	100	Prague 5, Arbesovo náměstí 70/4	07312890
Pražská energetika Holding a.s.	51	Prague 10, Na Hroudě 1492/4	26428059
Pražská plynárenská Holding a.s.	100	Prague 4, U Plynárny 500/44	26442272
Pražská vodohospodářská společnost a.s.	100	Prague 6, Evropská 866/67	25656112
Pražské služby, a.s.	100	Prague 9, Pod šancemi 444/1	60194120
Technická správa komunikací hl. m. Prahy, a.s.	100	Prague 7, Veletržní 1623/24	03447286
Technologie hlavního města Prahy, a.s.	100	Prague 7, Dělnická 213/12	25672541
TRADE CENTRE PRAHA a.s.	100	Prague 2, Blanická 1008/28	00409316
VODA Želivka, a.s.	90,0353	Prague 15, K Horkám 16/23	26496224
Výstaviště Praha, a.s.	100	Prague 7, Výstaviště 67	25649329
Zdroj pitné vody Káraný, a.s.	97,25	Prague 4, Podolská 15/17	26496402

3.9.

*The whole summer was amazing... Work's good and everything else is just perfect. I'm going to help with the chess lessons. Emanuel could do it on his own but two are better than one!*





*I'm going to get married.*

*The invite's going to say this:*

*It's called Lasker's manoeuvre but I renamed it to Mr. Big.*

1. KB7 RBZ
2. KA7 RCZ
3. RH5+ KAY
4. KB6 RBZ+
5. KA6 RCZ
6. RH4+ KAS
7. KB6 RBZ+
8. KAS RCZ
9. RH3+ KAZ
10. R\*HZ
11. CPD

#### 1.4.2. Companies with decisive and significant influence

Companies with decisive influence

Commercial name	% shareholding of DP in the registered capital	Registered office	Company Reg. No.
Pražská strojírna a.s.	100	Prague 9, Mladoboleslavská 133	60193298
Střední průmyslová škola dopravní, a.s.	100	Prague 5, Plzeňská 298/217a	25632141

Companies with significant influence

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

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

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

#### 1.4.3. Overview of subsidiaries and related business companies at affiliated companies of DP as at 31 December 2021

Affiliated companies	Indirectly controlled companies and subsidiaries	% shareholding in the registered 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 nám. 1391/11	25054040
	PREměření, a.s.	100	Prague 10, Na Hroudě 2149/19	25677063

	KORMAK Prague a.s.	100	Prague 10, Bratří Jandusů 34	48592307
	PREservisní, s.r.o.	100	Prague 10, Na Hroudě 1492/4	02065801
	PREzákaznická, a.s.	100	Prague 10, Na Hroudě 1492/4	06532438
	PREdistribuce, a.s.	100	Prague 5, Svornosti 3199/19a	27376516
	VOLTCOM, s.r.o.	100	Prague 6, Otevřená 1092/2	44794274
	Companies with PREdistribuce, a.s. capital participation	% shareholding of PRE distribuce, a.s. in the subsidiary		
	PREnetcom, a.s.	100	Prague 10, Na Hroudě 1492/4	06714366
	Companies with PREměření, a.s. capital participation	% shareholding of PRE měření, a.s. in the subsidiary		
	PRE FVE Světlík, s.r.o.	100	Prague 10, Na Hroudě 2149/19	28080378
	SOLARINVEST – GREEN ENERGY, s.r.o.	100	Prague 10, Na Hroudě 2149/19	28923405
	FRONTIER TECHNOLOGIES, s.r.o.	100	Prague 10, Na Hroudě 2149/19	27234835
	PRE VTE ČÁSTKOV, s.r.o.	100	Prague 10, Na Hroudě 2149/19	27966216
	PRE FVE Nové Sedlo, s.r.o.	100	Prague 10, Na Hroudě 2149/19	11911913
Pražská plynárenská Holding a.s.	Indirectly controlled company	% shareholding of PPH in PP		
	Pražská plynárenská, a.s.	100	Prague 1, Národní 37	60193492
	Společnosti s kapitálovou účástí PP, a.s.	% podíl PP v dceřiné spol.		
	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 Prague, a.s.	100	Prague 9, Prachatická 209	00551899
	Companies with Prometheus, energetické služby, a.s. capital participation	% shareholding of PES in the subsidiary		
	Teplo pro Kbely a.s.	75	Prague 4, U Plynárny 500/44	09783172
Pražská vodohospodářská společnost a.s.	Company with PVS capital participation, which is not controlled by PVS and indirectly by the HMP	% shareholding of PVS in the registered capital		
	Pražské vodovody a kanalizace, a.s.	49	Prague 10, Ke Kable 971/1	25656635
Pražské služby, a.s.	Companies with PS capital participation	% shareholding of PS in the registered capital		
	AKROP s.r.o.	100	Tuřoměřice, 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, Nepřávidelná 156/2	45278482
VODA Želivka, a.s.	Companies with ZPVK capital participation	% shareholding of ZPVK in the registered capital		
	Želivská provozní a.s.	100	Prague 10, K Horkám 16/23	29131804
	Želivská dálniční a.s.	100	Prague 10, K Horkám 16/23	10895868
	Želivská rozvojová a.s.	100	Prague 10, K Horkám 16/23	10896562

Zdroj pitné vody Káraný, a.s.	Companies with ZPVK capital participation	% shareholding of ZPVK in the registered capital		
	Vodárna Káraný, a.s.	100	Prague 1, Podolská 15/17	29148995

### 1.5. CORPORATE BODIES

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

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

#### The Board of Directors, the Supervisory Board and the Audit Committee as at 31 December 2021

	Position	Name
Board of Directors	Chairperson	Ing. Petr Witowski
	Vice Chairperson	Ing. Ladislav Urbánek
	Member	PhDr. Jiří Špička
	Member	Ing. Jan Šurovský, Ph.D.
	Member	Mgr. Matej Augustín
Supervisory Board	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	

Supervisory Board	Member	Mgr. Jakub Jiran
	Member	Ing. Jan Lička
	Member	Ing. Michal Zděnek, M.A.
Audit Committee	Chairperson	Mgr. Marta Gellová
	Vice Chairperson	Ing. Zdena Javornická
	Member	Ing. Ladislav Langr





## 2. Accounting methods and general accounting principles



The accounting of the company is conducted and the Financial Statements have been drawn up in accordance with 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, the principle of accounting in material and time contexts, the principle of prudence and the presumption of the ability of the accounting unit to continue in its activities. The data stated in tables in the present Financial Statements, unless provided for otherwise, is expressed in thousands of Czech crowns (CZK 1,000).

The company maintains accounting records with the use of the SAP software, and as at 1 January 2021 it has carried out a reimplementation of this software tool and switched from the SAP/R3 version over to the new SAP4/Hana version. Within the framework of the reimplementation, the chart of accounts was extended and the analytical accounts are now 6-digit accounts.



## 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, waterworks, 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, waterworks, 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 the 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, the 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 the 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 for 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 the acquisition of fixed assets anymore.
- Capital expenditure called up in case of fulfilment of conditions according to NÚR (National Accounting Council) I – 20.

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

1. In case that due to the digitisation of cadastral maps (before the 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. The 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. The 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 in 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 the 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 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 the interpretation of NÚR I-20.

Valuation by means of reproduction cost was used in 2021 for the rights to use acquired without consideration and technical betterment carried out by the lessee on the DP's property that was not settled between the lessee and DP at the termination of the lease agreement. The reproduction price was determined according to the Expert Opinion.

Fixed tangible assets created by the company's own activities are valued through the company's

own costs, i.e., on the basis of all direct costs and indirect costs which are immediately connected with the 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 depreciation 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 it into use.

#### The length of a 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	Definite	According to the time specified in the contract, for which the right to use or the right to build has been established
	Indefinite	30 years for the right to use and 99 years for the right to build

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

### 3. 2. FIXED FINANCIAL ASSETS

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

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

### 3. 3. INVENTORY

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

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

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

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

Within the DP conditions, a change in the production in progress is accounted through the corresponding account 581 - Change in the balance of inventory of the production in progress.

The purchase and decrement of the inventory at central and operational warehouses are carried

out, according to the Czech Accounting Standard for Entrepreneurs no. 15, according to the method "A".

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

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

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

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

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

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

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

### 3. 4. RECEIVABLES

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

The receivables, whose maturity period is one year and less at the time 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. The 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 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 the 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 for in a nominal value.

The liabilities whose maturity period is, at the time 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. Since 2015, the bill-of-exchange programme has been gradually repaid, with CZK 800 million being repaid each year. The remaining amount is covered by new promissory notes issued under the terms of the Promissory Note Programme. Thus, on 17 December 2021, the seventh instalment of CZK 800 million was made. In total, as at 17 December 2021, CZK 5.6 billion of bills of exchange had been repaid under the Bills of Exchange Programme and the balance of the Bills of Exchange Programme as at 31 December 2021 was CZK 2.4 billion. The final maturity of the Bills of Exchange Programme is 20 December 2024.

### 3. 8. DERIVATIVES

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

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

In 2021, 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 for in nominal values. The interest implied from credit facilities is 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 2021.

### 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 is not sure.

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

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

Provisions for staff benefits are created in virtue of employment anniversaries, retirement and unused leave of absence with wage compensation according to the Collective Agreement. With regard to the 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, to a prevailing extent, by the 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 compliant 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 the execution of technical and biological regeneration to be carried out by the company performing engineering and geological survey (resistivity logging) and the hydrogeological survey, with the inclusion of the expenses associated with the buyout of the plots of land necessary for the 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 the 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 2021, 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 the 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 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 calculating 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 future time periods. The balance sheet approach means that the liability method is based on transitional differences which are differences between the tax base of assets or liabilities, and the amount of the assets or liabilities stated in the Balance Sheet. The tax base of assets or liabilities is the value of these assets or liabilities exercisable in the future for tax purposes. Deferred tax liabilities and receivables are mutually set off and they are stated in the Balance Sheet in their net value.

## 3.14. COMPENSATION

In accordance with Regulation (EC) No 1370/2007 of the European Parliament and of the Council, which entered into force on 3 December 2009, the company accounts for compensation. Compensation is understood as the price for public service, which is to cover the difference between the costs spent in connection with the fulfilment of the public service obligation and the income arising in connection with the public service obligation and to ensure reasonable profit, which is to enable the creation of the company's own resources for the financing of renewal of assets and other investments focused on the increase in the quality of services agreed by the Client. The Public Service Contract made between the company and HMP determines the method of calculation of the compensation, the methodology for calculation of a reasonable profit and the manner of risk distribution.

In the follow-up to contractual arrangements contained in the Public Service Contract, the company accounts, in the course of the year, about the advance payment received for compensation and about the contingency entries of the operational part of the compensation in the amount of the necessity planned, which is to be cancelled at the end of the year. Within the framework of the Annual Financial Statements, the receivable in virtue of the public service obligation is accounted, and so is a reasonable profit within the framework of the compensation. At the same time, the received advance payment is cleared and the receivable amount is financially settled. The compensation amount is accounted for 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 for in other operational incomes in the time and material contexts with the accounting of costs for the specified purpose.

Subsidies for the acquisition of fixed intangible and tangible assets and technical betterment reduce their purchase price or the company's own costs at the moment of capitalisation. As at the Balance Sheet date, the use of the subsidies will be accounted to the fixed assets that are not capitalised yet.

### 3. 16. INCOMES

Incomes from transport are accounted for in 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 2021, 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 the 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:



**Financial means and financial equivalents can be analysed as follows:  
(The figures are stated in CZK 1,000)**

Financial equivalent	31.12.2021	31.12.2020
Treasury cash and cash in transit, valuables	31 258	37 988
Bank accounts and cash in transit	7 585 916	5 922 879
Short-term securities and participations	0	1 200 000
<b>Financial means and financial equivalents, total</b>	<b>7 617 174</b>	<b>7 160 867</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

Act no. 563/1991 Coll. on accounting, as amended by the Act no. 221/2015 Coll. with effectiveness from 1 January 2016, newly introduces categorisation of consolidation groups in Section 1c. It implies from individual criteria that DP fulfils the criteria of a large group of accounting units.

The share of the sum in consolidated companies in the consolidating company is, however, not significant in individual criteria and the company, therefore, used provisions of Section 22a(3) of the above-mentioned Act.

The Prague Public Transit Company, Inc., has always used this provision of the Accounting Act so far, for the reason that not only are the consolidated companies insignificant, both individually and as a whole, for the total values and mission of DP, but conversely, there would be a presentation distortion of economic indicators of DP, because they would contain also the values of the companies with an absolutely different mission.

## 4. Complementary data to the balance sheet and profit and loss statement



### 4.1. SPECIFICS OF THE COMPANY

#### 4.1.1. Structure of statement

The Balance Sheet and Profit and Loss Statement state items in the order as provided for in the Decree no. 500/2002 Coll. Furthermore, DP provides, in these statements, other sub-entries for the reason of higher comprehensibility and documentary capability regarding the accounting unit. The matter concerns the following data:

#### Profit and Loss Statement

- I. I.1. Revenues for the sale of the company's own products and services
  - 1.1. Revenues for fare
  - 1.2. Compensation for the public service obligation
  - 1.3. Other revenues

### 4.2. FIXED INTANGIBLE ASSETS

#### Purchase cost (DNM = Fixed intangible assets) (The figures are stated in CZK 1,000)

	State as at 31.12.2019	Increments	Decrem.	State as at 31.12.2020	Increments	Decrem.	State as at 31.12.2021
Software	1 036 775	153 319	37 964	1 152 130	102 777	6 573	1 248 334
Other copyrights	8 323	250	0	8 573	976	0	9 549
Other DNM	132 242	4 025	0	136 267	0	38	136 229
Unfinished DNM	71 242	88 771	103 068	56 945	60 541	75 253	42 233
<b>Total</b>	<b>1 248 582</b>	<b>246 365</b>	<b>141 032</b>	<b>1 353 915</b>	<b>164 294</b>	<b>81 864</b>	<b>1 436 345</b>

#### Adjustments (The figures are stated in CZK 1,000)

	State as at 31.12.2019	Increments	Decrem.	State as at 31.12.2020	Increments	Decrem.	State as at 31.12.2021
Software	919 051	103 434	37 964	984 521	120 077	6 573	1 098 025
Other copyrights	7 309	131	0	7 440	347	0	7 787
Other DNM	109 071	5 074	0	114 145	5 431	38	119 538
Adjustment to unfinished DNM	0	0	0	0	0	0	0
<b>Total</b>	<b>1 035 431</b>	<b>108 639</b>	<b>37 964</b>	<b>1 106 106</b>	<b>125 855</b>	<b>6 611</b>	<b>1 225 350</b>

#### Residual value (The figures are stated in CZK 1,000)

	State as at 31.12.2020	State as at 31.12.2021
Software	167 609	150 309
Other copyrights	1 133	1 762
Other DNM	22 122	16 691
Unfinished DNM	56 945	42 233
<b>Total</b>	<b>247 809</b>	<b>210 995</b>

Among the most significant DNM increments, it is necessary to mention the purchase of software, including licences, for the Comprehensive Security System in the Metro Transport System, purchase of the SAP HANA software and technical betterment of the Transport Information System in 2021.

#### 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 2021.

#### 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	
	2021	2020
Low-value intangible assets	8 558	8 730
Fixed assets purchased by using subsidies	131 102	131 102
<b>Total</b>	<b>139 660</b>	<b>139 832</b>

In the case of the assets acquired from subsidiaries, the matter concerns fixed assets whose purchase cost was reduced by the subsidy provided according to point 3.15 and whose value, therefore, is not depreciated into the costs of the company.

#### 4.3. FIXED TANGIBLE ASSETS ("DHM")

##### The purchase cost of fixed tangible depreciated and non-depreciated assets (The figures are stated in CZK 1,000)

	State as at 31.12.2019	Increments	Decrem.	State as at 31.12.2020	Increments	Decrem.	State as at 31.12.2021
Plots of land	3 432 103	69 373	7 265	3 494 211	56 073	52 308	3 497 976
Buildings	60 375 667	794 077	168 479	61 001 265	463 938	182 717	61 282 486
Tangible movable assets	60 961 457	2 415 463	1 055 766	62 321 154	1 820 906	395 539	63 746 521
- Plant and machinery	13 710 461	1 137 724	106 149	14 742 036	1 264 290	123 058	15 883 268
- Transport means	47 239 902	1 277 456	947 441	47 569 917	556 307	272 407	47 853 817
- Inventory	11 094	283	2 176	9 201	309	74	9 436
Other DHM - rights to use	44 041	2 087	0	46 128	1 506	5	47 629
Other DHM	37 967	2 470	0	40 437	0	0	40 437
Unfinished DHM	1 277 952	5 267 499	5 037 839	1 507 612	4 054 215	3 940 812	1 621 015
<b>Total</b>	<b>126 129 187</b>	<b>8 550 969</b>	<b>6 269 349</b>	<b>128 410 807</b>	<b>6 396 638</b>	<b>4 571 381</b>	<b>130 236 064</b>

##### Adjustments and adjustment entries to fixed tangible depreciated assets (The figures are stated in CZK 1,000)

	State as at 31.12.2019	Increments	Decrem.	State as at 31.12.2020	Increments	Decrem.	State as at 31.12.2021
Buildings	22 522 792	1 114 249	111 473	23 525 568	1 118 632	89 275	24 554 925
Tangible movable assets	31 182 739	2 362 327	1 056 500	32 488 566	2 532 356	370 553	34 650 369
- Plant and machinery	10 679 107	590 212	104 990	11 164 329	686 921	121 105	11 730 145
- Transport means	20 475 697	1 771 912	931 734	21 315 875	1 845 047	249 374	22 911 548
- Inventory	10 110	203	2 176	8 137	217	74	8 280
Other DHM - rights to use	31 531	6 500	6	38 025	4 723	5	42 743
Adjustment to transport means	17 825	0	17 600	225	171	0	396
Adjustment to constructions	0	0	0	0	0	0	0
<b>Total</b>	<b>53 737 062</b>	<b>3 483 076</b>	<b>1 167 979</b>	<b>56 052 159</b>	<b>3 655 711</b>	<b>459 833</b>	<b>59 248 037</b>

##### The residual value of fixed tangible depreciated and non-depreciated assets (The figures are stated in CZK 1,000)

	State as at 31.12.2020	State as at 31.12.2021
Plots of land	3 494 211	3 497 976
Buildings	37 475 697	36 727 561
Material movable assets	29 832 588	29 096 152
- Plant and machinery	3 577 707	4 153 123
- Transport means	26 253 817	24 941 873
- Inventory	1 064	1 156
Other DHM - rights to use	8 103	4 886
Other DHM	40 437	40 437
Unfinished DHM	1 507 612	1 621 015
<b>Total</b>	<b>72 358 648</b>	<b>70 988 027</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 the amount of CZK 251,783,000, Metro carriages – new bogies on M1 in the amount of CZK 142,629,000 and other automobiles in the amount of CZK 100,622,000.

An important entry within the framework of plant and machinery is the LZA (continuous automatic train control system) mobile part in the amount of CZK 286,703,000, ultra-short-wave and TETRA antenna systems and technologies in the amount of CZK 180,409,000 and industrial closed-circuit television system in the Metro stations in the amount of CZK 94,117,000.

Another important DHM increment is the continuation of the “comprehensive control system” project with a total purchase price of CZK 667,137,000

The most important decrements are recorded at transport means and are caused by the sale of trams at a purchase price of CZK 107,765,000 (their residual price being CZK 0.000), physical disposal of the Metro carriages – ARS equipment, bogie frames at a purchase price of CZK 59,280,000 (their residual price being CZK 23,021,000) and by the sale and physical disposal of buses at a purchase price of CZK 48,943,000 (their residual price being CZK 0.000).

As at 31 December 2021, the balance of adjustments to transport means amounts to CZK 396,000.

The balance of the account of unfinished (“under construction”) fixed assets (DHM) in the amount of CZK 1,621,015,000 is formed especially for capital expenditure projects – such as the construction of Section I of the Metro Line D in the amount of CZK 238,264,000, renovation of the tram line “Vladimírova - Na Pankráci” in the amount of CZK 168,002,000, renovation of the illumination of the “Kačerov – Háje” Metro tunnels in the amount of CZK 141,277,000, overhaul revitalisation of the Hloubětín tram depot hall in the amount of CZK 113,792,000 and renovation of escalators in the Anděl metro station in the amount of CZK 101,324,000.

The balance of the advance payments for DHM as at 31 December 2021 amounts to CZK 161,896,000. The most important entries include advance payments for the delivery of train frames from Siemens Mobility s.r.o. in the amount of CZK 99,005,000 and for the purchase of assembly vehicles from HANES s.r.o. in the amount of CZK 61,500,000.

### 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 the operation of the telecommunication system in the 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 2021, a right to use was established on 748 real property assets, by way of a contract on establishment of the right to use. In most cases, the matter concerns enabling access for the operation of the corresponding equipment in the metro premises, entrances into buildings, etc.

As at 31 December 2021, the company does not register any undertakings covered by a pledge agreement.

### 4. 3. 2. Fixed tangible assets created by the company's own activities

The company's own activities were focused on renovations of the KT8N2 trams, renovations of the T3RPLF trams, treatments of tram interiors, renovations of tram line systems (tram lines), tram entries into the SSZ (light signalling system mode) facilities, cable network modernisation, modernisation of the electrical heating system of points, partial modernisation of MR technologies, electrification of the BUS 207-MR – Michle and Vršovice Garages, BUS no. 140 electrification, putting into operation of the Opletalova tram line system, barrier-free access at the I.P.Pavlova node, the addition of lubrication equipment, access ramps for people with impaired mobility. For the method of valuation see point 3.1.

### 4. 3. 3. Assets leased by way of financial leasing

In 2021, DP did not register any assets leased by way of financial leasing.

### 4. 3. 4. Operational leasing

The company does not register any leased assets in the form of operating leasing in 2021, it only records other vehicle leases in the annual amount of CZK 620,000 (mainly from such companies as ČEZ ESCO, a.s. and PURE SOLVE Česká republika, spol. s r.o.).

### 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	
	2021	2020
Low-value tangible assets	647 062	638 121
Fixed assets acquired from subsidies	64 465 773	64 406 461
<b>Total</b>	<b>65 112 835</b>	<b>65 044 582</b>

In 2021, the value of the registered assets from subsidies was increased to a total amount of CZK 59,312,000.

#### The most important increments of the assets acquired from subsidies include:

- I. D plots of land – in the amount of CZK 96,884,000,
- Tunnel ventilation in the Metro system – in the amount of CZK 84,459,000,
- Edvarda Beneše Embankment tram line system – in the amount of CZK 50,336,000,
- Tábořská – Soudní tram line system – in the amount of CZK 43,755,000,
- LZA system mobile part – in the amount of CZK 43,096,000,
- Low-voltage distribution lines (TG B9) on the Automatic Traffic Control System at the Metro stations – in the amount of CZK 28,347,000,
- Ventilation facilities on the C1 - C4 Metro line – in the amount of CZK 27,840,000,
- Bubenské embank. – Komunardů tram line system – in the amount of CZK 21,157,000,
- Closed circuit TV system at the Metro station – in the amount of CZK 21,097,000,
- Low-voltage distribution lines in the C1 tunnel – in the amount of CZK 20,611,000,
- Automatic Traffic Control Syst. at the Metro stations – amounting to CZK 17,374,000.

**Assets were removed from the off-balance records due to physical disposal or sale. The most important entries include:**

- Buses – in the amount of CZK 320,185,000,
- Automatic speed control system (ARS) and undercarriage frames of the metro train sets in the amount of CZK 38,625,000,
- Metro power supply system – in the amount of CZK 25,251,000,
- TT (tram line system) – physical disposal of parts of TT due to its renovation in the amount of CZK 13,024,000.

#### 4. 3. 6. Mutual settlement of assets with the Capital City of Prague (HMP)

The process of settlement of the state of fixed assets (construction works, infrastructural capital expenditures, plots of land etc.) between DP and the 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 2021, DP registers, in its accounting system, the following assets potentially suitable for transfer and associated exchange with the 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 the HMP in an accounting value of approx. CZK 758 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 of 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 the HMP intended for this purpose.

Numerous negotiations were held between DP and the HMP in the course of 2021, concerning the method of settlement of the assets in question, and these negotiations continue in the course of 2022 as well.

#### 4.4. FIXED FINANCIAL ASSETS

##### 4.4.1. Participations in accounting units – decisive influence

Company name	2021		2020	
	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

##### 2021

(The figures are stated in CZK 1,000)

Company name	Purchase cost	Valuation difference	Nominal value	*Equity of the company	*Accounting economic result	Financial incomes	Share-holding value
Pražská strojírna a.s.	185 614	141 886	157 594	327 501	36 090	0	327 501
SPŠD, a.s.	11 322	17 512	21 930	28 834	189	0	28 834
<b>Total</b>	<b>196 937</b>	<b>159 398</b>	<b>179 524</b>	<b>356 335</b>	<b>36 279</b>	<b>0</b>	<b>356 335</b>

\*) The figures are data found as at 25 January 2022.

##### 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	Share-holding value
Pražská strojírna a.s.	185 615	98 687	157 594	284 302	38 645	0	284 302
SPŠD, 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 as at 25 January 2021.

**4.4.2. Participations in accounting units – essential influence**

Company name	2021		2020	
	Number of securities	Share in the registered capital in %	Number of securities	Share in the registered capital in %
RENCAR PRAHA, a.s.	84	28	84	28
Nové Holešovice, a.s.	2500	25	-	-

**2021 (The figures are stated in CZK 1,000)**

Company name	Purchase cost	Valuation difference	Nominal value	*Equity of the company	*Accounting economic result	Financial incomes	Share-holding value
RENCAR PRAHA, a.s.	840	21362	840	79292	-10152	0	22202
Nové Holešovice, a.s.	2500	-72	2500	9713	-287	0	2428
<b>Total</b>	<b>3340</b>	<b>21290</b>	<b>3340</b>	<b>89005</b>	<b>-10439</b>	<b>0</b>	<b>24630</b>

\*) The figures are data found as at 25 January 2022.

**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	Share-holding value
RENCAR PRAHA, a.s.	840	24181	840	89361	-29315	0	25021
<b>Total</b>	<b>840</b>	<b>24181</b>	<b>840</b>	<b>89361</b>	<b>-29315</b>	<b>0</b>	<b>25021</b>

\*) The figures are data found as at 25 January 2021.

**4.5. INVENTORY (The figures are stated in CZK 1,000)**

	As at 31 December 2021	As at 31 December 2020
Spare parts	303968	299858
Auxiliary material	129125	140845
Clothing and protective equipment	41449	38808
Fuel materials, fuels	7865	21445
Other materials	7661	9844

Material in stock – standby storage facility	84685	109684
Material in progress	502	197
Adjustments	-11353	-17420
<b>Material, total</b>	<b>563902</b>	<b>603261</b>
Unfinished production and semi-finished products	8991	13048
Goods	1419	1721
Advance payments provided for inventory	0	2
<b>Total value</b>	<b>574312</b>	<b>618032</b>

**The total decrease in the financial volume of the stock inventory of the company is a consequence of:**

- a reduction in the state of inventory of standby storage facilities, which occurred mainly due to the consumption of spare parts for repairs of tram lines,
- a reduction in the state of inventory of fuel stocks due to a change in the supplier's diesel oil ordering and storage system. This change took place in mid-2021 when the remaining diesel oil inventory was gradually consumed and the supplier started to ensure deliveries of the goods to DP fuel and service stations,
- a reduction in the state of auxiliary material due to the consumption of rail inventory for the projects planned.

The reduction in work in progress (unfinished work) and semi-finished goods was mainly caused due to the invoicing of external contracts related to the renovation of tram lines and acknowledged complaint reports for buses.

The reduction in adjustments was due to the actual inventory levels where, after reviewing the condition, length of storage and considering the expected non-usability and minimum marketability, a decision was made to dispose of the inventory by sale or physical disposal. The amount of CZK 11,353,000 consists of adjustments for clothing components, spare parts and protective equipment.

**4.6. LONG-TERM RECEIVABLES**

The entry "long-term receivables" stated, as at 31 December 2021, a balance of CZK 832,042,000; while as at 31 December 2020 these receivables amounted to CZK 246,322,000.

A significant entry of long-term receivables consists especially of the approved promise of subsidies in the total amount of CZK 738,843,000, when the matter concerns subsidies for the purchase of 15 battery trolleybuses (CZK 260,100,000) and for the construction of the Divoká Šárka – Sídliště Na Dědině tram line (478,743.000).

Long-term receivables from business relations in a total amount of CZK 83,541,000 consist especially of long-term receivables arising in consequence of the extension of the contract on



establishment of the right of use with T-Mobile Czech Republic a.s. for the purpose of placement of the network of electronic communications and switchboards in the facilities and tunnels of the Prague Metro system in the amount of CZK 28,491,000 and also from receivables arising on the basis of the executed contract on cooperation during the Prague Metro system coverage with mobile signals, where a time schedule of gradual repayment of these receivables has been set up.

**Instalments in the amount of CZK 66,060,000 will be settled by 2027 by mobile operators in the following way:**

- Česká telekomunikační infrastruktura a. s. in the amount of CZK 22,020,000
- T-Mobile Czech Republic a. s. in the amount of CZK 22,020,000
- Vodafone Czech Republic a. s. in the amount of CZK 22,020,000

Receivables in the amount of CZK 11,010,000 which are to be paid up according to the time schedule set out in 2022, are conducted as at the balance sheet day of 31 December 2021 in short-term receivables from business relations. Receivables in the amount of CZK 55,050,000, 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
		0 – 180 days	181 – 365 days	1 – 5 years	5 and more years		Total without surcharges
2021	448 153	19 024	6 688	3 271	6 601	35 584	483 737
2020	182 297	19 453	3 657	6 018	6 508	35 636	217 933

(The figures are stated in CZK 1,000)

Year	Adjustments	Total without surcharges	Surcharges*	Adjustments surcharges	Net total including surcharges
2021	21 171	462 566	923 306	862 589	523 283
2020	10 546	207 387	1 097 944	1 022 456	282 875

\*) 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 ŠKODA TRANSPORTATION a.s. in the amount of CZK 210,847,000 in virtue of services associated with the lease, and also receivables owed by Operátor ICT, a.s. for revenues from the sale of tickets in the amount of CZK 40,595,000 and last, but not least receivables owed by GLOBDATA, a.s. in virtue of assignment of receivables originating from SMS tickets, in the amount of CZK 28,338,000.

#### 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 2021	State as at 31 December 2020
HMP (Capital City of Prague)	1 591	1 533
Operátor ICT, a.s.	40 595	25 636
Prague City Tourism a.s.	1 348	0
Pražská energetika, a.s.	0	2
Pražská plynárenská Distribuce, a.s., member of grouping "Pražská plynárenská, a.s."	3	0
Pražská plynárenská Servis distribuce, a.s., member of grouping "PP, a.s."	163	48
Pražská plynárenská, a.s.	832	2 313
Pražská strojírna a.s.	6 193	4 328
Pražská vodohospodářská společnost a.s.	524	124
Pražské vodovody a kanalizace, a.s.	15 538	15 162
PREdistribuce, a.s.	24 499	4 862
PREměření, a.s.	0	4
PREzákaznická, a.s.	0	5
RENCAR PRAHA, a.s.	225	503
Střední průmyslová škola dopravní, a.s.	667	472
Technická správa komunikací hl. m. Prahy, a.s.	5 502	2 429
TRADE CENTRE PRAHA a.s.	341	0
Total receivables from business relations and advance payments provided to companies within the group	98 021	57 421
Short-term receivables from business relations and advance payments, total	1 453 940	1 332 155

#### 4.7.3. Other short-term receivables

The entry "State – tax receivables" stated, as at 31 December 2021, a balance of CZK 211,420,000 and is formed of a receivable in virtue of excessive deduction of the Value Added Tax for the months of November and December 2021 in the amount of CZK 153,013,000 and accounted for VAT on the input at received invoices obtained in January 2022, concerning the fulfilment of 2021 in the amount of CZK 58,407,000. As at 31 December 2020, the entry stated a balance of CZK 283,701,000.

The short-term advance payments amounting to CZK 46,897,000 provided registered an increase compared to 2020 (CZK 16,278,000), especially for the reason of an increase in short-term prepayments for energies.

Contingency accounts (active) stated, as at 31 December 2021, a balance in the amount of CZK 149,558,000. As at 31 December 2020, the balance was CZK 198,385,000. The decrease in the balance as at 31 December 2021 was caused especially by settlements of liquidated damages concerning the means of transport on the part of insurance companies.

The entry "Other receivables" stated, as at 31 December 2021, a net balance of CZK 1,164,626,000, while as at 31 December 2020 the balance was CZK 160,569,000. This entry consists especially of the accounting of receivables in virtue of the approved subsidy claim in a total amount of CZK 1,022,000,000. These include, without limitation, subsidies for the modernisation of air-conditioning equipment at the Metro stations, lighting of the Metro tunnels, modernisation of escalators, revitalisation of the vestibule of Anděl/Na Knížecí Metro station, construction of tram lines and the purchase of 14 electric buses. Another significant item is the hedging interest rate derivatives on the promissory note programme in a total amount of CZK 119,353,000, which are specified at a more detailed level in Chapter 4.31.

The entry "Other receivables" includes other additional receivables formed of claims filed against RENCAR PRAHA for unjustified enrichment for the use of the DP assets for advertising purposes and against Euro AWK for unjustified enrichment for the use of advertising areas on the Prague Metro system premises. The amount of the receivables with respect to of these claims filed as at 31 December 2021 is CZK 389,189,000. An adjustment of 100% of the balance sheet (carrying) amount of the receivables has been created against the recorded receivables due to the declining creditworthiness of the receivables in relation to the deteriorating financial position of the two companies involved.

#### 4. 7. 4. Pledge right

As at 31 December 2021, 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 2021, the company stated, the economic result before taxation – profit amounting to CZK 47,639,000. 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 for in the income.

To get familiar with and evaluate the financial and asset situations of the company, it is necessary to emphasise that the company receives compensation for public service obligations and a significant volume of capital expenditure subsidies from various providers.

In 2021, the company received advance payments for compensation amounting to CZK 15,241,732,000. The operational part of the compensation was accounted into incomes

according to the actual amount of CZK 15,291,363,000. DP states a receivable owed by the Capital City of Prague (HMP) in virtue of the Public Service Obligation ("PSO") Agreement for 2020 and 2021 in the amount of CZK 71,900,000.

The final amount of compensation was in accordance with the applicable legislation and contractual arrangements approved by the ROPID organisation in the representation of the HMP.

In 2021, the company accounted for subsidies for the settlement of costs and for the acquisition of fixed assets in the amount of CZK 1,581,584,000. In 2020 it was CZK 1,780,314,000.

#### Utilisation of subsidies according to the specific purposes (The figures are stated in CZK 1,000)

<b>Subsidies total</b>		<b>1 581 584</b>
<b>Subsidies for settlement of costs</b>		<b>132 561</b>
<b>Subsidies from the budget of the Capital City of Prague</b>		<b>728</b>
Current cost of the project – Modernisation of HVAC equipment – Dejvická station	215	
Current cost of the project – Modernisation of HVAC equipment – Náměstí Republiky station	150	
Current cost of the project – Modernisation of HVAC equipment – Můstek station	206	
Current cost of the project – Modernisation of HVAC equipment – Smíchovské nádr. station	206	
Returned – Modernisation of ventilation of A,B,C metro lines, I. C line	-49	
<b>Subsidies from the EU</b>		<b>1 041</b>
Current cost of the project – Modernisation of HVAC equipment – Dejvická station	307	
Current cost of the project – Modernisation of HVAC equipment – Náměstí Republiky station	214	
Current cost of the project – Modernisation of HVAC equipment – Můstek station	295	
Current cost of the project – Modernisation of HVAC equipment – Smíchovské nádr. station	295	
Returned – Modernisation of ventilation of A,B,C metro lines, I. C line	-70	
<b>Subsidies from the Ministry of Transport</b>		<b>11 934</b>
Subsidies to the price for assurance of compensation of the loss from the fare	11 934	
<b>Subsidies within the framework of the Prague Integrated Transport ("PID")</b>		<b>88 743</b>
Subsidies for the zone 0 - PID	54 730	
Subsidies from communities, for zones 1, 2, PID	17 561	
Subsidies from the Central Bohemian Region - Regional Authority - zones 1, 2	16 452	

Specific-purpose subsidy		30 115
Contribution from the Antivirus scheme	28 610	
Returned – Contribution from the 2020 Antivirus scheme	-25	
COVID – BUS subsidy scheme	305	
COVID – Rental scheme	98	
COVID – Culture scheme	930	
Crop Research Institute	197	
<b>Subsidies for purchase of fixed assets</b>		<b>1 449 023</b>
<b>Subsidies from the budget of the Capital City of Prague</b>		<b>1 223 257</b>
42176 – Barrier-free access measures	3 346	
42487 – Tram line: Sídlíště Barrandov - Holyně - Slivenec	16 488	
42493 – Tram line: Divoká Šárka-Dědinská	3 757	
42495 – Barrier-free access: Karlovo náměstí metro station	46 940	
42923 – Preparation of the D metro line operation section I	753 935	
43920 – Construction of the new Hloubětín tram depot	98 700	
44579 – Barrier-free access for the Jiřího z Poděbrad metro station	71 613	
44580 – Barrier-free access: Opatov metro station	42 880	
44581 – Barrier-free access: Českomoravská metro station	72	
44582 – Lay-by tracks in the tram repair facility area	6 504	
44583 – Tramway track renovation: Bubenské nábr. - Komunardů (Vltavská - Dělnická)	25 262	
44585 – Tram loop: Depo Hostivař	2 939	
44586 – Tramway line: Museum	6 140	
45378 – The ramp entry on the edge of the metro platform on the A and B metro lines	2 657	
45379 – Study of the barrier-free access: Vyšehrad metro station	132	
45380 – Cableway: Podbaba – Troja - Bohnice	21	
45505 – Electrification of the infrastructure: e-BUS line no. 140	15 165	
45518 – Tramway track renovation: Ohrada – Palmovka	6 250	
45703 – Tramway track renovation: Rašínovo nábr.	2 000	
45520 – Tramway track renovation: Nábr. Edvarda Beneše	54 357	
45522 – Tram line: Václavské náměstí (Jindřišská – Muzeum)	9 025	

1/1

How you meet the New Year is how you will spend it. I went to take a swim in the morning, the water was three degrees, the air eight below zero. I swam for ten minutes. I'd have lasted longer but I got terrible spasms. Tremors followed as soon as I got to the shore, so much so I bit my lip several times. Some nitwit passer-by asked if I needed help. He thought I was having a seizure. Moron!

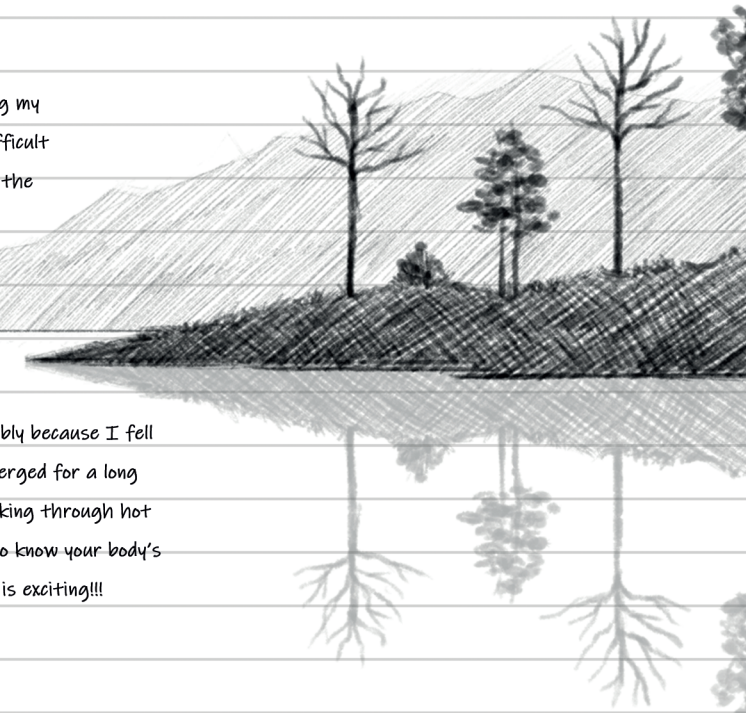
3/1

I got a smart bracelet and I'm watching my heartbeat. Especially when running on difficult terrain. I'm going to take a hot bath in the evening and observe how my body reacts.



4/1

The bracelet's full of rubbish. It's probably because I fell asleep in the hot water and it was submerged for a long time. It was weird. I dreamt I was walking through hot lava in the middle of a volcano. Getting to know your body's limits and thus making yourself stronger is exciting!!!







45523 – Tramway track renovation: Vladimírova – Pankrác tram depot	30 000	
45524 – Tram line: Vozovna Kobylisy - Zdiby	2 250	
45529 – Tram line loop: Zahradní Město	19 825	
45533 – Renovation of the Invalidovna metro station, including barrier-free access	1 208	
45537 – Tram line: Modřany - Libuš	1 098	
46322 – Spálená – improvement of the cyclists' infrastructure	693	
<b>Subsidies from the PPR Operating Programme</b>		<b>74 648</b>
in which: - EU participation	43 911	
- participation from the budget of the Capital City of Prague	30 737	
of which:		
<b>Modernisation of HVAC equipment – Dejvická station – total</b>	<b>23 009</b>	
in which: - EU participation	13 535	
- participation from the budget of the Capital City of Prague	9 474	
<b>Modernisation of HVAC equipment – Náměstí Republiky station – total</b>	<b>31 512</b>	
in which: - EU participation	18 537	
- participation from the budget of the Capital City of Prague	12 975	
<b>Modernisation of HVAC equipment – Smíchovské nádr. station – total</b>	<b>20 208</b>	
in which: - EU participation	11 887	
- participation from the budget of the Capital City of Prague	8 321	
<b>Returned - Modernisation of ventilation of A, B, C metro lines, I. C line – Stage II – total</b>	<b>-81</b>	
in which: - EU participation	-48	
- participation from the budget of the Capital City of Prague	-33	
<b>Subsidies from the OPD2 Programme – share of EU</b>		<b>151 118</b>
Tram line loop: Zahradní Město	81 797	
Tram line: Sídliště Barrandov-Holyně-Slivenec	69 321	

#### 4. 7. 6. Short-term financial assets

In the entry "short-term securities and participations" (other short-term financial assets) the company did not register, as at the Balance Sheet date, any short-term (current) financial assets.

#### 4. 7. 7. Accruals and deferrals (active)

The entry stated, as at 31 December 2021, a balance amounting to CZK 106,478,000, while as at 31 December 2020 the balance amounted to CZK 85,126,000.



Valuation of plots of land and buildings		222							222
Nat. val. of dif. from re-pricing of sec., etc.			40 498						40 498
Re-pricing of derivatives			167 307						167 307
Deferred tax to derivatives			-31 788						-31 788
<b>Changes without influence on total equity</b>									0
Allotment to the reserve fund									0
Settlement of loss from the reserve fund									0
Other economic result of previous years						-57 837			-57 837
Distribution of the economic result							-34 292	34 292	0
Correction within the equity									0
<b>End balance as at 31 December 2021</b>	<b>31 239 495</b>	<b>30 914 234</b>	<b>276 063</b>	<b>0</b>	<b>-57 837</b>	<b>5 918 840</b>	<b>0</b>	<b>42 589</b>	<b>68 333 384</b>

The entry referred to as "Other economic result" consists of the capitalisation of fixed assets relating to the previous accounting periods.

#### 4.9. PROVISIONS

(The figures are stated in CZK 1,000)

	Balance as at 1 Jan. 2020	Creation	Drawing and cancellation of provisions	Balance as at 31 December 2020	Creation	Drawing and cancellation of provisions	Balance as at 31 December 2021
Provision for annuities	1 732	211	882	1 061	291	935	417
Provision for jubilees, retirement, sick days	88 447	56 672	50 383	94 736	53 490	57 471	90 755
Provision for repairs of fixed assets	223 439	51 201	196 497	78 143	45 989	63 033	61 099
Provision for litigations	62 234	53 103	2 000	113 337	26 069	66 095	73 311
Provision for remunerations	10 251	10 982	10 251	10 982	11 057	10 982	11 057
Provision for repairs of 14T trams	3 178	0	204	2 974	0	123	2 851
Provision for landfill area regeneration: Libuš-Modřany	563 000	0	97 223	465 777	0	11 946	453 831
Other provisions	10 881	3 729	5 254	9 356	0	1 444	7 912
<b>Provisions, total</b>	<b>963 162</b>	<b>175 898</b>	<b>362 694</b>	<b>776 366</b>	<b>136 896</b>	<b>212 029</b>	<b>701 233</b>

As at 31 December 2021, the company stated the above-specified balance on the accounts registered on the line of the statement "Other provisions" for the reason of taking the risks, losses and possible future liabilities into consideration.

The most important provision which forms a majority of the balance of the provisions stated as at the Balance Sheet date is the undrawn provision created in the accounting period of the year 2019 intended for total costs of regeneration of the landfill facility "Libuš – Modřany". The provision is created on the basis of an estimation of the total expenses in the amount of CZK 450,000,000 ascertained by ENVprojekt CZECH s.r.o., which was entrusted with implementation of resistivity logging (engineering geological and hydro geological research), including the drawing up of a risk analysis relating to the landfill facility site, when the provision has been drawn so far in the amount of CZK 4,596,000, and then it is also formed of the maintaining of the undrawn provision for expenses associated with the buyout of the plots of land necessary for the implementation of that regeneration in the amount of CZK 8,427,000.



#### 4. 10. BANK CREDIT FACILITIES

The company did not have any bank credit facility in 2021.

#### 4. 11. LONG-TERM LIABILITIES FROM BUSINESS RELATIONS AND LONG-TERM ADV. PAYMENTS

The entry “Long-term liabilities from business relations” stated, as at 31 December 2021, a balance of CZK 149,589,000, while as at 31 December 2020 it stated a balance of CZK 106,726,000.

The increase was caused especially by the value of long-term retention for capital expenditure projects (renovation of tram lines, complete metro safety system, replacement of escalators, modernisation of air-conditioning facilities, etc.).

Long-term advance payments accepted achieved, as at the Balance Sheet date (31 December 2021), an amount of CZK 75,814,000 (as at 31 December 2020 it was CZK 63,963,000). The matter concerns especially the security deposits accepted. The increase was caused especially by the value of the financial security deposits for the lease of premises in the Prague Metro System.

The company does not have any long-term liabilities from business relations towards companies within the group.

#### 4.12. DEFERRED TAX

Deferred tax liability can be analysed as follows:

Deferred tax in virtue of (The figures are stated in CZK 1,000)

	State as at 31.12.2021	State as at 31.12.2020
Fixed assets	5 740 530	5 740 623
Unpaid contractual fines and penalties	176 399	206 616
Adjustments to fixed assets	-75	-43
Adjustments to the inventory	-2 157	-3 310
Adjustments to receivables	-14 973	-35 000
Provisions	-133 234	-147 510
Unpaid social security and public health insurance levies	-1 316	-1 252
Derivatives	22 372	-9 417
<b>Total deferred tax liability</b>	<b>5 787 546</b>	<b>5 750 707</b>

The increase in the deferred tax liability was caused especially by the difference in virtue of accounting and tax residual prices of fixed depreciated assets, by reduction of receivables originating from tariff surcharges and also through the decreasing of provisions. This overall

slight year-over-year increase in the deferred tax liability in 2021 was significantly impacted by the discontinuation of tax depreciation on selected classes of fixed assets in 2020 with a view to utilising tax loss carry-forwards.

The significant increase in the deferred tax liability in virtue of derivative transactions in 2021 was caused by a change in the fair value of hedging derivatives linked to PRIBOR due to the recurrent significant increase in the interest rates on the part of the Czech National Bank in the course of 2021.

From the viewpoint of prudence and adherence to the methodology of calculation of the deferred tax, the deferred tax calculation in 2021 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 the calculation of the deferred tax either, because it is regularly exercised within the framework of the corresponding taxation period.

#### 4.13. SHORT-TERM LIABILITIES

##### 4.13.1. Age structure of liabilities from business relations (The figures are stated in CZK 1,000)

Year	Category	Before the due date	Overdue				Total overdue amount	Total
			0 – 180 days	181 – 365 days	1 – 5 years	5 + years		
2021	Short-term	1 241 553	8 210	4	0	0	8 214	1 249 767
2020	Short-term	2 056 948	9 033	52	40 846	0	49 931	2 106 879

Short-term overdue liabilities were settled immediately after 1 January 2022; therefore, DP did not register any overdue liabilities from 2021 at the date of the drawing up of the Financial Statements.

##### 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 2021, the entire volume was drawn, i.e., CZK 8,000 million. An amount of CZK 800 million has been repaid on a yearly basis since 2015. Concerning the year 2021, an instalment amounting to CZK 800 million was repaid as well, and the current volume of the bills of exchange as at 31 December 2021 amounted to CZK 2,400 million. The bill-of-exchange programme is payable, in terms of a final deadline, as at 20 December 2024.

The bill-of-exchange programme is a short-term programme and was intended for the funding of the purchase of the 15 T For City trams.

#### 4. 13. 3. Liabilities towards the companies within the group

##### Short-term liabilities from business relations and short-term advance payments accepted (The figures are stated in CZK 1,000)

Company name	State as at 31.12.2021	State as at 31.12.2020
CDSw - City Data Software, spol. s r.o.	11	11
HMP (Capital City of Prague)	8	10
Operátor ICT, a.s.	1 614	908
Prague City Tourism a.s.	88	0
Pražská energetika, a.s.	0	31 983
Pražská plynárenská, a.s.	2 097	24
Pražská strojírna a.s.	8 066	10 607
Pražské služby, a.s.	245	27
Pražské vodovody a kanalizace, a.s.	15 315	12 417
PREdistribuce, a.s.	20 521	16 715
PREměření, a.s.	26	0
PREzákaznická, a.s.	17	0
RENCAR PRAHA, a.s.	0	13 613
Střední průmyslová škola dopravní, a.s.	33	2 937
Technická správa komunikací hl. m. Prahy, a.s.	0	1 055
<b>Total liabilities from business relations and advance payments towards companies within the group</b>	<b>48 041</b>	<b>90 307</b>
<b>Short-term liabilities from business relations and advance payments, total</b>	<b>1 255 682</b>	<b>2 129 105</b>

#### 4. 14. VALID LIABILITIES IN VIRTUE OF SOCIAL SECURITY, PUBLIC HEALTH INSURANCE LEVIES AND LIFE INSURANCE SCHEMES, PENSION INSURANCE, TAX LIABILITIES AND SUBSIDIES

##### 4. 14. 1. Liabilities in virtue of social security, public health insurance levies and life insurance schemes, pension insurance schemes and complementary pension insurance programmes

The number of liabilities in virtue of social security levies and contribution to the state employment policy as at 31 December 2021 was CZK 171,598,000 (as at 31 December 2020 it was CZK 168,270,000).

The number of liabilities in virtue of public health insurance levies as at 31 December 2021 was

CZK 74,714,000 (as at 31 December 2020 it was CZK 72,790,000).

The number of liabilities in virtue of the additional pension scheme for employees as at 31 December 2021 was CZK 8,162,000 (as at 31 December 2020 it was CZK 7,828,000).

The number of liabilities in virtue of the life insurance scheme for employees as at 31 December 2021 was CZK 94,000 (as at 31 December 2020 it was CZK 100,000).

The number of liabilities in virtue of complementary pension insurance programmes for employees as at 31 December 2021 was CZK 4,382,000 (as at 31 December 2020 it was CZK 3,573,000).

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)

	State as at 31 December 2021	State as at 31 December 2020
Individual (natural person) income tax	53 523	80 450
Road tax	128	105
Electricity tax	40	41
<b>Total</b>	<b>53 691</b>	<b>80 596</b>

All liabilities are before their due dates.

##### 4. 14. 3. Subsidies

The balance of the entry "subsidies" as at 31 December 2021 amounted to CZK 2,345,858,000 and was formed of:

- Financial settlement of subsidies for 2021 with the HMP in the amount of CZK 618,157,000,
- Approved entitlement to the subsidy from the EU in a total amount of CZK 1,349,675,000 and from the HMP in a total amount of CZK 196,972,000, especially for the modernisation of the air handling system equipment at the metro stations, tunnel lighting, modernisation of escalators and revitalisation of the Anděl/Na Knížecí metro station vestibule, construction of tram lines and acquisition of trolleybuses and electric buses,
- The HMP's subsidy for acquisition of fixed assets for coverage of the costs of the capital expenditure project "Metro A Line (Dejvická – Motol)" in the amount of CZK 119,193,000 and the capital expenditure project consisting in the renovation of the Bubenské nábřeží – Komunardů tram line in the amount of CZK 9,000,
- received prepayment for the subsidy from the EU – Operational Programme "Transport" for the construction of tram lines in the amount of CZK 59,446,000,
- Liabilities from subsidies for settlement of PID operation costs in the amount of CZK 1,264,000,

- approved entitlement to the contribution within the framework of the Antivirus (Mode A) programme for the months of November and December 2021 in the amount of CZK 1,142,000.

#### 4. 15. PASSIVE CONTINGENCY ACCOUNTS

The entry "Passive contingency accounts" stated, as at the Balance Sheet date 31 December 2021, a balance of CZK 211,570,000, while as at 31 December 2020 the balance amounted to CZK 52,597,000.

In the case of the passive contingency entries, the matter concerned mainly non-invoiced deliveries of services in the amount of CZK 165,092,000 (a significant item is the amount of CZK 76,479,000 for maintenance of metro vehicles in the form of full service and CZK 12,496,000 for repairs of trams of the 15 T series), non-invoiced deliveries of capital expenditure work in the amount of CZK 18,092,000 and other passive contingency entries in the amount of CZK 27,402,000.

#### 4. 16. OTHER SHORT-TERM LIABILITIES

The entry "Other liabilities" stated, as at 31 December 2021, a balance of CZK 4,405,000; as at 31 December 2020 the balance was CZK 65,359,000. This entry includes especially

Short-term security deposits received in the amount of CZK 2,687,000.

#### 4. 17. ACCRUALS AND DEFERRALS (PASSIVE)

The entry stated, as at 31 December 2021, a balance of CZK 934,638,000, as at 31 December 2020 the balance was CZK 834,738,000.

The balance is formed especially of the account entitled "deferred incomes" (CZK 913,491,000), where the largest items are accruals and deferrals of revenues from season tickets in the amount of CZK 759,743,000 and accruals and deferrals of incomes implying from provided rights to use in the amount of CZK 153,706,000. Another important entry is formed of "accrued expenses" (CZK 21,147,000), where the largest part consists of accruals and deferrals concerning mandatory liability and accident vehicle insurance in the amount of CZK 9,870,000 and accrual of credit for electronic meal benefits in the amount of CZK 8,502,000.

#### 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)

	2021	2020
<b>Revenues for the sale of the company's own products and services total</b>	<b>19 390 510</b>	<b>18 975 503</b>
in which:		
Revenues for fare of regular transport	3 203 170	3 122 964
Compensation for the public service obligation	15 291 363	15 073 015

Other revenues	895 977	779 524
of which:		
Lease	534 976	453 168
<b>Incomes from surcharges to fare</b>	<b>222 187</b>	<b>200 845</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 15,291,363,000.

Another important entry is formed of revenues for the fare of regular transport. In comparison with 2020, there was an increase in revenues from regular transport fare (without surcharges to the fare) for 2021 by CZK 80,206,000, i.e., by 2.57%. However, it should be noted that the reported values in both periods are affected by the COVID-19 pandemic.

Revenues for other services include revenues for other activities, in particular for the lease of plots of land, buildings and services associated therewith, for the lease of areas on movable assets, passing of energies, repairs and maintenance of transport means, revenues from irregular transport, other repairs, revenues for medical services, etc.

#### 4.18.1. Other incomes realised with related entities

2021

(The figures are stated in CZK 1,000)

Entity	Relation to the company	Inven-tory	Services	Deferred incomes	Other	Total
HMP (Capital City of Prague)	parent company	0	5 647	5 364	27 255	38 266
KORMAK Praha a.s.	another company	0	20	0	0	20
Operátor ICT, a.s.	affiliated company	0	134 579	902 725	0	1 037 304
Prague City Tourism a.s.	affiliated company	0	5 725	35	0	5 760
Pražská plynárenská Distribuce, a.s., member of grouping "Pražská plynárenská, a.s."	another company	0	10	0	60	70
Pražská plynárenská Servis distribuce, a.s., member of grouping "Pražská plynárenská, a.s."	another company	0	551	0	0	551
Pražská plynárenská, a.s.	another company	0	0	300	0	300
Pražská strojírna a.s.	subsidiary	18 833	984	0	0	19 817
Pražská vodohospodářská společnost a.s.	affiliated company	0	1 066	0	0	1 066
Pražské služby, a.s.	affiliated company	0	9 442	1 365	0	10 807



Pražské vodovody a kanalizace, a.s.	another company	0	355	0	0	355
PREdistribuce, a.s.	another company	0	864	735	205	1804
PREměření, a.s.	another company	0	484	0	0	484
PREservisní, s.r.o.	another company	0	0	129	0	129
PREzákaznická, a.s.	another company	0	0	558	0	558
RENCAR PRAHA, a.s.	subsidiary	0	13376	0	0	13376
Střední průmyslová škola dopravní, a.s.	subsidiary	0	6234	0	0	6234
Technická správa komunikací hl. m. Praha, a.s.	affiliated company	0	5410	0	10	5420
TRADE CENTRE PRAHA a.s.	affiliated company	0	312	0	0	312
Výstaviště Praha, a.s.	affiliated company	64	0	0	0	64
<b>Total</b>		<b>18897</b>	<b>185059</b>	<b>911211</b>	<b>27530</b>	<b>1142697</b>

**2020****(The figures are stated in CZK 1,000)**

Entity	Relation to the company	Inven-tory	Services	Deferred incomes	Other	Total
HMP (Capital City of Prague)	parent company	0	6587	5406	0	11993
Operátor ICT, a.s.	affiliated company	0	63126	729903	0	793029
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	17663	993	0	0	18656
Pražská vodohospodářská společnost a.s.	affiliated company	0	662	0	0	662
Pražské služby, a.s.	affiliated company	0	9149	1283	31	10463
Pražské vodovody a kanalizace, a.s.	another company	0	1888	0	0	1888
PREdistribuce, a.s.	another company	0	928	841	216	1985
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	50471	0	905	51376
Střední průmyslová škola dopravní, a.s.	subsidiary	0	5189	0	5	5194
Technická správa komunikací hl. m. Praha, a.s.	affiliated company	0	5598	0	0	5598
VOLTCOM, spol. s r. o.	another company	0	161	0	0	161
<b>Total</b>		<b>17663</b>	<b>145463</b>	<b>739344</b>	<b>1539</b>	<b>904009</b>

**4.18.2. Purchases and sales of fixed intangible, tangible and financial assets with affiliated entities****Sales****2021****(The figures are stated in CZK 1,000)**

Entity	Relation to the company	Fixed tangible assets (DHM)	
		Accounting value	Sales price
HMP (Capital City of Prague)	parent company	14248	115753
<b>Total</b>		<b>14248</b>	<b>115753</b>

**2020****(The figures are stated in CZK 1,000)**

Entity	Relation to the company	DHM	
		Accounting value	Sales price
HMP (Capital City of Prague)	parent company	7062	13504
<b>Total</b>		<b>7062</b>	<b>13504</b>

**Purchases****2021****(The figures are stated in CZK 1,000, DNM = fixed intangible assets)**

Entity	Vztah ke společnosti	DHM	DNM
HMP (Capital City of Prague) Pražská plynárenská Distribuce, a.s., member of the grouping "Pražská plynárenská, a.s."	parent company	27	0
Pražská plynárenská Distribuce, a.s., člen koncernu Pražská plynárenská, a.s.	another company	88	0
PREdistribuce, a.s.	another company	10105	0
<b>Total</b>		<b>10220</b>	<b>0</b>

**2020** (The figures are stated in CZK 1,000, DNM = fixed intangible assets)

Entity	Relation to the company	DHM	DNM
CDSw - City Data Software, spol. s r.o.	another company	0	15
HMP (Capital City of Prague)	parent company	9	0
Pražská plynárenská Distribuce, a.s., member of the 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>

**4.19. CONSUMED PURCHASES** (The figures are stated in CZK 1,000)

Entity	2021	2020
Energy, gas, heat	1 084 013	993 924
Material	1 217 047	1 198 538
Diesel oil, oil, lubricants, coolant, petrol	642 689	534 755
Clothing and protective equipment	54 223	48 778
Low-value tangible assets	42 284	44 028
Other	13 745	20 951
<b>Total</b>	<b>3 054 000</b>	<b>2 840 974</b>

**4.19.1. Purchases realised with related entities****2021** (The figures are stated in CZK 1,000)

Entity	Relation to the company	Inven-tory	Services	Accrued expenses 2020	Other	Total
HMP (Capital City of Prague)	parent company	612	4 419	0	220	5 251
CDSw - City Data Software, spol. s r.o.	another company	0	36	0	0	36
Kolektory Praha, a.s.	affiliated company	0	466	0	0	466
Operátor ICT, a.s.	affiliated company	0	27 021	0	0	27 021

Prague City Tourism a.s.	affiliated company	0	82	0	1 041	1 123
Pražská plynárenská Distribuce, a.s., member of the grouping "Pražská plynárenská, a.s."	another company	0	0	0	0	0
Pražská plynárenská, a.s.	another company	7 738	0	2 394	0	10 132
Pražská strojírna a.s.	subsidiary	139 171	67 130	0	0	206 301
Pražské služby, a.s.	affiliated company	508	1 708	0	0	2 216
Pražské vodovody a kanalizace, a.s.	another company	19 483	85 779	0	6 433	111 695
PREdistribuce, a.s.	another company	386 483	765	0	13	387 261
Střední průmyslová škola dopravní, a.s.	subsidiary	0	23 971	0	0	23 971
Technická správa komunikací hl. m. Praha, a.s.	affiliated company	0	0	0	8 048	8 048
Technologie hlavního města Prahy, a.s.	affiliated company	0	15	0	0	15
Výstaviště Praha, a.s.	affiliated company	0	80	0	0	80
<b>Total</b>		<b>553 995</b>	<b>211 472</b>	<b>2 394</b>	<b>15 755</b>	<b>783 616</b>

**2020** (The figures are stated in CZK 1,000)

Entity	Relation to the company	Inventory	Services	Accrued expenses 2020	Other	Total
CDSw - City Data Software, spol. s r.o.	another company	0	36	0	0	36
HMP (Capital City of Prague)	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 the 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>

**4.20. SERVICES****(The figures are stated in CZK 1,000)**

	2021	2020
Repairs and maintenance	2 393 991	2 413 443
Services associated with transport performance	560 419	521 806
Services of assistance nature	290 888	287 150
Data system services	166 034	143 420
Other services connected with city public transport	690 169	595 082
Advisory and legal services	149 776	120 230
Services associated with advertising	11 616	13 474
Other services	349 072	379 943
<b>Total</b>	<b>4 611 965</b>	<b>4 474 548</b>

**4.20.1. Total costs of remunerations for the audit company (The figures are stated in CZK 1,000)**

	2021	2020
Obligatory audit of the Financial Statements	789	780
Other non-auditing services	181	776
<b>Total</b>	<b>970</b>	<b>1 556</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		2021	2020
1310	Software	108 459	103 400
1311	Software, purchase price: CZK 40,000 – 60,000	65	35
1400	Copyrights, trademarks and tradenames	339	131
1900	Other fixed intangible assets	5 431	5 073
2110	Tracks	349 887	351 294
2111	Power supply system	142 892	143 929
2112	Metro tunnels	343 084	343 195
2113	Technical equipment of the metro system	15 996	16 250
2114	Station columns, waiting rooms, sheds	2 850	3 120
2115	Building structures for operational purposes	40 600	42 449
2116	Buildings and halls for operational purposes	143 577	141 628
2117	Constructions for operational purposes	36 006	35 937
2118	Communication and interlocking equipment	31 964	34 431
2119	Technical betterment of the assets leased	83	165
2210	Check-in system "MYPOL"	6 993	4 414
2211	IT means - computers	66 471	80 636
2212	Communication and interlocking equipment - machinery	312 579	251 536
2213	Technical equipment of the metro system	34 308	40 056
2214	Plant and machinery for operational purposes	103 871	112 994
2215	Power supply system - machinery	47 791	46 558
2216	Cableway	620	620
2221	Metro carriages	496 291	501 412
2223	Midi buses - N	20 975	20 975
2224	Standard buses	368	368
2226	Standard low-floor buses	248 603	218 659
2227	Articulated low-floor buses	285 889	275 251
2228	Escalators, metro lifts	31 911	33 486



2229	Automobiles, passenger cars	199	0
2230	Automobiles, other	65 207	41 557
2231	Transport means, other	21 664	22 940
2232	Trams - T3	444	452
2233	Trams - T3RP	15 233	15 638
2234	Trams - T6	0	98
2235	Trams - KT8	41 978	39 528
2236	Trams - 14T	3 529	3 435
2237	Trams - 15T	597 227	597 072
2240	Inventory	213	203
2250	SDNT trolleybuses	79	33
2251	MD+ buses	14 620	1 008
2900	Other fixed tangible assets – rights of use and servitudes	4 708	6 490
2910	Fixed tangible assets – rent charges	3	3
	Temporarily capitalised assets – final statement operations	80 552	53 560
	Residual price of the fixed assets disposed of	44 727	26 216
<b>Total</b>		<b>3 768 286</b>	<b>3 616 235</b>

Depreciation of fixed assets purchased by way of subsidies would amount to CZK 1,821,402,000 in 2021 (in 2020 it was CZK 1,908,149,000).

#### 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)

	2021	2020
Change in the state - other provisions	-75 133	-186 796
Change in the state - accounting adjustments - to receivables	73 802	61 551
Change in the state - tax adjustments- to receivables	-68	31
Change in the state - adjustments to inventory	-6067	2 817
Change in the state - adjustments to assets	171	-17 600
<b>Total change in the state</b>	<b>-7 295</b>	<b>-139 997</b>

#### 4. 23. SOLD FIXED ASSETS AND REVENUES FROM THE SALE OF FIXED ASSETS

As at 31 December 2021, the entry "Residual price of fixed assets sold" amounted to CZK 60,472,000 (CZK 7,265,000 in 2020), the entry "Revenues from the sale of fixed assets sold" amounted to CZK 172,767,000 (CZK 33,767,000 in 2020).

The entry "Revenues from the sale of fixed assets" includes especially revenues from:

- sale of fixed tangible assets in the amount of CZK 73,127,000, mainly from the sale of buildings in the Skloněná site in the Cadastral District of Vysočany (to the HMP) in the amount of CZK 60,400,000, means of transport and other tangible assets, as well as proceeds from the sale of plots of land in the total amount of CZK 63,410,000, the largest part of which is from the sale of plots of land in connection with the sale of the Skloněná site in the amount of CZK 55,000,000.
- plots of land barter deal made especially with the Capital City of Prague (HMP), in the amount of CZK 36,230,000.

#### 4. 24. MATERIAL SOLD AND REVENUES FROM THE SALE OF MATERIAL

As at 31 December 2021, the entry "Material sold" amounted to CZK 86,006,000 (CZK 72,999,000 in 2020), the entry "Revenues from the material sold" amounted to CZK 86,652,000 (CZK 74,439,000 in 2020).

#### 4.25. OTHER OPERATIONAL INCOMES

(The figures are stated in CZK 1,000)

	2021	2020
Subsidies to the settlement of costs	130 817	130 343
Incomes - surcharges to the fare	222 188	200 845
Incomes – assignment of receivables for SMS tickets	323 527	277 926
Assessment of compensations - insurance companies	144 358	68 345
Contractual penalties, fines, interest on delays	23 307	11 650
Other types of operational incomes	276 015	157 542
<b>Total</b>	<b>1 120 212</b>	<b>846 651</b>

The increase in the entry "Other types of operational incomes" was mainly caused due to further developments in litigations arising from claims for unjust enrichment against euroAWK s.r.o. and RENCAR PRAHA, a.s. As a consequence, the amount of the receivables changed, in particular for RENCAR PRAHA, a.s., with the extension of the claim for unjust enrichment for the use of the DP's property for advertising purposes without a legal title for 2018 and the filing of a pre-suit demand for the surrender of the unjust enrichment for 2019. Concerning euroAWK s.r.o., the claim was taken back and new claims were filed for the surrender of unjust enrichment due to the unauthorised use of advertising space in the Prague Metro system for the period from 21 April 2018 to 18 October 2018 and for the period from 8 October 2018 to 14 June 2019.

The increase in the entry "Assessment of compensation – insurance companies" in the amount of CZK 76,013,000 was primarily caused due to a claim for the insurance benefit for damaged metro carriage bogie frames. Additionally, the increase was due to the update of contingencies in 2020 with regard to insurance benefits in virtue of accidents and damage claims, i.e., there was a reduction (restatement) of the original active contingencies.

**4.26. OTHER OPERATIONAL COSTS****(The figures are stated in CZK 1,000)**

	2021	2020
Insurance premium	336 543	331 712
Depreciation of receivables	248 425	20 582
Depreciation of assigned receivables from SMS tickets	323 527	277 926
Contractual penalties, interest on delays	60	189
Other types of operational costs	53 563	40 301
<b>Total</b>	<b>962 118</b>	<b>670 710</b>

The overall increase in other operating expenses is primarily in the entry "Depreciation of receivables", which increased due to a higher number of receivables written off from shipping controls due to their non-recoverability..

**4.27. INCOME INTEREST AND SIMILAR INCOMES****(The figures are stated in CZK 1,000)**

	2021	2020
Interest on bank accounts (current)	36 044	53 033
<b>Total</b>	<b>36 044</b>	<b>53 033</b>

**4.28. COST INTEREST AND SIMILAR COSTS****(The figures are stated in CZK 1,000)**

	2021	2020
Bank interest paid	0	-1
Interest - bill of exchange programme	40 264	69 349
<b>Total</b>	<b>40 264</b>	<b>69 348</b>

9/11

I read a great article – "Proper rest as a way to better results" – in the Bodybuilder magazine. I'm taking a few days off. Besides,

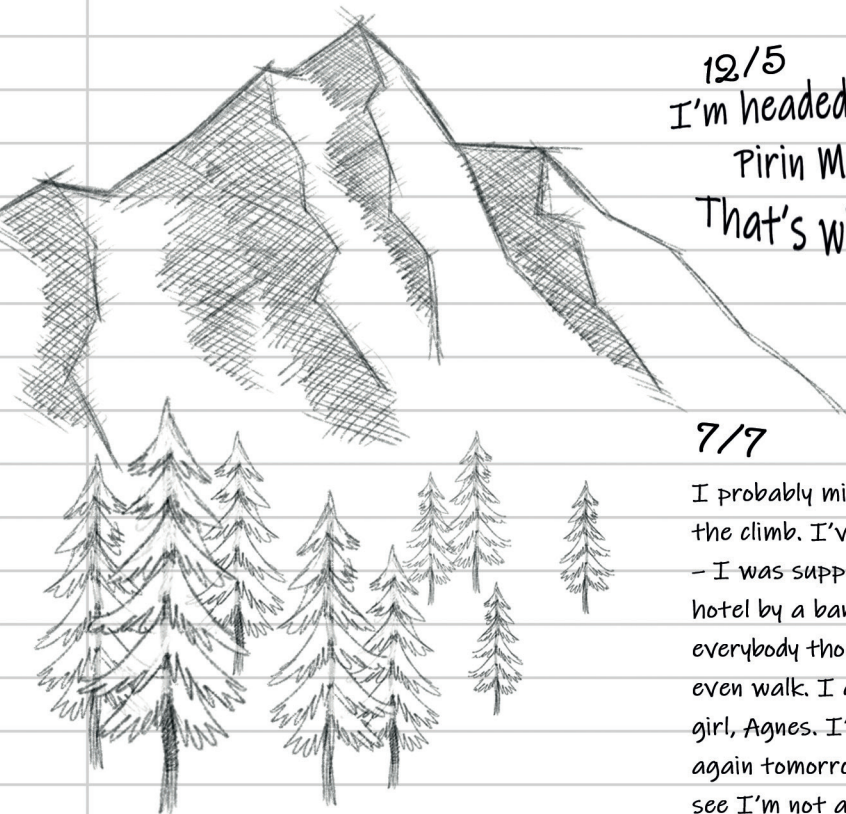
my back's  
killing me.

18/2

I haven't slept for a long time. Couldn't. Tendinitis  
- probably due to a bad grip on a weight.

19/4

Lengthy muscle problems. The doc asked if I wasn't pushing myself too hard. Don't know what he meant - he's at least 15 kilos overweight but I probably shouldn't have said that to him. The nurse laughed about it. Until he noticed that is...

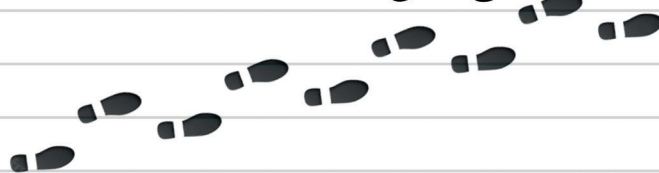


12/5  
I'm headed to Bulgaria.  
Pirin Mountains.  
That's what I need.

7/7

I probably misjudged my capabilities during the climb. I've got no idea what happened - I was supposedly escorted back to the hotel by a band of drunken Bulgarians and everybody thought I was so drunk I couldn't even walk. I got taken care of by a tiny girl, Agnes. I'm going to take the trip again tomorrow in her honour. She should see I'm not a chicken.

Agnes.



#### 4.29. OTHER FINANCIAL INCOMES EXCEPT FOR DERIVATIVE TRANSACTIONS

(The figures are stated in CZK 1,000)

	2021	2020
Incomes from the securities and shareholdings sold	1 200 000	1 000 000
Exchange rate differences	35	1 188
Incomes from short-term securities	31	197
Other financial incomes	10 469	469
Accepted financial donations	0	0
<b>Total</b>	<b>1 210 535</b>	<b>1 001 854</b>

#### 4.30. OTHER FINANCIAL COSTS EXCEPT FOR DERIVATIVE TRANSACTIONS

(The figures are stated in CZK 1,000)

	2021	2020
Securities and participations sold	1 200 000	1 000 000
Fees paid to bank institutions	8 654	8 187
Exchange rate differences	42	2 133
Other financial costs	4 391	4 357
<b>Total</b>	<b>1 213 087</b>	<b>1 014 677</b>

#### 4.31. DERIVATIVE FINANCIAL INSTRUMENTS

The company contracted, in the past, several hedging interest swaps with ČS and ČSOB to hedge the interest risk of the bill-of-exchange programme, for the reason of its gradual drawing.

Hedge accounting was conducted for individual transactions, which was 100% effective. Within the framework of simplification of the records, consolidation of individual separate transactions was agreed with ČS and ČSOB into a new transaction by way of a merger of original transactions on identical general conditions.

**The company thus determined the following interest swaps as hedge derivatives:**

##### ČS derivative

- Counterparty: Česká spořitelna, a.s.
- Deal contracting date: 23 November 2016
- Nominal value: CZK 1,500,990,000 (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 719,010,000 (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 of 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 a due date of 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 December 2021	Fair value (liability) as at 31 December 2020
Swaps to the ČS bill-of-exchange programme II	84 251	28 047
Swaps to the ČSOB bill-of-exchange programme II	35 102	22 710
<b>Total</b>	<b>119 353</b>	<b>50 757</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 recurrent direct increase in interest rates on the part of the Czech National Bank in 2021.

**Incomes and costs of derivative transactions****Incomes (The figures are stated in CZK 1,000)**

	2021	2020
Incomes from derivative operations - others	1 606	9 179
<b>Total</b>	<b>1 606</b>	<b>9 179</b>

**Costs (The figures are stated in CZK 1,000)**

	2021	2020
Costs of derivative transactions - others	25 871	22 322
<b>Total</b>	<b>25 871</b>	<b>22 322</b>

**4.32. AREA OF EXTRAORDINARY COSTS AND INCOMES**

In 2021, the company registered, as extraordinary incomes, the subsidies and compensations received in connection with the COVID-19 pandemic, and against these figures, it registered, as extraordinary costs, individual cost components (protective equipment, tests, etc.) spent just in connection with the pandemic in question. These incomes and costs are registered in accordance with applicable legal regulations by means of ordinary operational costs and incomes.

The total impacts of the COVID -19 pandemic on DP in 2021 can be summed up as follows:

**1. Additional costs of protective equipment, disinfection and testing**

For 2021, CZK 81,544,000 was consumed in the following breakdown, with all items listed being subject to the accounting of compensation for 2021:

**Concerning the total amount, partial consumption values were as follows:**

- Consumption of protective equipment and disinfection of approximately CZK 57,877,000,
- Approximately CZK 23,667,000 for staff testing costs.

**2. Drop in revenues from the Prague Integrated Transport fare**

In total figures, the drop in fare revenues for 2021 amounted to CZK 457,833,000, with a preliminary estimate of fare revenue amounted to CZK 3,061,058,000 and the actually achieved revenues amounted to CZK 2,603,225,000.

**3. Transport outputs cost savings**

The savings for 1-12/2021 in the area of variable costs achieve CZK 295,650,000 in comparison to the order planned.

**4. Drawing of subsidies and compensations****The pandemic-related subsidies and compensations received in 2021 were as follows:**

- Subsidies from the Antivirus A and B programmes – CZK 28,610,000,
- Compensations from public health insurance companies for the testing of the company's employees – CZK 7,612,000,
- Subsidies for the Public Transport Museum within the framework of the COVID Culture programme – CZK 930,000,
- Subsidies for tour transport under the COVID Bus II scheme – CZK 305,000,
- Subsidies under the COVID Rent programme – CZK 98,000.

# 5. Employees, company management and statutory bodies



## 5.1. Personnel costs and number of employees

2021

(The figures are stated in CZK 1,000)

	Number *)	Wage costs	Costs of soc. and health security	Other costs	Personnel costs, total
Employees	11 035	6 208 335	2 221 033	270 854	8 700 222
Company management	16	29 474	9 960	414	39 848
Board of Directors		17 645	3 688		21 333
Supervisory Board		3 648	1 218		4 866
Audit Committee		558	189		747
Corp. body members **)		21 851	5 095		26 946
<b>Total</b>	<b>11 051</b>	<b>6 259 660</b>	<b>2 236 088</b>	<b>271 268</b>	<b>8 767 016</b>

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>

## Total converted number of employees in the course of the accounting period

Time period	Number *)	Company management of the total number of employees
1. 1. 2021 – 31. 3. 2021	11 145	16
1. 1. 2021 – 30. 6. 2021	11 114	16
1. 1. 2021 – 30. 9. 2021	11 076	16
1.1.2021 – 31 December 2021	11 051	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 with any financial loans or credit facilities to shareholders or members of statutory, supervisory and control bodies.

The contributions for pension insurance schemes, complementary pension insurance programmes and life insurance plans were provided only to those members of statutory, supervisory and control bodies, who are at the same time also employees of the company.

## 6. Liabilities not stated in the accounting books



Contractual liabilities for renewal and development of the vehicle fleet, building capital expenditures and purchase of real property assets from contracts of purchase made by the end of 2021 amounted to CZK 6,673,873,000.

**For the department “Capital Expenditures – Metro”, the contractual liabilities amounted in total to CZK 5,087,276,000, where the most important entries are:**

- Renovation of the ceiling slab above the underpass and the vestibule of the Florenc C metro station, modernisation of the underpass and vestibule, construction of escalators in the exit to the bus station in the amount of CZK 1,788,921,000,
- Replacement of escalators, revitalisation of the station and construction of barrier-free access in Jiřího z Poděbrad Metro station in the amount of CZK 1,148,176,000,
- Comprehensive control system in the amount of CZK 991,000,000.

**For the department “Capital Expenditures – Surface”, the contractual liabilities amounted in total to CZK 1,468,094,000 and concerned especially the following projects:**

- Tram line “Sídliště Modřany – Libuš” in the amount of CZK 307,862,000,
- Electrification of the BUS line “140” – preparation of infrastructure in the amount of CZK 286,971,000,
- Renovation of the Ohrada – Palmovka tram line in the amount of CZK 244,269,000,
- Purchase of 14 electric buses in the amount of CZK 172,400,000...

**For the department “Strategy and Design Office”, the contractual liabilities amounted in total to CZK 115,177,000 and the most important entries are especially:**

- Barrier-free access to the Křižíkova, Jinonice, Malostranská and Hradčanská Metro stations in the amount of CZK 73,969,000,
- Consultancy services concerning subsidies in the amount of CZK 33,741,000.

**For the department of “Real Property Assets”, the contractual liabilities amounted in total to CZK 3,326,000 and represented contracts of purchase made in 2021 not stated in the Balance Sheet as at the date of the Financial Statements:**

- Purchase agreement with CGI Metropole, s.r.o. for the purchase of plots of land in the cadastral district of Zličín and Třebonice in the amount of CZK 3,326,000.

The main source of funding these liabilities will be the company’s own resources.

The company presupposes, in connection with renovation and development of building capital expenditures as well as with the acquisition of machinery capital expenditures, financing also from subsidies for the acquisition of fixed assets.

Another area of liabilities not stated in the accounting system consists of potential liabilities in the 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: 17 judicial litigations
- in a total amount: CZK 4,371,000

- 1) Associated with labour-law (employment) relations: 2 judicial litigations
- 2) Administrative actions: 1 judicial litigation
- 3) Liquidated damages: 8 judicial litigations
- 4) Claim for compensation of a detriment from an occupational injury: 3 judicial litigations
- 5) Liabilities from business relations: 2 judicial litigations
- 6) Other actions: 2 judicial litigations





## 7. Approval of the financial statements of 2020, profit distribution for 2021



### 7. 1. APPROVAL OF THE FINANCIAL STATEMENTS FOR 2020

Through the Resolution of the Council of the Capital City of Prague in the competence of the General Meeting of DP no. 1560 of 21 June 2021, the Financial Statements were approved in the full extent for 2020 with the economic result: loss amounting to CZK 34,292,000. At the same time a decision was made about the transfer of the loss at an amount of CZK 34,292,000 to the account 428 – Retained profit of previous years.

### 7. 2. PROPOSAL FOR PROFIT DISTRIBUTION FOR 2021

The Board of Directors of the company suggests to the General Meeting of DP the distribution of the economic result achieved for the accounting period of 2021 in the form of profit in the amount of CZK 42,589,000 by way of a transfer to the account 428 – Retained profit of previous years.



## 8. Events occurring after the date of the financial statements



The company management currently conducts a number of business negotiations in the matter of revitalisation of the Metro System stations which can be resolved, with regard to the effectiveness of financing, among other methods, by way of the 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 being conducted about the establishment of a joint-ventures for the revitalisation of the Rožtyly, Florenc and Nové Butovice stations.

As far as the Gracious Summer project is concerned, 10,908 debtors have made use of this institute so far, who have fulfilled the conditions of the so-called Gracious Summer and paid the principal and the lump-sum costs of execution in the amount of CZK 908 for each claim to the DP. The overall evaluation of the project is currently underway and will be the subject matter of further decisions of the DP management in the area of recovery of tariff surcharge claims.

In addition to the above-mentioned “Gracious Summer” project, the discontinuation of futile petty execution actions is another one-off legal institute leading to the possible suspension of enforcement proceedings, which concerns DP (as a creditor and beneficiary in enforcement proceedings) and which was introduced into the legal system by the Act no. 286/2011 Coll. The legislation regulating the cessation of futile petty execution actions took effect on 1 January 2022 and the DP currently sets out the criteria and processes that are to be applied by the company in this area.

The owner of the company, namely the Capital City of Prague (HMP), commenced, in October 2021, business negotiations with EIB in the matter of the securing of financing of capital expenditures of the extensive capital construction project known as “Construction of the Metro D Line”. The total amount of the credit facility considered achieves max. CZK 28 billion and will oscillate according to the approved budget of the capital expenditures up to a maximum level of 50% of the budgeted expenses of the approved extent of the capital construction project. This part of the financing will then be considered by DP as a subsidy on the part of the owner. Negotiations will then be initiated by DP on further financing, at the level of commercial banks, up to a maximum of CZK 20 billion.

The spreading of the COVID-19 disease epidemic and the introduction of governmental and municipal measures beginning in March 2020, aimed at preventing the infection from spreading

## 9. Climatic undertaking of the Capital City of Prague

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 were reflected, directly or indirectly, also in economic management activities and the 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 to the impacts of the COVID-19 disease-spreading and the introduction of governmental and municipal measures on economic management activities and the financial situation of DP in the period of 2022. 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 2022.
- b) Within the framework of the current crisis situation, DP ensures, to a full extent, all ordered performance of mass urban transportation and additional requirements which are raised to it on the part of the Capital City of Prague or the ROPID organisation. According to the current information and presumptions, the COVID-19 disease spreading development does not represent a significant risk 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 to a full extent in the next part of 2022.
- c) The DP management updates, on an ongoing basis, the impacts of the spreading of the COVID-19 disease epidemic and the introduction of governmental and municipal measures on economic management activities and the financial situation of DP in 2022 by way of updating the approved financial plan for 2022 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 2022 is supposed, in a similar way as in 2021, through assurance of financing in a full amount through an increased compensation payment from the budget of the Capital City of Prague.
- 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 the presumption of the going-concern principle for the company is not endangered either.

Through the Resolution no. 8/42 of 20 June 2019 of the Assembly of the Capital City of Prague and at the same time through the Resolution no. 1334 of 17 June 2019 of the Council of the Capital City of Prague concerning the declaration of the climatic undertaking of the Capital City of Prague, all joint-stock companies in the property portfolio of the Capital City of Prague were asked for cooperation during the fulfilment of the objectives of the climatic undertaking. All capital expenditure decisions should continue to be assessed in the optics of the objectives of reduction of greenhouse gas emissions (the target is to reduce CO<sub>2</sub> emissions in the Capital City of Prague by at least 45% by 2030 (against 2010) and to achieve zero CO<sub>2</sub> emissions no later than by 2050) and the climatic priority was reflected in conceptual and strategic materials.

# 10. Overview of financial flows – cash flow statement



(The figures are stated in CZK 1,000)

		Period to 31.12.2021	Period to 31.12.2020
P.	Balance of cash means and cash equivalents at the beginning of the accounting period	7 160 867	7 621 790
Z.	Accounting profit or loss from ordinary activities before taxation	47 639	317 766
A.1.	Adjustments with non-monetary operations	3 901 785	3 489 019
A.1.1.	Depreciation of fixed assets	3 768 286	3 616 235
A.1.2.	Change in the state of adjustments, reserves	-7 295	-139 997
A.1.3.	Profit (loss) from the sale of fixed assets	-112 295	-26 502
A.1.5.	Cost and income interest	4 220	16 315
A.1.6.	Adjustments with other non-monetary operations	248 869	22 968
A.*	Net operational cash flow before changes in working capital	3 949 424	3 806 785
A.2.	Change in the state of working capital	-1 722 896	1 211 689
A.2.1.	Change in the state of receivables and accruals and deferrals of assets	-2 082 880	422 650
A.2.2.	Change in the state of liabilities and accruals and deferrals of liabilities	310 968	828 541
A.2.3.	Change in the state of the inventory	49 016	-39 502
A.**	Net cash flow from operating activities before taxation	2 226 528	5 018 474
A.3.	Interest paid	-40 264	-69 348
A.4.	Interest accepted	36 044	53 033
A.***	Net cash flow from operating activities	2 222 308	5 002 159
B.1.	Expenses connected with acquisition of fixed assets	-1 519 690	-4 111 748
B.2.	Incomes from the sale of fixed assets	172 990	33 767
B.***	Net cash flow related to investment activities	-1 346 700	-4 077 981
C.1.	Change in the state of liabilities from financing	-419 301	-1 385 101
C.***	Net cash flow related to financial activities	-419 301	-1 385 101
F.	Net increase or reduction of cash means and cash equivalents	456 307	-460 923
<b>R.</b>	<b>Balance of cash means and cash equivalents at the end of the accounting period</b>	<b>7 617 174</b>	<b>7 160 867</b>

Transit Company of the capital city of Prague Prague, joint stock company  
Sokolovská 42/217, Vysočany, 190 00 Prague 9

## Approval of the Notes to the Financial Statements as at 31 December 2021 to a full extent



**Ing. Petr Witowski**

Chairman of the Board of Directors  
The Prague Public Transit Company,  
joint-stock company

**Mgr. Matej Augustín**

Member of the Board of Directors  
The Prague Public Transit Company,  
joint-stock company

**In Prague on 1 March 2022**

Drawn up by: Ing. Marek Polický



# Balance sheet in full



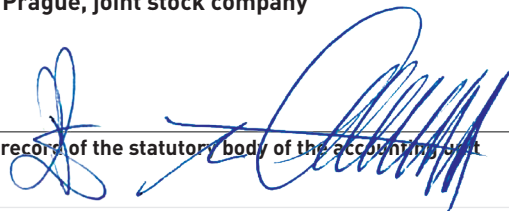
as at 31 December 2021

(in thousands CZK)

Transit Company of the capital city of Prague Prague, joint stock company

Sokolovská 42/217, Vysočany, 190 00 Prague 9

ID: 00005886

<b>Compiled on:</b> 8. 3. 2022	<b>Signature record of the statutory body of the accounting unit</b> 
Legal form of the entity joint stock company	Subject of business <b>Operation of public transport and other activities</b>
Note..:	

Mark	Text	31.12.2021			31.12.2020
		Gross	Correction	Netto	Netto
	<b>TOTAL ASSETS</b>	<b>144 740 624</b>	<b>61 772 951</b>	<b>82 967 673</b>	<b>82 247 579</b>
<b>B.</b>	<b>Fixed assets</b>	<b>132 215 270</b>	<b>60 473 387</b>	<b>71 741 883</b>	<b>73 195 424</b>
B.I.	Intangible fixed assets	1 436 345	1 225 350	210 995	248 009
<b>B.I.2.</b>	<b>Valuable rights</b>	<b>1 257 883</b>	<b>1 105 812</b>	<b>152 071</b>	<b>168 742</b>
B.I.2.1.	Software	1 248 334	1 098 025	150 309	167 609
B.I.2.2.	Other valuable rights	9 549	7 787	1 762	1 133
B.I.4.	Other intangible fixed assets	136 229	119 538	16 691	22 122
<b>B.I.5.</b>	<b>Advances made for intangible fixed assets and intangible fixed assets in progress</b>	<b>42 233</b>	<b>0</b>	<b>42 233</b>	<b>57 145</b>
B.I.5.1.	Advances made for intangible fixed assets	0	0	0	200
B.I.5.2.	Intangible fixed assets in progress	42 233	0	42 233	56 945

<b>B.II.</b>	<b>Tangible fixed assets</b>	<b>130 397 960</b>	<b>59 248 037</b>	<b>71 149 923</b>	<b>72 609 448</b>
<b>B.II.1.</b>	<b>Properties</b>	<b>64 780 462</b>	<b>24 554 925</b>	<b>40 225 537</b>	<b>40 969 908</b>
B.II.1.1.	Land	3 497 976	0	3 497 976	3 494 211
B.II.1.2.	Buildings	61 282 486	24 554 925	36 727 561	37 475 697
B.II.2.	Tangible movable assets and their aggregates	63 746 521	34 650 369	29 096 152	29 832 588
<b>B.II.4.</b>	<b>Other tangible fixed assets</b>	<b>88 066</b>	<b>42 743</b>	<b>45 323</b>	<b>48 540</b>
B.II.4.3.	Other tangible fixed assets	88 066	42 743	45 323	48 540
<b>B.II.5.</b>	<b>Advances made for tangible fixed assets and tangible fixed assets in progress</b>	<b>1 782 911</b>	<b>0</b>	<b>1 782 911</b>	<b>1 758 412</b>
B.II.5.1.	Advances made for tangible fixed assets	161 896	0	161 896	250 800
B.II.5.2.	Tangible fixed assets in progress	1 621 015	0	1 621 015	1 507 612
<b>B.III.</b>	<b>Non-current financial assets</b>	<b>380 965</b>	<b>0</b>	<b>380 965</b>	<b>337 967</b>
B.III.1.	Shares - controlled or controlling entity	356 335	0	356 335	312 946
B.III.3.	Shares - significant influence	24 630	0	24 630	25 021
<b>C.</b>	<b>Current assets</b>	<b>12 418 876</b>	<b>1 299 564</b>	<b>11 119 312</b>	<b>8 967 029</b>
<b>C.I.</b>	<b>Stocks</b>	<b>585 665</b>	<b>11 353</b>	<b>574 312</b>	<b>618 032</b>
C.I.1.	Material	575 255	11 353	563 902	603 261
C.I.2.	Work in progress and semi-finished products	8 991	0	8 991	13 048
C.I.3.	Products and goods	1 419	0	1 419	1 721
<b>C.I.3.2.</b>	<b>Goods</b>	<b>1 419</b>	<b>0</b>	<b>1 419</b>	<b>1 721</b>
C.I.5.	Advances made on stocks	0	0	0	2
<b>C.II.</b>	<b>Claims</b>	<b>4 216 037</b>	<b>1 288 211</b>	<b>2 927 826</b>	<b>1 188 130</b>
<b>C.II.1.</b>	<b>Long-term receivables</b>	<b>832 042</b>	<b>0</b>	<b>832 042</b>	<b>246 322</b>
C.II.1.1.	Trade receivables	83 541	0	83 541	98 124
<b>C.II.1.5.</b>	<b>Receivables - other</b>	<b>748 501</b>	<b>0</b>	<b>748 501</b>	<b>148 198</b>
C.II.1.5.2.	Granted long-term advances	9 620	0	9 620	94 025
C.II.1.5.4.	Other receivables	738 881	0	738 881	54 173
<b>C.II.2.</b>	<b>Short-term receivables</b>	<b>3 383 995</b>	<b>1 288 211</b>	<b>2 095 784</b>	<b>941 808</b>
C.II.2.1.	Trade receivables	1 407 043	883 760	523 283	282 875
<b>C.II.2.4.</b>	<b>Receivables - other</b>	<b>1 976 952</b>	<b>404 451</b>	<b>1 572 501</b>	<b>658 933</b>

C.II.2.4.3.	State - tax claims	211 420	0	211 420	283 701
C.II.2.4.4.	Granted short-term advances	46 897	0	46 897	16 278
C.II.2.4.5.	Doubtful accounts assets	149 558	0	149 558	198 385
C.II.2.4.6.	Other receivables	1 569 077	404 451	1 164 626	160 569
<b>C.III.</b>	<b>Short-term financial assets</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1 200 000</b>
C.III.2.	Other current financial assets	0	0	0	1 200 000
<b>C.IV.</b>	<b>Funds</b>	<b>7 617 174</b>	<b>0</b>	<b>7 617 174</b>	<b>5 960 867</b>
C.IV.1.	Cash in hand	31 258	0	31 258	37 988
C.IV.2.	Funds in accounts	7 585 916	0	7 585 916	5 922 879
<b>D.</b>	<b>Accrual</b>	<b>106 478</b>	<b>0</b>	<b>106 478</b>	<b>85 126</b>
D.1.	Accrued expenses	90 258	0	90 258	80 592
D.3.	Deferred income	16 220	0	16 220	4 534

Mark	Text	31. 12. 2021	31. 12. 2020
	<b>TOTAL LIABILITIES</b>	<b>82 967 673</b>	<b>82 247 579</b>
<b>A.</b>	<b>Equity</b>	<b>68 333 384</b>	<b>68 172 393</b>
<b>A.I.</b>	<b>Capital stock</b>	<b>31 239 495</b>	<b>31 239 495</b>
A.I.1.	Capital stock	31 239 495	31 239 495
<b>A.II.</b>	<b>Agio and capital funds</b>	<b>31 190 297</b>	<b>31 014 058</b>
<b>A.II.2.</b>	<b>Capital funds</b>	<b>31 190 297</b>	<b>31 014 058</b>
A.II.2. 1.	Other capital funds	30 914 234	30 914 012
A.II.2. 2.	Valuation differences on revaluation of assets and liabilities (+/-)	276 063	100 046
<b>A.IV.</b>	<b>Economic result of previous years (+/-)</b>	<b>5 861 003</b>	<b>5 953 132</b>
A.IV.1.	Undistributed profit of previous years, unreimbursed loss of previous years (+/-)	5 918 840	5 953 132
A.IV.2.	Other result of previous years (+/-)	-57 837	0
A.V.	Profit or loss for the current financial year (+ -)	<b>42 589</b>	<b>-34 292</b>
<b>B.+C.</b>	<b>Foreign sources</b>	<b>13 699 651</b>	<b>13 240 448</b>
<b>B.</b>	<b>Reserves</b>	<b>701 233</b>	<b>776 366</b>
B.IV.	Other reserves	701 233	776 366
<b>C.</b>	<b>Accounts payable</b>	<b>12 998 418</b>	<b>12 464 082</b>

<b>C.I.</b>	<b>Long-term liabilities</b>	<b>6 012 949</b>	<b>5 921 396</b>
C.I.3.	Long-term advances received	75 814	63 963
C.I.4.	Trade payables	149 589	106 726
C.I.8.	Deferred tax liability	5 787 546	5 750 707
<b>C.II.</b>	<b>Short-term liabilities</b>	<b>6 985 469</b>	<b>6 542 686</b>
C.II.3.	Received short-term advances	5 915	22 226
C.II.4.	Trade payables	1 249 767	2 106 879
C.II.5.	Short-term notes payable	2 400 000	3 200 000
C.II.8.	Other liabilities	<b>3 329 787</b>	<b>1 213 581</b>
C.II.8. 3.	Liabilities to employees	455 313	420 393
C.II.8. 4.	Social security and health insurance liabilities	258 950	252 561
C.II.8. 5.	State - tax liabilities and subsidies	2 399 549	422 671
C.II.8. 6.	Allowance for doubtful accounts	211 570	52 597
C.II.8. 7.	Other liabilities	4 405	65 359
<b>D.</b>	<b>Accrual of liabilities</b>	<b>934 638</b>	<b>834 738</b>
D.1.	Deferred expenditure	21 147	13 327
D.2.	Accrued income	913 491	821 411



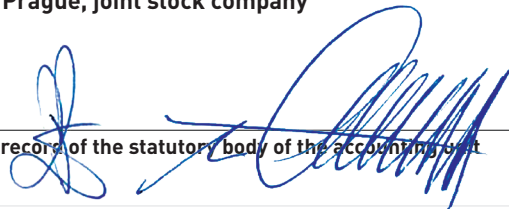
# Profit and loss report in full



as at 31 December 2021  
(in thousands CZK)

**Transit Company of the capital city of Prague Prague, joint stock company**

Sokolovská 42/217, Vysočany, 190 00 Prague 9  
ID: 00005886

<b>Compiled on:</b> <b>8. 3. 2022</b>	<b>Signature record of the statutory body of the accounting unit</b> 
Legal form of the entity <b>joint stock company</b>	Subject of business <b>Operation of public transport and other activities</b>
Note...:	

Mark	Text	The period to 31. 12. 2021	The period to 31. 12. 2020
I.	Revenue from the sale of products and services	<b>19390510</b>	<b>18975503</b>
I.1.	Revenue from the sale of own products and services	<b>19390510</b>	<b>18975503</b>
I.1. 1.	Revenues from fares	3203170	3122964
I.1. 2.	Compensation for public service obligations	15291363	15073015
I.1. 3.	Other revenue	895977	779524
II.	Revenue from the sale of goods	10671	978
A.	Power consumption	<b>7675958</b>	<b>7316204</b>
A.1.	Costs incurred on goods sold	9993	682
A.2.	Material and energy consumption	3054000	2840974
A.3.	Services	4611965	4474548
B.	Change in inventories of own operations (+/-)	4057	-5588

C.	Activation (-)	-634157	-586099
D.	Personal costs	<b>8767016</b>	<b>8602699</b>
D.1.	Wage costs	6259660	6130324
D.2.	Social security, health insurance and other costs	<b>2507356</b>	<b>2472375</b>
D.2. 1.	Social security and health insurance costs	2236088	2202826
D.2. 2.	Other costs	271268	269549
E.	Adjustments to values in operations	<b>3836124</b>	<b>3663034</b>
E.1.	Adjustments to intangible and tangible fixed assets	<b>3768457</b>	<b>3598635</b>
E.1. 1.	Adjustments to intangible and tangible fixed assets - permanent	3768286	3616235
E.1. 2.	Adjustments to intangible and tangible fixed assets - temporary	171	-17600
E.2.	Adjustments to inventory values	-6067	2817
E.3.	Adjustments to receivables	73734	61582
III.	Other operating income	<b>1379631</b>	<b>954857</b>
III.1.	Revenues from the sale of fixed assets	172767	33767
III.2.	Revenues from sold materials	86652	74439
III.3.	Other operating income	1120212	846651
F.	Other operating costs	<b>1053138</b>	<b>581041</b>
F.1.	Residual value of fixed assets sold	60472	7265
F.2.	Sold material	86006	72999
F.3.	Taxes and fees	19675	16863
F.4.	Provisions in the operating area and comprehensive deferred charges	-75133	-186796
F.5.	Other operating costs	962118	670710
*	<b>Operating result (+/-)</b>	<b>78676</b>	<b>360047</b>
VI.	Interest income and similar income	<b>36044</b>	<b>53033</b>
VI.2.	Other interest and similar income	36044	53033
J.	Interest expense and similar costs	<b>40264</b>	<b>69348</b>
J.2.	Other interest and similar costs	40264	69348
VII.	Other financial income	1212141	1011033
K.	Other financial costs	1238958	1036999



*	<b>Financial result (+/-)</b>	<b>-31 037</b>	<b>-42 281</b>
**	<b>Profit before tax (+/-)</b>	<b>47 639</b>	<b>317 766</b>
L.	Income tax	<b>5 050</b>	<b>352 058</b>
L.2.	Deferred income tax (+/-)	5 050	352 058
**	<b>Economic result after tax (+/-)</b>	<b>42 589</b>	<b>-34 292</b>
***	<b>Economic result for the accounting period (+/-)</b>	<b>42 589</b>	<b>-34 292</b>
*	Net turnover for the accounting period	<b>22 028 997</b>	<b>20 995 404</b>

# Statement of changes in equity



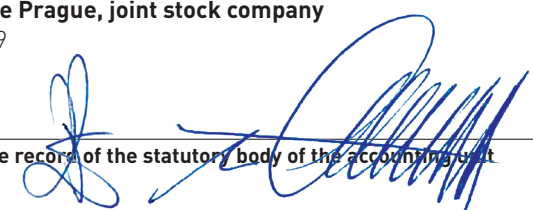
as at 31 December 2021

(in thousands CZK)

**Transit Company of the capital city of Prague Prague, joint stock company**

Sokolovská 42/217, Vysočany, 190 00 Prague 9

ID: 00005886

<b>Compiled on:</b> 8. 3. 2022	<b>Signature record of the statutory body of the accounting unit</b> 
Legal form of the entity <b>joint stock company</b>	Subject of business <b>Operation of public transport and other activities</b>
Note.:	

Account	Stock capital	Changes in stock capital	Other capital funds	Valuation differences from the revaluation of the property and liability	Cumulative result	Total equity
<b>PZ as at 31. 12. 2020</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>
Capital transactions with owners						0
Allocation to the reserve fund						0
Paid dividends						0
Stock capital changes						0
Change in SC - non-monetary contribution						0
Subsidies to increase the GI						0
Other transactions						0
Current year's AGM					-34 292	<b>-34 292</b>

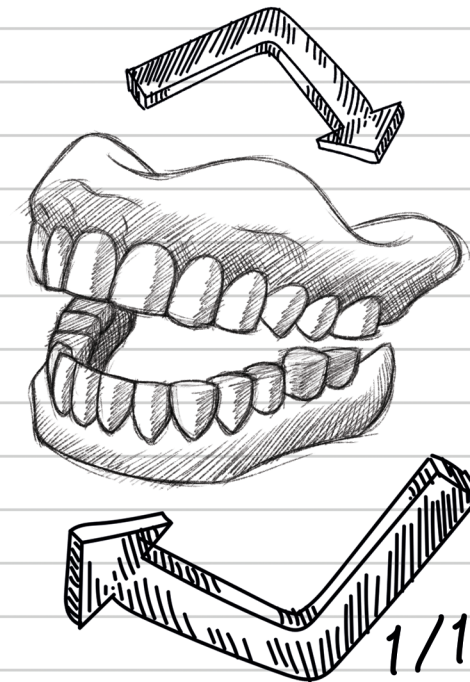
Valuation of land and buildings						0
Additions to valuation differences on revaluation of securities etc.			35 673			35 673
Revaluation of derivatives			-119 613			-119 613
Deferred tax on derivatives			22 727			22 727
Reimbursement of losses from the reserve fund						0
Other profits or losses of previous years						0
<b>SC as at 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>
Capital transactions with owners						0
Allocation to the reserve fund						0
Paid dividends						0
Stock capital changes						0
Change in SC - non-monetary contribution						0
Subsidies to increase VK						0
Other transactions						0
Current year's AGM					42 589	42 589
Valuation of land and buildings			222			222
Additions to valuation differences on revaluation of securities etc.			40 498			40 498
Revaluation of derivatives			167 307			167 307
Deferred tax on derivatives			-31 788			-31 788
Reimbursement of losses from the reserve fund						0
Other profits or losses of previous years					-57 837	-57 837
<b>SC as at 31.12.2021</b>	<b>31 239 495</b>	<b>0</b>	<b>30 914 234</b>	<b>276 063</b>	<b>5 903 592</b>	<b>68 333 384</b>

08/19

Agnes tended to my twisted ankle and sprained shoulder.  
It's a pity I'm going back so soon. It's nice in here.

15/19

I'm trying to decide  
if I should start  
with martial arts.



1/10

False teeth almost done.  
Can't wait to get them,  
it's a bit hard to talk.  
Getting hit by Musó  
Gonosuke's stick in the  
face was completely  
unexpected. And abrupt.  
I'm sorry about the teeth  
but health is more important.

6/19 I invited Agnes to Czechia. She's happy to come. I'm going to show her a new couple's sport I came up with. I'd love for it to spread across borders. I think she's an ideal partner, so I hope she'll like it as much as I do. It's a secret so far, so I'm not going to write it down in here just yet. Anyway, everything's cool at work. Thankfully, I've got a lot of understanding colleagues who support sports (some of them strictly in theory but oh well...)

♥ ♥ ♥ ♥ ♥  
**Agnes.**  
♥ ♥ ♥ ♥ ♥

## Independent Auditor's Report

on Audit  
of the Financial Statements

as at December 31, 2021

**Dopravní podnik hl. m. Prahy, akciová společnost**  
*(The Prague Public Transit Company, joint-stock company)*

Prague, April 2022





#### Information about the audited company

Name of the accounting unit:	Dopravní podnik hl. m. Prahy, akciová společnost (The Prague Public Transit Company, joint-stock company)
Registered office:	Sokolovská 42/217, Vysočany, 190 00 Prague 9
Registered at:	Municipal Court in Prague
Registration under number:	Section B, Insert no. 847
ID number:	000 05 886
VAT Id. No.:	CZ00005886
Statutory body:	Board of Directors
Subject of business:	Operation of a tramway network system, special railroad (metro system) and cableway (Petřín and ZOO) and operation of rail system transport in the Capital City of Prague, road motor transport and other activities
Audited period:	1 January 2021 to 31 December 2021
Recipient of the Report:	The sole shareholder of the company "Dopravní podnik hl. m. Prahy, akciová společnost" (The Prague Public Transit Company, joint-stock company), which is the Capital City of Prague

#### Data of the Auditing Company

Name of the company:	NEXIA AP a.s.
Audit firm licence No:	č. 096
Registered office:	Sokolovská 5/49, 186 00 Prague 8 Karlín
Recording carried out at:	Municipal Court in Prague
Registration made under number:	Section B, Insert no. 14203
ID number.:	481 17 013
VAT Id. No.:	CZ48117013
Telephone number:	+420 221 584 302
E-mail:	<a href="mailto:nexiaprague@nexiaprague.cz">nexiaprague@nexiaprague.cz</a>
Responsible auditor:	Ing. Mikuláš Laš
Auditor licence No.:	no. 2493



## Independent auditor's Report

### to the sole shareholder of the company

### "Dopravní podnik hl. m. Prahy, akciová společnost"

### (The Prague Public Transit Company, Inc.)

#### Opinion

We have performed the audit of the attached **Financial Statements** of the joint-stock company **Dopravní podnik hl. m. Prahy, akciová společnost** ("The Prague Public Transit Company, Inc." 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 **December 31, 2021**, Profit and Loss Statement, Overview of the Changes in Equity and Cash Flow Statement, drawn up for 2021 ending on December 31, 2021, and the Notes to the Financial Statements, containing a description of the essential accounting methods used and other explanatory information.

**In our opinion, subject to the reservation of the impacts of the facts described in the section entitled "Basic for Opinion", the Financial Statements provide a true and fair image of the assets and liabilities of The Prague Public Transit Company, Inc., as at December 31, 2021, and of the costs and incomes and of the result of its economic activities and cash flows for the period of 2021, ending as at December 31, 2021, in accordance with the Czech Accounting Standards.**

#### Basic for Opinion

The basis for our Opinion consists of one (1) case of the identified obvious incorrectness of the Financial Statements and one (1) case of significant uncertainty connected with the correctness of the valuation of assets in the Financial Statements:

#### 1. Material incorrectness of the Financial Statements consisting of an incorrect (overvalued) valuation of the plots of land stated on line B.II.1.1. of the Balance Sheet ("net" column) as at 31 December 2021 in the amount of CZK 3,497.98 million by an amount of CZK 419 million.

- DP states, as at 31 December 2021, as a part of the valuation of the plots of land on 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 the 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).**
- These plots of land are objectively not, with regard to the existing HMP infrastructure, useable for the 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 the HMP, to a third person (their external sale cannot be decided without the the HMP's 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 the HMP from an accounting point of view. According to the information available to the auditor, HMP at present seems to be interested in the possibility of resolving this issue by transferring the plots of land in question from DP to the ownership of the 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 the 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 2021. 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 the 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 3,497.98 million to **CZK 3,078.98 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 2021,
  - 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 CZK 0.17 million to **CZK 419.17 million**,
  - Reduction of the result of economic activities for the accounting period after taxation stated in the PLS by CZK 419 million from CZK 42.59 million to minus (-) **CZK 376.41 million**,
  - Reduction of the equity stated in the Balance Sheet by CZK 419 million from CZK 68,333.38 million to **CZK 67,914.38 million**.

**Table no. 1:** Key impacts of reduction of the valuation of the plots of land encumbered by the HMP infrastructure through the 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)	Plots of land	3,497.98	<b>3,497.98</b>
2.	Balance Sheet (assets)	B.II.1.1. (adjustment)	Plots of land	0	<b>419</b>
3.	Balance Sheet (assets)	B.II.1.1. (net)	Plots of land	3,497.98	<b>3,078.98</b>
4.	Profit and Loss Statement	E.1.2.	Adjustments of the values of fixed intangible and tangible assets – temporary	0.17	<b>419.17</b>
5.	Profit and Loss Statement	*	Operation result of economic activities	78.68	<b>-340.32</b>
6.	Profit and Loss Statement	**	Result of economic activities before taxation	47.64	<b>-371.36</b>



7.	Profit and Loss Statement	***	Result of economic activities for the accounting period	42.59	<b>-376.41</b>
8.	Balance Sheet (liabilities)	A.	Equity	68,333.38	<b>67,914.38</b>
9.	Balance Sheet (liabilities)	A.V.	Result of economic activities of the current accounting period	42.59	<b>-376.41</b>

**2. Uncertainty connected with the 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 339 million, which may have a material impact on the valuation of assets as at 31 December 2021 and on the result of economic activities for the accounting period of 2021:**

- a) DP states, as at 31 December 2021, as a part of the valuation of the plots of land on line B.II.1.1. of the Balance Sheet in the column "Net", the plots of land valued with an accounting value of **CZK 339 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 the HMP should purchase these plots of land at the sales price determined by an Expert opinion, and therefore it proposed them to the HMP for redemption or exchange. According to the information available to the auditor, the HMP at present seems to be interested in the possibility of resolving this issue by transferring the plots of land in question from DP to the ownership of the 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 the 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 339 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 339 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 the 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 the correctness of the valuation of the concerned redundant plots of land in the Balance Sheet of DP as at 31 December 2021, which are stated in the accounting value of CZK 339 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 2021 and on the DP equity as at 31 December 2021.**



- **The fact that we did not have relevant information about the possible economic use of these redundant plots of land at our disposal, means, in our opinion, significant uncertainty that these redundant plots of land of the accounting value of CZK 339 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 2021.**

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 the formulation of **our Opinion**.

#### **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 the 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,
- 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. As described above in the section entitled "Grounds for the Qualified Opinion", the Financial Statements contain a material misstatement consisting of an incorrect (overstated) valuation of assets, caused in one case by a material misstatement of facts and in the other case by a material uncertainty. We, therefore, conclude that the other information is materially misstated 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 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 the 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 supervising the process of accounting statement preparation.

#### **Auditor's responsibility 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 fraud or by mistake and to issue the Auditor's Report containing our Statement. A 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 as a consequence of frauds or mistakes and is considered 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 fraud or mistake, propose and perform auditing procedures responding to these risks and 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 as a consequence of fraud, is higher than the risk of a failure to reveal a significant (material) incorrectness caused by a mistake, because 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 to 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 the efficiency of its internal control system.
- To assess the 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 the 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 April 8, 2022



Ing. Mikuláš Laš  
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**NEXIA AP a.s.**  
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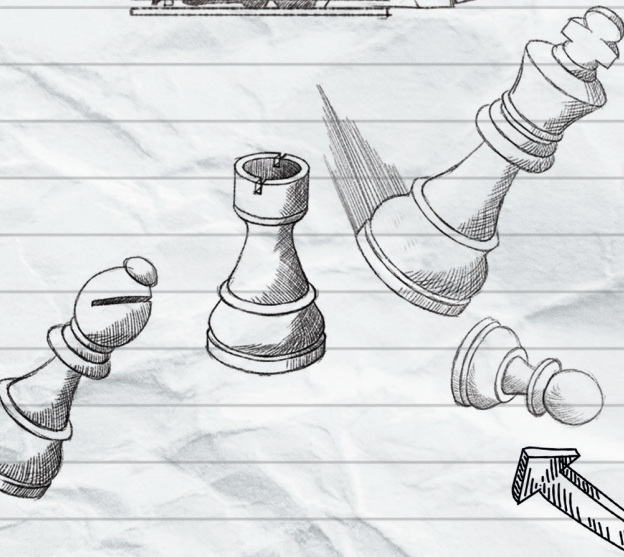
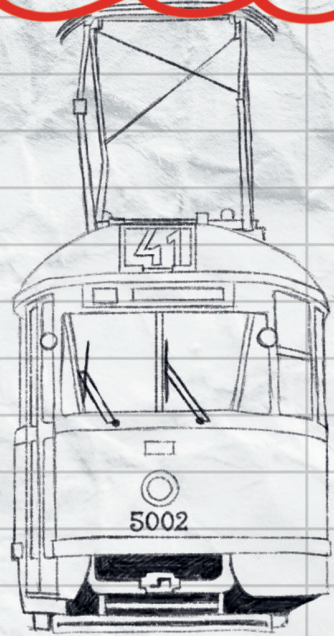
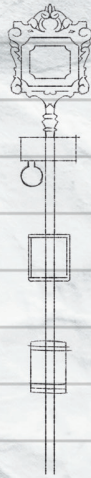
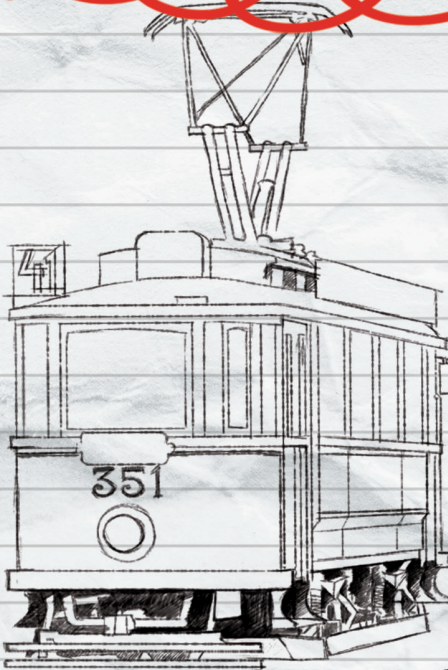


... game  
... end up resenting  
... I've been alone, I barely  
... the pieces on my life board,  
... a chess board. It's a pity.

20.11.

15.1.

~~~~~



~~30.11.  
I'VE GOT A LOT ON MY PLATE  
AT WORK. IT'S HARD  
TO THINK OF SOMETHING...~~